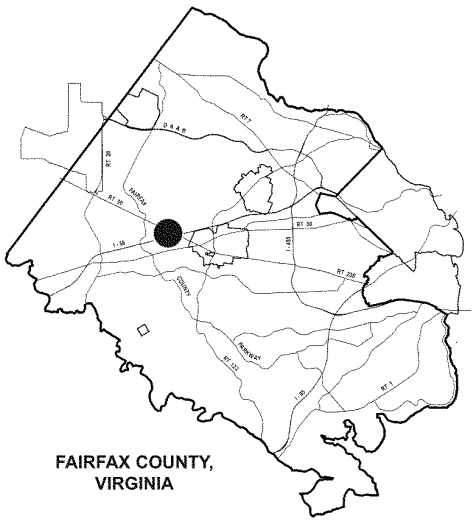


FAIRFAX COUNTY, VIRGINIA

AN AMENDMENT TO

THE COMPREHENSIVE PLAN FOR FAIRFAX COUNTY, VIRGINIA 2011 EDITION

GENERAL LOCATION: South of Lee-Jackson Memorial Highway (Route 50), north of Interstate 66, and east of Legato Road

PLANNING AREA AND DISTRICT: III, Fairfax Center Area

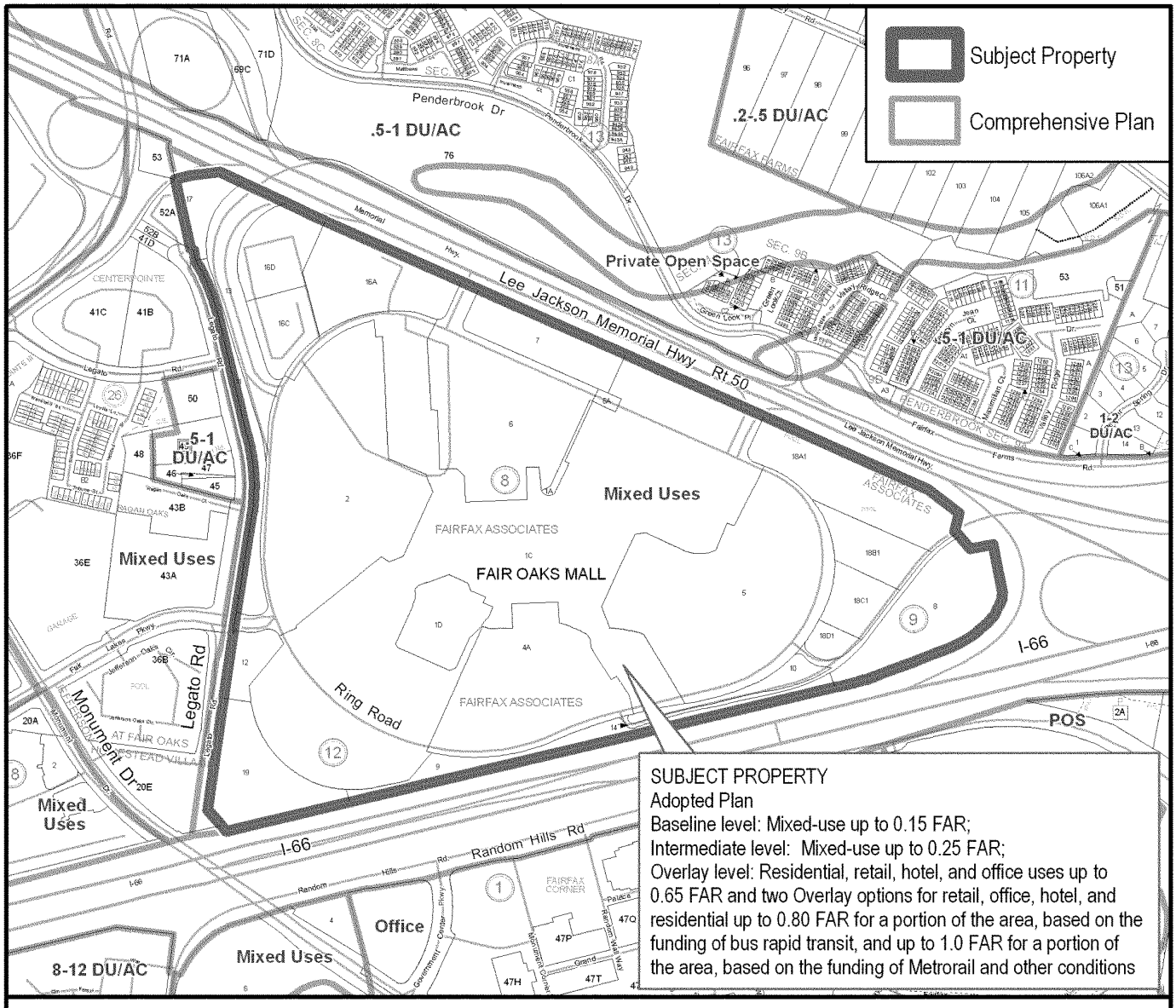
SUB-DISTRICT DESIGNATION: Land Unit J, Sub-unit J5

