THE MERRIFIELD SUBURBAN CENTER OVERVIEW

LOCATION AND CHARACTER

The Merrifield Suburban Center contains approximately 1,550 acres and is generally located south of Interstate 66 (I-66), north of Woodburn Road, west of Holmes Run, and east of Long Branch Stream Valley and Prosperity Avenue. (See Figure 1: Merrifield Suburban Center Location and Boundary Map.) The area is served by the Dunn Loring-Merrifield Metrorail station and has regional and local access from I-66, Capital Beltway/Interstate 495 (I-495), Lee Highway (Route 29), Arlington Boulevard (Route 50), and Gallows Road. The area contains a mix of uses, including office, medical facilities, hotel, residential, light industrial, and retail. Major development areas include the Mosaic District, Fairview Park (a mix of office, hotel, and residential uses), the Merrifield Regional Post Office, and Inova Fairfax Hospital.

PLANNING HISTORY

Planning studies completed during the 1970s significantly shaped development in the Merrifield Suburban Center. Starting in 1975, with the Planned Land Use System Program (PLUS), the geographic area known as the Merrifield Suburban Center was identified as three separate areas. These areas were: the Dunn Loring Metro Complex Area, which was generally located north of Lee Highway; the Merrifield Industrial Area, which was generally located north of Arlington Boulevard and south of Lee Highway; and the Chiles Tract Special Study Area, which encompassed what is today Fairview Park and the former Exxon Mobil Oil property. In 1987, two studies were ultimately adopted as Plan Amendments by the Board of Supervisors. The Dunn Loring Metro Station Area Study analyzed land use, transportation, urban design, environmental impacts, and economic development to formulate a plan for the Transit Station Area. The Merrifield Area Study, which encompassed a 300-acre area generally bounded by I-495 on the east, Old Lee Highway and Lee Highway on the north, and Arlington Boulevard on the south, developed amendments to the Plan to encourage land use and development to take advantage of Merrifield's strategic location. During the Fairfax Planning Horizons process (1990-1991), the County's Concept for Future Development established a hierarchy of employment centers, in which Merrifield was identified as a Suburban Center. Between 1991 and 1998, there were five Plan Amendments adopted by the Board of Supervisors that only affected a small portion of the Merrifield Suburban Center.

On June 10, 1998, a visioning workshop was held that included participants representing the Greater Merrifield Business Association, property owners located within the Merrifield Suburban Center, and citizens from nearby neighborhoods. The vision that emerged from the workshop was that the Merrifield Suburban Center should be a place to work, shop, live, and play. Recommendations were made to create a focal point in the center of Merrifield, such as a town center, and that this future focal point should be linked to the Dunn Loring-Merrifield Metrorail station by vehicular and pedestrian facilities that include urban green spaces. To refine this vision, the Board of Supervisors formed a task force in October 1998, whose recommendations were adopted and incorporated into the Comprehensive Plan in 2001. These recommendations intended to reshape portions of the Merrifield Suburban Center to a more urban and increasingly active area. The areas that are encouraged to be more urban in character include the two core areas: the Town Center and the Transit Station Area. Most of the remaining portions of the Merrifield Suburban Center are envisioned to retain a suburban character. However, within both areas, the 2001 Plan update added substantial urban design guidance to encourage high quality development as well as a more pedestrian-oriented environment. This future development concept is further described below under the Concept for Future Development and under the Land Use section of the Area-Wide Recommendations.

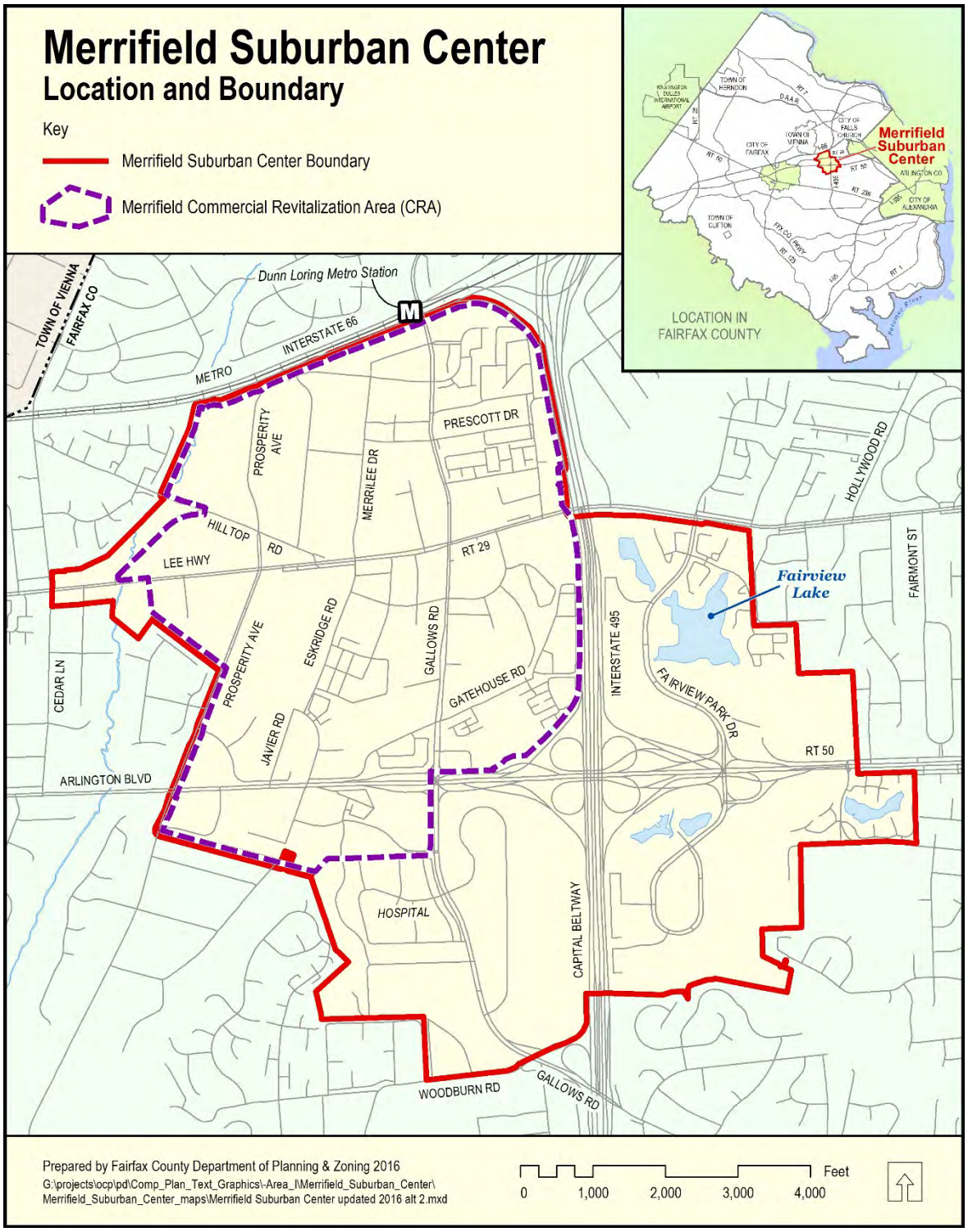
Merrifield Suburban Center
Location and Boundary
Key
Merrifield Suburban Center Boundary
Merrifield Commercial Revitalization Area (CRA)
LOCATION IN FAIRFAX COUNTY
Merrifield Suburban Center
TOWN OF VIENNA
FAIRFAX CO
Dunn Loring Metro Station
INTERSTATE 66
METRO
PROSPERITY AVE
MERRILEE DR
PRESCOTT DR
HOLLYWOOD RD
HILL TOP RD
LEE HWY
RT 29
Fairview Lake
FAIRMONT ST
ESKRIDGE RD
GALLOWS RD
INTERSTATE 495
FAIRVIEW PARK DR
CEDAR LN
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FIGURE 1

An important aspect of the 2001 Plan Update that helped to determine the Land Use Concept's development potential for the Merrifield Suburban Center was an analysis of future planned infrastructure and environmental constraints. The most significant infrastructure constraint on future development was the capacity of the planned transportation system. The evaluation of the transportation system's future capacity assumed increased utilization of the existing Metrorail service, improvements in bus circulatory service, increased utilization of Transportation Demand Management (TDM) programs and numerous road improvements to establish a more urban grid of streets. By optimizing this transportation capacity, the Plan's maximum development potential was formulated through several iterations of analysis. A key objective of the 2001 Plan Update was that the land use recommendations in the amendment have no more impact on the planned transportation system than the previous version of the Comprehensive Plan.

Figure 2 provides a comparison of the area's 1999 existing development and 1999 by-right zoning potential with the Plan's 1999 base and maximum development potential under the Plan's options used in the analysis for the 2001 update. The Plan's base generally recognized what was built in 1999; and for then vacant parcels, the development level was generally planned consistent with the property's zoning. Within the core areas, properties may have two options. Option 1 usually provides the maximum potential for office development. Option 2 generally provides the maximum potential for mixed-use and/or residential development. In non-core areas, some properties have redevelopment options; however, these options encourage substantially less intensity than in the core areas.

Figure 2: Comparison of Quantity of 1999 Development, Zoning and the Plan (1, 2)

LAND USES	1999 DEVELOPMENT	1999 BY-RIGHT ZONING	COMPREHENSIVE PLAN		
			BASE LEVEL	OPTION 1: MAXIMUM DEVELOPMENT POTENTIAL FOR OFFICE INCLUDING MIXED-USE AREAS	OPTION 2: MAXIMUM DEVELOPMENT POTENTIAL FOR RESIDENTIAL INCLUDING MIXED-USE AREAS
NONRESIDENTIAL IN SQUARE FEET (% Above Existing By-right Zoning)	14,213,000 *N/A*	22,762,000 *N/A*	20,690,000 *-9%*	23,741,000 +4%	22,009,000 *-3.3%*
RESIDENTIAL IN SQUARE FEET *Dwelling Units (DU)* (% Above Existing By-right Zoning)	4,308,000 *3860 DU* *N/A*	4,338,000 *3,900 DU* *N/A*	4,308,000 *3,860 DU* -1%	4,429,000 3980 DU +2%	11,005,000 10,979 DU +154%
TOTAL IN SQUARE FEET (% Above Existing By-right Zoning)	18,521,000 *N/A*	27,100,000 *N/A*	24,998,000 -8%	28,170,000 +4%	33,014,000 +22%

Note 1: Percentages are the Plan's percent increase or decrease from the 1999 by-right zoning square footage. These numbers are rounded to the nearest whole percentage.
Note 2: Both the by-right zoning and the development potential under the Plan do not include potential housing as allowed under the Affordable Dwelling Unit (ADU) Ordinance. Cellar space, which is defined and governed by the zoning ordinance, is also excluded from the totals.

On October 12, 1998, the Board of Supervisors designated a portion of the Merrifield Suburban Center as a Commercial Revitalization Area (CRA). The Merrifield CRA is a 775-acre area located between I-66 and the Inova Fairfax Hospital Campus, with I-495 forming the eastern boundary (see Figure 1: Merrifield Suburban Center Location and Boundary Map). The purpose of this designation is to encourage improved economic viability, appearance and function of the area through quality new development, rehabilitation and/or redevelopment. Merrifield's CRA designation assisted in the creation of Fairfax County's first Tax Increment Finance District and Community Development Authority to develop the Town Center through a public-private partnership.

Two Plan Amendments within the Merrifield Suburban Center were approved by the Board of Supervisors after the 2001 Plan update, both of which were located south of Arlington Boulevard and west of Gallows Road.

CONCEPT FOR FUTURE DEVELOPMENT: A VISION FOR THE MERRIFIELD SUBURBAN CENTER

The Concept for Future Development identifies Merrifield as a Suburban Center, which encompasses a Transit Station Area at the northern end. The vision for the Merrifield Suburban Center includes the development of two core areas. One core area focuses development near the Dunn Loring-Merrifield Metrorail station and the other core area, generally located north of Luther Jackson Intermediate School and south of Lee Highway, is planned to evolve into a town center, with these two core areas being connected by a new Main Street. The two core areas and the area between each are envisioned to be more pedestrian-oriented and relatively urban in character. However, the majority of the Merrifield Suburban Center is planned to remain suburban in character, with the areas at the edges providing transitions in intensity and scale to the surrounding low-density residential areas.

Planning Objectives

The following objectives for the Merrifield Suburban Center provide a general framework to achieve this future vision.

- Encourage revitalization and redevelopment of portions of the Merrifield Suburban Center to create more attractive and functionally efficient commercial and residential areas with pedestrian and bicycle-friendly transit-oriented environments.

- Ensure a pattern of land uses that promotes stability in the adjacent residential areas by establishing transitional areas to prevent commercial encroachment on these adjacent areas.

- Create focal point(s) within the Town Center and the Transit Station Area where development should be more intense and have a more urban form through the use of appropriate building heights, setbacks, building bulk, and site design.

- Encourage mixed-use development that includes pedestrian, bicycle and auto circulation systems that integrate the development both internally and externally, resulting in transit-oriented and pedestrian-friendly environments.

- Encourage the development of additional housing (including affordable dwelling units) in the Merrifield Suburban Center so that employees may live near their workplace and transit services, in order to reduce the number and length of commuter auto trips.

- Develop a cohesive roadway system that provides a more extensive grid of streets to serve the Town Center, Transit Station Area, and the area between.

- Establish a streetscape hierarchy along the roadways that will visually unify the Merrifield Suburban Center and increase connectivity for all modes.

- Develop a cohesive pedestrian and bicycle circulation system linked to open spaces such as plazas, courtyards, greenways, and parkland in order to facilitate walking and reduce reliance on private automobiles.

- Develop mass transit options, transportation strategies and planned highway improvements to mitigate traffic impacts in the Merrifield Suburban Center and in adjacent residential neighborhoods.

- Ensure that many of the community-serving commercial uses are retained and that new uses are encouraged to develop, such as a grocery store, pharmacy, book store, and a variety of small retail shops, as well as automotive and home service repair shops.

- Encourage the provision of additional community-serving institutional uses, as well as public uses that will serve the Merrifield Suburban Center and the surrounding neighborhoods. These uses may include a library, museum(s), theater, childcare, housing for the elderly, as well as religious and educational institutions.

- Encourage high-quality development in terms of site design, building design and materials, and open space amenities throughout the Merrifield Suburban Center. A more urban and pedestrian-oriented environment should be provided in the Transit Station Area and the Town Center; and, a suburban character should be provided throughout the remainder of the Merrifield Suburban Center.

- The environmentally sensitive areas of the Holmes Run and Long Branch stream valleys and their tributaries should be retained as permanent open space. In addition, measures should be taken to ensure that runoff from new development will not deteriorate the environmental quality of these streams.

The attainment of the above objectives for the Merrifield Suburban Center, as well as the area-wide and specific land unit recommendations presented in this Plan will encourage a more urban character in a portion of the Merrifield Suburban Center. As mentioned previously, the areas encouraged to be more urban in character are the two core areas and the area connecting the core areas. Encouraging some areas to become more urban should result in a reduced dependence on the private automobile for local travel by linking future more urban development to significantly improved pedestrian, bicycle and transit facilities. The area primarily outside of the core areas, which includes most of the Merrifield Suburban Center, will remain suburban in character, with its edges providing compatible transitions in intensity and scale to the nearby residential neighborhoods. However, even in the suburban areas, additional pedestrian, bicycle and transit facilities and links are planned to help improve circulation and access throughout the entire Merrifield Suburban Center.

IMPLEMENTATION

To achieve the vision for the Merrifield Suburban Center and to address short-term and long-term issues, an integrated program of implementation strategies is needed. These

implementation strategies should meet the major objectives of the Merrifield Suburban Center and are grouped into four categories: Development Review Process, Zoning Ordinance and Development Process Amendments, Citizen Involvement, and Public/Private Cooperation for Funding Planned Improvements.

Development Review Process

The primary approach to implementing the Comprehensive Plan has been through the rezoning process during which commitments are proffered that may include commitments for high quality design as well as contributions towards transportation and/or public facility improvements. This will continue to be a key element for Plan implementation, with staff's review identifying whether a development proposal is in conformance with the Plan's recommendations and whether the proposal is adequately mitigating its impacts.

Zoning Ordinance and Development Process Amendments

In 1998, a portion of the Merrifield Suburban Center was designated as a Commercial Revitalization Area (CRA), shown in Figure 1. Within this CRA and all other county CRAs, the development process has been modified to include policies promoting concurrent processing of a Plan Amendment/Rezoning application and an expedited Site Plan process. Other ordinance or development process changes may be appropriate for implementing the Plan for this Suburban Center, such as an evaluation of whether a Merrifield Commercial Revitalization District (CRD) should be created for the Merrifield Revitalization Area.

Citizen Involvement

The Comprehensive Plan will continue to be implemented through the rezoning process. During this process, citizen groups such as the Greater Merrifield Business Association, area civic and homeowners associations, as well as other citizen groups can provide public input that helps shape proffers and/or other development commitments. Another area of citizen involvement could be the creation of a non-profit corporation, which as a public-private partnership could promote revitalization efforts and facilitate the provision of streetscape amenities and other improvements within the context of the Comprehensive Plan's guidance.

Public/Private Cooperation for Funding Planned Improvements

Funding sources include partnerships between private groups such as the Greater Merrifield Business Association or other non-profit organizations and the county. These partnerships should continue to utilize existing programs and new funding mechanisms to implement the Plan. These programs and funding mechanisms can include, but are not limited to the following:

- Leveraging available funds to generate new funding sources through grants and fund raising from the private and public sectors; and

- Considering the creation of a Business Improvement District (BID), or a Community Development Authority, or other appropriate measures that may be necessary to provide funds to implement and maintain revitalization efforts. The Mosaic District Community Development Authority was created in 2011 by the Board of Supervisors to provide financing for public infrastructure associated with redevelopment of land forming the Mosaic District.

AREA-WIDE RECOMMENDATIONS

The area-wide recommendations that follow are intended to help achieve the future vision for the Merrifield Suburban Center. These recommendations present overall concepts as a framework for the specific land unit recommendations that follow, and provide guidance on area-wide issues that may not be specifically addressed in the land unit recommendations. The following area-wide recommendations are organized into four sections: land use, urban design, transportation, and public facilities.

LAND USE

To further define the broad vision for the Merrifield Suburban Center, a land use concept is provided that identifies the density or intensity, general land use type, and distribution of planned development. Since achieving the vision for the Merrifield Suburban Center will be a long-term process, guidance on land use compatibility and land use flexibility is provided in this section.

LAND USE PATTERN

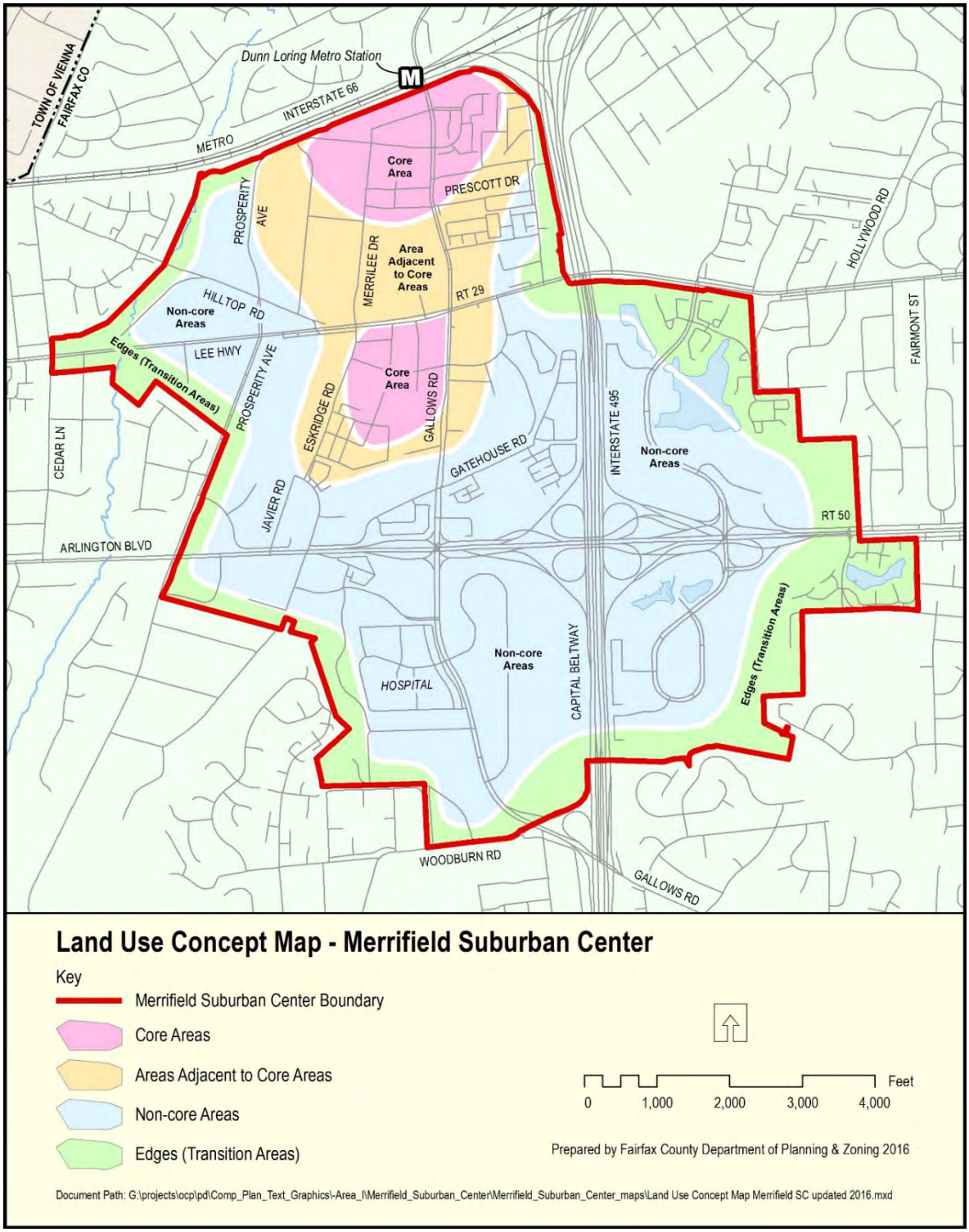
The land use concept's pattern of development significantly modifies the planning policy that shaped Merrifield from the 1970s through the early 2000s. The fundamental new policy direction that came out of the 2001 Plan update is to establish two core areas (i.e., the Transit Station Area and the Town Center) with urban characteristics. The areas adjacent to these cores are also envisioned to become more urban in character. However, the majority of the Merrifield Suburban Center (i.e., the non-core areas) is to remain suburban in character, with the edges of the suburban center providing well-defined transitional areas to the surrounding single-family neighborhoods. The Plan further describes the core areas, areas adjacent to core areas, non-core areas, and edge areas, and illustrates the location of these areas on the Land Use Concept Map (See Figure 3).

Core Areas and Areas Adjacent to Core Areas

The highest development intensities and the most urban areas of the Merrifield Suburban Center will be located within the designated core areas: the Town Center Area and the Transit Station Area. Within these core areas, mixed-use development is encouraged and may include office, residential, retail, hotel, major entertainment uses, as well as institutional, cultural, recreational, and governmental uses. To encourage a more urban environment, new buildings should be located close to roadways while allowing for streetscape amenities such as street trees, sidewalks, plazas, street furniture, and landscaping. Locating buildings closer to the roadway means that most off-street parking will be located in structures behind or beneath buildings. Parking structures should generally be integrated with an associated building in a manner that maximizes usable open space and the provision of pedestrian linkages. The areas adjacent to core areas will also have the potential to become more urban and pedestrian-oriented in character, but will have less intense development than the core areas.

Non-core Areas (Suburban Areas)

The remainder of the Merrifield Suburban Center should be more pedestrian-oriented than today, but remains planned to have a predominantly suburban appearance. These areas should also have high quality development in terms of site and building design and materials, and open space amenities, which will provide a sense of place in a suburban setting.


Dunn Loring Metro Station
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TOWN OF VIENNA
FAIRFAX CO
INTERSTATE 66
METRO
Core Area
PRESCOTT DR
PROSPERITY AVE
MERRILEE DR
Area Adjacent to Core Areas
RT 29
HOLLYWOOD RD
HILLTOP RD
Non-core Areas
LEE HWY
Edges (Transition Areas)
PROSPERITY AVE
Core Area
ESKRIDGE RD
GALLOWS RD
INTERSTATE 495
FAIRMONT ST
CEDAR LN
GATEHOUSE RD
Non-core Areas
JAVIER RD
RT 50
ARLINGTON BLVD
Edges (Transition Areas)
Non-core Areas
HOSPITAL
CAPITAL BELTWAY
WOODBURN RD
GALLOWS RD
Land Use Concept Map - Merrifield Suburban Center
Key
Merrifield Suburban Center Boundary
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Areas Adjacent to Core Areas
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FIGURE 3

Edge Areas (Transition Areas)

A critical planning concept within the Merrifield Suburban Center is to restrict intense development to within specified areas and not allow encroachment upon adjacent neighborhoods. Several forms of transitional areas or "edges" define the limits of the Merrifield Suburban Center and provide a significant degree of land use compatibility with the adjacent residential neighborhoods. These transition areas include permanent open space, transitional uses such as low rise and/or low intensity office, neighborhood retail, garden apartments, and expansive roadway rights-of-way, such as I-66 and a portion of the Beltway that is north of Lee Highway.

LAND USE GUIDELINES

The Land Unit Recommendations section, which follows the Area Wide Recommendations section, provides guidance for achieving the vision for the Merrifield Suburban Center by recognizing existing or permitted uses and recommending future land use and intensity/density for each land unit. Appropriately addressing the Land Unit Recommendations along with the Area-Wide Recommendations will implement the vision for the Merrifield Suburban Center.

Since achievement of the vision for the Merrifield Suburban Center will be a long-term process, additional land use guidance beyond the Land Unit Recommendations is essential to the implementation of the area's vision. Development proposals in the Merrifield Suburban Center will be reviewed for conformance with the specific Land Unit Recommendations and the Planning Objectives for the Merrifield Suburban Center Concept for Future Development, as well as for conformance with countywide policies and regulations regarding the mitigation of development impacts on surrounding residential neighborhoods, public facilities, transportation, and stormwater management. In addition, situations may occur where the Land Unit Recommendations may not adequately address items such as affordable housing, parcel consolidation, coordinated development plans, guidance for existing uses and buildings, and guidance for alternative land uses. For these situations, the following guidelines supplement the Land Unit Recommendations.

Affordable Housing – Generally, affordable housing can include Affordable Dwelling Units (ADUs), Workforce Dwelling Units (WDUs), and other local, state, or federal programs. County policies include promoting the development of multi-family housing in mixed-use centers in an effort to diversify the county's housing stock and to encourage lower cost housing options near employment opportunities. In order to implement these policies within the Merrifield Suburban Center, development proposals having a residential component should provide for ADUs and/or WDUs. While less preferable, affordable housing can also occur through the provision of units elsewhere within the Merrifield Suburban Center. Only if the provision of affordable housing is not feasible, a contribution to the Fairfax County Housing Trust Fund could be made, as indicated below.

- For those areas planned for residential development, the provision of ADUs/WDUs should be a condition for attaining the high end of the development range. Developments below the high end of the range should also provide ADUs/WDUs or contribute to the Trust Fund, as indicated below.

- Affordable housing should be provided for those areas planned for mixed-use with residential units, such as the Town Center and the Transit Station Area. The provision of affordable housing should be a condition for attaining the high end of the area's mixed-use potential. If the affordable housing to be provided will be in accordance with the ADU program set forth in the Zoning Ordinance, the applicable density range should be determined as follows: for an area planned for office use at .8 FAR under Option 1 and up to 1.2 FAR under Option 2, the intensity range would be considered .8 FAR to 1.2 FAR, which is equivalent to 35 to 50 dwelling units per acre (assuming approximately 1000 square feet per unit). In this example, the high end would be considered the top 60% of the range, or intensities above .96 FAR.

The calculation of ADUs/WDUs and bonus units to be provided should be based on the formula in the ADU/WDU programs. In general, the maximum FAR listed within the Land Unit Recommendations does not include the FAR bonus that is granted for ADUs/WDUs. In cases where ADUs/WDUs are not provided, development proposals within the Plan's density/intensity range are to contribute to the Housing Trust Fund at an amount of 1% of the development's residential value. If the proposed development is below the low end of the Plan's development potential, then ½% of the development's residential value should be contributed, which is consistent with county policy.

Parcel Consolidation – Parcel consolidation should be provided when necessary to achieve planning objectives for the Merrifield Suburban Center. Parcel consolidation should be logical and of sufficient size to allow projects to function in a well-designed, efficient manner, and should not preclude the development of any unconsolidated parcels from developing in conformance with the Plan. Additional consolidation guidelines may be provided in the specific Land Unit Recommendation.

Coordinated Development Plans – Coordinated development plans may be an alternative to consolidation. Coordinated development plans refer to: 1) at least two concurrent and contiguous development applications that have a combined acreage equal or greater than specified in the consolidation guidance within the sub-unit or 2) a development application with at least two acres that demonstrates how the proposed new development integrates with previously approved development application(s) that met the minimum consolidation requirements. In addition, these subsequent applications: 1) should have a similar architectural character and use of building materials as approved in earlier development applications, and 2) should provide connections to established locations for interparcel access and open space areas as approved in earlier development applications. When coordinated development plans are used in lieu of, or in addition to substantial consolidation, development proposals will need to ensure that projects function in a well-designed, efficient manner, and do not preclude development on adjacent parcels from developing in conformance with the Plan. In addition, see specific land unit guidance for those instances where a coordinated development plan may be appropriate in lieu of major parcel consolidation. In instances where the specific sub-unit recommendations list a minimum acreage for coordinated development plans, the specific sub-unit recommendations should typically take precedence over the aforementioned two acre minimum.

Existing Uses and Buildings – In some instances, existing development may not be consistent with the long-term vision for the Merrifield Suburban Center. It is not the intent of the Plan to interfere with the continuation of these existing land uses or buildings. If the adaptive reuse and/or expansion of these buildings should occur prior to site redevelopment, the following guidelines should be met:

- The replacement of existing uses (except for replacements necessitated by casualty, i.e., from storm, fire) or expansion and/or remodeling of existing buildings, should implement certain design-related aspects of the Plan, such as improvements to building façades, open space/pedestrian amenities, and streetscape. If design-related improvements (i.e., building facades, open space/pedestrian amenities, and streetscape) are not feasible due to the existing building's location on the site, or other site constraints, alternative site design improvements should be considered to help implement the Plan's intent. For example, if a double row of street trees is recommended for the streetscape, but cannot be provided due to the location of existing sidewalks, a single row of street trees could be an appropriate alternative. In addition, road improvements, right-of-way dedication and/or right-of-way reservation are appropriate for consideration when there are significant expansions to a structure (i.e., over 15% additional floor area) and/or the existing use is replaced with a more intense use (i.e., a warehouse conversion to office or retail use) that necessitates changes in circulation or other site design issues.

- Retention of existing uses during redevelopment should be encouraged by permitting incorporation of the old use into the new, such as incorporating light industrial uses into a portion of a parking structure, or incorporating community retail or other commercial/ business-related uses into office and residential development.

- Landscaped screening and/or buffering should be used to separate existing industrial uses from office and residential uses where necessary to achieve Plan objectives, but without blocking the provision of utilities as well as inter-parcel access recommended by the Transportation and Land Unit Recommendations.

Alternative Land Uses within Mixed-Use Option Areas of Core Areas and Areas Between Core Areas – In order to provide opportunities to promote Merrifield as a place to work, shop, live and play, and to reduce peak-hour traffic, alternative land uses are recommended in the Town Center, the Transit Station Area, and in areas between the two core areas, as indicated under the specific sub-unit recommendations. In these areas, the sub-unit recommendations provide for two development options, in addition to the base Plan. The first development option usually is for office development with support retail and service uses. The second development option encourages a mix of uses that could include residential, retail, hotel, entertainment, and/or institutional uses, as well as office use. Development potential under the second option provides a greater opportunity to create a more pedestrian-oriented environment, as well as an improved sense of place. The mix of uses will provide a synergy in the area and encourage high-quality development. To encourage mixed-use areas, the planned office intensity under Option 1 for the core areas and areas between core areas can be converted to any of the sub-unit's recommended alternative uses at a ratio of 1:3 (one office square foot to convert to three alternative use square feet). To ensure a compatible scale, the maximum intensity increase under the above ratio should be limited with a bonus cap and could result in an intensity that is 50% to 85% greater than Option 1's office use intensity, as specified in the sub-unit recommendation. In addition, a development's proposed mix of uses should have similar or less traffic impact (i.e., less peak-hour trips or a substantially different peak directional flow) than Option 1. The application of this conversion ratio is illustrated in Figure 4.

FIGURE 4: EXAMPLE OF ALTERNATIVE USE CONVERSION FOR PLANNED OFFICE USE AT AN INTENSITY OF 1.0 FAR WITH A BONUS CAP OF 50%

INTENSITY OF OFFICE	FAR CONVERSION FACTOR OF 1 TO 3 FOR ALTERNATIVE USE	OFFICE AS % OF DEVELOPMENT	ALTERNATIVE USES AS % OF DEVELOPMENT	TOTAL FAR	
1.00 FAR	0	100%	0%	1.00 FAR	
0.85 FAR	.15 FAR x 3 = .45 FAR [0.45 FAR]	65%	35%	1.30 FAR	
0.75 FAR	.25 FAR x 3 = .75 FAR [0.75 FAR]	50%	50%	1.50 FAR	50% BONUS CAP
0.65 FAR	.35 FAR x 3 = 1.05 FAR* [0.85 FAR]	43%	57%	1.50 FAR	
0.45 FAR	.55 FAR x 3 = 1.65 FAR* [1.05 FAR]	30%	70%	1.50 FAR	
0.35 FAR	.70 FAR x 3 =2.1 FAR* [1.15 FAR]	23%	77%	1.50 FAR	
0.00 FAR	1.0 FAR x 3 = 3.0 FAR* [1.50 FAR]	0%	100%	1.50 FAR	

*Note: In this example, when the 50% bonus cap has been reached, regardless of land use mix, the FAR can not be increased above 1.50 FAR. In some Sub-Units the bonus cap exceeds 50%. The number in brackets is the intensity for the alternative use.

The following alternative uses may be considered in addition to the area's planned office use only when the alternative uses are identified in the sub-unit recommendation and when consistent with the above guidance for alternative uses.

- Residential Use: In the Town Center, the Transit Station Area and the areas adjacent to core areas, where the sub-unit recommendations identify housing as a desirable component of an area's mix of land uses, planned office use can be converted to housing. As a condition of the conversion, the application should demonstrate that a viable, quality living environment can be created that is of a scale similar to the planned office use and provides recreational facilities and other amenities. Recreational uses should be appropriately designed and located to serve the residents within these developments and may include, but not be limited to, facilities such as tot lots, playgrounds, multi-use courts, tennis courts, pools, fitness centers, picnic areas, and park benches. In addition, the application should demonstrate that there is adequate pedestrian and vehicular access and circulation from residential development to public transportation, schools, parks and recreation facilities, commercial uses such as office and retail, as well as other community service uses.

  Since the planned office intensities are relatively high in the Town Center, Transit Station Area, and other areas where mixed-use is encouraged, the housing type (when the above conversion is used) should be limited to primarily mid-rise or high-rise multi-family development, which could include assisted living facilities. Multi-family development five stories and greater has the design flexibility necessary for integrating within nonresidential areas, and provides a comparable and compatible scale of development.

- Hotel Use: In the Town Center Area and the Transit Station Area, and where the sub-unit recommendations identify hotel as a desirable alternative use, planned office use could be converted to hotel use.

- Retail and Service Uses: In some sub-units, the alternative use flexibility should be applied to encourage retail and service uses that serve the needs of the greater Merrifield community. Retail uses that serve the surrounding area may include a large bookstore, full-service restaurants, boutiques, and other retail uses that are not ancillary in nature. Service uses that serve the greater Merrifield area could include health clubs and childcare centers for example. These uses should be designed and located on property consistent with the sub-unit guidance. In some instances these uses are specified as only being located within an office building, hotel, and/or residential development; in other instances the sub-unit guidance may provide flexibility for these uses by allowing for separate multi-tenant retail buildings if these structures are designed as an integral part of the development in terms of design, architecture, materials, access and parking. Retail and service uses typically range from 5% to 30% of the development's total square footage. The alternative use conversion factor should be applied only to the portion of retail and service uses that exceed 5% of the development's total square footage, or as otherwise specified in the specific sub-unit recommendation.

- Support Retail and Service Uses: In some sub-units, the alternative use flexibility should be applied to encourage support retail and service uses that are accessory and ancillary uses and that primarily serve the building's occupants and may serve some of the needs of the immediate area. Support retail uses are typically located on a building's first floor and may include a small restaurant or deli, dry cleaners, and other small retail shops. Service uses may include employee amenities such as an employee's fitness center, childcare for the children of employees and employee cafeterias. These uses usually comprise 3% to 10% of a development's total square feet. The alternative use conversion factor should be applied only to the portion of support retail and service uses that exceed 3% of the development's total square footage, or as otherwise specified in the specific sub-unit recommendation. These should be located within office, hotel and residential buildings and are typically integrated into a building's first floor, however, other examples can include rooftop restaurants, childcare centers and fitness centers located on the roof top of parking structures or elsewhere in the building.

- Major Entertainment Uses: In the Town Center Area and Transit Station Area, major entertainment uses should be encouraged by allowing the conversion of planned office use to major entertainment use as an alternative use, as specified in the specific sub-unit recommendation. Major entertainment uses include theater complexes, performing arts theaters, and retail entertainment centers. A retail entertainment center is a complex that includes theme retail and restaurants with high-tech entertainment and interactive games. These complexes should be 20,000 to 100,000 square feet.

- Institutional, cultural, recreational, and governmental uses which are compatible within mixed-use areas in terms of character and scale should be encouraged by allowing the conversion of planned office use to these uses as an alternative use, as specified in specific sub-unit recommendations. These uses should be an integral component of an office, hotel, and residential or mixed-use development. These facilities generally enrich community life, improve the provision of public services, and/or enhance the area's competitive edge. For example, these facilities may include the provision of museums, a theater/performing arts center, educational and/or religious institutions, a library, governmental office, or park facilities, which could be incorporated into a development within the Town Center or Transit Station Area.

Alternative Land Uses within the Remainder of the Merrifield Suburban Center – Alternative land uses may also be appropriate throughout the remainder of the Merrifield Suburban Center and should be considered when the specific use is compatible in scale and character with surrounding planned uses, and promotes an improved sense of place within the Merrifield Suburban Center. The following alternative uses may be considered in addition to those uses specifically identified under the Land Unit Recommendations:

- Institutional, cultural, recreational, and governmental uses which are compatible with the area's planned use in terms of scale and character with surrounding planned uses should be considered as an alternative land use to that recommended in the Land Unit Recommendations. As mentioned previously, these uses generally enrich community life, improve the provision of public services, and/or enhance the area's competitive edge. These facilities could develop on separate sites and may include, but are not limited to, governmental offices, a police station, museums, a theater/performing arts center, educational and/or religious institutions, park facilities, and a library.

- Support retail and service uses should be encouraged within office, hotel and residential buildings and are intended to primarily serve the development and the immediately surrounding area. Support retail and service uses typically range from 3% to 10% of the development's total square footage, and may include fitness facilities, childcare, food services, and other retail and business service uses. These uses are typically integrated into a building's first floor, however, other examples can include rooftop restaurants, childcare centers and fitness centers located on the roof top of parking structures or elsewhere in the building.

RETAIL USES

Throughout much of the Merrifield Suburban Center, retail uses of various types and amounts are usually encouraged; however, drive-through uses are generally discouraged. The following discusses the retail use terms that are used in the sub-unit recommendation section:

Retail Centers provide community and/or neighborhood-serving retail uses that are located in multi-tenant retail buildings. These centers usually have one or more major retail tenants or anchor stores such as a grocery or drug store, and also include smaller tenant spaces for uses such as a florist, a dry cleaners, and restaurants. Office uses may be a component of the center provided these uses are an integral part of the center in terms of design, architecture, materials, access and parking and do not exceed 50% of the development's total square footage or as specified under the sub-unit recommendations.

Retail and Service Uses are intended to serve the needs of the greater Merrifield community, as well as the surrounding area. These retail uses could be located in an office, hotel or residential building or in separate multi-tenant retail buildings that are designed as an integral part of the development in terms of design, architecture, materials, access and parking. The retail uses that serve the surrounding areas may be a large bookstore, full-service restaurants, boutiques, and other retail uses that are not ancillary in nature. Service uses could include health clubs and childcare centers that serve the greater Merrifield area. In addition, service uses are also appropriate within the building and can include employees' amenities. These uses usually comprise 5% to 30% of the development's total square footage, or as specified under the sub-unit recommendations. (See Area-Wide Land Use Recommendations and specific sub-unit recommendations for additional guidance.)

Support Retail and Service Uses are accessory and ancillary uses that primarily serve the building's occupants and may serve some of the needs of the immediate area. Support retail uses are typically located on a building's first floor and may include a small restaurant or deli, a dry cleaners, and other small retail shops. Service uses may include employee amenities such as an employee's fitness center, childcare for the children of employees and employee cafeterias. These uses usually comprise 3% to 10% of a development's total square footage. (See Area-Wide Land Use Recommendations and specific sub-unit recommendations for additional guidance.)

Drive-through uses have the potential to cause on-site and off-site traffic circulation problems. Generally, these uses, such as fast-food restaurants and car washes, are discouraged because each may disrupt pedestrian access. However, drive-through uses such as financial institutions and drug stores, when appropriately integrated in a multi-tenant building and designed in a manner that does not impact pedestrian circulation, are sometimes appropriate as indicated under a specific sub-unit recommendation.

Major Entertainment Uses are encouraged in the town center and transit station area. Major entertainment uses may include theater complexes, performing arts theaters, and retail entertainment centers. A retail entertainment center is a complex that includes theme retail and restaurants with high-tech entertainment and interactive games. These complexes are usually 20,000 to 100,000 square feet.

URBAN DESIGN

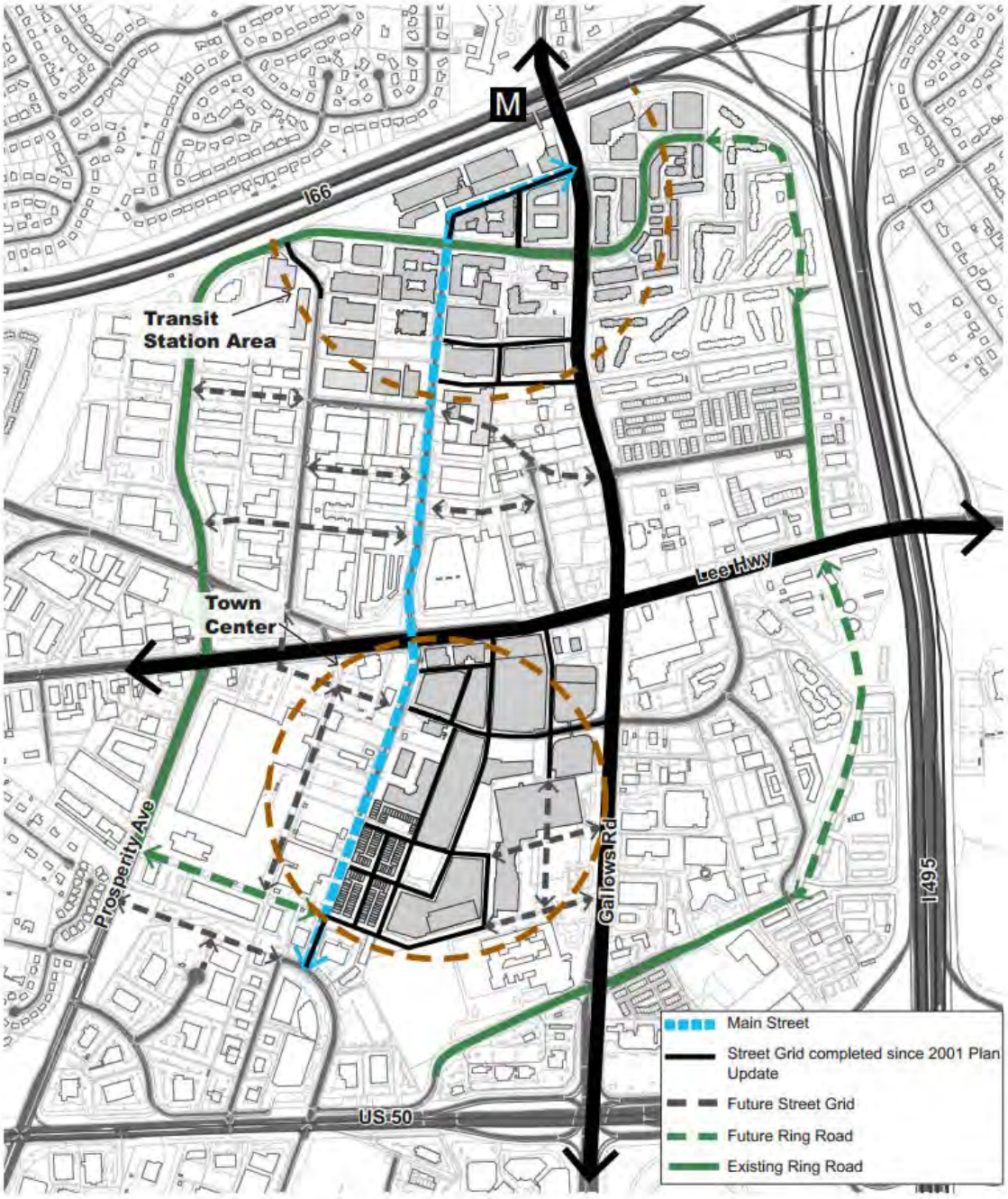
The urban design concept for the Merrifield Suburban Center is designed to achieve a balance between the more urban character of the proposed Town Center and the Transit Station Area and the more suburban character of the rest of the Merrifield Suburban Center and the surrounding residential neighborhoods. Figure 5 illustrates the location of the two core areas and how each is inter-linked with the surrounding areas, and conceptual connections for a grid of streets to improve pedestrian circulation (see Transportation Section for planned roadway improvements). The principles for establishing the Urban Design Concept are as follows:

- Create a sense of place by encouraging the development of mixed-use focus areas (i.e., the Transit Station Area and the Town Center);
- Provide transportation connections throughout the Merrifield Suburban Center by creating an extensive grid of well-lit and landscaped streets, pedestrian paths, bicycle facilities, and other transportation linkages;
- Integrate land uses through architectural and landscape transitions;
- Create buildings with a distinctive architectural character and a street presence;
- Encourage high-quality development in terms of site design, building design and materials, and open space amenities;
- Avoid a community dominated by surface parking;
- Accommodate alternative transportation modes (i.e., walking, bicycling, busses, shuttles, and Metro); and
- Provide attractive and usable community-serving civic and recreation space.

A variety of elements are needed to provide guidance to encourage more urban and pedestrian-oriented areas, and to improve the overall appearance and sense of place within the Merrifield Suburban Center. The following elements include guidance for building and site design, building heights, the pedestrian and open space system, and streetscape design.

BUILDING AND SITE DESIGN

The siting of buildings, building materials, and quality of design influence the pedestrian experience. The location of a building on a site should not create a barrier to pedestrians by interrupting the pedestrian circulation system. Also, a development's site design should avoid creating pedestrian barriers; for example landscaping should not block the paths through a property. In addition, any signage within a development should be coordinated in terms of scale, design, color, materials, and placement. Since the Merrifield Suburban Center is envisioned to have areas with an urban as well as a suburban character, the siting of buildings in relation to the pedestrian system will vary.



Merrifield Suburban Center
Illustrative of the Two Core Areas

Note: This figure illustrates how each of the core areas is inter-linked with the surrounding Areas
last updated 8.15.2016 S:\Merrifield\Merrifield Photos + Maps\Merrifield Maps\Merrifield Urban Design Systems Map

FIGURE 5

Building and Site Design Guidelines for Core Areas and Areas Adjacent to the Core Areas

The core areas (i.e., Transit Station and Town Center Areas) and the areas adjacent to the core areas are planned for highest intensities and have the greatest potential for high volumes of pedestrian traffic. These areas are envisioned to become more pedestrian and transit-friendly through building and site designs that have a more urban character. The following guidelines are intended to provide guidance for achieving this character. See Figure 6 for illustrations of this more urban character.

- To encourage a more urban environment, buildings should be close to roadways after allowing for streetscape amenities such as street trees, sidewalks, plazas, street furniture and landscaping. Building setbacks will vary based on which streetscape is applicable. For boulevards such as Lee Highway, Arlington Boulevard, and Gallows Road, buildings should, at a minimum, be set back 26 feet from the curb; however in order to provide for plazas, retail browse areas and other pedestrian amenities, buildings should generally be about 30 to 40 feet from the curb. For the Ring Road, Main Street and Cross Streets, buildings should generally be setback about 20 to 25 feet from the curb. These setbacks would achieve the goal of bringing new buildings closer to the roadway while providing for streetscape amenities. See the Streetscape Design Guidelines for landscaping guidance within the setback areas.

- To encourage the siting of buildings closer to the street, the allowable angles of bulk plane should be 20 degrees in order to encourage a more urban environment and pedestrian scale. (See Figure 6)

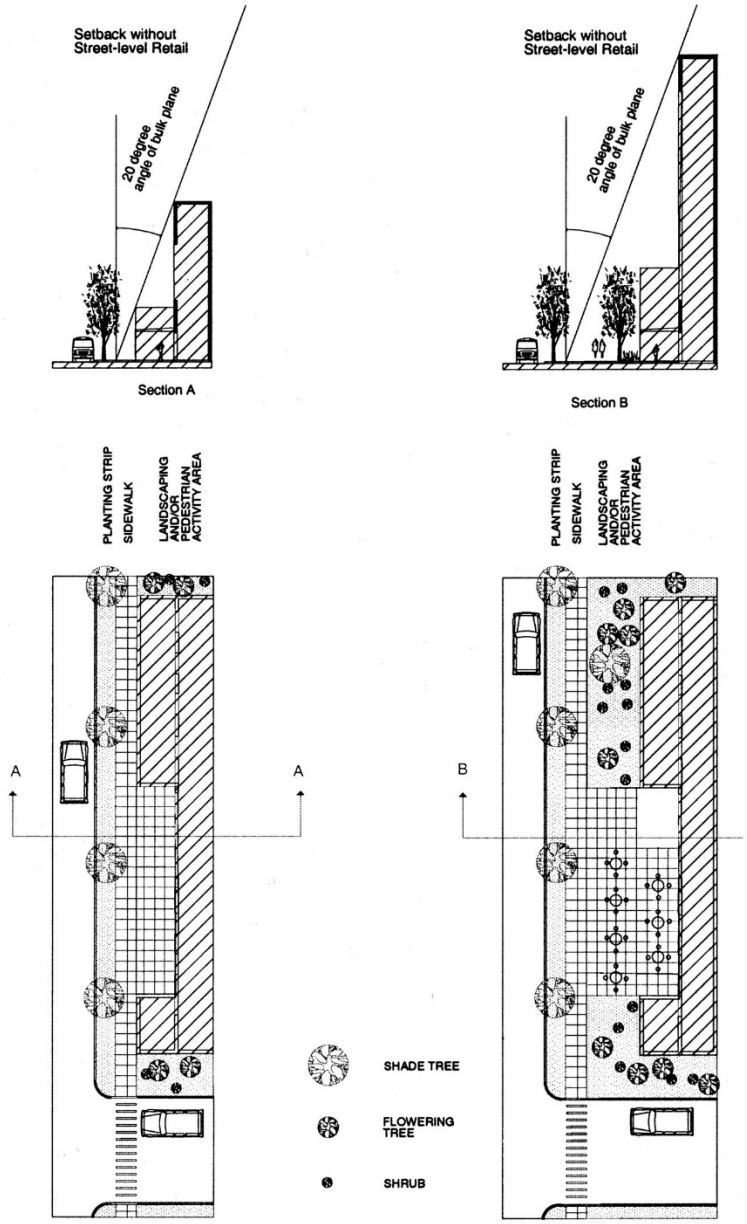
- Having buildings closer to the roadway means that most off-street parking will be located in structures to the side or back of the buildings or beneath buildings. These structures should be integrated with the building design in a manner that maximizes usable open space and pedestrian linkages.

- For retail development on Gallows Road and Lee Highway only, limited surface parking may be allowed in the front; however, streetscaping should be provided consistent with the appropriate streetscape design guidelines, with additional shrubs and/or berms for screening the parking. Typically, surface parking in the front of the building should be limited to no more than two rows of parking. In some instances, due to site constraints or in order to achieve other urban design objectives such as additional open space or better pedestrian access, surface parking in front of the building may exceed the two rows of parking; however, substantial internal parking lot landscaping should be provided. In addition, pedestrian paths from the street to the retail uses should be articulated with landscaping and special paving treatment.

- Building facades should establish a pedestrian scale relationship to the street with architectural features such as variations of window or building details, texture, pattern, and color of materials. Public space furniture and entry accent features are encouraged as are arcades, awnings, or other building features that distinguish ground floor retail uses.

Building and Site Design Guidelines for the Remainder of the Merrifield Suburban Center

In the Land Use Concept, the majority of the Merrifield Suburban Center is designated as Non-Core and Edge Areas. These areas include retail, office, and residential uses that are generally



MERRIFIELD SUBURBAN CENTER: BUILDING DESIGN CONCEPT FOR CORES AND THE AREAS ADJACENT TO THE CORE AREAS

(Dimensions will vary based on applicable streetscape treatment. See Streetscape section for applicable streetscape treatment.)

FIGURE 6

more suburban in character. Much of the office development is in the form of suburban office parks that are designed with auto-orientation, requiring an auto trip for most activities and lunch-hour errands. The urban design challenge is to make these areas more accessible for people and to enhance the visual quality. The following guidelines, in addition to the previous streetscape section, are intended to help make these areas more pedestrian-friendly environments. See Figure 7 for illustrations on how development may vary in the more suburban portion of the Merrifield Suburban Center.

- Streetscape amenities such as street trees, sidewalks, plazas, street furniture, and landscaping should be provided. Building setbacks will vary based on which streetscape is applicable. For boulevards such as Lee Highway, Arlington Boulevard and Gallows Road, buildings should, at a minimum, be set back 26 feet from the curb; however, 30 to 40 feet from the curb is encouraged. For the Ring Road and Cross Streets, buildings should be 25 to 40 feet from the curb. Greater front yards may be appropriate when parking is located in the front of buildings.

- Even in these more suburban areas, flexibility should be provided for encouraging buildings to be located close to the street. Therefore, the angle of bulk plane should be reduced when more usable open space and open space amenities are provided. Under this circumstance, the angles of bulk plane should be reduced to 20 degrees. (See Figure 7.)

- When structured parking is provided, it should be located at the back or side of buildings and not front on pedestrian areas. Surface parking may be located at the front of buildings but should have substantial interior landscaping as well as landscaping between the parking area and the sidewalk. Further, pedestrian paths from the street building entrances should be articulated with landscaping and special paving treatment.

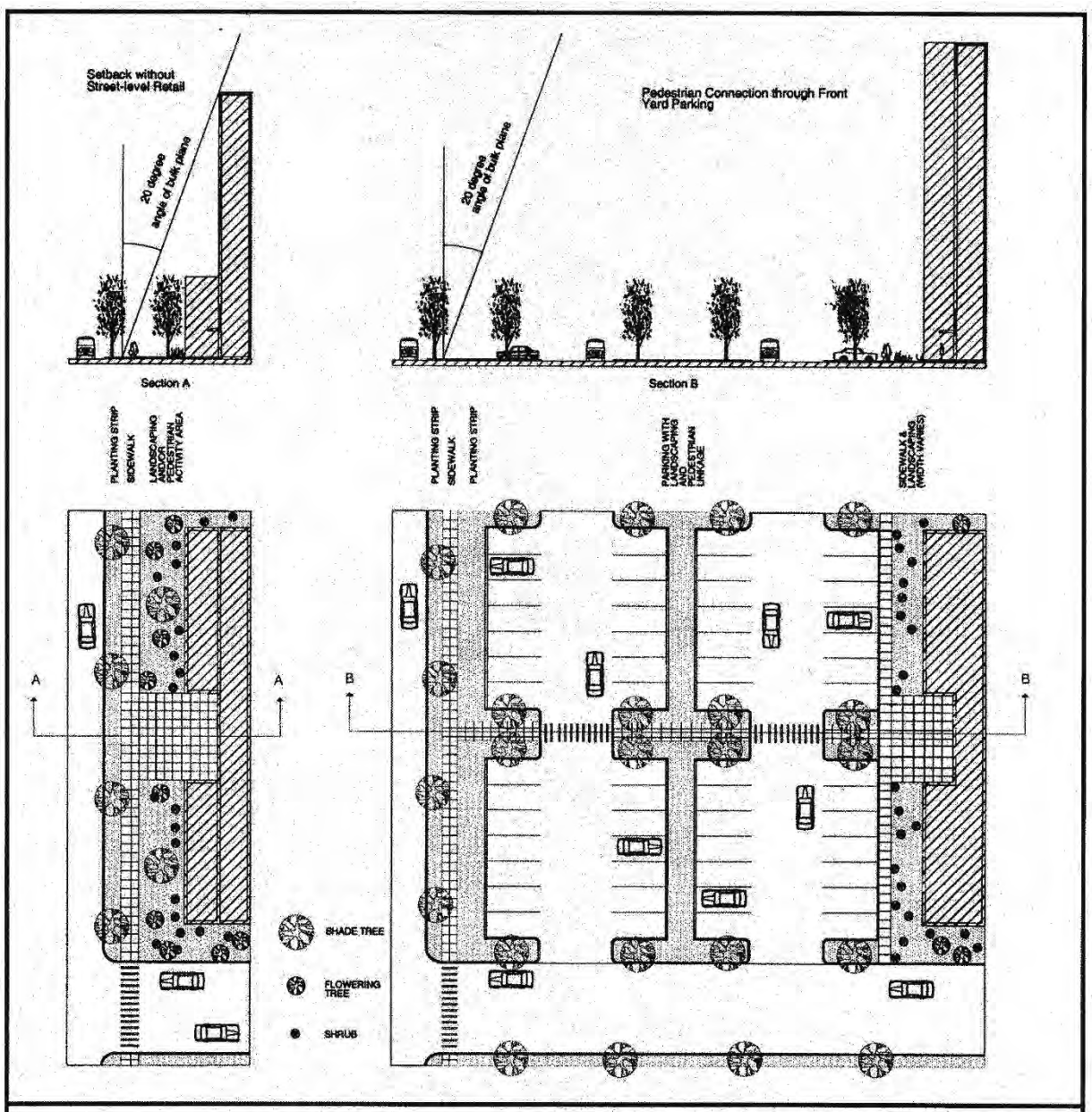
BUILDING HEIGHTS

Throughout the Merrifield Suburban Center, a variety of building heights and building articulation, as well as varied roof forms are encouraged to create an interesting skyline. Building heights adjacent to single-family residential neighborhoods, in general, are planned not to exceed 40 feet to provide an appropriate scale of development. Figure 8 shows the maximum building heights planned for the Merrifield Suburban Center. It should be noted, however, to achieve many of the maximum building heights, various conditions should be met as indicated within the sub-unit recommendations.

Building Height Guidelines

- One fundamental element of achieving maximum building heights should be the provision of usable open space that is in addition to providing the streetscape. This additional open space should include plazas, courtyards or other open space amenities as indicated under the following Pedestrian and Open Space System section.

- Throughout the Merrifield Suburban Center, a variety of building heights, façade articulation, and rooflines are encouraged to enhance the Merrifield skyline. The Transit Station Area and Fairview Park are intended to be visually prominent, with building heights outside these areas stepping down to the periphery of the Merrifield Suburban Center.



MERRIFIELD SUBURBAN CENTER
BUILDING DESIGN CONCEPT FOR NON-CORE AREAS AND EDGE AREAS
(Note: Dimensions will vary based on applicable streetscape treatment.
See Streetscape section for applicable streetscape treatment.)

FIGURE 7

- To create a focal point within a land unit or sub-unit, building height should be one of the elements used to identify a special area, in addition to such elements as plazas, courtyards, building orientation, and/or landscaping.

- Parcels that are split by two height designations should have flexibility to have building height increases above the lower height designation when development proposals provide height transitions similar to those indicated on the Building Height Map (Figure 8) and provide a site design that is supportive of other urban design objectives.

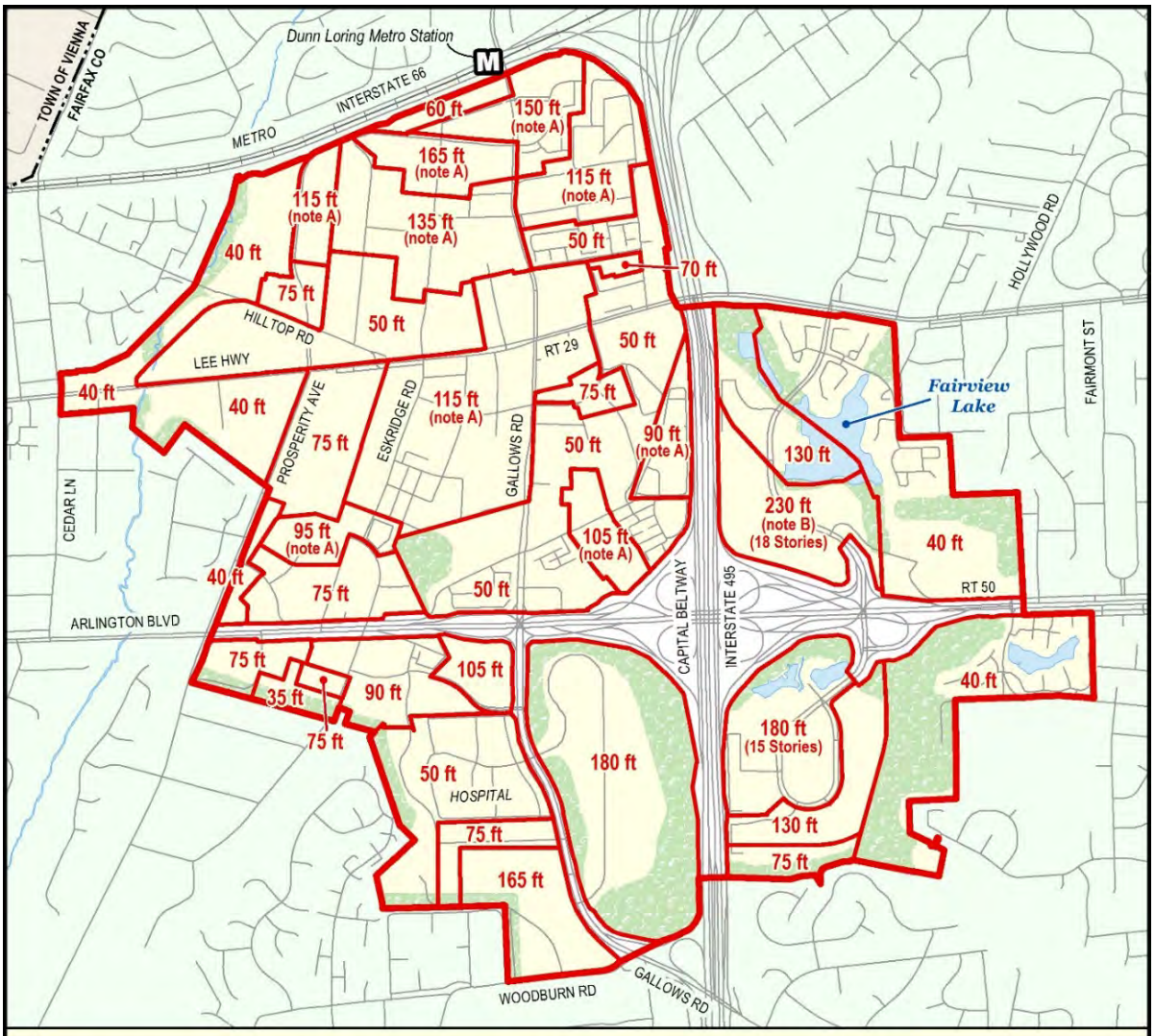
- Within the Transit Station Area, the Town Center and adjacent sub-units, maximum building height can only be achieved when structured parking is placed under buildings (either below or above grade) in order to encourage a more urban environment and to increase the amount of usable open space. As indicated above, usable open space is defined as being in addition to providing the streetscape, and should include plazas, courtyards or other open space amenities as indicated under the following Pedestrian and Open Space System section. Without placing parking under the building, maximum building height should be reduced by 20 to 30 feet. The areas subject to this height reduction are shown with an asterisk on Figure 8. (See sub-unit recommendations for specific height guidance).