PARCEL LOCATION: 46-3 ((8)) All; 46-4 ((9)) All; 56-1 ((12)) All

SUPERVISOR DISTRICT: Springfield

ADOPTED: April 26, 2011 **ITEM NO.** APR 09-III-1FC

FOR ADDITIONAL INFORMATION CALL (703) 324-1380



AMENDMENT TO THE COMPREHENSIVE PLAN (2011 EDITION)

The following changes to the Comprehensive Plan have been adopted by the Board of Supervisors. To identify changes from the previously adopted Plan, new text is shown as underlined and deleted text is shown with a ~~strikethrough~~.

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Fairfax Center Area as amended through 10-19-2010; Land Unit Recommendations, Sub-unit J5, page 76:

"**Sub-unit J5**

~~This sub-~~Sub-unit J5 consists of approximately 133 acres and contains the Fair Oaks regional mall at its center and several office buildings and hotels, ~~a multi-screen movie theater, and a hotel~~ around its perimeter. ~~It is planned for mixed-use retail and office use not to exceed .50 FAR overall. The existing character of the site along Route 50 should be preserved.~~ A Metrorail station is planned to be constructed along Interstate-66 with a pedestrian connection to the sub-unit. Subject to adoption by the Board of Supervisors, a Bus Rapid Transit (BRT) system may be constructed as an interim or alternative transit mode. The BRT system, if deemed appropriate, would potentially extend westward toward the county line and potentially into Prince William County from the Vienna Metrorail station or points east. BRT is defined as a system operating in the median of I-66 in an exclusive lane, segregated from the public traffic on I-66. The system would be served by stations similar to Metrorail with bridge connections to adjacent parcels. Service would consist of larger buses such as articulated buses. BRT is a higher quality system than the express bus or bus priority system as recommended in the 2010 Virginia Department of Rail and Public Transit's (DRPT) I-66 Transit/Transit Demand Management (TDM) study.

Sub-unit J5 is planned at the Overlay level up to 0.65 FAR overall. The 109.5-acre portion of the sub-unit that contains the Fair Oaks Mall property ("mall property"), as shown on Figure 15, is planned for residential, retail, hotel, and office uses at the Overlay level, which equates to approximately 3.1 million square feet of development. The approximately 24-acre remainder of the sub-unit is planned for retail, hotel and office uses at the Overlay level. As an interim phase in the Overlay level, the mall property is planned for retail and office uses up to an intensity of 0.50 FAR. Redevelopment at the interim phase should meet the development elements and the performance criteria recommended at the Overlay level.

As options at the Overlay level, development on the mall property may be increased up to 3.8 million square feet (an intensity of up to 0.80 FAR) subject to adoption and funding of a BRT system ("BRT Option") and increased up to 4.8 million square feet (an intensity of up to 1.0 FAR), subject to funding of the

planned extension of Metrorail along I-66 in the vicinity of the mall ("Metrorail Option"). The majority of the development under the Metrorail Option should be concentrated near the planned transit station within approximately ¼ mile of the platform. As redevelopment occurs across the mall property, the cumulative total square feet should not prevent the potential for the most intense development from being located near the station.

While preserving the sub-unit's role as a regional retail center, redevelopment of the sub-unit and the mall property, in particular, presents an opportunity to transform the auto-oriented, suburban-style character of the sub-unit into an inter-connected, urban-style, transit and pedestrian-friendly place. In order to achieve this goal, the ultimate vision for redevelopment should be defined at the earliest phase of redevelopment through a conceptual circulation plan. The plan should ensure that any redevelopment works toward achieving the ultimate goal of an integrated, transit-oriented development. If redevelopment includes individual development phases, a logical phasing plan should be part of any redevelopment proposal to demonstrate how ultimate development at the greatest planned intensity will achieve Comprehensive Plan goals.