- Building heights within the northern portion of Fairview Park (Sub-Unit I1) may be considered for heights up to 18 stories or approximately 230 feet, if a retail center is located adjacent to Fairview Lake. Without the provision of the retail center, maximum building height in Sub-Unit I1 is 15 stories. The area subject to this conditional height increase is shown with two notes on Figure 8 (See sub-unit recommendation for specific height guidance).

PEDESTRIAN AND OPEN SPACE SYSTEM

One of the key objectives of the Merrifield Suburban Center Plan is to encourage alternative modes of transportation as substitutes for the single-occupant auto. Good design can contribute to the attainment of this goal by creating a convenient, pleasant and safe experience for the pedestrian, thus making walking a viable alternative to driving. The pedestrian system should consist of well-lit sidewalks, crosswalks, and/or trails that also connect plazas, courtyards, or other open spaces to create places for pedestrians to walk, rest, or gather for recreational or community activities. Such a pedestrian system is a critical component for creating a transit and pedestrian-friendly environment, as well as for providing high-quality development. To encourage workers to travel by public transportation, either by bus or rail transit, the walk to the workplace must be an experience that pedestrians are willing to repeat at least twice a day. For this reason, planning for pedestrians and transit access is a vital part of the successful implementation of the Merrifield Suburban Center Plan.

Mixed-use developments and areas are also an important component of pedestrian-friendly environments. Projects should be designed in a manner that bring a variety of uses in proximity to each other. Pedestrian access between those uses should be convenient, safe, and pleasant in order to discourage use of automobiles. Designing for the pedestrian includes designing the streetscape to include trees, signage, and street furniture (benches, lighting, etc.). Trees are one of the most important features of the streetscape, as they provide shade to pedestrians, add natural beauty to the street, and soften the hard edges of the building forms. Additional landscaping can also enhance pedestrian paths among buildings, between developments, or mid-block, making these areas attractive and encouraging people to walk rather than drive between



Building Heights Map - Merrifield Suburban Center

Note A: Heights shown with Note A indicate a maximum height allowed when parking structures are integrated with buildings. Maximum building heights are reduced by 20 to 30 feet when parking is not integrated with the building. See specific sub-unit recommendations for additional guidance.

Note B: Heights shown with Note B indicate a maximum height if a retail center is located adjacent to Fairview Lake, the office buildings located in the western portion of Sub-Unit I1 may be considered for a height increase of up to 18 stories or approximately 230 feet. See specific sub-unit recommendation for additional guidance.

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Open Space

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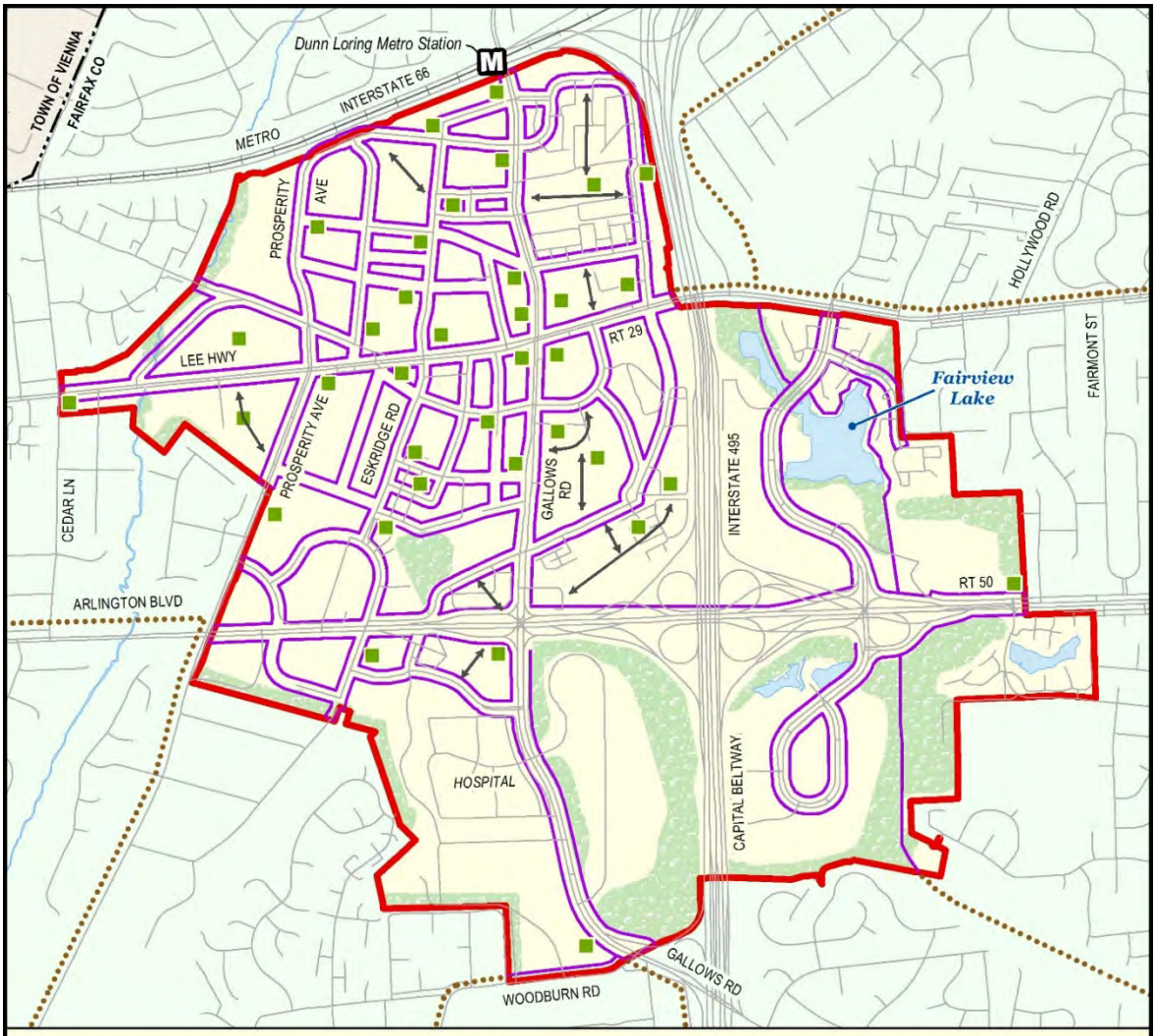
FIGURE 8



Open Space and Pedestrian System Map - Merrifield Suburban Center

Sidewalks or Trails Within the Study Area
Sidewalks or Trails Outside the Study Area
Mid-block Connections
Plaza/Urban Greens
Open Space
Merrifield Suburban Center Boundary

Note 1: All new developments should provide pedestrian open space amenities.
Note 2: This graphic represents the general location of pedestrian connections and major plazas and is not intended to indicate size and scale. Specific locations to be determined during the development review process.

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FIGURE 9

uses. The use of trees in ornamental grates, planter boxes, planting strips, or larger landscaped areas are some of the many techniques that can be employed to enhance the pedestrian experience.

Pedestrian safety should also be considered when designing the landscape, and pedestrian-level lighting should be factored into the design. Street lighting and other street furniture, such as trash receptacles, seating, and gateway signage, can reinforce the identity of an area.

Good signage also contributes to good pedestrian-oriented design. For example, signage within a development should be coordinated in terms of scale, design, color, materials, and placement in order to create a unified identity for the area. Signage should also be designed appropriately for its location and purpose, without sacrificing legibility.

The Open Space and Pedestrian System Map, Figure 9, depicts an integrated pedestrian system to unify development within sub-areas and link neighboring sub-areas. This map is not intended to be definitive. Additional pedestrian connections will be identified over time that will provide refinements to the system. These connections could be either sidewalks or trails, alone or in combination with plazas, courtyards or parks.

Open Space and Pedestrian System Guidelines

A part of the vision for the Merrifield Suburban Center is to create pedestrian-oriented areas with usable open space amenities. The following open space and pedestrian system design guidelines should be considered during the review process:

- In development proposals which entail new development or redevelopment, increased intensity/density, increased building heights, and/or which substantially change the design of a previously approved development commitment, pedestrian linkages should be provided to adjacent development and to the countywide trail system where feasible. The goal is to connect local sites with the larger community and to enhance the continuity of the pedestrian system. Pedestrian linkages could include sidewalks, trails, plazas, courtyards and parks with path systems.

- Additional sidewalks and trails beyond those indicated on Figure 9 (the Open Space and Pedestrian System Map) are encouraged, and are in some cases described in the Land Unit Recommendations Section. Providing fewer connections than those on the map is discouraged, unless it can be demonstrated that those connections are not needed because another circulation pattern would serve the same users as well or better.

- Opportunities should be provided for pedestrians to sit, especially in plazas, courtyards, urban greens and parks. Seating opportunities include the provision of low walls, wide steps, benches and other outdoor furniture.

- Auto and pedestrian traffic should be separated, i.e., pedestrians should not be required to walk in a travel lane or through a parking structure to reach their destination.

- Pedestrian safety should be an important factor in designing sidewalks, crosswalks and trails. Adequate lighting is essential. Pedestrian linkages between buildings and parking areas should be well-lit and landscaped. Site development should ensure that the landscaping does not impede visibility or create unsafe conditions.

- Pedestrians should be provided with safe and convenient access to transit stops/stations.

- Design of pedestrian linkages should minimize impacts on mature trees and other established vegetation. Where pedestrian linkages (existing or new) have few shade trees, additional trees should be planted.

- Signage along roadways should be provided to contribute to good pedestrian and vehicular orientation. Within the Merrifield Suburban Center, a signage theme should be established that provides consistency in terms of scale, design, color, materials and placement.

- Usable open space in the form of plazas, urban greens, courtyards or parks should be provided throughout the Merrifield Suburban Center, especially in the Transit Station Area and the Town Center, in order to create a strong pedestrian focus. Developments should provide these pedestrian amenities, which include landscaped areas with shade trees, seating areas, public art and other amenities that make attractive gathering places for the local workforce, shoppers, and residents. In some instances, these open space amenities should be large enough and designed in a manner to accommodate informal activities as well as programmed events during lunch-hours and after-work hours.

- The siting of buildings and the quality of design also influences the pedestrian experience. Care should be taken to ensure that buildings are not designed to create barriers to pedestrian circulation.

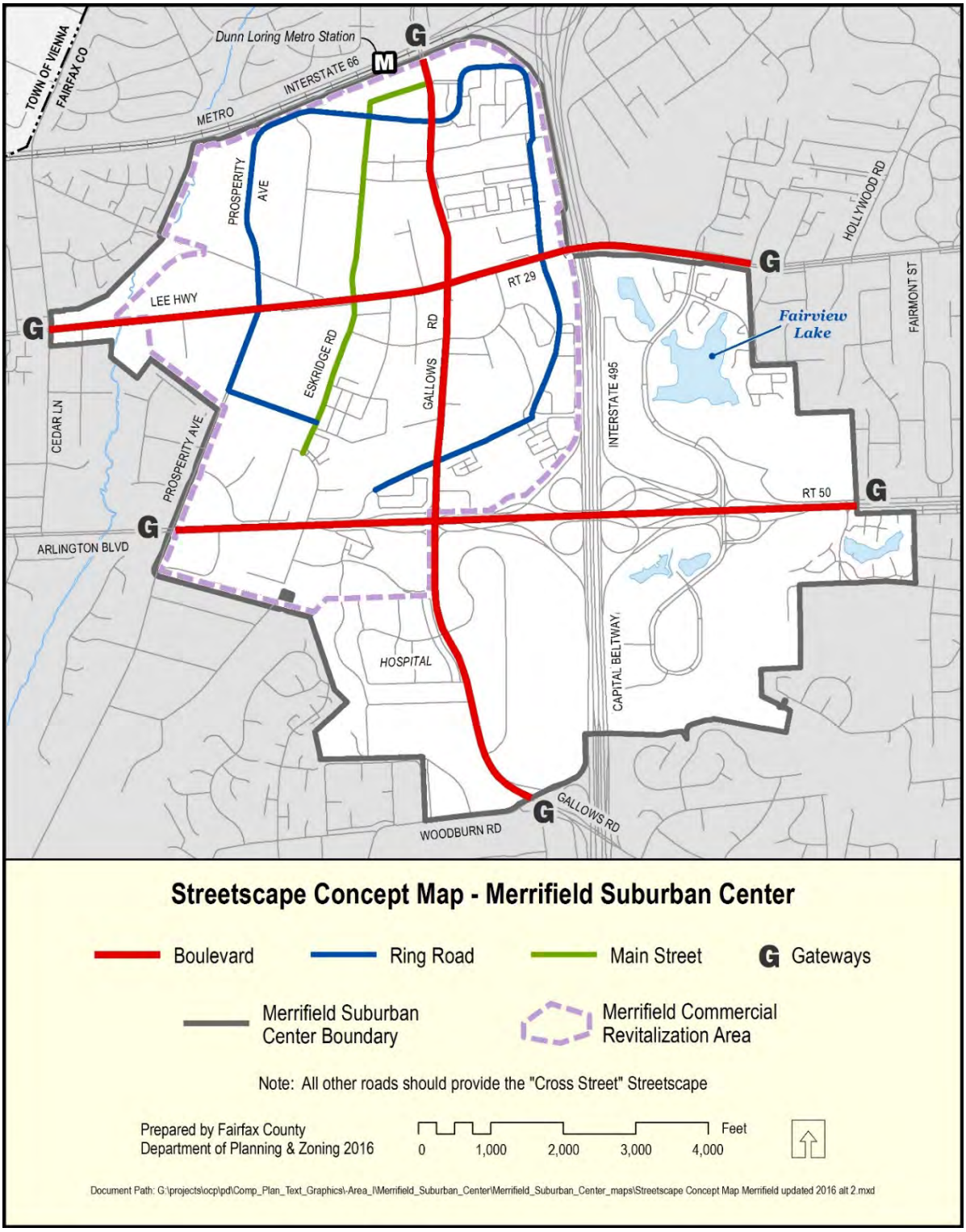
URBAN STREET NETWORK DESIGN

Street Network

Critical to achieving the vision for the Merrifield Suburban Center is the implementation of a new network of streets with a central main street and blocks that are scaled to be walkable. In contrast to the existing pattern of large blocks oriented toward serving vehicular travel, new development is planned to create smaller blocks through an interconnected network of streets. The street system should be walkable, provide travel choices for pedestrians and motorists, and allow for breaks in building massing to foster an environment appropriately scaled to pedestrian activity. While the urban street network concept applies to the entire Merrifield Suburban Center, certain design elements such as the street cross-sections specifically apply only to streets within the CRA (see Figure 1).

The centrally located Main Street is the primary organizing element of the Merrifield Suburban Center. This Main Street links the Transit Station Area to the Town Center, enhancing connectivity within Merrifield. For pedestrians and cyclists, Main Street provides a higher quality, less trafficked alternative route to Gallows Road. As Merrifield continues to urbanize, the ground floors of buildings on Main Street should be activated by uses such as retail to expand it as a destination within the area. In addition to the Main Street, Prosperity Avenue, Hartland Road and Gatehouse Road together will form a contiguous ring road that is intended to serve the core areas by distributing local traffic from neighborhoods and commercial districts to Gallows Road and Lee Highway.

In order to implement the network of streets, all development proposals should include the planned road improvements that follow the conceptual street grid and street types depicted in Figure 10. Figure 5 illustrates the overall connectivity concept for the Merrifield Suburban Center and includes existing and planned streets. For areas where a layout of new streets is depicted, development proposals should create a street and block network generally consistent with Figure 5. In cases where this is not feasible, proposals should achieve a level of connectivity that meets Plan goals.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TOWN OF VIENNA
FAIRFAX CO
INTERSTATE 66
METRO
PROSPERITY AVE
LEE HWY
ESKRIDGE RD
GALLOWS RD
RT 29
HOLLYWOOD RD
FAIRMONT ST
Fairview Lake
INTERSTATE 495
CEDAR LN
PROSPERITY AVE
RT 50
ARLINGTON BLVD
HOSPITAL
CAPITAL BELTWAY
WOODBURN RD
GALLOWS RD
Streetscape Concept Map - Merrifield Suburban Center
Boulevard
Ring Road
Main Street
Gateways
Merrifield Suburban Center Boundary
Merrifield Commercial Revitalization Area
Note: All other roads should provide the "Cross Street" Streetscape
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FIGURE 10

The following should be taken into consideration in the design of streets in the Merrifield Suburban Center:

- Continuity of streets is desirable in order to achieve a more effective street network and to provide greater choice and mobility.
- Streets should be designed as complete streets while addressing the pedestrian experience and contributing to the creation of great places. By definition, complete streets are designed and operated to enable safe access and movement for pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Streets in the Merrifield Suburban Center are expected to be attractive environments for walking, commerce, and casual interaction in addition to their function of moving traffic.

Streetscape Design

Attractive streetscapes have well-defined road edges that contribute to area identity and provide a safe, high-quality pedestrian experience. The streetscape network shown on Figure 10 provides a streetscape hierarchy with four types of streetscape designs: Boulevard, Ring Road, Main Street, and Cross Street. The streetscape design will vary by the street type and the adjacent land use, but should create a unified theme along each road that visually and physically links the various land units of Merrifield. The character of the streetscape should generally be determined by the pedestrian activities generated by the adjacent land uses rather than the street classification.

Streetscape and public realm details are further described in the *Merrifield Streetscape Design Manual*, as may be amended, and should be referenced during a project's site design phase.

Streetscape Zones

The streetscape is composed of three zones: one or more landscape panels, the sidewalk, and the building zone, as illustrated in Figures 11-14. The *Landscape Panel* is located along the curb and includes trees and plantings and may include other elements such as lighting, bus stops, seating, bicyle racks, traffic signs and refuge strips. In certain instances a *Secondary Landscape Panel* is located between the sidewalk and adjacent property when surface parking is adjacent to the streetscape. The *sidewalk* is reserved for pedestrian movement and should not contain any street furniture. The *building zone* is located between the sidewalk and the building façade and is an area for activities such as window shopping/browsing, outdoor seating, outdoor dining, etc. The character of the building zone is determined by the adjacent land and building use.

In general, areas with higher pedestrian activity, such as major retail streets and along boulevards such as Gallows Road, should have wider sidewalks and landscape panels to accommodate increased pedestrian activity and provide additional space between the pedestrian and vehicular traffic. Above all, consitent dimensions within each block should be promoted to avoid shifting pedestrian features or building frontages.

Streetscape Design Flexibility and Alternatives

Where pre-existing site constraints limit the ability of a development to satisfy all streetscape recommendations, some limited variation may be permitted if the proposed alternative meets or exceeds the expectations established by this plan**.** For example, if the guidance is to provide a double row of street trees, but due to site constraints not enough space exists for staggered rows, an equal number of street trees planted in a single row may be an appropriate alternative.

When street trees and other plantings are to be located in proximity to roadways or within medians, safety and sight distance should be taken into considersation when reviewing a development proposal's streetscape design. Modifications to the streetscape guidance is appropriate to account for these issues. However viable alternatives in streetscape design should be provided to ensure continuity in the streetscape pattern.

Additional strategies that provide flexibility in the design of the streetscape are described in the *Merrifield Streetscape Design Manual,* as may be amended.

Underground Utilities and Stormwater Infrastructure

Utilities and stormwater infrastructure should be placed underground and should be coordinated with future roadway improvements and sidewalks to foster a pedestrian-friendly environment. Such infrastructure should be located under sidewalks, parking lanes, or the building zone. These facilities should not be located under street trees. To achieve this goal, detailed site analysis should take place early in the development process to avoid conflicts between utilities and proposed street tree locations. New development should provide underground utility conduits and provide commitments to facilitate future improvements. Utility boxes for phone, cable, electricty, natural gas, information systems and/or other services should be located to the rear or side of the development, along service alleys, within buildings, or placed in sub-grade vaults. If undergrounding utilities is not feasible, consideration should be given to relocating utilities to the rear or side of the development.

Street Lighting

Street lighting should maintain the overall character and quality of the area, and provide adequate lighting levels that ensure public safety without creating glare or light spillage into neighboring low-density residential areas. Lighting should be designed to illuminate the street as well as pedestrian areas. Street lights should be located within the landscape panel and be sited so as to not conflict with street trees at their projected maturity.

Gateways

Gateways define the major approaches to the area and are shown on Figure 10. At these points of entry to the Merrifield Suburban Center, gateways should have additional plantings and tree groupings in addition to the basic streetscape, and could also include signage and other design treatments that distinguish the location as an entrance to the Merrifield Suburban Center.

Streetscape Maintenance

Streetscape improvements may be provided on a combination of publicly owned right-of-way and private property. When the public right-of-way is utilized to provide streetscape improvements, commitments should be made by the property owner to maintain the entire streetscape area. When the streetscape is not entirely within the right-of-way, a public access easement may need to be provided for the potion of the streetscape located on private property.

Pedestrian Crossings

Ramps and special pavement at pedestrian crossings should be designed to create a well-delineated and safe area for pedestrians to cross the street. High-visibility pavement markings should be used to create a well-delineated, Americans with Disabilities Act (ADA) accessible and safe area. Crossings at major streets should be highly visible and timed with signalized

crossing systems. Medians should be designed to create a safety island for pedestrians waiting to finish crossing the street.

Median Landscape Strip

New streets in Merrifield are not expected to include medians except where they would facilitate pedestrian crossings or are needed to preserve right-of-way. If medians are provided, they should be planted attractively. Consideration should be given to the use of alternative Low-Impact Development (LID) techniques for stormwater remediation in this area.

On-Street Parking

Streetscapes with on-street parallel parking should have a small paved area adjacent to the curb known as a refuge strip. The refuge strip will allow passengers to exit parked cars without having to step into planted areas. Trees should be spaced appropriately to allow car doors to swing open without obstruction.

Sidewalk and Streetscape Materials

A variety of sidewalk materials should be considered that both complement adjacent building architectural styles and contribute to placemaking in the Merrifield Suburban Center, as well as to assist in the delination of streetscape zones. Examples may include concrete pavers, concrete scoring techniques, stone, and/or tiles.

Planting in the Streetscape

Street trees should be planted in an environment that promotes healty root growth and should be evenly spaced at 25-30 feet on-center but no more than 50 feet apart. Only those varieties that require little maintenance, are resistant to disease and are adapted to extreme urban conditions should be used. In addition to trees, vegetation within planting strips should include supplemental plantings such as ornamental shrubs, ground cover, flowering plants, and grasses. Consideration should be given to the use of a broad palette of native and drought tolerant species. Specific guidance on tree and plant species is available in the *Merrifield Streetscape Design Manual*, as may be amended. Supplemental plantings should occur in areas that are clear of vehicles parked on the street and should incorporate hardscaped pedestrian access points. Where appropriate, special pavement treatments or hardscape elements may be considered to achieve both root-friendly design and pedestrian walkability within the streetscape. Tree guards should be used in areas expected to have high pedestrian activity to protect tree roots and plantings. Irrigation should be provided.

Low Impact Development Techniques

Streetscape design should consider innovative stormwater remediation design elements such as biorentention, permeable pavement, and incorporation of water collection and storage.

Street Furniture and Other Elements

Street furniture selections such as benches, water fountains, and bike racks should be generally consistent with the recommendations on style, size, finish, and color shown in the *Merrifield Streetscape Design Manual*, as may be amended.

Street Types and Design

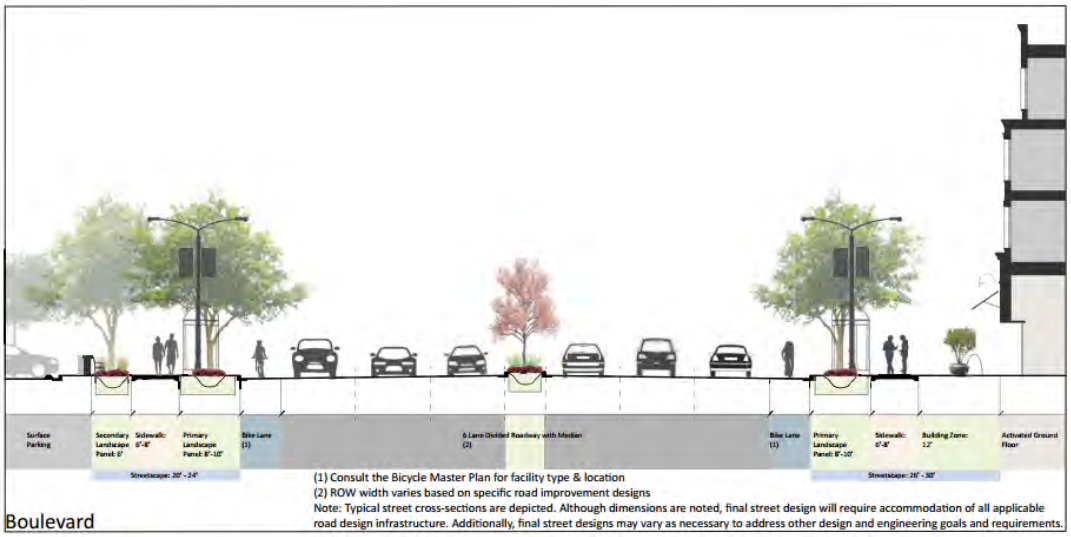
Street types for streets located in the Merrifield CRA (Figure 1) have been identified below, with a conceptual overview of each type's functionality, cross-section, scale, modal mix, and character. The cross-section for each street type contains flexibility to be able to respond to particular needs in different locations. Within the Merrifield CRA, pavement cross-sections should be context-sensitive and fit into an urban environment, while addressing safety, operations, and capacity needs. Although typical street cross-sections are included below, final street designs may include some variations such as lane width, sidewalk width, or building setback to reflect the changing context of the street as it passes through Merrifield.

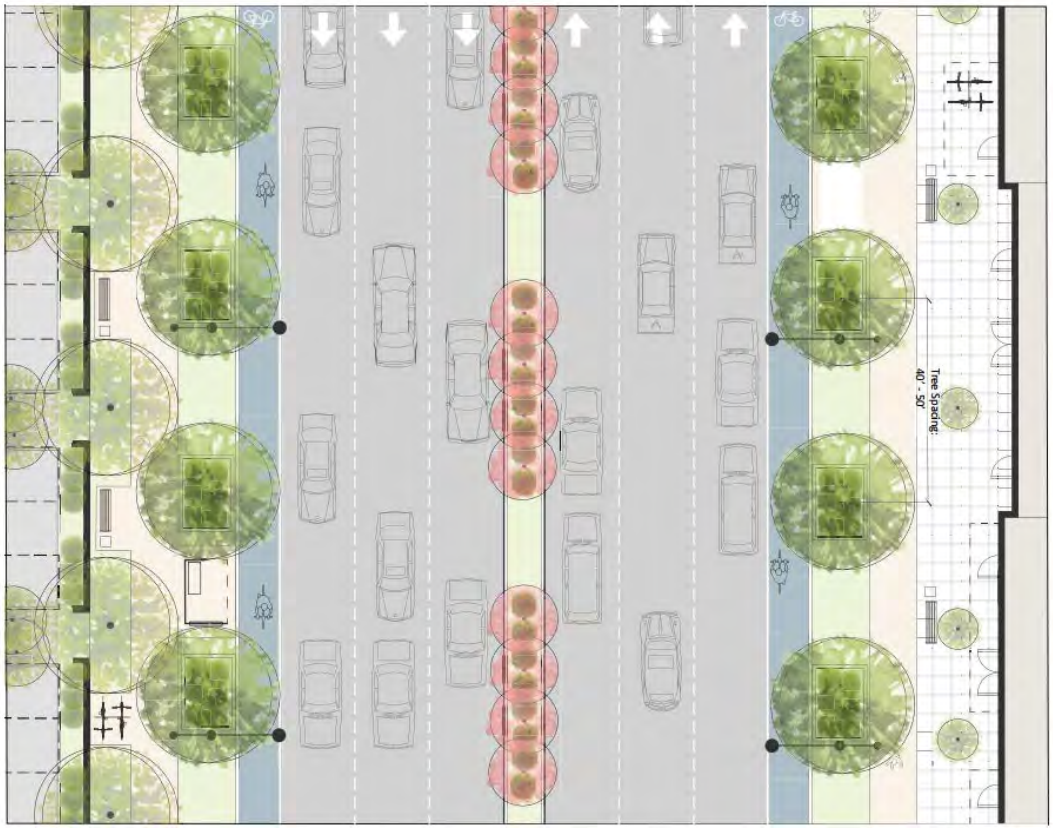
Boulevard

Boulevards are the primary vehicular routes through Merrifield. They include a range of facility types for pedestrians and cyclists depending on traffic volume, adjacent land uses and available right-of-way. The Boulevard cross-section, shown in Figure 11, should be used for Gallows Road, Route 29, and Route 50. It features a wide, tree-lined road with well-defined pedestrian and bicycle features that include wide sidewalks along both sides of the street, street trees evenly spaced, and medians with plantings of flowering trees, shrubs, and flowers. Street lighting should be distinctive, and designed for both pedestrian and vehicular use.
Boulevard cross-section guidelines:

- Bicycle Lane – On-road dedicated bike lane, or buffered cycle track, or a 9-foot wide multi-use trail per direction. Refer to the Fairfax County Bicycle Master Plan to determine which streets are planned to include a bicycle facility (of the three boulevards in the Merrifield Suburban Center, Gallows Road, Lee Highway, and Arlington Boulevard, Gallows Road is the only boulevard planned specifically with an on-road dedicated bike lane).
- Primary Landscape Panel – This zone should be a minimum of 8-feet wide (inclusive of the curb); however, a 10-foot-wide landscape panel is encouraged. Plantings should occur closest to the sidewalk, leaving room adjacent to the road for street lighting and signage. Major shade trees should be planted with a spacing of 40 to 50 feet on center, using trees that are 2.5 to 3-inch caliper in size at the time of planting. Vegetation within the planting strip should include supplemental plantings such as ornamental shrubs, ground cover, flowing plants, and grasses. Where appropriate, special pavement treatments and trees in grates may be considered as alternative to a planting strip. Bus shelters and lighting should be located in the landscape panel.
- Sidewalk – 6- to 8-foot wide sidewalk on both sides of the facility. Along Route 29, an 8-foot wide sidewalk is planned along the north side of the road to provide continuity with the Trail Plan and along the south side, at a minimum, a 6-foot wide sidewalk is planned. Along Gallows Road north of Route 50, an 8-foot wide sidewalk is recommended for both sides of the road. Along Gallows Road south of Route 50, and 8-foot wide trail is recommended along the west side of the road and a 6-foot wide sidewalk is recommended along the east side of the road. Along Route 50, and 8-foot wide trail is recommended for the north side of the road and a 6-foot wide sidewalk is planned for the south side of the road.
- Median – Median plantings should consist of flowering trees, low ornamental shrubs, and flowers. The median plantings may be informal; however, the massing of trees should be equivalent to the planting of a tree every 25 feet on center. Plantings should be selected that are drought tolerant and low in maintenance, resistant to disease, pollution, and heat.
- Building Zone (between the sidewalk and building) – The width of this zone should be 12-feet when adjacent to buildings. When ground-level retail is provided in a building, a

Boulevard Cross-section





Note: Typical street cross-sections are depicted. Although dimensions are noted, final street design will require accommodation of all applicable road design infrastructure. Additionally, final street designs may vary as necessary to address other design and engineering goals and requirements.

BOULEVARD STREETSCAPE CONCEPT **FIGURE 11**

portion of this building zone should be used for retail browsing or outdoor dining. Supplemental plantings (to include shade and flowering trees, shrubs, flowering plants, ground cover, and grasses) may be provided for buildings without retail uses. Amenities such as bicycle racks and seating may be located in the building zone.

- Secondary Landscape Panel (between the sidewalk and parking) - If surface parking is adjacent to the streetscape, a minimum of a 6-foot wide landscape zone between the sidewalk and the parking should be provided to visually buffer pedestrians from parked vehicles. It should include trees and ornamental plantings, such as ground cover, flowering plants, and grasses. It should also include hardscape elements such as low walls that can also serve as supplemental seating. Trees should be planted with spacing of 40 to 50 feet on center using trees that are 2.5 to 3-inch caliper in size at time of planting. Tree spacing along this landscape panel should be staggered with trees in the primary landscape panel, so that the effect of the two rows of trees is tree spacing at approximately every 20 to 25 feet.

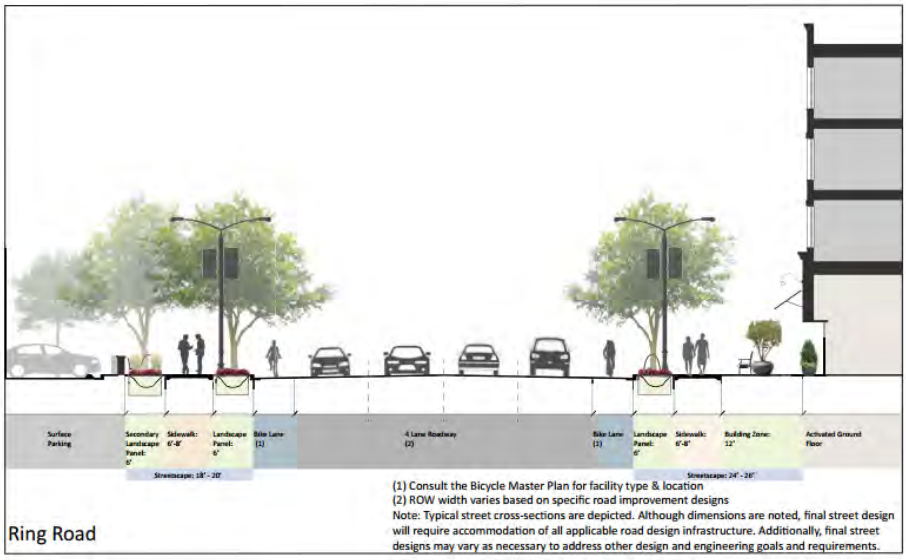
Ring Road

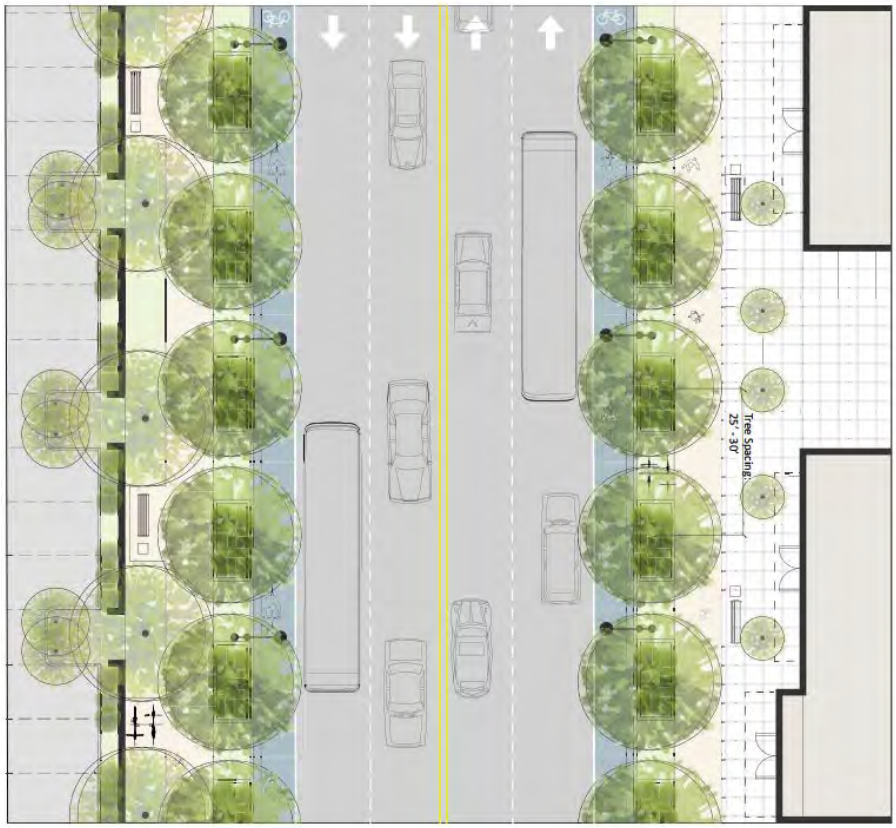
The Prosperity/Hartland/Gatehouse Ring Road streetscape is intended to serve the core areas by distributing local traffic from neighborhoods and commercial districts to Gallows Road and Lee Highway. This street should typically be a four-lane undivided roadway.

Ring Road cross-section dimensions:

- On-Street Parking – 8-feet wide for on-street parallel parking per direction.
- Bicycle Lane – On-road dedicated bike lane per each direction on Prosperity Avenue. Refer to the Fairfax County Bicycle Master Plan to determine which streets are planned to include an on-road bicycle facility.
- Primary Landscape Panel - This zone should be a minimum of 6-feet wide (inclusive of the curb). Major shade trees should be evenly spaced in ordered plantings with a spacing of 25 to 30 feet on center, using trees that are 2.5 to 3-inch caliper in size at the time of planting. Vegetation should also include ornamental shrubs, ground cover, flowing plants, and grasses. Where appropriate, special pavement treatments and trees in grates may be considered as alternatives to a planting strip. Amenities such as bicycle racks, bus shelters, and seating areas may be located in the landscape panel or in an easement behind the sidewalk to serve the adjacent land uses.
- Sidewalk – 6 to 8-foot wide sidewalk on both sides of the facility. An 8-foot wide multi-purpose trail should be provided on the outside edge of the Ring Road. Along the inside edge of the Ring Road, a 6-foot wide sidewalk should be provided, except adjacent to the Metro Station where an 8-foot wide multi-purpose trail should be provided.
- Building Zone - The width of this zone should be 12-feet. When ground-level retail is provided in a building, a portion of this building zone should be used for retail browsing or outdoor dining. Supplemental plantings (to include shade and flowering trees, shrubs, flowering plants, ground cover, and grasses) may be provided for buildings without retail uses.
- Secondary Landscape Panel (between the sidewalk and parking) - If surface parking is adjacent to the streetscape, a minimum of a 6-foot wide landscape zone between the sidewalk and the parking should be provided to visually buffer pedestrians from parked vehicles. This buffer should include trees and ornamental plantings including ground

Ring Road Cross-section





Note: Typical street cross-sections are depicted. Although dimensions are noted, final street design will require accommodation of all applicable road design infrastructure. Additionally, final street designs may vary as necessary to address other design and engineering goals and requirements.

RING ROAD STREETSCAPE CONCEPT **FIGURE 12**

cover, flowering plants, and grasses. It should also include hardscape elements such as low walls that can also serve as supplemental seating. Tree spacing along this landscape panel should be staggered with trees in the primary landscape panel, so that the effect of the two rows of trees is tree spacing at approximately every 20 to 25 feet.

Main Street

The Main Street is planned to create a continuously activated pedestrian space that runs north to south, connecting the Transit Station Area to the Town Center, as shown in Figure 5. The Main Street is inclusive of Merrilee Drive and Eskridge Road and is envisioned as a lively space where street-level retail, outdoor dining areas, and community uses will be located so as to create a place for pedestrians to walk along and spend time in outdoor spaces. Where possible, it should have on-street parking on both sides of the street. Traffic calming features should be employed to enhance pedestrian and bicycle safety. A generous pedestrian area, between 20 to 25 feet wide, should be provided on each side of the street; this area should feature evenly spaced street trees, unified streetscape furniture design, and special paving accents. Some segments of the Main Street may contain a center median with special landscaping, paving and amenities (such as fountains).

Main Street cross-section dimensions:

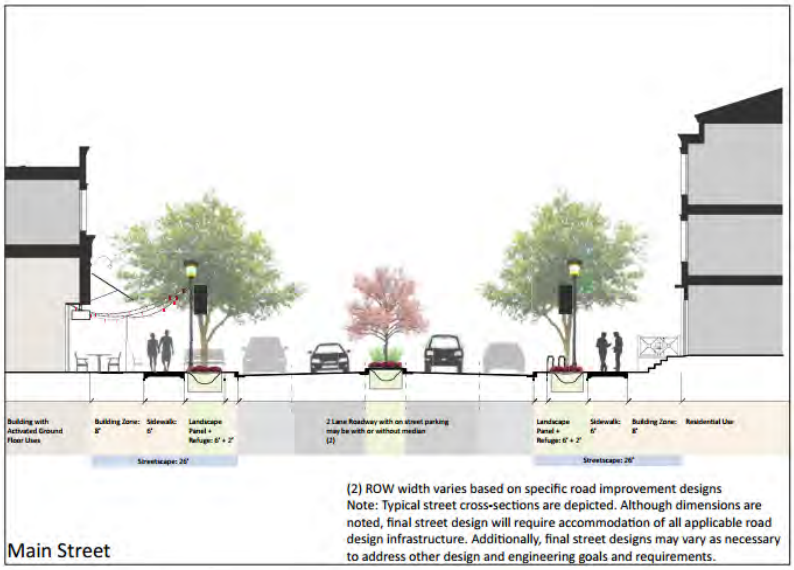
- Landscape Panel – At a minimum, a 2-foot wide paved refuge strip should be located between the landscape area and the curb. Adjacent to the refuge area, a minimum 6-foot wide landscape area should be provided. Major shade trees should be evenly spaced in ordered plantings with a spacing of 25 to 30 feet on center, using trees that are 2.5 to 3-inch caliper in size at the time of planting. Vegetation should also include ornamental shrubs, ground cover, flowing plants, and grasses. Where appropriate, special pavement treatments and trees in grates may be considered as alternative to a planting strip. Amenities such as bicycle racks, bus shelters, and seating areas may be located in the landscape panel or in an easement behind the sidewalk to serve the adjacent land uses.

- Sidewalk - 6-foot wide sidewalk on both sides of the facility.

- Building Zone – The width of this zone should range from 8 to 12 feet wide and should be used for retail browsing or outdoor dining space. Within the browsing area, outdoor seating for restaurants or sidewalk cafes may be appropriate as well as special entrance features to shops and buildings. A variety of treatments for this area may be used such as a plaza, a landscaped area with seating and lighting, a sidewalk and landscaped area, formal arrangements of trees (bosques), informally grouped trees and other plantings, and any of the above with public area or a water feature.

- Median – Where a median is provided, the area should have plantings consisting of flowering trees, low ornamental shrubs, and flowers. The median plantings may be informal; however, the massing of trees should be equivalent to the planting of a tree every 25 feet on center. Plantings should be selected that are drought tolerant and low in maintenance, resistant to disease, pollution, and heat.

Main Street Cross- section



Note: Typical street cross-sections are depicted. Although dimensions are noted, final street design will require accommodation of all applicable road design infrastructure. Additionally, final street designs may vary as necessary to address other design and engineering goals and requirements

MAIN STREET STREETSCAPE CONCEPT **FIGURE 13**

Cross Street

A Cross Street, which applies to the majority of the streets within Merrifield, generally has the lowest volume and slowest moving traffic. Cross Streets help to define the street grid system by connecting the Boulevards, Ring Road, and Main Street. Providing additional Cross Streets is critical to enhancing internal traffic flow within the Transit Station Area and Town Center. Cross Streets are narrow, with one travel lane in either direction, and are often flanked by on-street parking on one or both sides of the road. Medians should not be considered for Cross Streets. Due to low vehicle speeds, bicycles may be accommodated in the travel lane rather than in a dedicated bicycle facility. Traffic calming measures such as raised mid-block pedestrian crossings, small traffic rotaries, and curb and sidewalk bulbouts at intersections may be appropriate. The following recommendations are provided to achieve the streetscape character of Cross Streets:

Cross Street cross-section dimensions:

- On-Street Parking - 8-foot wide on-street parking per direction.

- Bicycle Lane - Local streets are low speed facilities that may not require bike lanes. Bicycle travel may be accommodated in the travel lane.

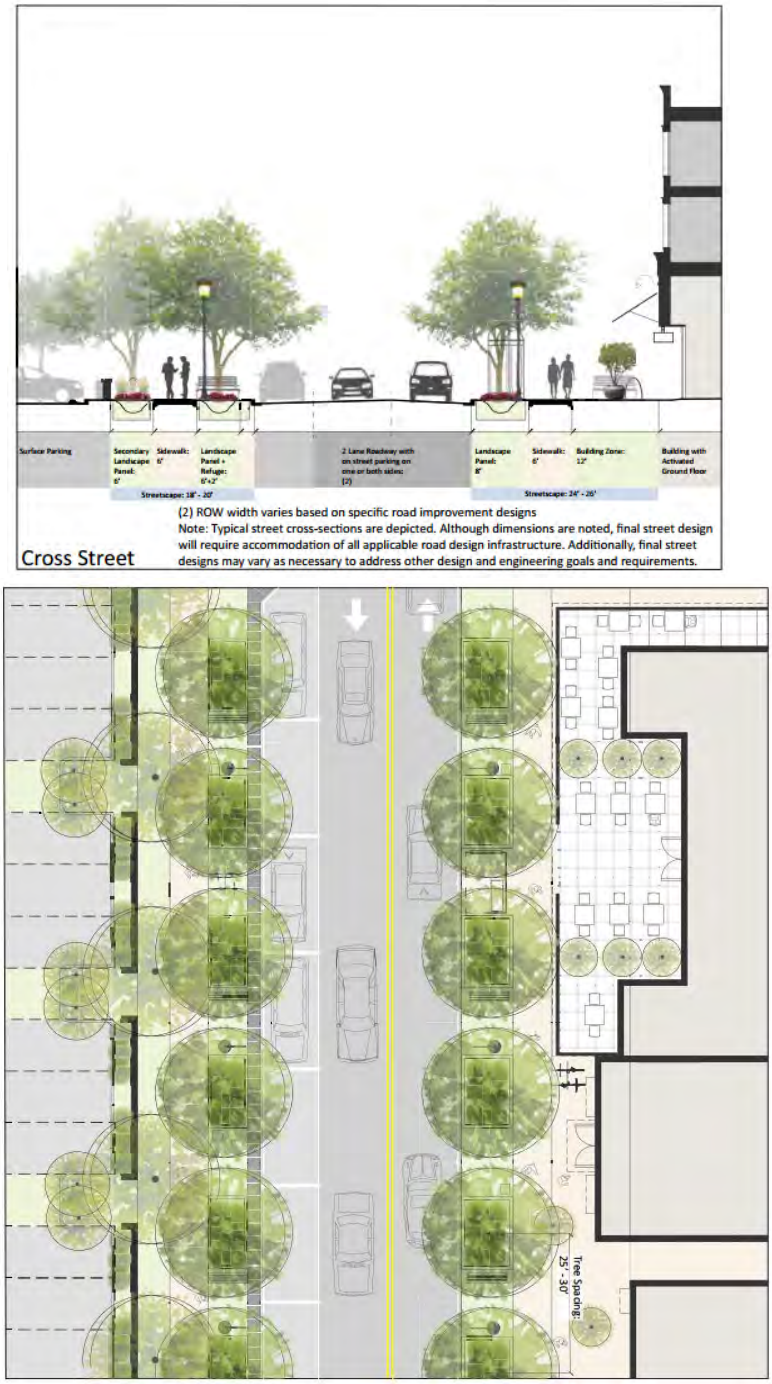
- Landscape Panel – At a minimum, a 2-foot wide paved refuge strip should be located between the landscape are and the curb. Adjacent to the refuge area, a minimum 6-foot wide landscape area should be provided. Major shade trees should be evenly spaced in ordered plantings with a spacing of 25 to 30 feet on center, using trees that are 2.5 to 3-inch caliper in size at the time of planting. Vegetation should also include ornamental shrubs, ground cover, flowing plants, and grasses. Where appropriate, special pavement treatments and trees in grates may be considered as alternative to a planting strip. Amenities such as bicycle racks, bus shelters, and seating areas may be located in the landscape panel or in an easement behind the sidewalk to serve the adjacent land uses.

- Sidewalk - 8-foot wide sidewalk on both sides of the facility.

- Building Zone - The width of this zone should be 12-feet. When ground-level retail is provided in a building, a portion of this building zone should be used for retail browsing or outdoor dining. Supplemental plantings (to include shade and flowering trees, shrubs, flowering plants, ground cover, and grasses) may be provided for buildings without retail uses.

- Secondary Landscape Panel (between the sidewalk and parking) - If surface parking is adjacent to the streetscape, a minimum of a 6-foot wide landscape zone between the sidewalk and the parking should be provided to visually buffer pedestrians from parked vehicles. This buffer should include trees and ornamental plantings such as ground cover, flowering plants, and grasses. It should also include hardscape elements such as low walls that can also serve as supplemental seating.

Cross Street Cross-section



Note: Typical street cross-sections are depicted. Although dimensions are noted, final street design will require accommodation of all applicable road design infrastructure. Additionally, final street designs may vary as necessary to address other design and engineering goals and requirements.

CROSS STREET STREETSCAPE CONCEPT **FIGURE 14**

TRANSPORTATION

The Merrifield Suburban Center is served by an extensive highway network, with regional access provided by I-66, I-495, Lee Highway, Arlington Boulevard, as well as the Dunn Loring-Merrifield Transit Station. The following transportation recommendations are intended to help improve circulation within and around the Merrifield Suburban Center. The transportation recommendations are divided into four categories: Policy Recommendations, Roadway Improvements, Transit Facilities and Services, and Pedestrian and Bicycle Circulation.

POLICY RECOMMENDATIONS

Future land use should be balanced with supporting transportation infrastructure and services. In order to achieve that balance, Fairfax County has established a number of transportation policies that can be found in the county's Policy Plan. The following transportation policy recommendations offer additional guidance for development within the Merrifield Suburban Center:

Right-of-way Acquisition Policy – In order to achieve the Merrifield Suburban Center objectives, any development proposal should dedicate right-of-way for planned road improvements. In addition, VDOT should, in some instances, obtain right-of-way (ROW) from one side of the street rather than taking equal amounts of right-of-way from both sides. For example, the north side of Lee Highway, between Cedar Lane and Old Lee Highway, has relatively new development, whereas the development on the south side of Lee Highway in this same area is significantly older. An equal taking from both sides of the road would significantly affect the viability of the uses on both sides of the road, whereas entire ROW takes from the south side of the road would allow the businesses on the north side to remain viable. Any excess property resulting from right-of-way acquisition should be used for linear parks and/or public facilities uses that do not need as much property depth as a retail use. In addition, surplus property from ROW acquisition may create opportunities to further the Merrifield Suburban Center objectives, such as adding the surplus land to an abutting property, when it facilitates desired redevelopment.

Mitigating Transportation Impacts of Development – All development proposals should provide adequate access, turn lanes, interparcel access and other measures needed that mitigate the traffic impacts of the proposed level of development. If the application cannot demonstrate that the impacts of the proposed development can be mitigated on the surrounding road system, development potential should be reduced to a level at which impacts can be mitigated within the current capacities of the surrounding road system or development should be phased to occur with capacity increases resulting from planned road improvements. If phased, development should be phased with appropriate transportation improvements, so that a balanced roadway network will occur in the long-term, with new development not exacerbating overall existing conditions in the short term. A phasing program may include on-site and off-site improvements, intersection, signalization and parking improvements as identified in the specific land unit guidance.

Access Management Policy – Curb cuts should be minimized through consolidation of street access and provision of interparcel access.

Parking Area Access and Location - Large surface and structured parking areas should be attractively integrated with the pedestrian network and accessible from side streets or exterior passageways between buildings or integrated into buildings.

Funding of Transportation Improvements and Services – Transportation facilities and services needed to support growth in the Merrifield Suburban Center include major road improvements such as those planned for Lee Highway and Gallows Road, the intersection of Lee Highway/Gallows Road, and improvements to regional facilities such as I-66 and I-495. The traditional method of funding these transportation improvements is through federal, state and county sources; however, some combination of public and private sector funding may be necessary to cover the costs associated with these improvements and to expedite implementation. Options for further consideration could include applications of a transportation tax district, a pro-rata project reimbursement approach, and an impact fee program. One or more of these options may be necessary to satisfactorily address the funding of transportation capital improvements for the Merrifield Suburban Center. Due to the complexity of issues involved, further detailed examination of these options is essential before a preferred approach is selected.

Transportation Demand Management (TDM) – Transportation Demand Management (TDM) refers to a variety of strategies aimed at reducing the demand on the transportation system, particularly through reducing single-occupant vehicles during peak periods, and expanding the choices available to residents, employees, and visitors. Examples can be found in the County's Policy Plan. The result is a more efficient use of the existing transportation system. TDM is a critical component in achieving the Plan's goal of land use and transportation balance.

The objective of a successful TDM program for the TSAs is to reduce the number of single-occupant vehicle trips. These reductions are based on Institute of Transportation Engineers' (ITE) trip generation rates and are to fall within the ranges shown in the TDM Goals (See Figure 15). The recommendations are for reductions of at least 35 percent for the areas within ¼ mile of the Metrorail stations and at least 30 percent for the areas between ¼ and ½ mile from the Metrorail stations.

Figure 15. Transportation Demand Management (TDM) Vehicle Trip Reduction Goals for Office and Residential Development

Development	TDM Vehicle Trip Reduction Goals		
	0 - 1/4 Mile to Metrorail	1/4 to 1/2 Mile to Metrorail	Beyond 1/2 Mile to Metrorail
Office	45% - 35%	40% - 30%	35% - 25%
Residential	45% - 35%	40% - 30%	25% - 15%

Note 1: The percent reduction is from the ITE peak hour trip generation rates.

Note 2: Distance to Metrorail should be measured from structured WMATA Metrorail station entrance.

A large component of TDM will be the implementation of formal TDM programs by the various stakeholders such as employers, apartment owners and homeowners associations within the TSAs. At a minimum, development proposals should include the following elements associated with their TDM program in addition to the minimum goals stated above:

1. Commitment to the trip reduction goals to be achieved at each phase of development and the measures to be used in the program.

2. TDM implementation plans with monitoring provisions.

3. Provision of remedies if a TDM plan fails to achieve its objective within a reasonable period of time, including restriction on the timing for future development.

Transportation Systems Management (TSM) Programs - Transportation Systems Management is used to describe a full spectrum of actions that may be applied to improve the overall efficiency of the transportation network and may include TDM measures. These measures should make maximum use of the TSM opportunities afforded by proximity to the Metro station. TSM programs usually consist of relatively low-cost alternatives to major capital expenditures, and may include parking management measures such as commuter lots, ridesharing programs, transit promotion, or operational improvements to the existing roadway system. TSM includes non-SOV use and other strategies associated with the operation of the street and transit systems. Some examples for the Merrifield Suburban Center might include traffic light synchronization or shuttle service that runs during the lunch-hour in addition to the AM and PM peaks, since congestion is an increasing issue during the midday period.

ROADWAY IMPROVEMENTS

The roadway and circulation plan for the Merrifield Suburban Center addresses three types of roadway improvements: Arterial Roadways, Interchanges, and Collectors/Local Streets. These improvements are shown on Figure 16 and are described below. In addition to these improvements, a grid of streets to improve circulation for all modes should also be implemented. Figure 16 illustrates conceptual connections that should be explored and implemented as redevelopment occurs.

Arterial Roadways - Arterial roadways consist of freeways/expressways, other principal (or major) arterials, and minor arterials. On arterial roadway facilities, local access is subordinate to the primary function of carrying through traffic. Freeways and expressways are controlled access facilities provided for high-volume travel, with little or no access to abutting land. Other principal arterials provide some access to abutting land, although the primary function is to carry through traffic. Minor arterials are lower service roadways with partial control of access.

There are two interstate roads within the Merrifield Suburban Center: the Capital Beltway (I-495) and I-66. The county's Transportation Map shows I-495 planned for 12 lanes including HOT lanes (two in each direction) and I-66 planned for 10 lanes, including HOV lanes.

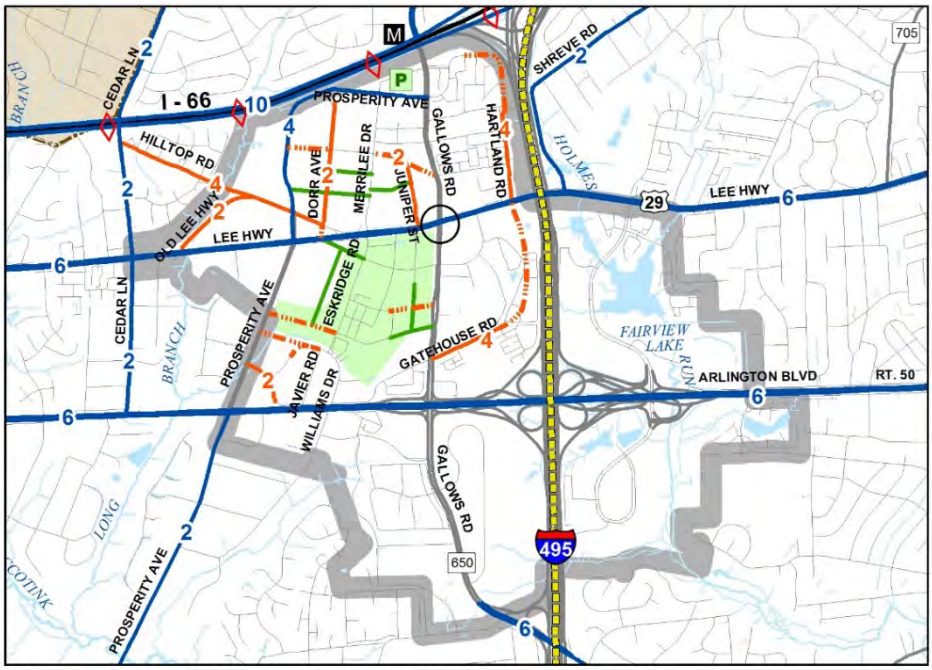
There are four arterials within the Merrifield Suburban Center. Lee Highway and Arlington Boulevard are major arterial roadways; and Gallows Road and Prosperity Avenue are minor arterial roadways. For these arterials, roadway improvements are planned as follows:

- Lee Highway: Lee Highway is planned for widening to 6 lanes within the Merrifield Suburban Center.

- Arlington Boulevard: Arlington Boulevard is planned for improvement to a 6-lane roadway between Prosperity Avenue and I-495, which is substantially completed in the Merrifield Suburban Center.

- Gallows Road: Gallows Road is planned for widening to six lanes from Arlington Boulevard to Tysons Corner. The portion of Gallows Road between Arlington Boulevard and I-66 has been widened to its ultimate section. The Gallows Road bridge over I-66 is planned to be widened to accommodate its ultimate six lane section as a part of VDOT's implementation of high-occupancy toll lanes on I-66. To obtain smooth and efficient traffic flow, the number of access points should be minimized, especially for the section between I-66 and Lee Highway. When Gallows Road is being evaluated for widening, consideration should be given as to how rapid transit can be incorporated into this planned 6-lane roadway.

MERRIFIELD SUBURBAN CENTER



NOTE: Within the Town Center, a street grid needs to be established that will improve circulation within the area. Road alignments will depend upon specific redevelopment proposals demonstrating how they are able to implement this area's planning objectives.
NOTE: See Collector and Local Streets Section for alternative alignments.

Town Center Street Grid Improvement Area

Existing	Proposed	
M	M	Metrorail Station
P	P	Commuter Parking Lot
◊ ◊	♦ ♦	High Occupancy Vehicle (HOV) Lanes
4		Widen or Improve Arterial Roadway (Number Indicates Proposed Number of Lanes Including HOV or HOT Lanes)
		Construct Arterial on New location
4		Widen or Improve Collector (Number Indicates Proposed Number of Lanes)
		Construct Collector on New Location
		Construct or Improve Local or Collector Street (Number Indicates Proposed Number of Lanes) (Cross sections to be finalized during process of reviewing plans for proposed development)
		High Occupancy Toll (HOT) Lanes

N
Miles
0 0.5 1

Full Interchange Improvement (Study Required)
Proposed Highway Underpass
Proposed Highway Overpass
Proposed Cul-de-Sac
Rail Transit or Bus Rapid Transit (BRT)

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

TRANSPORTATION RECOMMENDATIONS **FIGURE 16**

- Prosperity Avenue: Prosperity Avenue is planned for improvement to 4 lanes from Lee Highway to Gallows Road.

Interchanges - The provision of an interchange has both land use and transportation planning implications. In terms of land use, caution must be exercised in reviewing development proposals in the immediate interchange area due to right-of-way implications. In terms of transportation planning, revised access patterns must be accommodated in the immediate area, since the interchange ramps cause grade changes and weaving/merging traffic conflicts. The amount of land needed, and the extent to which access must be re-oriented varies with the actual design of the interchange. Development or redevelopment of properties adjacent to future interchange improvements should recognize the need to reorient access in a manner consistent with the future interchange design.

There is one interchange planned for improvement that serves the Merrifield Suburban Center: I-66/I-495. In addition, there is one new interchange planned for the Lee Highway/Gallows Road intersection.