Circulation into, around, and through the mall property, connecting to land uses on the periphery of the mall property and outside the land unit, should be the primary component of conceptual plan. The central location of the mall in the sub-unit and its spoke-like design present a challenge for movement, particularly for pedestrians. The future vision should identify multi-modal corridors of movement and how connections will be improved or enhanced to safely accommodate pedestrians, bicyclists, and transit in the sub-unit. Vehicular and pedestrian conflicts at intersections should be identified, and the needs balanced or prioritized. The design should bring the internal activity and vibrancy of the mall outward to the surrounding streetscapes of the new development by extending mall corridors outward to the new roadways. The circulation pattern should be logical and cohesive and recognize that the most direct connection across the site will occur through the mall building.

The vision should be realized through a synergistic mixture of land uses and a coordinated design. The retail use in the mall may expand up to two million square feet under the Overlay or Overlay Option levels. Initially, the mall's retail use should comprise the majority of the total development. As redevelopment occurs under the options on the mall property, the land use components should shift such that the mall square footage should become less of the total development, and the new development on the mall property at the Metrorail Option becomes the majority of the total square feet. Under the Metrorail Option, the residential component should be generally 30 percent of the total development, and the retail use of the mall should be generally 40 percent of the total development.

Residential uses should be designed and located in a manner that reduces the traffic-related noise impact on such uses, as per county policy. Retail uses, exclusive of the mall, should be conveniently located in the ground-floor of buildings in order to serve the residents and employees, animate the street, and promote pedestrian activity. The retail uses also should be located strategically to take advantage of visibility and promote walkability, at such areas as prominent entryways, corridors, or public plazas. Residents, employees, and visitors should have convenient access to urban parks, open space, recreational space, and other services. A network and hierarchy of open spaces and urban parks should be established per county policy.

The building orientation and site layout should contribute to the connectivity internal to the mall property, encourage walkability, and create a pedestrian-scaled environment. Block sizes should be compact with buildings located close to one another and aligned with and oriented to the street. A variety of building heights, massing, and articulation should be provided to create visual interest along the street and minimize sun shading of the street or adjacent parcels by tall structures. Loading areas, blank walls, and rear-facades should be treated in ways that do not detract from an urban street experience. Redevelopment along the perimeter of the mall property should be inviting and designed to relate to the neighboring uses. Entryways, including the Fair Lakes Parkway and the planned transit station, should contain notable gateway features, such as public art, plazas, landscape features, or interesting architecture to mark the threshold of the development. Signage or other wayfinding devices should be incorporated as gateways features and installed as part of a comprehensive wayfinding plan to facilitate easy movement around the property. The architecture, landscaping, signage, and materials should establish unified design themes at the earliest phase of development.

Improvements to roadways, streetscapes, and intersections may be phased as development builds out. These improvements should enhance non-motorized physical connections and to ensure safe usage for pedestrians, bicyclists, drivers, and transit riders of all ages and abilities. Sidewalks, bicycle lanes, or bicycle signage indicating that the road is shared with bicyclists should be constructed in accordance with the circulation plan as implemented through the phasing plan. Streetscapes should be animated and attractive through the usage of storefront windows with browsing areas, entrances, landscaping, plazas, unique paving materials, outdoor cafes, seating areas, and other street furniture or amenities. Roads that are privately owned and/or maintained should be designed to provide mobility for vehicle, pedestrians, and cyclists. The ability of transit service to operate within the sub-unit should remain.

Parking should be consolidated into structures, under-ground or above ground, and integrated into the streetscape in order to minimize, if not eliminate, surface parking lots. On-street and underground parking with short-term on-street parking for the retail stores should be given preference over other forms of parking.

Structured parking should be located behind buildings or, if visible from the street, screened or treated in a manner that contributes to the visual appeal of the streetscape. If surface lots must be utilized, redesign and consolidation is encouraged to accommodate space for trees and other landscaping features. Creative approaches to reduce the amount of required parking provided, such as shared parking strategies or parking maximums should be considered.

In anticipation of the transit station, the design and circulation on the mall property should promote connectivity throughout the mall property to the transit station. Redevelopment should provide a prominent connection from the station platform to the mall with the highest intensities located near the station platform and this connection. The connection should include street-level retail uses, cafes, or an urban park. A central plaza or park also may be a component of this linkage or located elsewhere on the site. This central feature should contribute to the distinct identity of the place and serve as a main attraction and foundation for a network of urban parks throughout the development. Facilities for the transit station users such as shelters, real time information displays, bus bays, bicycle racks, kiss and ride, or other related facilities and improvements, should be provided. When the BRT or Metrorail station becomes operational, the mall should provide a level of access through the building taking into account the operational aspects of the mall and the transit station. The mall will retain full control over its private property and may continue to enforce its access and other policies and rights.