With the 2001 Plan Update, the Lee Highway/Gallows Road intersection was planned for improvement either as an at-grade intersection or as a grade-separated interchange, and has since been improved at-grade. This improvement may be sufficient to be the ultimate improvement for this intersection. Future intersection modifications, should they be warranted, could have significant impact on the future town center vision for the Merrifield Suburban Center. In order for this transportation improvement to be an asset to the Merrifield Suburban Center, it should be designed with high consideration given to the following criteria:

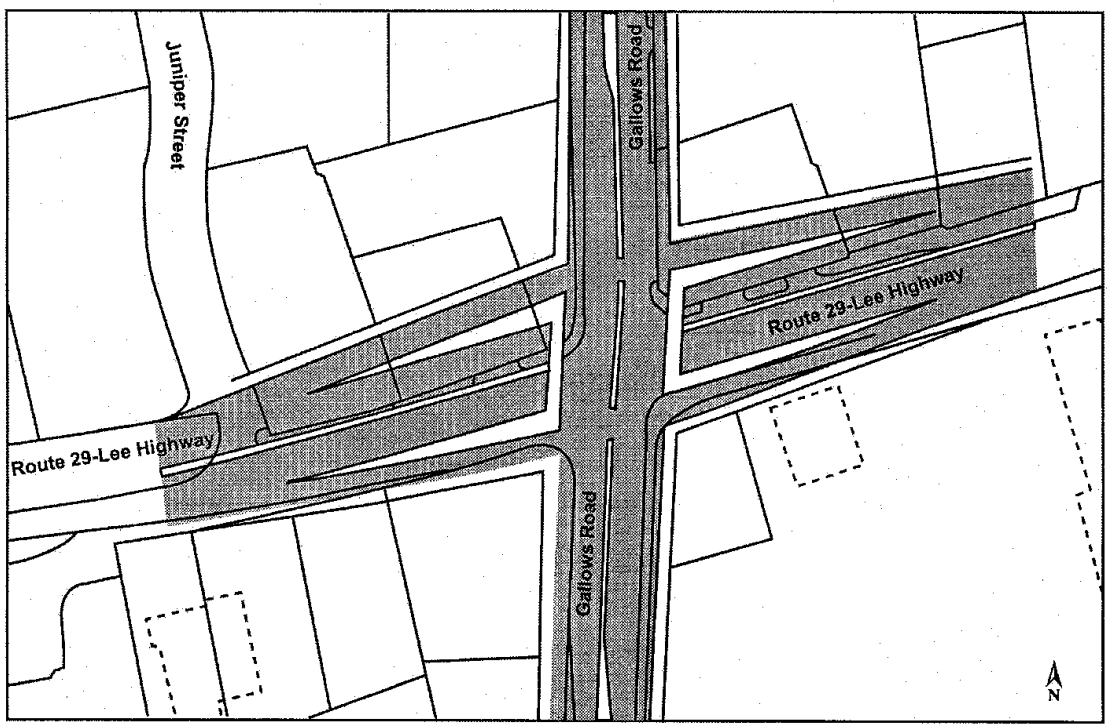
- The transportation improvement should be designed in a pedestrian, cyclist and transit-friendly manner. If the intersection warrants a grade separation, the interchange should be designed to minimize additional right-of-way needed beyond what is needed for at-grade improvements.

- Since vehicular traffic may affect pedestrian and cyclist safety, pedestrian and bicycle improvements such as crosswalks, signals, and refuge islands and/or pedestrian bridges should be provided.

- If a grade-separated interchange is needed, then every effort should be made to obtain the ultimate right-of-way necessary for the grade-separated interchange during the development review process and during the land acquisition process for an intermediate at-grade improvement. This right-of-way may be acquired by purchase or through dedication at the time of rezoning for properties adjacent to this interchange. Acquiring right-of-way in advance for the interchange will help minimize uncertainty with respect to future right-of-way takings and facilitate progress on implementing the Merrifield Suburban Center Plan.

- If an interchange is warranted, it should be designed in a manner that minimizes impacts to Merrifield. One approach that may minimize impacts to Merrifield would be to design the interchange as a compact urban diamond with Gallows Road at grade and Lee Highway below grade with retaining walls. This concept is illustrated in Figure 17. Regardless of whether the urban diamond concept or another design concept is to be implemented, its design should minimize impacts to the Merrifield Suburban Center and should ensure that pedestrian access to Lee Highway and Gallows Road is provided in a safe manner.

Collectors/Local Streets - Collector roadways route traffic to and from local streets to the arterial road system. Collector roads generally are not intended to attract through trips, but instead



EXAMPLE OF POTENTIAL ROUTE 29/GALLOWS ROAD INTERCHANGE
Shows Lee Highway depressed below Gallows Road which remains at current grade.

FIGURE 17

provide for internal traffic circulation, including transit service. For the most part, collector and local street improvements will occur in conjunction with redevelopment activity. The following collector and local street improvements are planned to improve traffic circulation within the Merrifield Suburban Center (See Transportation Map, Figure 16):

- Dorr Avenue is planned to extend to Lee Highway in a general alignment with a Merrifield Regional Post Office entrance. The post office facility's entrances may need to be consolidated or redesigned to improve circulation in the vicinity of the new signalized intersection where Dorr Avenue is extended to Lee Highway. If current entrances at the post office are not redesigned or reduced in number, some entrances on Lee Highway may be limited to right in/right out only access.

- Hilltop Road is recommended for improvement to four-lanes between Old Lee Highway and Dorr Avenue. Hilltop Road should terminate at the Dorr Avenue extension, with the portion of Hilltop Road between the Dorr Avenue extension and Lee Highway being abandoned.

- Merrifield Avenue is planned to become an East–West Connector Road by being extended to Prosperity Avenue on the west and to Gallows Road on the east to align with Providence Forest Drive.

- Hartland Road is planned to extend north to connect with Park Tower Drive, which will complete this portion of the Ring Road. Hartland Road is recommended for improvement to a four-lane road, and is also recommended to extend south across Lee Highway, to connect with Gatehouse Road.

- Eskridge Road now connects Merrilee Drive to Williams Drive, but does not yet have a sidewalk on its western side.

- Williams Drive, north of Arlington Boulevard, is planned to connect directly with Prosperity Avenue. With this improvement, Hamaker Court is planned to be extended to the new connection to Williams Drive.

- The current configuration of the intersection of Arlington Boulevard and Williams Drive, where the service drive from the restaurant park intersects Williams Drive, should be redesigned to improve public safety.

- In order to address future traffic problems at the intersection of Gatehouse Road and Williams Drive, improvements should be implemented such as the prohibiting of vehicles from making a left turn onto Williams Drive from Gatehouse Road, with a rerouting of vehicles from Gatehouse Road to Arlington Boulevard via Javier Road.

- Additional cross streets should be provided in the Town Center and Transit Station Areas in order to facilitate a grid system that will improve circulation within these areas as well as adjacent areas. These cross streets should improve overall circulation and increase inter-parcel access, with specific locations determined as the area develops. In order to facilitate the provision of these improvements, it may be necessary to provide these circulation improvements as private streets with public access easements, which would be privately maintained.

TRANSIT FACILITIES AND SERVICES

The Dunn Loring-Merrifield Metrorail station currently serves the Merrifield Suburban Center, as well as Dunn Loring and the surrounding residential communities. Bus service connects the Dunn Loring-Merrifield Metrorail station to the Joe Alexander Transportation Center/the Franconia-Springfield Metrorail station and Tysons, as well as providing service in the Merrifield Suburban Center. In addition, there are several shuttles provided by the private sector that bring employees to and from the transit station during the AM and PM peak-hours. Finally, the provision of enhanced transit service to Merrifield over the long-term may be appropriate. Several concepts/alignments have been considered that would connect Merrifield to Tysons and other activity centers. If an enhanced transit service is provided on Gallows Road within the Suburban Center, stations would be more urban in character and would not likely provide parking, corresponding with the planned higher intensity development.

PEDESTRIAN AND BICYCLE CIRCULATION

Pedestrian and bicycle travel constitutes other forms of circulation in the Merrifield Suburban Center, providing access between employment, commercial, and residential uses. Utilization of pedestrian and bicycle modes could provide benefits in reducing traffic congestion. The pedestrian and bicycle circulation systems should serve existing and future developments and allow adequate protection for pedestrian crossing at intersections. These systems should provide routes that are safe, convenient, and pleasurable to travel. Well-designed and clearly marked trails should be provided in the Merrifield Suburban Center. Since vehicular traffic may affect pedestrian safety, pedestrian improvements such as crosswalks, signals, overpasses and refuge islands should be provided. In addition, future office developments should be encouraged to provide bicycle racks and shower facilities. Specific bicycle facilities are recommended for the Merrifield Suburban Center. See the Bicycle Master Plan for specific recommendations including shared pedestrian and bicycle crossings over I-495 and I-66. See the Urban Design Section for additional pedestrian and open space guidance.

HERITAGE RESOURCES

The Merrifield Suburban Center contains both known and potential heritage resources. A list of those heritage resources included in Fairfax County's Inventory of Historic Sites is shown on Figure 18 and a map of those resources is shown on Figure 5 of the Jefferson Planning District. The Inventory is open-ended and continues to grow. For information about these and other historic sites, consult the Fairfax County Department of Planning and Zoning. Identified heritage resources include:

- Jackson, Luther P. School – This 1954 School was built as part of a program to improve schools for African-American children by the Fairfax County branch of the NAACP.

Few historic buildings in the area have been formally documented. Reconnaissance surveys in 2016 identified several topics and properties for more thorough documentation. Heritage resource staff in the Department of Planning and Zoning should be contacted regarding resource identification and ongoing survey efforts as directed by the 1988 Heritage Resource Management Plan and the Comprehensive Plan Policy on Heritage Resources. There is a potential for additional heritage resources to be identified. The small Merrifield community developed and grew through suburbanization in the early to mid-20th century. The residential history of the area should be documented, including the few remaining single family houses. Evaluation of potential resources should provide adequate information to determine if a property qualifies as an identified heritage resource.

Although much of the district has been developed, important prehistoric archaeological sites have been identified in Sub-Unit I1 of the Merrifield Suburban Center.

Potential archaeological resources may be located in undeveloped areas and within existing developments.

Other heritage resources including those protected by Historic Overlay Districts, or listed in the National, or Virginia Landmarks Register may be identified in the text and recommendations section.

The Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register, the National Register of Historic Places, and the county's Historic Overlay Districts promote the recognition of sites with historic, architectural and archaeological significance. Designation confers public recognition and can offer incentives for preservation to the property owner.

The county Inventory of Historic Sites includes properties which meet certain eligibility criteria and are officially designated by the county's History Commission. In addition to historic, architectural or archaeological significance, property that serves as a focus of community identity and pride may also be recognized. The benefits of designation include public recognition of the structure's significance and enhanced support for preservation. Owners of properties included in the Inventory may meet with the county's Architectural Review Board on a voluntary basis to review proposed changes to their properties. Project review and approval by the county's Architectural Review Board may be required in accordance with the guidance provided by the Policy Plan under Land Use Appendix 9 Residential Development Criteria 8 Heritage Resources.

The Virginia Landmarks Register and the National Register of Historic Places also officially recognize properties meeting specific criteria. Like the county Inventory, benefits of designation include public recognition and enhanced support for preservation. In addition, projects that are

funded or sanctioned by federal government agencies may require review to determine if they will have any effect on properties listed in or eligible for listing in the National Register of Historic Places. Alternatives must be explored to avoid or reduce harm to the historic properties.

The county's Historic Overlay District is a zoning tool used to regulate proposed new construction and changes to existing structures in areas containing heritage resources to ensure compatibility with the resources. Site design, facades, demolition, and building materials must be reviewed and approved by the county's Architectural Review Board.

In those areas where significant heritage resources have been recorded, an effort should be made to preserve them for the benefit of present and future generations. If preservation is not feasible then the threatened resources should be thoroughly recorded and, in the case of archaeological resources, the data recovered in accordance with countywide policies.

Prior to any zoning action, heritage resource staff in the Department of Planning and Zoning should be consulted as to what architectural surveys are necessary to document any on-site cultural resources. Staff from the Cultural Resource Management and Protection Branch of the Park Authority should be consulted to develop a scope of work for any on-site archaeological surveys prior to any development or ground disturbing activity. Should architectural or archaeological resources be discovered that are potentially eligible for inclusion in the National Register, further survey and testing should occur to evaluate these resources as to their eligibility. If such resources are found to be eligible, mitigation measures should be developed that may include avoidance, documentation, data recovery excavation and interpretation.

FIGURE 18
INVENTORY OF HISTORIC SITES
MERRIFIELD SUBURBAN CENTER
(Inventory as of 2015)

Name	Address	Planning Sector	Parcel Number	Date
Jackson, Luther P., School	3020 Gallows Road Falls Church	J6	49-4((1))14	1954

* indicates demolition: potential remains for archaeological site.
N National Register of Historic Places
V Virginia Landmarks Register
H Historic Overlay District

PUBLIC FACILITIES/INFRASTRUCTURE

The need for public facilities and services fluctuates as the demographics and development of an area change, as old facilities become obsolete, and as public expectations of service levels rise or decrease. However, in most cases, existing public facilities located in and around the Merrifield Suburban Center have adequate capacity to accommodate planned growth, although certain facilities will need expansions or modifications to continue providing adequate service. Public facilities that are identified as future needs in the Merrifield Suburban Center will require a 2232 Review public hearing before the county Planning Commission prior to being established, unless these are specifically identified in the Plan text. Those facilities, where a specific location for future construction has been identified in the Plan, may be considered a feature of the Comprehensive Plan upon review by the Director of Planning and Zoning and concurrence by the Planning Commission. If a "feature shown" determination is made, these projects may not require a 2232 Review public hearing. The existing and future public facilities and infrastructure in the Merrifield Suburban Center are described below.

FIRE AND RESCUE

The Merrifield Fire Station 30 is the primary station that serves the Merrifield Suburban Center. This existing facility, along with four other stations (i.e., Dunn Loring, Jefferson, Oakton, and West Annandale) currently provide emergency response coverage to the area. The Merrifield Fire and Rescue Station is planned to be renovated to accommodate current operational requirements. The project was included and approved as part of the 2015 Public Safety Bond Referendum.

LIBRARY

The Thomas Jefferson Community Library, the Oakton Community Library and the Tysons-Pimmit Regional Library currently serve the Merrifield Suburban Center. The Thomas Jefferson Community Library was renovated and expanded in 2010, and the Tysons-Pimmit Regional Library began renovation in 2016. These renovations will meet the county's library level of service standards with no additional facilities being anticipated. However, since the approach or need for library services may change, the Plan provides flexibility for a future library, as well as flexibility for other public facilities under the "Area-Wide Recommendations, Land Use Guidelines." Under these guidelines, a library may occur as an "Alternative Land Use within Mixed-Use Option Areas" or as an "Alternative Land Use within the Remainder of the Merrifield Suburban Center," provided the facility is compatible with the planned uses in terms of scale and character, as specified under the specific sub-unit recommendations.

MERRIFIELD CENTER

The Merrifield Center, located south of Arlington Boulevard at the corner of Williams Drive and Willow Oaks Corporate Drive, includes all programs previously offered at the former Woodburn Center. Many other services for youth and adults have also relocated to the new facility.

PARKS AND RECREATION FACILITIES

Existing public park and recreation facilities are limited within the Merrifield Suburban Center due to the densely developed nature of the area, with few opportunities to acquire new parkland. Park Authority-owned land within the Merrifield Suburban Center includes the Providence RECenter, Merrifield Park, Hartland Green Park, and a portion of the Holmes Run Stream Valley Park, comprising approximately 25 acres or about 1.5% of the overall suburban center

land area. In addition to the indoor facilities at Providence RECenter, three athletic fields located at Luther Jackson Intermediate School provide active recreation for the community during non-school hours. Supplementing the park spaces and facilities noted above are 18 Fairfax County Park Authority parks, 44 athletic fields on both Park Authority and Public School property, the Washington and Old Dominion Trail operated by the Northern Virginia Regional Park Authority, and Southside Park in the Town of Vienna, all located within one mile of the suburban center. Connectivity to and between these parks from the Merrifield Suburban Center, however, is poor.

Urban Parkland/Recreational Facility Standards and Implementation Guidelines

In order to meet park and recreation needs within the Merrifield Suburban Center, recreation facilities should be provided as part of new residential development with on-site facilities. Contributions should be made by both new residential and nonresidential development for off-site public park facilities that serve the Merrifield Suburban Center. In addition, consideration should be given to creating public neighborhood parks within the suburban center as indicated under the Land Unit Recommendations section. Other open space amenities should be provided as part of the pedestrian system by incorporating urban parks such as pocket parks, plazas and courtyards. These urban parks are limited in size and may include exercise stations and open areas with benches. See the Urban Design Section of the Area-Wide Recommendations for more guidance on open space amenities.

Additional guidance for the implementation of the park system for the Merrifield Suburban Center, as envisioned with the Open Space and Pedestrian System Map, can be found in the Urban Parks Framework and recreational service level standards outlined in the Park and Recreation element of the countywide Policy Plan. The provision of parkland should be proportionate to the impact of the proposed development on park and recreation service levels using the Urban Park service level standard.

Innovative approaches can be used to ensure provision of recreational facilities that meet service level standards. This may include indoor and rooftop facilities or those located above underground stormwater management facilities. Collocation with other public facilities is also appropriate. In addition, park and recreational trends should be evaluated over time to address emerging needs and facilities.

Facilities that contribute toward meeting the parks and open space needs in the Merrifield Suburban Center may be privately owned, developed, and maintained. However, such facilities should be publicly-accessible during appropriate hours and should meet or exceed the same service level standards as any publicly owned and developed parks or open spaces.

POLICE

The Mason and McLean District Police Substations, as well as a small support facility located near the Dunn Loring-Merrifield Metrorail station, provide police service within the Merrifield Suburban Center. As growth occurs within the areas covered by these substations, additional police facilities may be needed. In order to address the potential need, the Plan provides flexibility for future police facilities under the “Area-Wide Recommendations, Land Use Guidelines.” Under these guidelines, a police facility may occur as an “Alternative Land Use within Mixed-Use Option Areas” or as an “Alternative Land Use within the Remainder of the Merrifield Suburban Center,” provided the facility is compatible with the planned uses in terms of scale and character, as specified under the specific sub-unit recommendations.

SCHOOLS

There are several elementary schools that serve the Merrifield Suburban Center, which include Shrevewood, Fairhill, Pine Spring, Camelot, Mantua, Stenwood, and Westlawn. The intermediate schools that serve this area include Luther Jackson, Kilmer and Frost, and the high schools that serve this area include Marshall, Falls Church and Woodson. In order to address enrollment increases within the service areas of these schools, some of these schools are planned for expansion. The planned expansion of these school facilities is anticipated to be able to support the planned growth within the Merrifield Suburban Center.

SANITARY SEWER

The Merrifield Suburban Center includes two sewer sheds: the Cameron Run and Accotink Sewer Sheds. In order to implement the Plan, additional sewer capacity will be needed and will primarily be accommodated by replacing some sewer lines along Holmes Run in the Cameron Run Sewer Shed and along Long Branch (near Lee Highway) in the Accotink Sewer Shed. Many of these lines are currently planned for replacement due to age and size. As development occurs, additional lines may be identified for replacement in order to accommodate the planned growth.

WATER

The Fairfax County Water Authority provides water service to the Merrifield Suburban Center. With planned infrastructure improvements, such as additional storage tanks and pumping stations, the planned growth within the Merrifield Suburban Center can be accommodated.

STORM WATER MANAGEMENT

The Merrifield Suburban Center straddles the boundary between the Accotink Creek and Cameron Run watersheds, both of which are heavily urbanized and substantially degraded. There are existing storm water management facilities in the Merrifield Suburban Center such as the regional ponds at Willow Oaks Corporate Park and at Fairview Park, as well as several dry ponds. As development (i.e., new development, redevelopment and building expansions) occurs in the Merrifield Suburban Center, storm water management and Best Management Practices (BMPs) will need not only to meet on-site requirements, but also to help alleviate existing downstream drainage issues that are identified during the development review process.

LAND UNIT RECOMMENDATIONS

INTRODUCTION

The Merrifield Suburban Center is divided into "land units" as shown on Figure 19 for the purpose of organizing site specific recommendations. Within each land unit, the Plan describes its location and overall vision for the area. Generally, each land unit is further subdivided into sub-units. Within each sub-unit, the Plan provides specific recommendations that establish a planned use and intensity defined as the base Plan. For some sub-units, development options may be provided that encourages intensity above the base Plan. The language under an option provides guidance for the planned use and intensity, as well as guidance under which the option can be implemented. In addition to the planned use and intensity, each sub-unit provides specific height guidance.

LAND UNIT A

Land Unit A is approximately 15 acres and is currently planned and developed with the Dunn Loring-Merrifield Metrorail station (see Figure 20). The Metro station property is envisioned to redevelop with office or hotel uses having retail and service uses on the ground level or to redevelop with a mix of uses with residential use as a major component. The focal point of this development is envisioned to be a public plaza or greenspace that is located at the northwest corner of the Prosperity Avenue and Avenir Place intersection. The plaza and the street level retail are intended to help create a more urban and people-oriented place that provides convenient retail services and encourages pedestrian movement between the Metro station and the planned high intensity development to the south.

A major circulation improvement that has occurred is the extension of Merrilee Drive across Prosperity Avenue to Avenir Place. Other transportation improvements have redesigned the Metro access to improve vehicular and pedestrian circulation on-site as well as better coordinated access with the development to the south of the Metro property. An increase in the parking space available for Metro users should be considered an important element of any new development at the Metro station.

Guidance for evaluating development proposals within Land Unit A is provided in the Area-Wide Recommendations under Land Use, Urban Design, Transportation, and Public Facilities/ Infrastructure sections, as well as in the following specific Land Unit recommendations.

Land Unit A is planned for and developed with the Dunn Loring-Merrifield Metro Station, multi-family residential, and retail uses. Any additional expansion or modification to the existing use should be related to improving Metro service in the Merrifield Suburban Center area. Any improvements on the Metro property in proximity to Gallows Road should not preclude the future provision of rail transit service on Gallows Road and should not preclude the future provision of an additional rail transit station in conjunction with the existing Metro Station property. This evaluation should apply to the options below.

<u>Option 1:</u> As an option, up to eight acres of the Metro Station property may be appropriate to redevelop with office and/or hotel uses up to a 1.0 FAR (or approximately 350,000 square feet), with the remaining acreage to be used for Metro parking and related uses. Development proposals under this option must provide for all applicable Area-Wide guidelines as well as for the following:

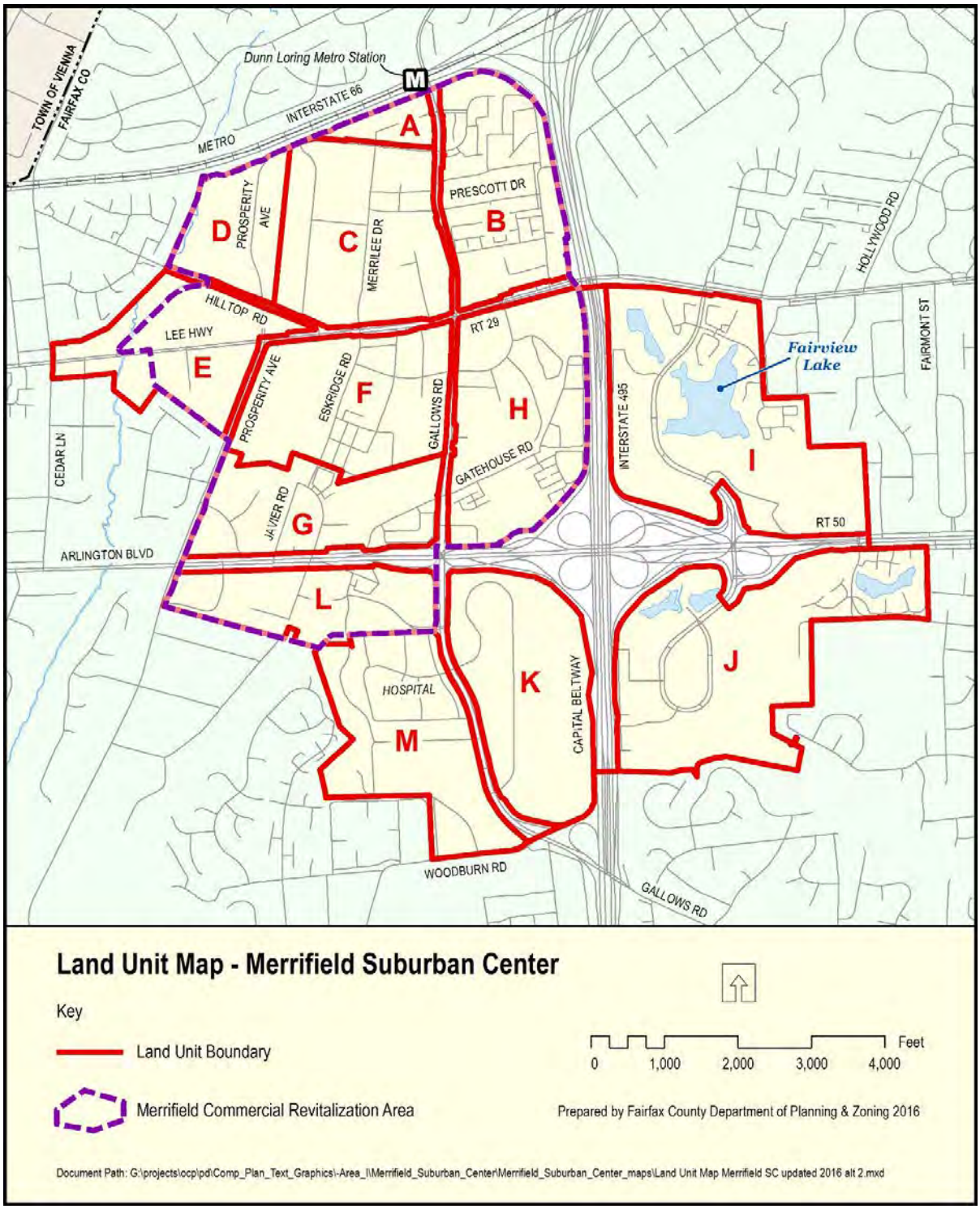

Land Unit Map - Merrifield Suburban Center
Key
Land Unit Boundary
Merrifield Commercial Revitalization Area
0
1,000
2,000
3,000
4,000
Feet
Prepared by Fairfax County Department of Planning & Zoning 2016
Document Path: G:\projects\ocp\pd\Comp_Plan_Text_Graphics\-Area_I\Merrifield_Suburban_Center\Merrifield_Suburban_Center_maps\Land Unit Map Merrifield SC updated 2016 alt 2.mxd
Dunn Loring Metro Station
M
TOWN OF VIENNA
FAIRFAX CO
INTERSTATE 66
METRO
A
B
C
D
E
F
G
H
I
J
K
L
M
PRESCOTT DR
PROSPERITY AVE
MERRILEE DR
HOLLYWOOD RD
HILLTOP RD
LEE HWY
RT 29
Fairview Lake
FAIRMONT ST
ESKRIDGE RD
GALLOWS RD
INTERSTATE 495
GATEHOUSE RD
CEDAR LN
JAVIER RD
RT 50
ARLINGTON BLVD
HOSPITAL
CAPITAL BELTWAY
WOODBURN RD
GALLOWS RD

FIGURE 19

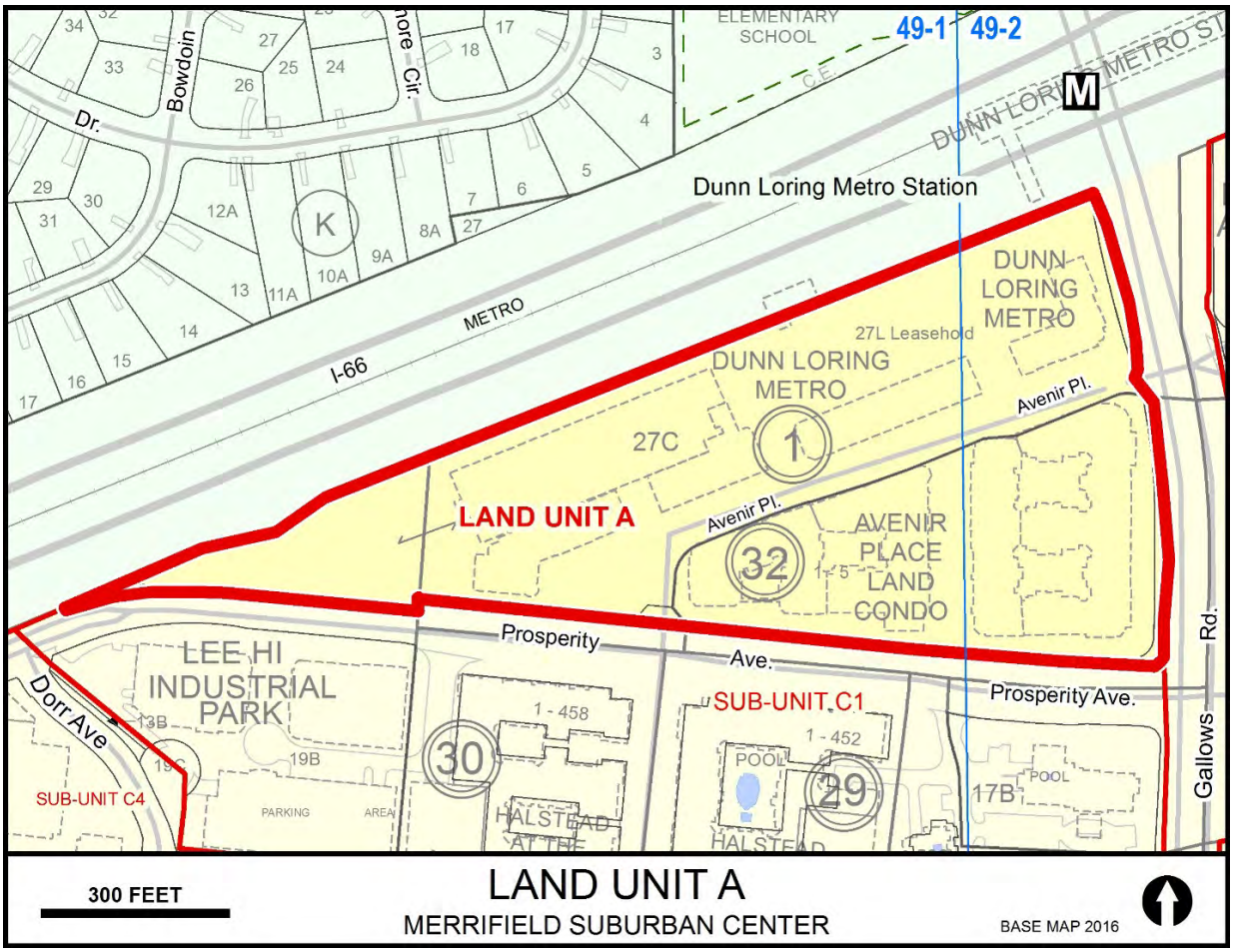

ELEMENTARY SCHOOL
49-1
49-2
DUNN LORING METRO ST
Dunn Loring Metro Station
Bowdoin
Dr.
Cir.
K
METRO
I-66
DUNN LORING METRO
27L Leasehold
DUNN LORING METRO
27C
1
Avenir Pl.
LAND UNIT A
32
AVENIR PLACE LAND CONDO
Prosperity
Ave.
Prosperity Ave.
LEE HI INDUSTRIAL PARK
Dorr Ave
SUB-UNIT C4
PARKING
AREA
30
1 - 458
HALSTEAD
SUB-UNIT C1
1 - 452
POOL
29
17B
Gallows
Rd.
300 FEET
LAND UNIT A
MERRIFIELD SUBURBAN CENTER
BASE MAP 2016

FIGURE 20

- Buildings should have retail and service uses primarily located on the ground level, which are intended to serve both the needs of the office workers as well as Metro patrons.

- A public plaza or green should be provided that functions as the major focal point within the transit station development area.

- Any development proposal should not reduce existing Metro parking and should preferably increase the number of parking spaces for metro patrons. In some instances under this option, metro parking will be primarily replaced in parking structures. In addition, any development proposal will need to provide or contribute to other metro/transit station modifications that are necessary to maintain and/or increase the station's level of transit service, such as providing additional parking for metro users and contributing to an internal Merrifield Suburban Center shuttle system.

- All parking structures should be behind and/or under buildings.

- In order to ensure pedestrian access to the Metro station, a network of pedestrian facilities, through both public and private spaces, should be provided that connects the Metro station to the surrounding land units.

- TDM programs should be provided that facilitates office work trips that are non-single occupancy vehicle (non-SOV) of at least 25%.

Option 2: As an alternative to Option 1, a mixed-use development up to 2.25 FAR may be appropriate on up to eight acres of the Metro property, provided that the development proposal meets all applicable Area-Wide Recommendations, addresses the previous option's guidance, and provides for the following:

- Residential uses and/or hotel should comprise at least 60% of the development's total square footage. No residential development should be within 200 feet of the Interstate 66 (I-66) right-of-way.