Non-motorized connections into the sub-unit, across the Ring Road, and to the mall should be enhanced. The Ring Road is shown on Figure 15. Crossings of the Ring Road should be improved with pedestrian-activated signals and crosswalks at a minimum. Crosswalk design should alert drivers of the crossing and may include special paving materials and striping. Crossings should be complemented by a designated walkway to the mall building and should be designed with sufficient width to avoid conflict with vehicles. Above the Intermediate level, the pedestrian pathway from Legato Road, where the north-south section of Legato Road meets the east-west section of Legato Road, should be improved to increase safety for the pedestrian and potentially accommodate bicyclists with any redevelopment. As an alternative, a new pedestrian connection from Legato Road to the crosswalk where the Route 50 ramps meet the Ring Road may be considered.

In addition, redevelopment above the Intermediate level should accommodate a safe pedestrian crossing from Fair Lakes Parkway, across the Ring Road, and to the mall. An extension of the sidewalks, from Legato Road along both sides of Fair Lakes Parkway is the preferred option. At a minimum, the sidewalk on at least one side of the Parkway should be extended to the Ring Road. However, if the preferred option cannot be immediately accommodated, then an interim option may be explored, involving an improvement to the existing pedestrian connection from Fair Lakes Parkway to the Ring Road, which aligns with the existing

sidewalk to the mall. If neither of these options is feasible with development up to an intensity of 0.50 FAR, then another option, which accomplishes the objective of a safe, signalized, pedestrian crossing at a crosswalk in the vicinity of the Fair Lakes Parkway and the Ring Road, may be considered as an interim improvement. Redevelopment above 0.50 FAR should improve the intersection of Fair Lakes Parkway and the Ring Road to facilitate safe pedestrian movement.

Redevelopment also should consider the impacts on nearby roadways. Fair Lakes Parkway is considered the major western access, and this roadway is anticipated to continue to function as such for all modes of travel in the future. As a result, redevelopment at the earliest phase should study Fair Lakes Parkway from the Ring Road to West Ox Road to improve traffic operations, and pedestrian safety should be balanced with vehicular needs. Furthermore, above the 0.50 FAR, evaluation, including a weave analysis, should be conducted for both right-in and right-out ramps on eastbound Route 50 at Fair Oaks Mall to the westbound and eastbound I-66 on-ramps. This movement should be monitored and potentially mitigated as development exceeds 0.50 FAR and builds-out to the 1.0 FAR. The operations of each Route 50 and Ring Road intersection also should avoid queuing onto Route 50 for any redevelopment.

Redevelopment above the 0.65 FAR should be predicated on at least one new vehicular connection into the sub-unit. In preparation for this connection(s), any redevelopment that interacts with or impedes the landing area of the potential connection(s) should include an evaluation of the feasibility of the extensions of 1) the east-west section of Legato Road to the Ring Road; and 2) Government Center Parkway across I-66 to the Ring Road. The study should consist of the preliminary design and/or conceptual engineering, (as appropriate depending on where and what level of development is proposed), the overall site concept, the interface of development with the extension, the connection into the Ring Road, and the safe accommodation of transit, pedestrians, and bicyclists. The connections should integrate into the circulation plan for the property, and the extension of Government Center Parkway should complement and not interfere with the location of the transit station. The Government Center Parkway extension should be considered a regional and a local improvement and would require both public and private investment. The addition of this improvement to the Fairfax Center Area Road Fund listed improvements should be considered, if the study deems the improvement feasible.

If the Government Center Parkway extension is not feasible, a pedestrian bridge from the mall property to Sub-unit P2 should be considered as part of a transit system improvement as a connection for pedestrians across I-66. A pedestrian bridge would not satisfy the need for a new vehicular connection elsewhere, such as Legato Road. The bridge should not interfere with the location of the transit station and should integrate into the circulation plan for the property. The study of the bridge should take into account the timing of the construction of the BRT or the Metrorail station, which may serve a similar purpose and deem the bridge

unnecessary. The addition of this improvement to the Fairfax Center Area Road Fund listed improvements should be considered.

In addition to roadway improvements and enhancements to the pedestrian environment, other strategies to reduce vehicular trips should be employed. A Transit Demand Management program should be developed and implemented in order to reduce vehicular trips with any redevelopment. Overall trip reductions with redevelopment above the Intermediate level must be at least 16%. The overall trip reductions under the BRT Option and the Metrorail Option should be 21% and 30%, respectively. The Virginia Department of Rail and Public Transit has recommended a bus priority system along the I-66 corridor as short-term transit improvement. A TDM measure could include a contribution to the bus priority system or other measures to encourage the use of the bus priority system. Redevelopment on the mall property also should continue to allow direct local bus access to and through the site to support the existing and planned local bus service that accesses the sub-unit. On-site facilities should be improved by constructing an enhanced transit stop to serve the local bus services. The transit stop should be located as close as possible to existing or future development in a convenient and accessible area. Facilities for the transit riders, such as shelters, real time information displays, bus bays, bicycle racks, or other related improvements, should be provided. The enhanced transit stop should be incorporated into the phasing plan that will be established in the initial phases of redevelopment.

Any redevelopment also should address impacts to other county priorities. Redevelopment should provide affordable and workforce housing through compliance with the Affordable Dwelling Unit Ordinance and other County policies. For proposals that exceed the Overlay levels, any redevelopment should exceed the recommendations of the Overlay level in regards to affordable and workforce housing. For example, the total percentage of affordable housing, both Affordable Dwelling Units plus Workforce Dwelling Units may exceed the county policy of 12% plus applicable bonus density. Furthermore, any new non-residential development at the Overlay option levels should also make a per-square foot financial contribution to the Fairfax County Housing Trust Fund that will be used to create affordable and workforce housing opportunities. The amount and period of time should be determined at the time of rezoning development review. If non-residential floor area is achieved through a bonus for providing affordable and workforce dwelling units, the bonus floor area should not be included when calculating the contribution amount. Ground level retail located in office, hotel, and residential buildings should also not be included when calculating the contribution amount.

Any redevelopment should incorporate green building practices and energy conservation, water conservation, and stormwater management measures in new buildings as per county policy within designated activity centers. New development should commit to county policy on green building, including certification through established green building rating systems, such as

Leadership in Energy and Environmental Design program or other equivalent programs with third party certification. Any expansion or substantial renovations of the existing structure should incorporate green building features to a significant extent. Incorporation of green building features for the existing mall building should be encouraged. Redevelopment should reduce impervious surface, achieve better control over stormwater runoff, and minimize or eliminate downstream degradation to the streams in the area. Low Impact Development practices of stormwater management (e.g., bioretention facilities; vegetated swales) should be utilized towards this end. Any redevelopment above the 0.65 FAR should include exceptional commitments that exceed the county policy for stormwater management and green building.

Any redevelopment also should address the impacts of the development on surrounding parks, recreation facilities, and schools. A contribution to the construction of new athletic fields and/or upgrading existing fields at parks within the service area, the construction of master planned park facilities, and the replacement or improvement of aging park facilities at nearby parks should be made when the Overlay options are implemented. The impact to schools by the residential uses that are included in the Overlay and the Overlay options should be mitigated at each phase of development."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Fairfax Center Area as amended through 10-19-2010; Land Unit Summary Chart – Land Unit J, pages 76-77:

"LAND UNIT SUMMARY CHART – LAND UNIT J

Sub-units	Approximate Acreage
J1	41
J2	41.5
J3	3.5
J4	17
J5	~~131~~ 133

Sub-units	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
J1, J4	RESIDENTIAL		2
J2	OFFICE; RESIDENTIAL	.25	5
J3	INSTITUTION; OFFICE	.15 .25	
J5	MIXED-USE **	.15	

LAND UNIT SUMMARY CHART – LAND UNIT J
(continued)

Intermediate Level		
J1, J4	OFFICE/MIX	.35
J2	OFFICE/MIX	.55
J3	INSTITUTION;	.50 *
	OFFICE	.55
J5	MIXED-USE **	.25
Overlay Level		
J1	OFFICE/MIX	.45
J2	OFFICE/MIX; ***	1.0
	HOTEL	300 Room
J3	OFFICE	1.0
J4	OFFICE/MIX	.50
J5	MIXED-USE **	~~.50~~ .65

* See text for J3 conditions for high-intensity institutional or office uses.
** See text for the recommended mixture of uses for this sub-unit and additional options.
*** See text for overlay level recommendations for Tax Map 46-3((1))40, 41B, 41C and 51, as well as for Tax Map 46-3((1))36E.
Note: Part of these sub-units ~~are~~ is within the Water Supply Protection Overlay District."