- If an office component is provided, it should comprise no more than 25% of the development's total square footage.

- The development proposal should be designed to be transit-friendly as well as provide incentives to encourage Metro use.

- The number of parking spaces for Metro patrons should be substantially increased under this option. Shared parking between Metro patrons and other uses should be considered since these uses could have different peak-hour demand.

- In order to ensure adequate access and circulation, dedicated turn lanes on Prosperity Avenue to access the Metro property should be provided. In addition, the provision of direct access to and from I-66 to the Metro property should be encouraged and pursued if necessary to accommodate this additional intensity or to accommodate additional Metro use. If access from I-66 is needed, it should be designed in a manner that does not allow for direct access to either Prosperity Avenue or Gallows Road.

- Development should be coordinated with the extension of Merrilee Drive to Prosperity Avenue.

- As consistent with county Policy, a detailed traffic impact analysis should be done to determine any additional improvements required to mitigate the impacts of the proposed development on the street network in the vicinity of the development. Development under this option should mitigate the incremental traffic impact of the proposed development. Examples of mitigation may include but not be limited to: coordination with the improvement of Lee Highway; phasing the development with needed road improvements; and/or making contributions to alternative traffic mitigation projects that benefit the greater Merrifield area.

Height Limit: Building heights may range from 60 feet to 120 feet, with the tallest buildings located on the southern portion of the property adjacent to Prosperity Avenue. Buildings with a height no greater than 60 feet should be located within 100 feet of the I-66 right-of-way. In order to encourage structured parking to be located under buildings, a height bonus of up to 30 feet (or a maximum height of 150 feet) is appropriate when at least 3 levels of structured parking are provided under buildings, either at or below grade. The height bonus does not apply to the area within 100 feet of I-66. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

LAND UNIT B

Land Unit B is comprised of approximately 91 acres and is bounded by I-66 on the north, Capital Beltway/Interstate 495 (I-495) on the east, Lee Highway on the south and Gallows Road on the west (see Figure 21). Existing development is predominantly residential and includes Westbriar Condominiums, Merrifield Village Apartments, Hartland Manor Apartments, and Providence Park Townhouses. Existing office development is located adjacent to I-66 and on Hartland Road, abutting I-495. Between Providence Forest Drive and Lee Highway, there is a mix of uses that includes the Merrifield Garden Center, as well as other retail, commercial and institutional uses.

The northern portion of Land Unit B is located within close proximity to the Dunn Loring-Merrifield Transit Station and is envisioned to intensify with additional high-density housing and a neighborhood park. The southern portion is envisioned to remain similar to how it is currently developed. The most notable exception, Merrifield Garden Center, is envisioned to redevelop with more intensive use over the long-term due to its access and visibility from Route 29 and Gallows Road.

The major circulation improvement for this land unit is the extension of Hartland Road north to connect with Park Tower Drive, completing this portion of the Merrifield Ring Road. The major arterial improvements are the widening of Lee Highway and Gallows Road, and the planned improvements at the intersection of the two roads.

Guidance for evaluating development proposals is provided in the Area-Wide Recommendations under Land Use, Urban Design, Transportation, and Public Facilities/Infrastructure sections, as well as in the following specific sub-unit recommendations.

Sub-Unit B1

Sub-Unit B1 is located immediately across from the Dunn Loring-Merrifield Metro Station and is planned for and developed with a mix of office and multifamily residential uses up to 1.4 FAR. The office component consists of approximately 400,000 square feet, and the multifamily component consists of 35 to 40 dwelling units per acre (or approximately 400 to 475 units) and a

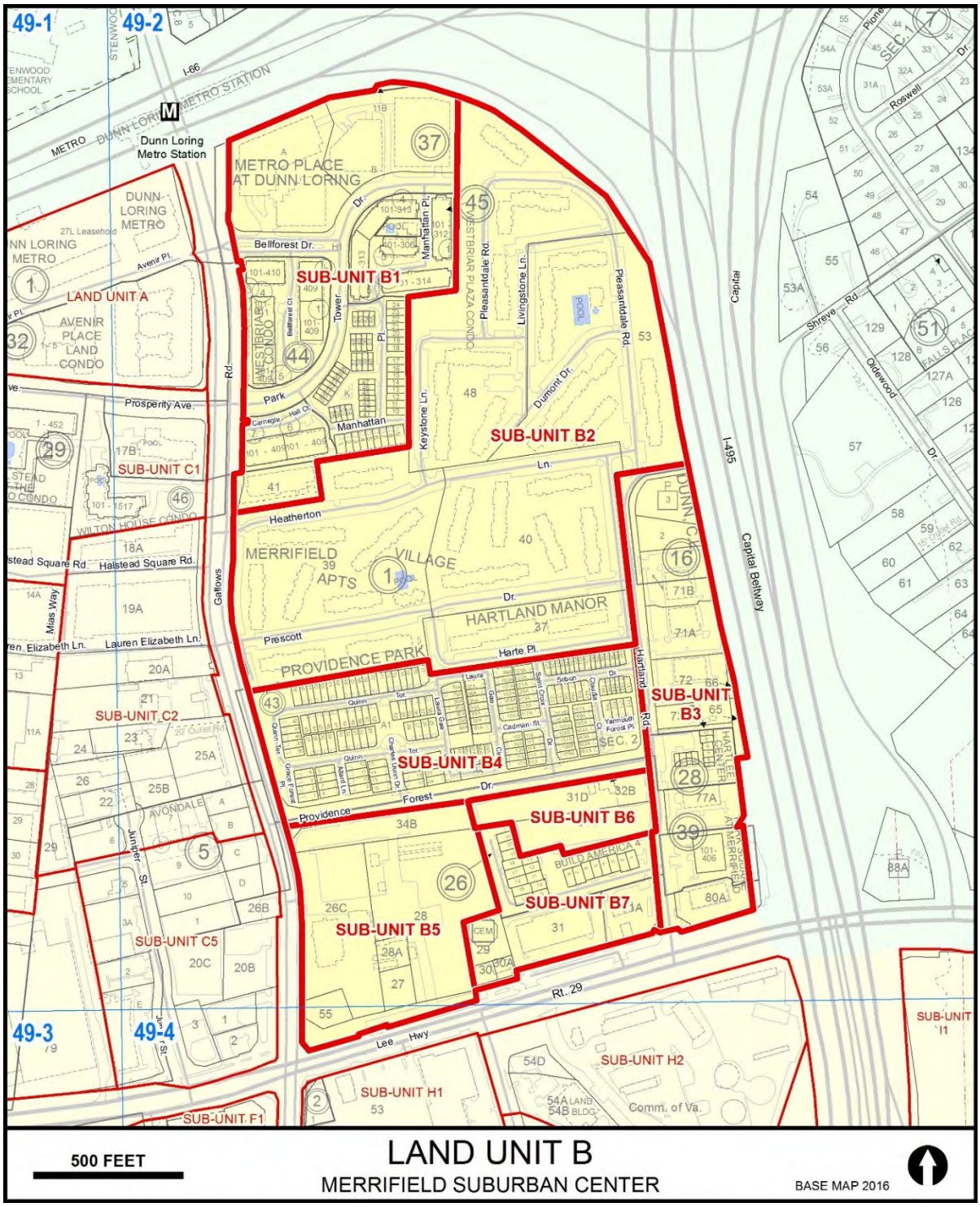

LAND UNIT A
SUB-UNIT B1
SUB-UNIT B2
SUB-UNIT B3
SUB-UNIT B4
SUB-UNIT B5
SUB-UNIT B6
SUB-UNIT B7
SUB-UNIT C1
SUB-UNIT C2
SUB-UNIT C5
SUB-UNIT H1
SUB-UNIT H2
SUB-UNIT F1
SUB-UNIT I1
METRO PLACE AT DUNN LORING
MERRIFIELD VILLAGE APTS
HARTLAND MANOR
PROVIDENCE PARK
Dunn Loring Metro Station
Capital Beltway
I-495
I-66
Rt. 29
Lee Hwy
Comm. of Va.
500 FEET
LAND UNIT B
MERRIFIELD SUBURBAN CENTER
BASE MAP 2016

FIGURE 21

community/recreation center. Park Tower Drive, which was constructed when this sub-unit developed, is planned to extend to Hartland Road at such time as Sub-Unit B2 redevelops. Any modification or expansion to the existing or approved development should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section, as well as other applicable guidance in the Area-Wide sections.

Height Limit: Building heights in this sub-unit may range from 95 feet to 150 feet. The maximum building height for the office portion of the development is 150 feet. The maximum building height for any new residential development is 95 feet, unless parking is located under buildings. A height bonus of up to 20 feet (or a maximum height of 115 feet) is appropriate when at least 2 levels of structured parking are provided under the building, either at or below grade. Height should transition downward from I-66 to the Merrifield Village Apartments, with the lowest building heights adjacent to the Merrifield Village Apartments. The building height bonus should be contingent on increasing the amount of open space amenities. See the Building Heights Map, Figure 8 and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit B2

Sub-Unit B2 contains the Merrifield Village and Hartland Manor Apartments and is planned for and developed with residential use at 16-20 dwelling units per acre. Any modification or expansion to the existing use should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Option: As an option, existing residential uses are appropriate to redevelop primarily with mid- and high-rise residential use (i.e., 6 stories and above) at 30-40 dwelling units per acre, which should include retail and service uses. Any development proposals under this option must address all applicable Area-Wide recommendations as well as the following:

- Hartland Road should be extended north to connect with Park Tower Drive in order to complete this portion of the Merrifield Ring Road.

- Residential development should provide affordable dwelling units on-site or as indicated under the Land Use Guidelines in the Area-Wide Land Use Section.

- Residential development should create a viable living environment by providing recreation and other amenities for the residents as indicated under the Area-Wide Recommendations, Land Use Section.

- Noise attenuation measures should be provided that mitigates the noise impacts of I-495 on residential development. These measures may include site design approaches such as locating parking structures adjacent to I-495 and/or locating the extension of Hartland Road adjacent to I-495.

- Retail and service uses, which may include some limited office use, should be non-auto-oriented uses and should be an integral component of the residential development. These uses should be located in a manner that serves the development's residents, other residents within the land unit, as well as pedestrians. In order to accomplish this objective it may be appropriate to orient these uses towards Gallows Road.

- Access to Gallows Road should be limited to one or two points, with other access from the new Hartland Road extension.

- Parking structures should be located adjacent to I-495 as a noise attenuation measure, or should be located behind and/or under buildings.

- A 25-foot landscaped area should be provided along the southern boundary to facilitate a transition to the existing townhouse development in Sub-Unit B4.

- Residential development should provide for a neighborhood park within this sub-unit or contribute toward the purchase of land for a neighborhood park in Sub-Unit B6. The size of the public park should be at least 2 to 3 acres.

Height Limit: Under the redevelopment option, the maximum building height is 95 feet when development is not integrated with structured parking. When structured parking is located under buildings, a height bonus of up to 20 feet (or a maximum height of 115 feet) is appropriate when at least 2 levels of structured parking are provided under the building, either at or below grade. Buildings with height no greater than 50 feet should be located within 75 feet of the existing residential area to the south (Sub-Unit B4). See the Building Heights Map, Figure 8 and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit B3

Sub-Unit B3 is planned for and generally developed with office use up to a .50 FAR. Any new development in this sub-unit should provide for pedestrian connections and streetscape along Hartland Road. Any modification, expansion and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Height Limit: The maximum building height in this sub-unit is 50 feet. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit B4

Sub-Unit B4 is planned for and developed with residential use at 8-12 dwelling units per acre. Providence Forest Drive, which was constructed when this sub-unit was developed, provides an east/west connection between Gallows and Hartland Roads. Any modification or expansion of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Height Limit: The maximum building height in this sub-unit is 50 feet. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit B5

Sub-Unit B5 is located at the northeastern quadrant of Lee Highway and Gallows Road is planned for retail use, and is developed with a garden center. Any modification, expansion and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section. In addition, any new building that is added that continues the existing use should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Option 1: As an option, redevelopment within this sub-unit to a retail center or mixed-use with office and retail uses up to .65 FAR may be appropriate, provided development proposals under this option address all applicable Area-Wide guidance, as well as provide for the following:

- If developed as a retail center, the center should include community-serving uses such as a grocery store, and not include freestanding and "drive-through" uses such as fast-food restaurants and car washes. Drive-through uses that are low traffic generators such as financial institutions and drug stores may be considered provided that the drive-through facility is integrated within a multi-tenant building and is designed in a manner that does not impact pedestrian access. An office component could be provided, if it is designed as an integral part of the development and does not exceed 50% of the development's gross floor area.

- If developed as mixed-use, office could be the predominant use. To ensure that the development functions as a mixed-use project, retail should be 30%, at a minimum, of the total development and should be designed as an integral part of the development. Retail uses should not, however, include freestanding and "drive-through" uses such as fast-food restaurants and car washes. Drive-through uses that are low traffic generators, such as financial institutions and drug stores, may be considered appropriate provided that the drive-through service is integrated within a multi-tenant building and is designed in a manner that does not impact pedestrian access.

- Any development proposal must provide for full consolidation of the sub-unit.

- A 25-foot landscaped area should be provided adjacent to Providence Forest Drive. This landscaped area, which is measured from the street's curb, is intended to provide a transition to the existing residential development in Sub-Unit B4. The landscaped area can be met through the provision of the "cross street" streetscape with additional plantings between the sidewalk and any parking or buildings. See guidance for Cross Street streetscape in the Urban Design section.

- Surface parking in the front yard (i.e., facing Gallows Road or Lee Highway) should be minimized and should be limited to convenience parking for retail and should be limited to no more than two rows of parking. Any parking structures should be behind and/or under buildings.

- Development should be designed to include pedestrian open space amenities, which should include a public plaza or green along Gallows Road. This public plaza or green should be designed along with the buildings to create a focal point for the area in the vicinity of the Lee Highway and Gallows Road intersection.

Option 2: As an alternative to Option 1, mixed-use and/or hotel may be appropriate up to 1.05 FAR, provided that development proposals meet the Area-Wide Recommendations for alternative uses (see the Area-Wide Recommendations, Land Use Guidelines). Any development proposals under this option must meet the guidance under Option 1, and all applicable Area-Wide guidelines, as well as provide for the following:

- The alternative uses appropriate in this sub-unit are limited to residential, institutional, hotel and retail and service uses. Only the portion of retail and service uses that exceed 5 % of the development's total square footage are considered alternative uses as described under the Alternative Use Guidelines. Retail and service uses should be designed to be an integral part of the development.

- If a hotel is developed under this option, the hotel should provide for community-serving amenities such as meeting spaces and a full-service restaurant.

- Any proposed residential development should be located in the northern portion of the sub-unit, generally adjacent to Providence Forest, and should be designed in a manner that creates a viable living environment by providing recreation and other amenities for the residents as indicated under the Area-Wide Recommendations, Land Use Section. In addition, buffering or screening should be provided between the proposed residential use and adjacent industrial uses located in Sub-Unit B7.

- If residential development is proposed, affordable dwelling units should be provided on-site or as indicated under the Land Use Guidelines in the Area-Wide Land Use Section.

Height Limit: Under the redevelopment options, the maximum building height is 95 feet when development is not integrated with structured parking. In order to encourage structured parking to be located under buildings, a height bonus of up to 20 feet (or a maximum height of 115 feet) is appropriate when at least 2 levels of structured parking are provided under the building, either at or below grade. Building heights should vary with the tallest buildings oriented toward the intersection of Gallows Road and Lee Highway. Building heights should decrease towards Providence Forest Drive to provide a transition to the townhouse development in Sub-Unit B4. The building height bonus should be contingent on increasing the amount of open space amenities. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit B6

Sub-Unit B6 is located at the southwest quadrant of Providence Forest Drive and Hartland Road and is planned to develop with office up to .5 FAR. Any development proposals must provide for all applicable Area-Wide recommendations as well as the following:

- Any development proposal must provide for full consolidation.

- Any parking structures should be behind and/or under buildings.

- A 25-foot landscaped area should be provided along Providence Forest Drive. This landscaped area, which is measured from the street's curb, is intended to provide a transition to the existing residential development in Sub-Unit B4. This landscaped area should be addressed by the provision of the "cross street" streetscape with additional plantings between the sidewalk and any parking or buildings. See guidance for Cross Street Streetscape in the Urban Design section.

Option: As an option, this sub-unit may be appropriate for use as a public park.

Height Limit: Under any development proposal, the maximum building height is 50 feet when development is not integrated with structured parking. In order to encourage structured parking to be located under buildings, a height bonus of up to 20 feet (or a maximum height of 70 feet) is appropriate when at least 2 levels of structured parking are provided under the building, either at or below grade. Building heights should vary with the tallest buildings oriented toward Lee Highway. Building heights should decrease towards Providence Forest Drive to provide a transition to the townhouse development in Sub-Unit B4. The building height bonus should be contingent on increasing the amount of open space amenities. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit B7

Sub-Unit B7 is located at the northwest quadrant of Hartland Road and Lee Highway and is developed with a mix of uses including a cemetery, a warehouse, and retail uses. This area is planned as currently developed. Any modification, expansion, and /or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Height Limit: The maximum building height in this sub-unit is 50 feet. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

LAND UNIT C

Land Unit C is comprised of approximately 106 acres and is bounded by Gallows Road on the east, Lee Highway and Hilltop Road on the south, Prosperity Avenue on the north, and Land Unit D on the west (see Figure 22). Existing development consists of residential, hotel, retail, office, and industrial uses.

The northern portion of Land Unit C is located within close proximity to the Dunn Loring-Merrifield Transit Station and is planned and developed with a mix of uses including office, hotel, and residential uses. The highest intensity is envisioned to develop on the northern portion, closest to the Metro station, with intensity decreasing toward the southern portion of the land unit.

Merrilee Drive has been realigned with Eskridge Road since the Comprehensive Plan Update in 2001. This improvement facilitates Merrilee Drive as the Main Street for the Merrifield Suburban Center, which will link the Metro station to the Merrifield Town Center. The other major circulation improvement within this land unit is the East-West Connector Road that extends Merrifield Avenue to the east, generally aligning with Providence Forest Drive, and to the west intersecting with Prosperity Avenue. See the Transportation Map, Figure 16, located in the Transportation Section of the Area-Wide Recommendations. The major arterial improvements are the widening of Lee Highway and Gallows Road, and the planned improvements at the intersection of the two roads. Redevelopment should address the conceptual street grid (shown on Figure 16).

Guidance for evaluating development proposals is provided in the Area-Wide Recommendations under Land Use, Urban Design, Transportation, and Public Facilities/Infrastructure sections, as well as in the following specific sub-unit recommendations.

Sub-Unit C1

Sub-Unit C1 is located adjacent to Prosperity Avenue immediately across from the Dunn Loring-Merrifield Transit Station and is planned for office use with retail and service uses up to 1.4 FAR. Any development proposals must address all applicable Area-Wide recommendations as well as the following:

- Consolidations of at least four contiguous acres are encouraged. When a consolidation is less than 4 acres, but more than two acres, development should provide for vehicular and pedestrian access with abutting properties. As an alternative, coordinated development plans

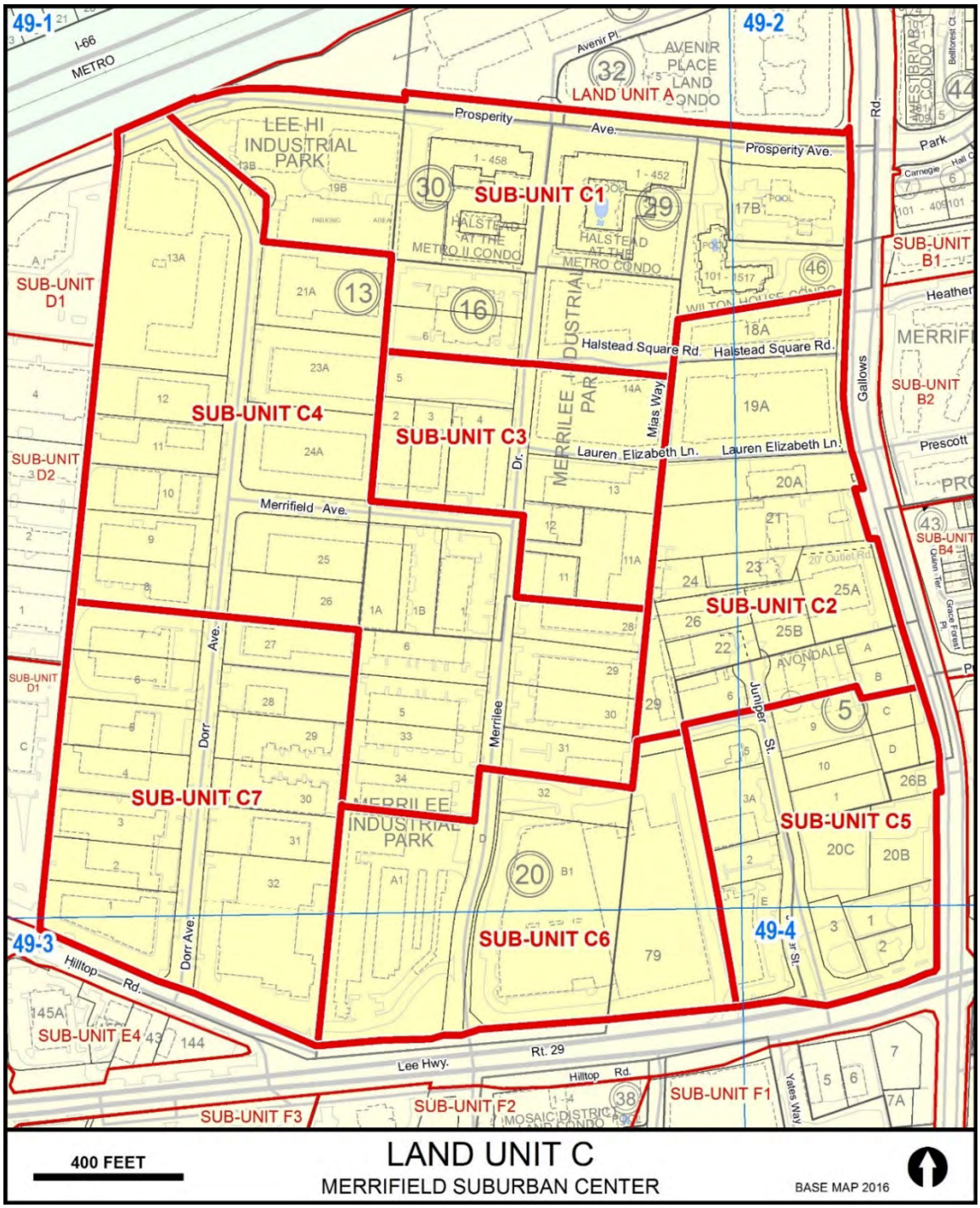

49-1
49-2
49-3
49-4
I-66
METRO
LAND UNIT A
SUB-UNIT C1
SUB-UNIT C2
SUB-UNIT C3
SUB-UNIT C4
SUB-UNIT C5
SUB-UNIT C6
SUB-UNIT C7
SUB-UNIT D1
SUB-UNIT D2
SUB-UNIT B1
SUB-UNIT B2
SUB-UNIT B4
SUB-UNIT E4
SUB-UNIT F1
SUB-UNIT F2
SUB-UNIT F3
LEE HI INDUSTRIAL PARK
MERRILEE INDUSTRIAL PARK
AVENIR PLACE LAND CONDO
HALSTEAD AT THE METRO CONDO
HALSTEAD AT THE METRO II CONDO
Prosperity Ave.
Halstead Square Rd.
Lauren Elizabeth Ln.
Merrifield Ave.
Dorr Ave.
Merrilee Dr.
Mias Way
Gallows Rd.
Juniper St.
Hilltop Rd.
Lee Hwy.
Rt. 29
Yates Way
Prescott
Park
AVONDALE
MOSAIC DISTRICT
400 FEET
LAND UNIT C
MERRIFIELD SUBURBAN CENTER
BASE MAP 2016

FIGURE 22

with a combined land area of at least 2 acres may be appropriate if the consolidation objectives are met. In any instance, it must be demonstrated that any unconsolidated parcels are able to develop in conformance with the Plan as described under the Land Use Guidelines in the Area-Wide Land Use section.

- Since the extension of Merrilee Drive to Prosperity Avenue has occurred, other secondary vehicular access improvements that enhance circulation within this and adjacent sub-units, as well as inter-parcel access, should be provided.

- Development should be designed to include pedestrian open space amenities, which should include public plazas or greenspaces. The open space amenity at Prosperity Avenue and Gallows Road should be designed as a gateway feature for this northern entrance to the Merrifield Suburban Center.

- Development should provide for or contribute to an internal Merrifield transit system (i.e., shuttle service, bus service, etc.)

- TDM programs should be provided that facilitates a non-SOV mode split of at least 25%.

- Development should be designed with parking structures behind and/or under buildings.

- Retail and service uses should be provided and located primarily on the ground level of office buildings to serve both the needs of the tenants as well as the surrounding areas.

Option: As an alternative to the office use option, mixed-use and/or residential use may be appropriate up to 2.25 FAR, provided that development proposals meet the Area-Wide Recommendations for alternative uses (see the Area-Wide Recommendations, Land Use Guidelines). Any development proposals under this option must meet the guidance provided above, all applicable Area-Wide guidelines, as well as provide for the following:

- The alternative uses appropriate in this sub-unit are limited to residential, hotel, major entertainment, institutional, and retail and service uses. Only the portion of retail and service uses that exceed 5% of the development's total square footage are considered alternative uses If a hotel is proposed as part of a mixed-use development, the hotel should provide for community-serving amenities such as meeting spaces and a full-service restaurant.

- If residential development is proposed, affordable dwelling units should be provided on-site or as indicated under the Land Use Guidelines in the Area-Wide Land Use section.

- Any proposed residential development should create a viable living environment by providing recreation and other amenities for the residents as indicated under the Area-Wide Recommendations, Land Use Section. In addition, contributions should be made for the purchase of public parkland within Land Unit C or to provide improvements to nearby parks. As an alternative, open space amenities could be incorporated into the development, such as the provision of an urban park that could be privately owned, provided it is accessible for public use.

- If major entertainment uses are provided these uses and retail and service uses should not exceed 30% of the development's total square footage.

Height Limit: The maximum building height is 135 feet when development is not integrated with structured parking. In order to encourage structured parking to be located under buildings, a height bonus of up to 30 feet (or a maximum height of 165 feet) is appropriate when at least 3 levels of structured parking are provided under the building, either at or below grade. Building heights should vary within the Sub-Unit. The building height bonus should be contingent on increasing the amount of open space amenities. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit C2

Sub-Unit C2 is located adjacent to Gallows Road and north of where Providence Forest Road is planned to cross Gallows Road. This sub-unit is planned and developed with a mix of uses, including residential, retail, industrial, and warehouse uses. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Option 1: As an option, development within this sub-unit to office with retail and service uses up to 1.1 FAR may be appropriate. Any development proposal under this option must address all applicable Area-Wide recommendations as well as the following guidelines:

- Consolidations of at least four contiguous acres are encouraged. When a consolidation is less than 4 acres, but more than two acres, development should provide for vehicular and pedestrian access with abutting properties. As an alternative, coordinated development plans with a combined land area of at least 2 acres may be appropriate if the consolidation objectives are met. In any instance, it must be demonstrated that any unconsolidated parcels are able to develop in conformance with the Plan as described under the Land Use Guidelines in the Area-Wide Land Use section.

- Consolidation in the southern portion of this sub-unit should provide the Merrifield Avenue extension to Gallows Road which aligns with Providence Forest Drive (see Area-wide Transportation section for alignment). Consolidation in the northern portion of this sub-unit should provide circulation improvements that connect Merrilee Drive and Gallows Road, or other vehicular improvements that increase circulation within this and adjacent sub-units.

- Minimize access to Gallows Road through the provision of inter-parcel access (both vehicular and pedestrian). Inter-parcel access may include the provision of a private street with a public access easement.

- Development should provide for or contribute to an internal Merrifield transit system (i. e., shuttle service, etc.)

- TDM programs should be provided that facilitates a non-SOV mode split of at least 20%.

- Development should be designed with parking structures behind and/or under buildings.

- Development should be designed to include open space amenities as described under the Pedestrian and Open Space System Guidelines in the Urban Design section.

- Retail and service uses should be provided and should be designed as an integral part of the development. These retail and service uses should serve the needs of the building tenants, as well as the surrounding area.

Option 2: As an alternative to the office option, mixed-uses and/or residential with retail and service uses may be appropriate up to 1.8 FAR, provided that development proposals meet the Area-Wide Recommendations for alternative uses (see the Area-Wide Recommendations, Land Use Guidelines). Any development proposal under this option must meet the previous option's guidance, all applicable Area-Wide guidelines, as well as provide for the following:

- The alternative uses appropriate in this sub-unit are limited to residential, institutional, and retail and service uses. Only the portion of retail and service uses that exceed 5% of the development's total square footage are considered alternative uses as described under the Alternative Use Guidelines. Retail and service uses should be designed to be an integral part of the development.

- If residential development is proposed, affordable dwelling units should be provided on-site or as indicated under the Land Use Guidelines in the Area-Wide Land Use Section.

- Any proposed residential development should create a viable living environment by providing recreation and other amenities for the residents as indicated under the Area-Wide Recommendations, Land Use Section. In addition, contributions should be made for the purchase of public parkland within Land Unit C or to provide improvements to nearby parks. As an alternative, open space amenities could be incorporated into the development, such as the provision of an urban park that could be privately owned, provided it is accessible for public use.

Height Limit: Maximum building height is 115 feet when development is not integrated with structured parking. In order to encourage structured parking to be located under buildings, a height bonus of up to 20 feet (for a maximum height of 135 feet) is appropriate when at least 2 levels of structured parking are provided under the building, either at or below grade. The building height bonus should be contingent on increasing the amount of open space amenities. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit C3

Sub-Unit C3 is located south of Sub-Unit C1 and west of Sub-Unit C2, and is planned and developed with a mix of uses, including residential, retail, industrial and warehouse uses at current intensities. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Option 1: As an option, redevelopment within this sub-unit to office use with support retail and service uses up to 1.1 FAR may be appropriate. Any development proposals under this option should address all applicable Area-Wide recommendations as well as the following guidelines:

- Consolidations of at least four contiguous acres are encouraged. When a consolidation is less than 4 acres, but more than two acres, development should provide for vehicular and pedestrian access with abutting properties. As an alternative, coordinated development plans with a combined land area of at least 2 acres may be appropriate if the consolidation objectives are met. In any instance, it must be demonstrated that any unconsolidated parcels are able to develop in conformance with the Plan as described under the Land Use Guidelines in the Area-Wide Land Use section.

- Development within this sub-unit should provide the Merrifield Avenue extension to

Gallows Road which aligns with Providence Forest Drive (see Area-wide Transportation section for alignment) and should provide for other secondary vehicular access that improves circulation within this and adjacent sub-units, as well as inter-parcel access.

- Development should be designed to include pedestrian open space amenities, which should include public plazas or greens.

- Development should provide for or contribute to an internal Merrifield transit system (i.e., shuttle service, bus service, etc.)

- TDM programs should be provided that facilitates a non-SOV mode split of at least 20%.

- Development should be designed with parking structures behind and/or under buildings.

- Support retail and service uses should be provided and usually located on the ground level of office buildings to serve both the needs of the tenants as well as the immediate surrounding area.

Option 2: As an alternative to the office use option, mixed-uses and/or residential use may be appropriate up to 1.8 FAR, provided that development proposals meet the Area-Wide Recommendations for alternative uses (see the Area-Wide Recommendations, Land Use Guidelines). Any development proposals under this option must meet the guidance provided above, all applicable Area-Wide guidelines, as well as provide for the following:

- The alternative uses appropriate in this sub-unit are limited to residential, hotel, institutional, and support retail and service uses. Only the portions of support retail and service uses that exceed 3% of the development's total square footage are considered alternative uses as described under the Alternative Use Guidelines. Support retail and service uses may include employee amenities such as health clubs, day care, and food services, all of which should be integrated into office, hotel, and/or residential buildings.

- If residential development is proposed, affordable dwelling units should be provided on-site or as indicated under the Land Use Guidelines in the Area-Wide Land Use section.

- Any proposed residential development should create a viable living environment by providing recreation and other amenities for the residents as indicated under the Area-Wide Recommendations, Land Use Section. In addition, contributions should be made for the purchase of public parkland within Land Unit C or to provide improvements to nearby parks. As an alternative, open space amenities could be incorporated into the development, such as the provision of an urban park that could be privately owned, provided it is accessible for public use.

Height Limit: The maximum building height is 115 feet when development is not integrated with structured parking. In order to encourage structured parking to be located under buildings, a height bonus of up to 20 feet (or a maximum height of 135 feet) is appropriate when at least 2 levels of structured parking are provided under the building, either at or below grade. The building height bonus should be contingent on increasing the amount of open space amenities. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit C4

Sub-Unit C4 is located south of Sub-Unit C1, west of Sub-Unit C3, and east of Land Unit D, and is planned and developed with a mix of uses, including residential, industrial, office, and warehouse uses. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Option 1: As an option, redevelopment within this sub-unit to office with support retail and service uses up to .85 FAR may be appropriate. Any development proposal under this option must address all applicable Area-Wide recommendations as well as the following guidelines:

- Consolidations of at least 4 contiguous acres are encouraged. When a consolidation is less than 4 acres, but more than 2 acres, development should provide for vehicular and pedestrian access with abutting properties. As an alternative, coordinated development plans with a combined land area of at least 2 acres may be appropriate if the consolidation objectives are met. In any instance, it must be demonstrated that any unconsolidated parcels are able to develop in conformance with the Plan as described under the Land Use Guidelines in the Area-Wide Land Use section.

- Development within this sub-unit should provide for or contribute funds toward the acquisition of both the right-of-way and the construction of the East-West Connector Road which extends Merrifield Avenue to the east through Sub-Units C2 and C3 to connect with Gallows Road and to the west through Sub-Unit D2 to connect with Prosperity Avenue. See the Area-wide Transportation section for the alignment. In addition to the extension of the East-West Connector Road, development in this sub-unit should provide for inter-parcel access as well as circulation improvements that connect to Merrilee Drive, Dorr Avenue, and Merrifield Avenue, or other vehicular improvements that increase circulation within this and adjacent sub-units.

- Development should provide for or contribute to an internal Merrifield transit system (i.e., shuttle service, etc.)

- TDM programs should be provided that facilitates a non-SOV mode split of at least 20%.

- Development should be designed with parking structures behind and/or under buildings.

- Support retail and service uses are encouraged and should be integrated within the buildings to serve the needs of the building tenants, as well as the surrounding area.

Option 2: As an alternative to the office option, mixed-uses and/or residential use may be appropriate up to 1.35 FAR, provided that development proposals meet the Area-Wide Recommendations for alternative uses (see the Area-Wide Recommendations, Land Use Guidelines). Any development proposal under this option must meet the previous option's guidance, all applicable Area-Wide guidelines, as well as provide for the following:

- The alternative uses appropriate in this sub-unit are limited to residential, institutional, and support retail and service uses. Only the portions of support retail and service uses that exceed 3% of the development's total square footage are considered alternative uses as described under the Alternative Use Guidelines and the provision of these uses should be integrated into office and residential buildings.

- If residential development is proposed, affordable dwelling units should be provided on-site or as indicated under the Land Use Guidelines in the Area-Wide Land Use Section.

- Any proposed residential development should create a viable living environment by providing recreation and other amenities for the residents as indicated under the Area-Wide Recommendations, Land Use Section. In addition, contributions should be made for the purchase of public parkland within Land Unit C or to provide improvements to nearby parks. As an alternative, open space amenities could be incorporated into the development, such as the provision of an urban park that could be privately owned, provided it is accessible for public use.

Height Limit: Under the development options, the maximum building height is 115 feet when development is not integrated with structured parking. In order to encourage structured parking to be located under buildings, a height bonus of up to 20 feet (or a maximum height of 135 feet) is appropriate when at least 2 levels of structured parking are provided under the building, either at or below grade. The building height bonus should be contingent on increasing the amount of open space amenities. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit C5

Sub-Unit C5 is located at the northwest quadrant of Lee Highway and Gallows Road and is planned and developed with a mix of retail, industrial, and warehouse uses. Any modification or expansion of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Option: As an option, redevelopment within this sub-unit to a retail center with office uses up to .65 FAR may be appropriate. Any development proposals under this option should address all applicable Area-Wide guidelines, as well as provide for the following:

- The retail center should include community-serving uses such as a grocery store, and should not have freestanding uses and “drive-through” uses such as fast-food restaurants and car washes. Drive-through uses that are low traffic generators, such as financial institutions and drug stores, may be considered provided that the drive-through facility is integrated within a multi-tenant building and is designed in a manner that does not impede pedestrian access. Any office components should be designed as an integral part of the development and should not exceed 50% of the development’s gross square footage.

- Consolidations of at least six contiguous acres are encouraged. When a consolidation is less than 6 acres, but more than four acres, development should provide for vehicular and pedestrian access with abutting properties. As an alternative, coordinated development plans with a combined land area of at least 4 acres may be appropriate if the consolidation objectives are met. In any instance, it must be demonstrated that any unconsolidated parcels are able to develop in conformance with the Plan as described under the Land Use Guidelines in the Area-Wide Land Use section.

- Minimize access to Lee Highway and Gallows Road through the provision of inter-parcel access (both vehicular and pedestrian). Any development proposal should provide circulation improvements that increase circulation within this and adjacent sub-units, as well as inter-parcel access.

- Development should provide for or contribute to an internal Merrifield transit system (i.e.,

shuttle service, etc.)

- Surface parking in the front yard should be minimized and should be limited to convenience parking for retail. Any parking structures should be behind and/or under buildings.

- TDM programs should be provided that facilitate a non-SOV mode split of at least 15%.

Height Limit: Under the development options, the maximum building height is 95 feet when development is not integrated with structured parking. In order to encourage structured parking to be located under buildings, a height bonus of up to 20 feet (or a maximum height of 115 feet) is appropriate when at least 2 levels of structured parking are provided under the building, either at or below grade. The building height bonus should be contingent on increasing the amount of open space amenities. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit C6

Sub-Unit C6 is located adjacent to Route 29 and is bounded by Sub-Unit C7 on the west, Sub-unit C4 on the north and Sub-Unit C5 on the east. The sub-unit is bisected by Merrilee Drive and is planned and developed with mini-warehouse and retail use. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Height Limit: The maximum height for existing development is 50 feet. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit C7

Sub-Unit C7 is located adjacent to Lee Highway and is bounded by Land Unit D on the west, Sub-Unit C4 on the north and Sub-unit C-6 on the east. This sub-unit is planned and developed primarily with warehouse and industrial uses. These sub-unit uses should remain at current intensities. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Height Limit: The maximum height for existing development is 50 feet. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

LAND UNIT D

Land Unit D consists of approximately 44 acres and is bounded by Long Branch EQC on the west, I-66 on the north and Hilltop Road on the south, and Land Unit C on the east (see Figure 23). Prosperity Avenue provides access within Land Unit D.

The portion of this land unit west of Prosperity Avenue includes the Long Branch Stream Valley and industrial development. The Long Branch Stream Valley is preserved as private open space and the existing industrial uses are considered stable and as a transition between the more intense uses within the Merrifield Suburban Center and adjacent residential neighborhoods. The portion

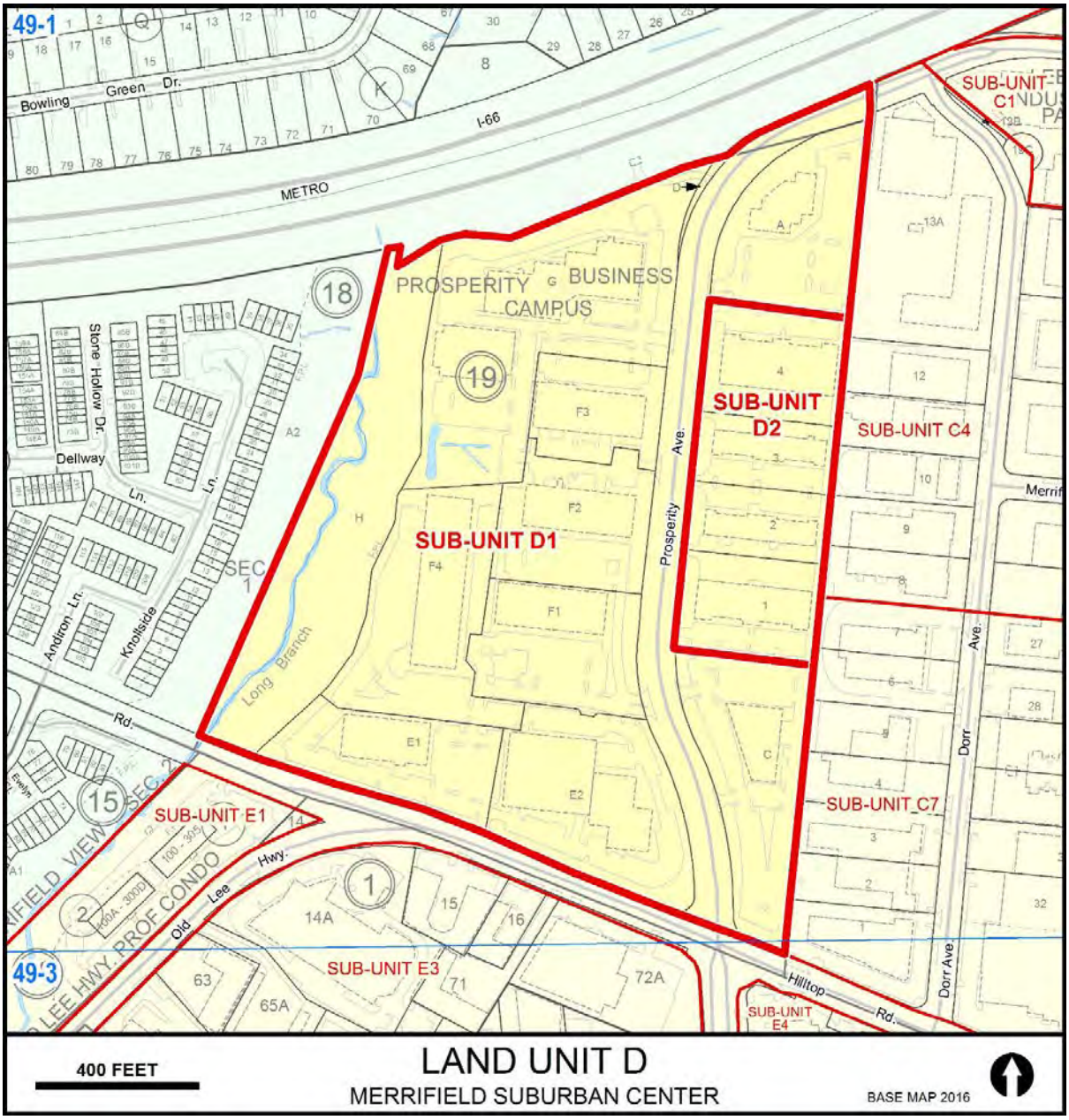

49-1
Bowling Green Dr.
I-66
METRO
PROSPERITY BUSINESS CAMPUS
SUB-UNIT D1
SUB-UNIT D2
SUB-UNIT C1
SUB-UNIT C4
SUB-UNIT C7
SUB-UNIT E1
SUB-UNIT E3
SUB-UNIT E4
Prosperity Ave.
Dorr Ave.
Hilltop Rd.
Old Lee Hwy.
Long Branch
Store Hollow Dr.
Dellway Ln.
Andiron Ln.
Knollside Rd.
SEC 1
LEE HWY. PROF CONDO
49-3
400 FEET
LAND UNIT D
MERRIFIELD SUBURBAN CENTER
BASE MAP 2016

FIGURE 23

of this land unit that is east of Prosperity Avenue is envisioned to redevelop with higher intensity office. The major circulation improvement for this land unit is that portion of the East-West Connector Road that will extend Merrifield Avenue to Prosperity Avenue.

Guidance for evaluating development proposals within Land Unit D is provided in the Area-Wide Recommendations under Land Use, Urban Design, Transportation, and Public Facilities/ Infrastructure sections, as well as in the following specific recommendations.

Sub-Unit D1

Sub-Unit D1 is planned for and developed with a mix of office and industrial uses at current intensities, except for the western edge of the sub-unit, which is the Long Branch Stream Valley. The Long Branch Stream Valley is planned to remain as private open space. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Height Limit: Maximum building height west of Prosperity Avenue is 40 feet, except for Parcel 49-1((19))E2 which is 75 feet. The maximum building height east of Prosperity Avenue is 115 feet for Parcel 49-1((19))A and 75 feet for Parcel 49-1((19))C. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit D2

Sub-Unit D2 is planned for and developed with a mix of office and industrial uses at current intensities. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Option 1: As an option, redevelopment of Parcels 49-1((19)) 1, 2, 3 and 4 for office with support retail and service uses up to .85 FAR may be appropriate. Any development proposal under this option must address all applicable Area-Wide recommendations as well as the following:

- Any development proposal must provide for full consolidation of the four parcels and must provide right-of-way and construction for that portion of the East-West Connector Road in this sub-unit that extends Merrifield Avenue west to Prosperity Avenue.
- TDM programs should be developed that facilitate a non-SOV mode split of at least 20%.
- Development should be designed with parking structures behind and/or under buildings.
- Support retail and service uses are encouraged and should be integrated within the buildings to serve the needs of the building tenants, as well as the surrounding area.
- Development should provide for or contribute to an internal Merrifield transit system (i.e. shuttle service, etc.).

Option 2: As an alternative to the office option, mixed-use with a residential component or residential use with support retail and service uses may be appropriate up to 1.35 FAR provided that development proposals meet the Area-Wide Recommendations for alternative uses (see the Area-Wide Recommendations, Land Use Guidelines). Any development proposal under this option must meet the previous option's guidance, all applicable Area-Wide guidelines, as well as provide for the following:

- Residential development should provide affordable dwelling units on-site or as indicated under the Land Use Guidelines in the Area-Wide Land Use Section.

- Any proposed residential development should create a viable living environment by providing recreation and other amenities for the residents as indicated under the Area-Wide Recommendations, Land Use Section.

Height Limit: Under the development options, the maximum building height is 95 feet when development is not integrated with structured parking. In order to encourage structured parking to be located under buildings, a height bonus of up to 20 feet (total height of 115 feet) is appropriate when at least 2 levels of structured parking is provided under the building, either at or below grade. The building height bonus should be contingent on increasing the amount of open space amenities. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

LAND UNIT E

Land Unit E is approximately 73 acres and is generally bounded by Hilltop Road on the north, Prosperity Avenue on the east, and residential neighborhoods on the west and south (see Figure 24). Lee Highway runs east/west through the middle of the land unit. Existing development is generally a mix of office, retail, warehouse, and industrial uses.

The northern, southern and western edges of this land unit are transition areas where a lower scale and intensity are necessary to ensure compatibility between the more intense uses within the Merrifield Suburban Center and the residential neighborhoods. This land unit is envisioned to remain as a transition area along its northern, southern and western boundaries, and for the remaining area to redevelop with community-serving uses such as a neighborhood-serving retail center with a grocery store and/or drug store serving as anchors.

The major circulation improvement for this land unit is the extension of Dorr Avenue to align with a Merrifield Regional Post Office entrance. The major arterial improvements are the widening of Lee Highway to be a 6-lane road and the widening of Hilltop Road to be a 4-lane road. Right-of-way will be needed for the widening of Lee Highway; this will impact the existing and planned uses in this land unit.

Guidance for evaluating development proposals is provided in the Area-Wide Recommendations under Land Use, Urban Design, Transportation, and Public Facilities/Infrastructure sections, as well as in the following specific sub-unit recommendations.

Sub-Unit E1

Sub-Unit E1 is the northwestern edge of the land unit between Old Lee Highway and the adjacent residential development. The portion of the sub-unit located at the corner of Lee Highway and Cedar Lane [Parcel 49-3((1)) 60] is planned for and developed with office use at up to .35 FAR. The portion of the sub-unit fronting on Lee Highway east of Parcel 60 [Parcels 49-3((27)), 49-3((1)) 59 and 61] is planned for and developed with low-rise office and retail up to .35 FAR. The remainder of the sub-unit fronts on Old Lee Highway [Parcel 49-3((1)) 55 and 49-1((1)) 13] and is planned to develop with office use or industrial flex uses up to .35 FAR.

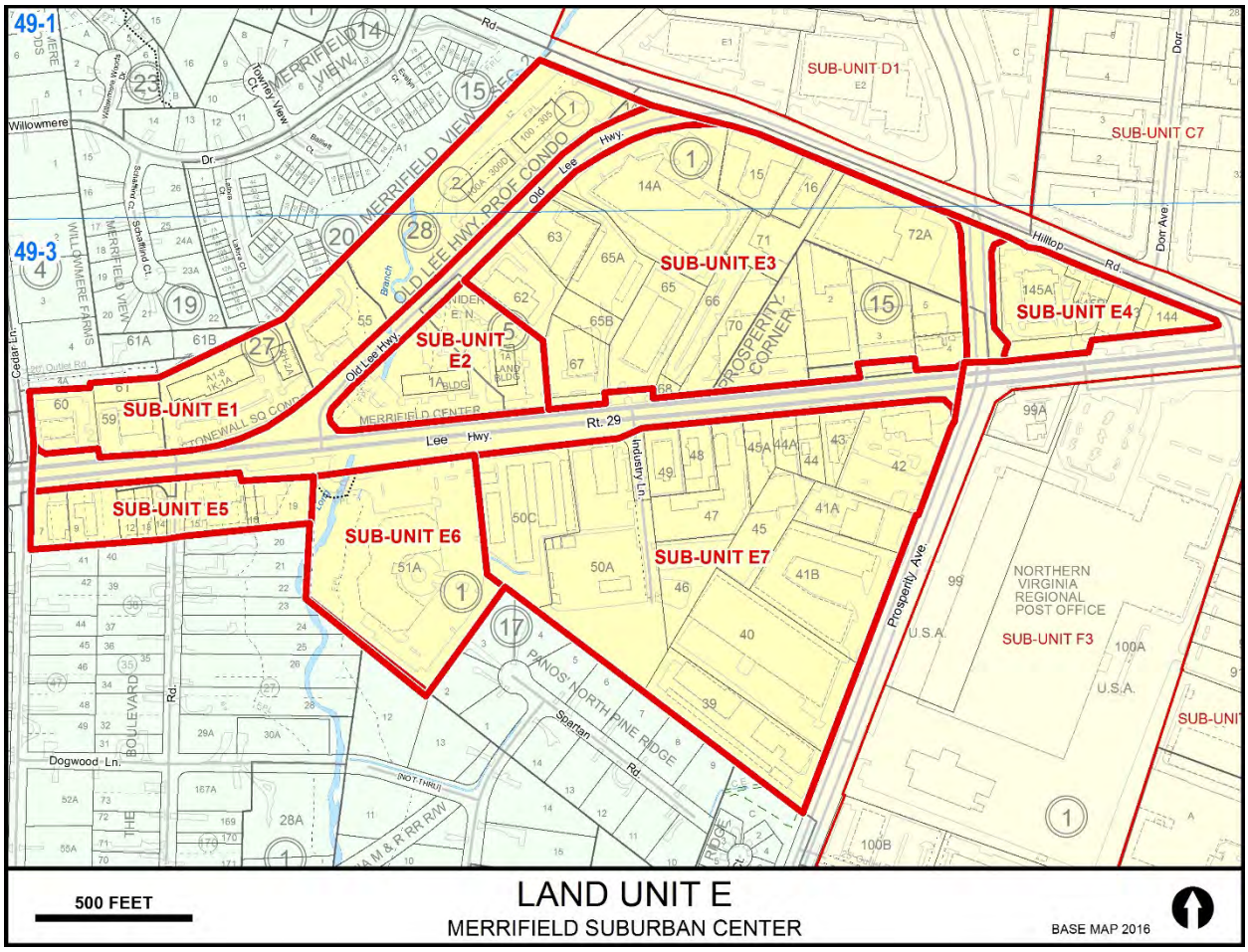

SUB-UNIT D1
SUB-UNIT C7
SUB-UNIT E1
SUB-UNIT E2
SUB-UNIT E3
SUB-UNIT E4
SUB-UNIT E5
SUB-UNIT E6
SUB-UNIT E7
SUB-UNIT F3
MERRIFIELD VIEW
OLD LEE HWY. PROF. CONDO
PROSPERITY CORNER
MERRIFIELD CENTER
Rt. 29
Lee Hwy.
Old Lee Hwy.
Hilltop Rd.
Dorr Ave.
Prosperity Ave.
Industry Ln.
Spartan Rd.
PINOS NORTH PINE RIDGE
NORTHERN VIRGINIA REGIONAL POST OFFICE
U.S.A.
Willowmere Dr.
Cedar Ln.
Dogwood Ln.
THE BOULEVARD Rd.
TOMEWALL SQ. CONDO
WILLOWMERE FARMS
MERRIFIELD VIEW
49-1
49-3
500 FEET
LAND UNIT E
MERRIFIELD SUBURBAN CENTER
BASE MAP 2016

FIGURE 24

The industrial flex uses should be designed with an office appearance. The portion of these parcels within the Long Branch Stream Valley should be preserved as private open space.

Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section. In addition, any new development should provide for landscaped buffering and screening techniques to improve the visual transition to adjacent residential areas.

Height Limit: Maximum building height in this sub-unit is 40 feet. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit E2

Sub-Unit E2 is located at the intersection of Old Lee Highway and Lee Highway and is planned and developed with office and retail use up to .35 FAR. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Height Limit: The maximum building height in this sub-unit is 50 feet except for the existing office building which is approximately 75 feet in height. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit E3

Sub-Unit E3 is bounded on the south by Lee Highway, on the west by Sub-Unit E2, on the north by Old Lee Highway and Hilltop Road and on the east by Sub-Unit E4. This sub-unit is planned for and developed with industrial use up to .35 FAR. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Option: As an option, redevelopment within this sub-unit to a community-serving retail center and office use up to .35 FAR may be appropriate. If an office component is provided, it should not exceed .10 FAR (or approximately 30% of the development's gross square feet). Any development proposal under this option must address all applicable Area-Wide recommendations as well as the following guidelines:

- Development applications should provide a consolidation of at least 8 contiguous acres, however consolidations of at least 10 contiguous acres are encouraged. When a consolidation is less than 10 acres, development must show how any unconsolidated parcels are able to develop in conformance with the Plan.

- Any development should be designed as a retail center that integrates retail and office use. The center should include community-serving retail uses such as a grocery store and should not have freestanding uses. Drive-through uses, such as fast-food restaurants and car washes, should be discouraged.

- Development should have primary access from Lee Highway and a secondary access point from either Old Lee Highway or Hilltop Road.

Height Limit: The maximum building height in this sub-unit is 50 feet. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit E4

Sub-Unit E4 is bounded on the south by Lee Highway, on the west by Prosperity Avenue and on the north by Hilltop Road. This sub-unit is planned for and developed with retail uses at current intensities. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Option: As an option, development within this sub-unit to retail and/or office use up to .35 FAR may be appropriate. Any development proposal under this option must address all applicable Area-Wide recommendations as well as the following guidelines:

- Redevelopment primarily east of the Dorr Avenue extension (i.e., Parcels 49-3((1))143 and 144) should provide right-of-way for the extension of Dorr Avenue. If Hilltop Road is vacated, this right-of-way vacation should be consolidated with Parcel 144. This additional land from the vacation of Hilltop Road will provide adequate land area for these parcels to redevelop with a small office or retail use.

Height Limit: The maximum building height in this sub-unit is 50 feet. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit E5

Sub-Unit E5 is located east of Cedar Lane along the south side of Lee Highway and is planned and developed with retail uses at current intensities. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Option: The widening of Lee Highway may make the residual property too narrow for continued retail or commercial use. If that is the case, the residual property may be appropriate for use as a park or open space or for governmental and institutional uses. See the Transportation section of the Area-wide Recommendations for the policy concerning right-of-way acquisition.

Height Limit: The maximum building height in this sub-unit is 40 feet. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit E6

Sub-Unit E6, Parcel 49-3((1)) 51A, fronts on Lee Highway and is planned for and developed with office use up to .35 FAR. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section. The existing buffer along the southwestern portion of the property adjacent to the existing residential neighborhood should be preserved. In addition, the Long Branch Stream Valley along the property's western boundary should be preserved as private open space.

Height Limit: The maximum building height in this sub-unit is 40 feet. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit E7

Sub-Unit E7 is located at the southwest quadrant of Lee Highway and Prosperity Avenue, and is developed with industrial and retail use. This sub-unit is planned to remain at current intensities. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Option: As an option, the portion of this sub-unit that is oriented to Lee Highway may be appropriate to redevelop with community-serving retail and office use up to .35 FAR. If an office component is provided, it should not exceed .10 FAR (or approximately 30% of the development's gross square feet). Any development proposal under this option must address all applicable Area-Wide recommendations as well as the following guidelines:

- Development applications should provide a consolidation of at least 8 contiguous acres; however, consolidations of at least 10 acres are encouraged. When a consolidation is less than 10 acres, development must show how any unconsolidated parcels are able to develop in conformance with the Plan.

- Any development should be designed as a retail center that integrates retail and office use. The center should include community-serving retail uses such as a grocery store and should not have freestanding uses. "Drive-through" uses, such as fast-food restaurants and car washes, should be discouraged.

- Landscape buffering and screening should be provided on the southern portion of the sub-unit adjacent to residential uses. Within the buffer area, existing mature trees should be retained and additional supplemental plantings should be provided to ensure adequate screening. In addition, the site should be designed in a manner that focuses both the loading areas and the site's lighting away from the residential area.

Height Limit: The maximum building height in this sub-unit is 40 feet. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

LAND UNIT F

Land Unit F is comprised of approximately 107 acres and is bounded by Gallows Road on the east, Lee Highway on the north, Prosperity Avenue on the west, and Land Unit G on the south (see Figure 25). Existing development generally consists of residential and retail uses in the eastern portion primarily along Gallows Road, residential, hotel, retail, industrial and office uses in the central portion, and the Merrifield Regional Post Office in the western portion of the lLand unit.

Most of Land Unit F, the portion east of the Merrifield Regional Post Office, is envisioned to redevelop as the Town Center for the Merrifield Suburban Center, with a mix of uses including office, retail, hotel, and residential uses. Buildings in the Town Center are envisioned to have retail and service uses located on the ground levels that are designed with a pedestrian orientation. Primary access points to the Town Center are located at the intersection of Eskridge Road and Lee Highway, and the intersection of Gallows Road and Strawberry Lane. Additional planned access points to the Town Center are shown on Figure 16. A portion of the envisioned Town Center has developed into what is known as the Mosaic District, which includes a mix of

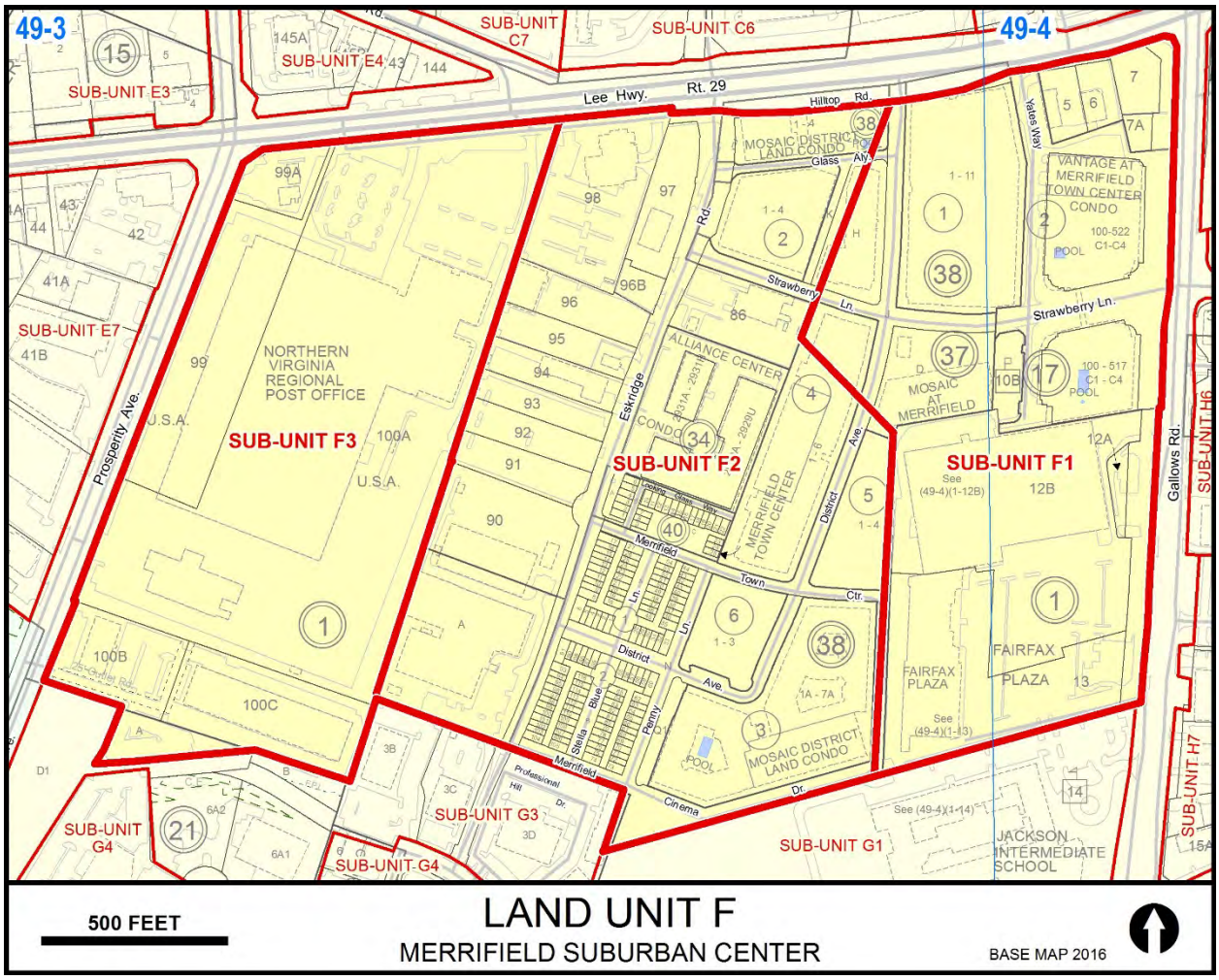

49-3
49-4
SUB-UNIT E3
SUB-UNIT E4
SUB-UNIT C7
SUB-UNIT C6
Lee Hwy.
Rt. 29
Hilltop Rd.
Yates Way
SUB-UNIT E7
Prosperity Ave.
NORTHERN VIRGINIA REGIONAL POST OFFICE
U.S.A.
SUB-UNIT F3
SUB-UNIT F2
SUB-UNIT F1
MOSAIC DISTRICT LAND CONDO
VANTAGE AT MERRIFIELD TOWN CENTER CONDO
ALLIANCE CENTER CONDO
MERRIFIELD TOWN CENTER
MOSAIC AT MERRIFIELD
Strawberry Ln.
Eskridge Rd.
Merrifield Town Ctr.
District Ave.
Gallows Rd.
FAIRFAX PLAZA
SUB-UNIT G4
SUB-UNIT G3
SUB-UNIT G1
SUB-UNIT H6
SUB-UNIT H7
JACKSON INTERMEDIATE SCHOOL
500 FEET
LAND UNIT F
MERRIFIELD SUBURBAN CENTER
BASE MAP 2016

FIGURE 25

residential, retail, and hotel uses, as well as a movie theatre. Strawberry Lane and District Avenue in particular have a concentration of retail and pedestrian activity (i.e., plazas, retail browsing areas and outdoor dining).