ADD NEW FIGURE: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Fairfax Center Area as amended through 10-19-2010; a new figure to be inserted between Figure 14 and Figure 15, titled "Overlay Option Area of Sub-unit J5." Subsequent figures should be renumbered.

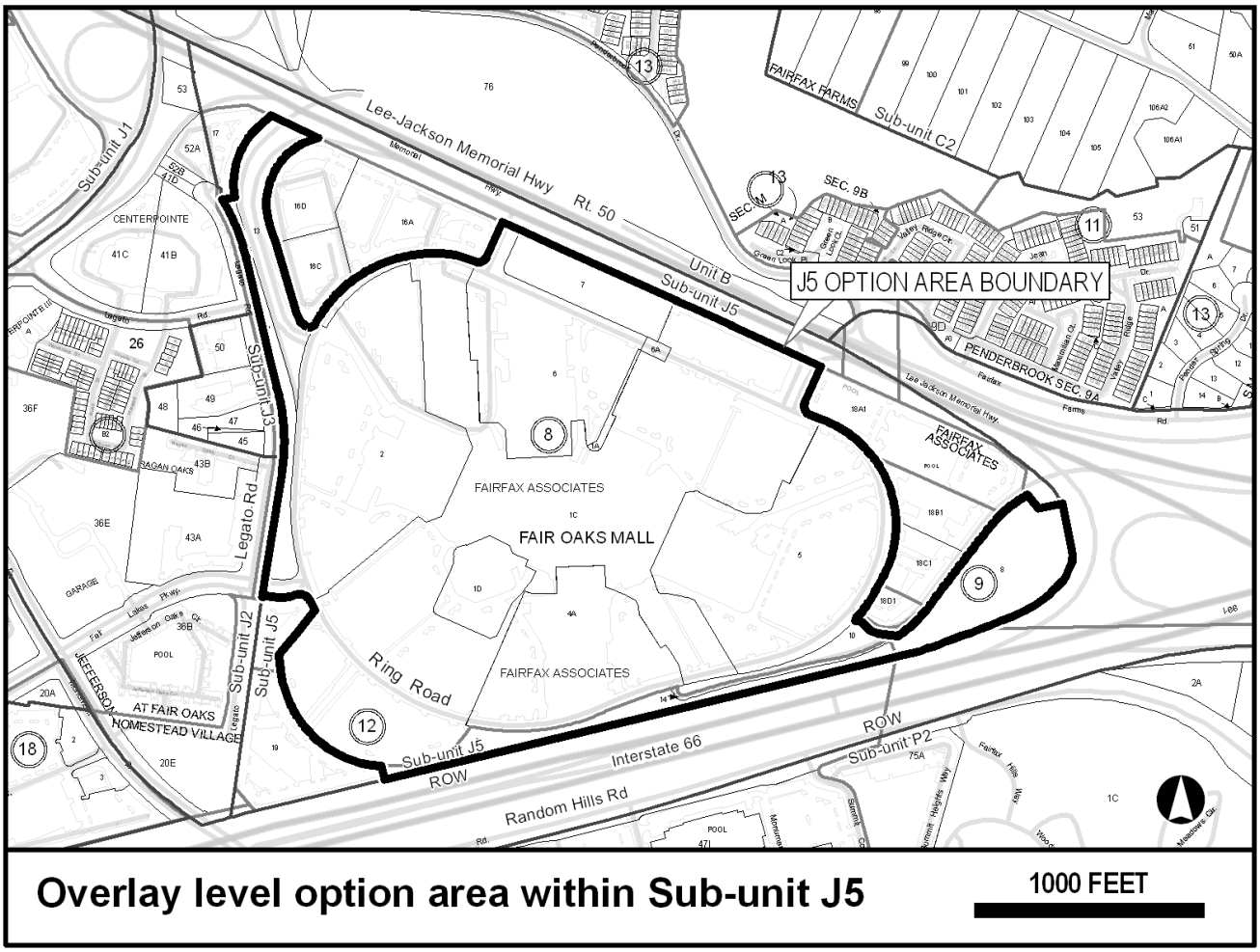


FIGURE 15 Overlay Option Area of Sub-unit J5

PLAN MAP: The Comprehensive Plan map will not change.