The extension of Eskridge Road to Williams Drive has completed the link from the Metro station through the Town Center to Arlington Boulevard. Other circulation improvements that have been completed include the extensions of Strawberry Lane, District Avenue, and Merrifield Cinema Drive to connect with Eskridge Road. Additional planned circulation improvements include aligning a Merrifield Regional Post Office entrance with the Dorr Avenue Extension to Lee Highway, and an east/west road that connects Prosperity Avenue with Eskridge Road or Williams Drive. The major arterial improvements include the widening of Lee Highway and Gallows Road, and the planned improvements at the intersection of the two roads. Redevelopment should address the conceptual grid of streets (shown on Figure 16).

Guidance for evaluating development proposals is provided in the Area-Wide Recommendations under Land Use, Urban Design, Transportation, and Public Facilities/Infrastructure sections, as well as in the following specific sub-unit recommendations.

Sub-Units F1 and F2 (Town Center Area)

Sub-Unit F1 is the eastern portion of the Land Unit that is oriented to Gallows Road and is planned for community-serving retail up to .35 FAR. Additional freestanding single tenant uses and "drive-through" uses, such as fast-food restaurants and car washes, are discouraged because each may disrupt pedestrian access. Drive-through uses that are low traffic generators, such as financial institutions and drug stores, may be considered provided that the drive-through facility is integrated within a multi-tenant building and is designed in a manner that does not impede pedestrian access. In any new retail center, an office component could be provided, if it does not exceed .10 FAR (or approximately 30% of the development's gross square feet), with any office component designed as an integral part of the retail center. Furthermore, any new retail center(s) should be designed in a manner that is consistent with the town center concept.

Sub-Unit F2 is the central portion of the Land Unit that is generally between the Post Office property and Sub-Unit F1. Sub-unit F2 is planned at the base level for industrial and office uses up to a .5 FAR. Any new development should be designed in a manner consistent with the town center concept.

Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section. Any additional development in Sub-unit F1 and F2 at this base level should have consolidation or a coordinated development plan that provides for circulation improvements and streetscape improvements, as well as addresses urban design and other planning objectives which include implementing the town center concept. Also for any additional development at this base level on property in Sub-Units F1 and F2 abutting Sub-Unit G1, inter-parcel access between these sub-units should be considered and provided if needed to improve access to the school.

Plan options listed below refer to both Sub-Units F1 and F2 and allow for redevelopment at higher intensities if the redevelopment creates a component of the envisioned Town Center, as described below:

Option 1: As an option, in both Sub-units F1 and F2, redevelopment within these sub-units to office and retail up to .65 FAR may be appropriate if the redevelopment creates a component of the envisioned Town Center. The retail component should comprise, at a minimum, 30% of the total development. Any development proposal under this option must address all applicable Area-Wide recommendations as well as the following guidelines:

- Consolidations of at least eight contiguous acres are encouraged. As an alternative, coordinated development plans with a combined land area of at least eight acres may be appropriate if the consolidation objectives are met. In any instance, it must be demonstrated that any unconsolidated parcels are able to develop in conformance with the Plan as described under the Land Use Guidelines in the Area-Wide Land Use section.

- Development proposals in these sub-units should provide for or contribute to road improvements that improve circulation within this and adjacent areas as described in the Transportation Section of the Area-Wide recommendations.

- Development proposals should provide for inter-parcel access as well as other improvements that improve circulation within this and adjacent sub-units. For example, development proposals in Sub-Units F1 and F2 that abut Sub-Unit G1 should provide inter-parcel access to Sub-Unit G1 if needed to provide access to the school.

- Buildings should have retail and service uses located on the ground level that are designed to have a pedestrian orientation.

- Development should be designed with a pedestrian orientation, including open space amenities such as public plazas or greenspaces as described under the Pedestrian and Transit Oriented Development Guidelines in the Urban Design section.

- Development should provide or contribute to the purchase of one to two acres of land for a public park within Sub-Units F1 and F2. This urban park should function as a public meeting and gathering place and should have a focal point such as a pavilion and/or fountain.

  As an alternative, this open space amenity could be a private facility if the space has public access and is available for public activities.

- Development should be designed with parking structures behind and/or under buildings.

Option 2: As an alternative to the office and retail option, mixed-uses with residential use and/or hotel use may be appropriate up to 1.2 FAR, if the redevelopment creates a component of the envisioned Town Center. Development proposals should be in conformance with the Area-Wide Recommendations for alternative uses (see the Area-Wide Recommendations, Land Use Guidelines), and development proposals under this option must address the previous option's guidance, all applicable Area-Wide guidelines, as well as provide for the following:

- The alternative uses appropriate in this sub-unit are limited to residential, institutional, hotel, major entertainment uses, as well as retail and service uses. Only the portions of retail and service uses that exceed 20% of the total development's square footage are considered alternative uses as described under the Alternative Use Guidelines. Retail and service uses may comprise up to 35% of the development's square feet and may include employee amenities such as health clubs, day care and food services, all of which should be an integral part of the office, hotel and/or residential buildings.

- Major entertainment uses could include a "theater complex" and/or retail entertainment centers. These uses combined with retail and service uses should not exceed 55% of the development's total square footage.

- Institutional, cultural, recreational, and/or governmental uses are encouraged within the Town Center and should be provided consistent with the Area-Wide guidance.

- If residential development is proposed, affordable dwelling units should be provided on-site or as indicated under the Land Use Guidelines in the Area-Wide Land Use Section.

- Any proposed residential development should demonstrate that it is an integral component of the Town Center through design, architecture, materials, access and parking and should create a viable living environment by providing recreation and other amenities for the residents as indicated under the Land Use Section of the Area-Wide Recommendations.

Height Limit: Under the options, maximum building height is 95 feet when development is not integrated with structured parking. In order to encourage structured parking to be located under buildings, a height bonus of up to 20 feet (or a maximum height of 115 feet) is appropriate when at least 2 levels of structured parking are provided under the building, either at or below grade. The building height bonus should be contingent on increasing the amount of open space amenities. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit F3

Sub-Unit F3 is the western portion of the land unit or the southeastern quadrant of Lee Highway and Prosperity Avenue. The majority of this sub-unit is planned for and developed with governmental and institutional uses, primarily the Merrifield Regional Post Office. The exception is Parcel 49-3-((1)) 99A, which is planned for and developed with a service station, and the parcels immediately south of the postal facility [Parcels 49-3((1)) 100B, 100C, and 49-3((21)) A], which are planned and developed with industrial uses up to .5 FAR. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section, as well as provide for or contribute to the circulation improvements planned for this sub-unit. The planned circulation improvements within this area include: 1) aligning a post office entrance with the Dorr Avenue extension to Lee Highway; 2) to improve circulation within this area, consideration should be given to connecting the service drive located on the south side of Lee Highway to Prosperity Avenue; and 3) the provision of an east/west road that extends along the northern boundary of Parcels 100B and 100C. This east/west road should provide access from or connect Eskridge Road to Prosperity Avenue.

Options: If access to the service station [Parcel 49-3-((1)) 99A] is impacted by the widening of Lee Highway to the extent that the property is no longer appropriate for retail use, the parcel should be considered for an expansion of the Postal Facility, or as a park.

As an option, it may be appropriate for the Merrifield Post Office to expand southward to include Parcels 49-3((1)) 100B, 100C, and 49-3((21))A. If this expansion were proposed, circulation improvements as identified in the Transportation Section of the Area-Wide Recommendations should be provided.

Height Limit: The maximum building height in this sub-unit is 75 feet. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

LAND UNIT G

Land Unit G is approximately 78 acres and is bounded by Land Unit F on the north, Gallows Road on the east, Arlington Boulevard on the south, and Prosperity Avenue on the west (see Figure 26). Existing development within the eastern portion consists of the Luther Jackson Intermediate School and a restaurant park, with the western portion being developed with office uses.

This land unit is envisioned to retain its existing land use pattern, with the western edge along Prosperity Avenue to provide a transition in scale between the more intense uses within the Merrifield Suburban Center and the nearby residential neighborhoods. The major circulation improvement within this land unit is a potential extension of Williams Drive to Hamaker Court or a direct connection to Prosperity Avenue. The purpose of this extension is to provide direct access between the Town Center Area and Prosperity Avenue. Another improvement needed is at the intersection of Arlington Boulevard/Williams Drive/Service Road to improve public safety. See the Transportation Section and Map, Figure 16, for more guidance on transportation improvements.

Guidance for evaluating development proposals is provided in the Area-Wide Recommendations under Land Use, Urban Design, Transportation, and Public Facilities/Infrastructure sections, as well as in the following specific sub-unit recommendations.

Sub-Unit G1

Sub-Unit G1 is located at the northwest quadrant of Gatehouse Road and Gallows Road and is planned and developed with the Luther Jackson Intermediate School. Any modification or expansion of the existing buildings should be consistent with guidelines for Existing Uses and Buildings in the Area-Wide Land Use section. In order to facilitate circulation within the surrounding areas, a road should be considered along the western edge of the school property that links Gatehouse Road to the Town Center area. This circulation improvement should be designed in such a way as to minimize impacts on the school. Any right-of-way needed from the school property should be replaced with additional land abutting the school to the north in a manner that allows for the continued long-term viability of the school. In addition, at such time as the abutting property in Sub-Units F1 or F2 should redevelop or modify existing development, consideration should be given to providing inter-parcel access with Sub-Units G1 to improve circulation in the area.

Height Limit: The maximum building height in this sub-unit is 50 feet. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit G2

Sub-Unit G2 is located at the northwest quadrant of Gallows Road and Arlington Boulevard and is bounded on the north by Gatehouse Road. This sub-unit is planned for and developed with retail use up to .20 FAR. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section in addition to the following guidelines.

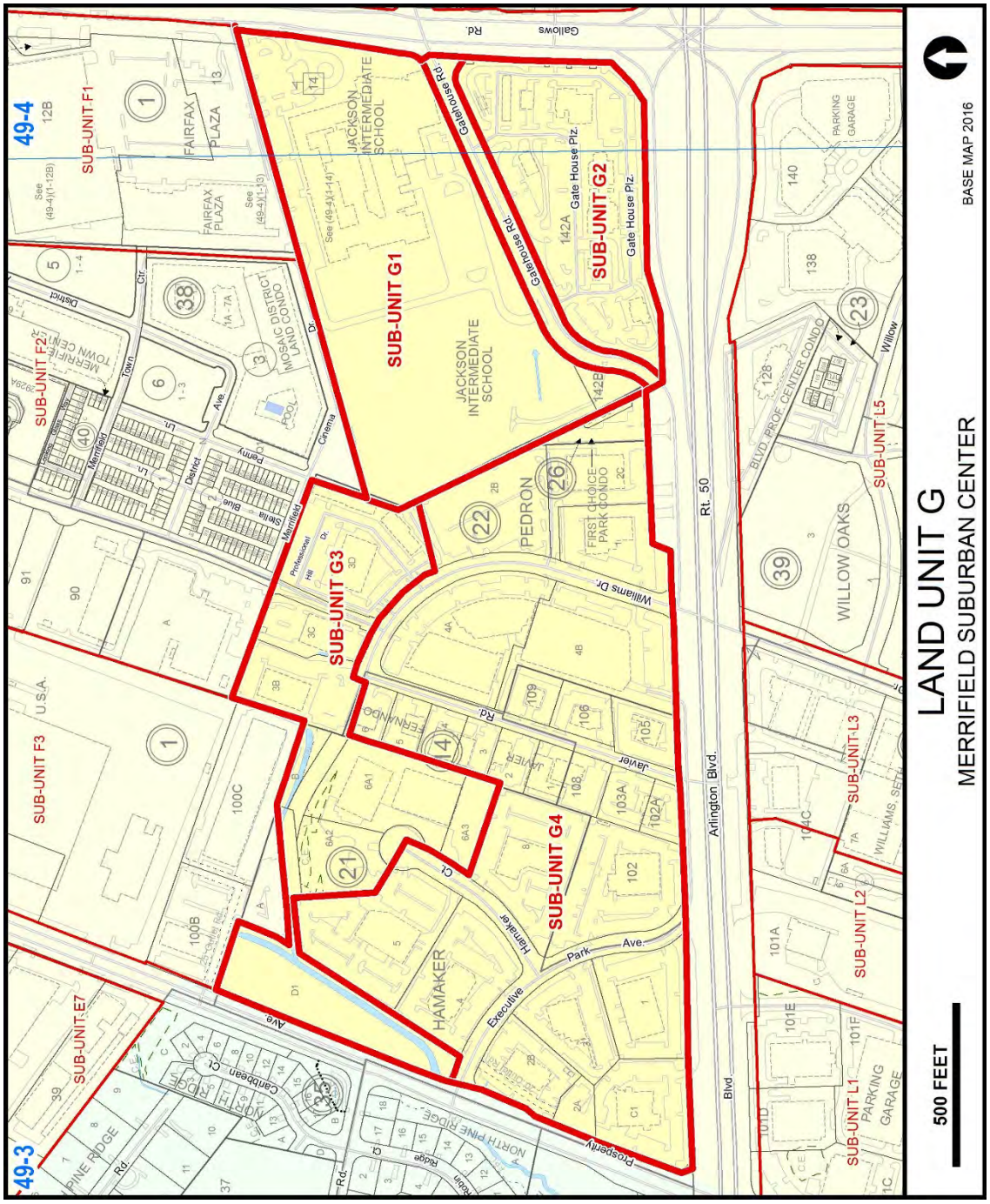

LAND UNIT G
MERRIFIELD SUBURBAN CENTER
500 FEET
BASE MAP 2016
SUB-UNIT G1
SUB-UNIT G2
SUB-UNIT G3
SUB-UNIT G4
SUB-UNIT F1
SUB-UNIT F2
SUB-UNIT F3
SUB-UNIT E7
SUB-UNIT L1
SUB-UNIT L2
SUB-UNIT L3
SUB-UNIT L5
JACKSON INTERMEDIATE SCHOOL
FAIRFAX PLAZA
MOSAIC DISTRICT LAND CONDO
PEDRON
FIRST CHOICE PARK CONDO
WILLOW OAKS
HAMAKER
PARKING GARAGE
Rt. 50
Arlington Blvd.
Gallows Rd.
Gallahouse Rd.
Gate House Plz.
Williams Dr.
Javier Rd.
Hanover Ct.
Executive Park Ave.
Prosperity Ave.
Willow
Town Ctr.
Merrifield Ave.
Pennsylvania Ave.
Cameron Ct.
Canbeam Ct.
North Pine Ridge Rd.
49-4
49-3

FIGURE 26

- Access to this site is limited to Gatehouse Road and the service drive along the side of Arlington Boulevard.

- The number of drive-through facilities are limited to four such facilities as follows: one for a bank, one for a service station with associated car wash and quick food service, and two for restaurants.

Height Limit: The maximum building height in this sub-unit is 50 feet. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit G3

Sub-Unit G3 is the northwestern portion of the Land Unit that is located east of Prosperity Avenue and west of Luther Jackson Intermediate School. The sub-unit is planned for office use up to .7 FAR. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section. Any new development on vacant land or redevelopment of existing buildings should provide road improvements as recommended under the Area-Wide Transportation section. These road improvements include the extension of Eskridge Drive to Williams Drive and a potential extension of Williams Drive to Hamaker Court or directly to Prosperity Avenue.

Options: As an option, the planned intensity for Parcel 49-3((21))D1 could be transferred to Parcels 49-3((21))6A1, 6A2, and 6A3 if Parcel D1 remains as open space or a park. This option is intended to provide a transition area between the more intense development within the Merrifield Suburban Center and the nearby residential areas, as well as provide an open space amenity for this area. Any development proposal under this option must meet all applicable Area-Wide guidelines, as well as provide for or contribute to the extension of Williams Drive to Hamaker Court or Williams Drive to Prosperity Avenue.

As an option, Parcel 49-3((22)3D, if redeveloped in conjunction with development in Sub-Unit F2, may develop at the same intensity and conditions as specified for Sub-Unit F2. This redevelopment option may occur only with the extension of Eskridge Drive to Williams Drive.

Height Limit: Adjacent to Prosperity Avenue, the maximum building height is 40 feet. In the remainder of the sub-unit, the maximum building height is 75 feet, with heights varying from 2 stories to 6 stories. When at least 2 levels of structured parking are provided under the building, either at or below grade, a height bonus of up to 20 feet (or a maximum height of 95 feet) is appropriate. The tallest buildings should be in the interior of the sub-unit, away from the residential areas. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit G4

Sub-Unit G4 is located at the northeast quadrant of Prosperity Avenue and Arlington Boulevard and is planned and developed with office use up to .7 FAR. Any modification, expansion, and/or reuse of the existing buildings should be consistent with the Existing Uses and Buildings Guidelines in the Area-Wide Land Use section. Any new development or redevelopment should provide for road improvements as recommended under the Area-Wide Transportation section.

Height Limit: Adjacent to Prosperity Avenue, the maximum building height is 40 feet. In the remainder of the sub-unit, the maximum building height is 75 feet, with heights varying from 2

stories to 6 stories. The tallest buildings should be in the interior of the sub-unit, away from the residential areas. See the Building Heights Map, Figure 8 and the Building Height Guidelines under the Area-Wide Urban Design section.

LAND UNIT H

Land Unit H consists of 106 acres and is bounded by Lee Highway on the north, I-495 on the east, Arlington Boulevard on the south, and Gallows Road on the west (see Figure 27). Existing development within this land unit consists of retail and public facility uses adjacent to Lee Highway; residential development adjacent to I-495, retail development at the corner of Arlington Boulevard and Gallows Road, and a mix of uses in the remainder consisting of two hotels, retail, office and some industrial.

The portion of this land unit that is south of Gatehouse Road is envisioned to remain similar to how it is currently develop. The northern portion, which is adjacent to Lee Highway, is envisioned to remain as developed with retail and public facility uses, unless the planned improvements at the Lee Highway and Gallows Road intersection substantially affects the retail use access; then redevelopment is envisioned. The interior portion is envisioned to continue to retain the existing uses, with vacant parcels and the area abutting Gallows Road envisioned to redevelop with a mix of commercial uses.

The major circulation improvements to this land unit are the extension of Gatehouse Road to connect with Hartland Road as a part of the Ring Road. Circulation improvements within the interior portion of the land unit are also planned to improve inter-parcel access. The major arterial improvements include the widening of Lee Highway and Gallows Road to six (6) lanes and the planned improvements at the intersection of these two roads.

Guidance for evaluating development proposals is provided in the Area-Wide Recommendations under Land Use, Urban Design, Transportation, and Public Facilities/Infrastructure sections, as well as in the following specific sub-unit recommendations.

Sub-Unit H1

Sub-Unit H1 is located at the southeastern quadrant of Lee Highway and Gallows Road and is planned for and developed with community-serving retail at existing intensities. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Option 1: The widening of Lee Highway and Gallows Road may significantly impact this sub-unit's access, making the continued use of this property for its current retail use not viable. Under this circumstance, redevelopment with a more urban retail center up to .4 FAR may be appropriate. Any development proposals under this option must meet all applicable Area-Wide guidelines:

- The retail center should include community-serving uses such as a grocery store, and not include freestanding and "drive-through" uses such as fast-food restaurants and car washes. Drive-through uses that are low traffic generators, such as financial institutions and drug stores, may be considered provided that the drive-through facility is integrated within a multi-tenant building and is designed in a manner that does not impact pedestrian access. Office uses could be a component of the center, if designed as an integral part of the

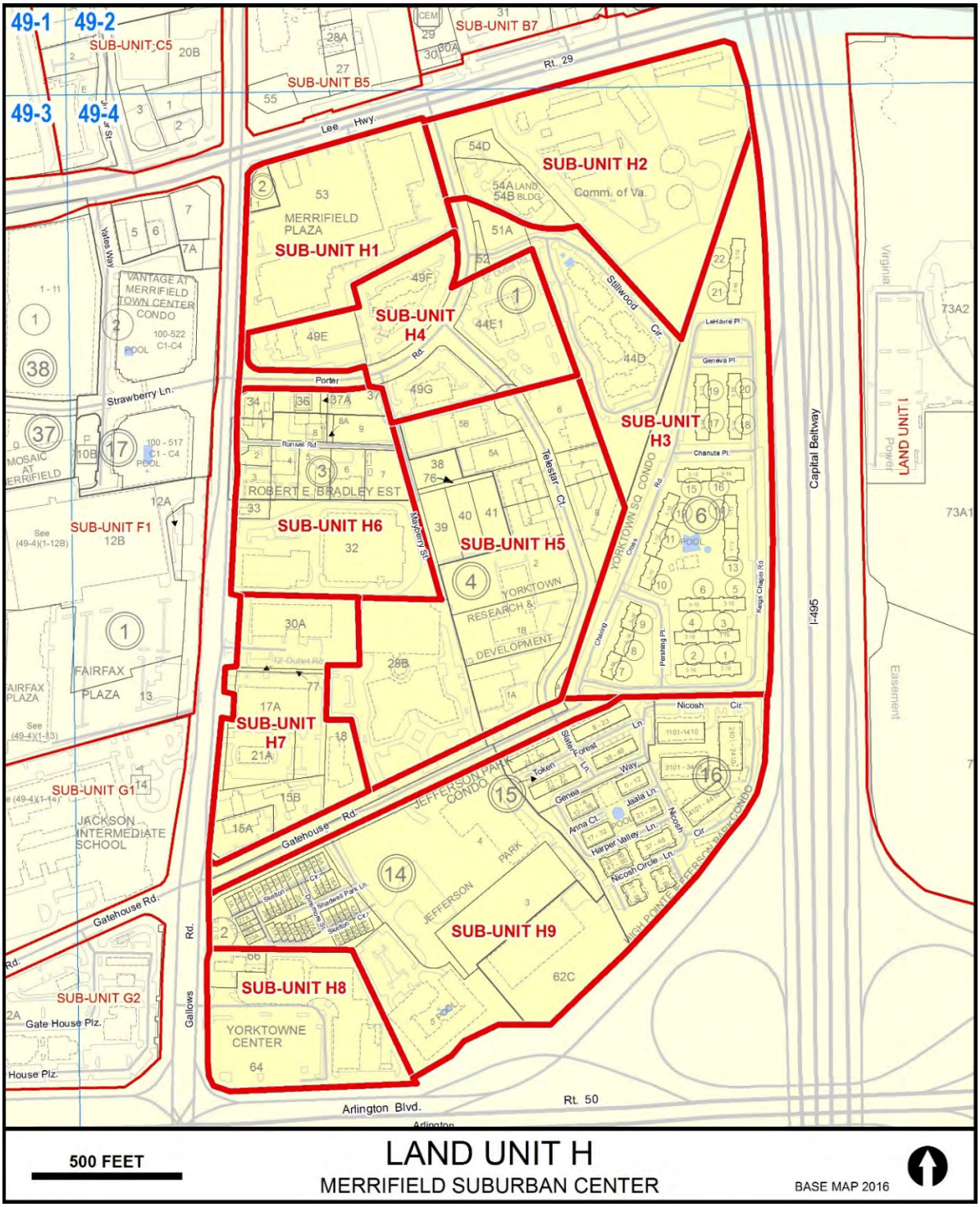

49-1
49-2
49-3
49-4
SUB-UNIT C5
SUB-UNIT B7
SUB-UNIT B5
Rt. 29
Lee Hwy.
SUB-UNIT H2
Comm. of Va.
MERRIFIELD PLAZA
SUB-UNIT H1
SUB-UNIT H4
VANTAGE AT MERRIFIELD TOWN CENTER CONDO
Strawberry Ln.
SUB-UNIT H3
YORKTOWN SQ. CONDO
Capital Beltway
I-495
LAND UNIT I
ROBERT E. BRADLEY EST
SUB-UNIT H6
SUB-UNIT H5
YORKTOWN RESEARCH & DEVELOPMENT
SUB-UNIT F1
FAIRFAX PLAZA
SUB-UNIT H7
SUB-UNIT G1
JACKSON INTERMEDIATE SCHOOL
JEFFERSON PARK CONDO
Gatehouse Rd.
SUB-UNIT H9
SUB-UNIT H8
SUB-UNIT G2
Gate House Plz.
YORKTOWNE CENTER
Gallows Rd.
Arlington Blvd.
Rt. 50
500 FEET
LAND UNIT H
MERRIFIELD SUBURBAN CENTER
BASE MAP 2016

FIGURE 27

development; and the office component does not exceed 50% of the development's gross floor area.

- Surface parking in the front yard (i.e., facing Gallows Road or Lee Highway) should be minimized and should be limited to convenience parking for retail (i.e., no more than two rows of parking). Any parking structures should be behind and/or under buildings.

- Primary access to this site should be from Porter Road, with limited secondary access from Lee Highway and Gallows Road.

Option 2: If the widening of Lee Highway and Gallows Road significantly impacts this property as mentioned under Option 1, a second redevelopment option should be for hotel use with retail and service uses up to .65 FAR. The hotel use may be appropriate if development proposals under this option address the guidance under Option 1, all applicable Area-Wide recommendations as well as the following:

- Retail and service uses should be designed as an integral part of a hotel and to serve the needs of the hotel as well as the surrounding area.

Height Limit: Under the redevelopment options, maximum building height is 95 feet when development is not integrated with structured parking. In order to encourage structured parking to be located under buildings, a height bonus of up to 20 feet (or a maximum height of 115 feet) is appropriate when at least 2 levels of structured parking are provided under the building, either at or below grade. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit H2

This sub-unit is located south at Lee Highway and west of I-495 and is developed with governmental and institutional uses that include the Virginia Department of Transportation maintenance facility/storage yard and a telecommunications tower. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section. In order to facilitate circulation within the surrounding areas, Hartland Road should be extended south through this Sub-Unit and be connected to Gatehouse Road as recommended under the Area-Wide Transportation section. Should the existing VDOT maintenance facility/storage yard be relocated or redesigned to utilize less of the property, this area may be appropriate to develop as a park or with a cultural use, or for other community-serving institutional/governmental uses.

Height Limit: The maximum building height in this sub-unit is 50 feet, with the exception of the Telecommunications Tower. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit H3

This sub-unit is located west of I-495 and south of Sub-Unit H2 and is planned for and developed with residential use at 16 to 20 dwelling units per acre. This sub-unit contains the Yorktown Square Condominiums and Merrifield Commons. Any modification, expansion, and/or reuse of the existing use should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Option 1: As an option, the existing Yorktown Square Condominiums [Tax Map 49-4((6))] may be appropriate to redevelop as mid- to high rise multifamily residential use (i.e., 6 stories and above) at 30-40 dwelling units per acre. Any development proposals under this option must address all applicable Area-Wide recommendations as well as the following:

- Any residential development should provide affordable dwelling units on-site or as indicated under the Land Use Guidelines in the Area-Wide Land Use Section.

- Any residential development should create a viable living environment by providing recreation and other amenities for the residents.

- In order to facilitate circulation within the surrounding areas, Hartland Road should be extended south through this Sub-Unit, adjacent to I-495, and be connected to Gatehouse Road as recommended under the Area-Wide Transportation section. This road should be designed in a manner that parallels I-495 and should provide, at a minimum, a 35-foot vegetative buffer area between the road and the future I-495 sound wall to minimize visual impact of the noise wall on future residents.

- Noise attenuation measures should address noise impacts of I-495 upon housing development, which, in addition to a noise wall, may include site design approaches such as locating parking structures and recreation amenities adjacent to I-495, as well as locating the extension of Hartland Road adjacent to I-495.

Option 2: If the widening of I-495 and the provision of the Hartland/Gatehouse Road extension makes the residual property unsuitable for redevelopment with residential use, the residual property may be appropriate for use as a public park or for governmental and institutional uses.

Height Limit: Under the base Plan, the maximum building height in this sub-unit should be 50 feet. Under the redevelopment option, maximum building height is 75 feet when development is not integrated with structured parking. When structured parking is located under buildings, a height bonus of up to 20 feet (or a maximum height of 95 feet) is appropriate when at least 2 levels of structured parking are provided under the building, either at or below grade. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit H4

This sub-unit is located east of Gallows Road, south of the Sub-Unit H1 and is planned for and developed with a mix of retail, hotel and office use up to .7 FAR. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Height Limit: The maximum building height in this sub-unit is 75 feet. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit H5

This sub-unit is located north of Gatehouse Road and includes the property along Telestar Court and is planned for and developed with office and warehouse uses up to .5 FAR, except Parcel 49-4((1)) 28B, which is developed at a 1.0 FAR. Development of the remaining vacant parcels within this sub-unit for office up to .5 FAR may be appropriate if improved inter-parcel access as well as other improvements that increase circulation within this Sub-Unit and Sub-Unit H6 are

provided and all applicable Area-Wide recommendations are met. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Height Limit: The maximum building height within this sub-unit is 50 feet, with the exception of the building located on Parcel 49-4((1)) 28B, which is approximately 85 feet. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit H6

This sub-unit fronts on Gallows Road and is bounded by Porter Road on the north. The sub-unit is planned for and developed with community-serving retail use up to .25 FAR, except for the church and vacant parcels located directly east of the church. The church may be appropriate for expansion provided that all applicable Area-Wide recommendations are met. Should the church relocate, development of the church property and adjacent vacant properties for office use at .5 FAR may be appropriate if improved inter-parcel access as well as other improvements that increase circulation within this Sub-Unit and Sub-Unit H5 are provided and all applicable Area-Wide recommendations are met. Development of the remaining vacant parcels within this sub-unit for office up to .5 FAR may be appropriate if improved inter-parcel access as well as other improvements that increase circulation within this sub-unit and Sub-Unit H5 are provided and all applicable Area-Wide recommendations are met. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Height Limit: Under the development options, the maximum building height is 50 feet. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit H7

This sub-unit is bounded by Gallows Road and Gatehouse Road and is developed with a mini-warehouse use and retail uses such as restaurants and auto repair/service uses. These uses are planned to remain at current intensities. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Option: As an option, redevelopment within this sub-unit to more intense retail and mini-warehouse uses up to .7 FAR may be appropriate if development proposals under this option address all applicable Area-Wide recommendations as well as the following:

- Development applications should provide a minimum consolidation of 2.5 contiguous acres that does not preclude the provision of future coordinated development plans with abutting properties. Coordinated development plans should encompass at minimum of 2.5 contiguous acres. Any development proposal should be consistent with the Land Use Guidelines for Consolidation and Coordinated Development in the Area-Wide Land Use section, which in part indicates that a proposal must demonstrate that any unconsolidated parcels are able to develop in conformance with the Plan.

- Any development proposal should provide for inter-parcel access between uses to reduce the number of vehicles entering and exiting to and from Gallows Road. In addition, development proposals in this sub-unit should provide access from Gallows Road and

Gatehouse Road; however, if access to both Gatehouse Road and Gallows Road is not provided, the development proposal should not preclude a future connection for subsequent development proposals. In addition, any development proposal should reduce the number of access points on Gallows Road.

- Design of the commercial uses should have a more urban orientation and character. This redevelopment could include the replacement of existing drive-through uses, provided these uses are designed in a manner to create a more pedestrian-oriented environment. See the Urban Design Section of the Area-Wide Land Use Section for applicable guidance.

- Peak-hour traffic generation of the proposed uses should be similar to or less than the existing uses.

Height Limit: The maximum building height in this sub-unit is 50 feet. Any buildings over one (1) story in height should be designed with an office appearance. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit H8

Sub-Unit H8 is located at the northeast quadrant of Gallows Road and Arlington Boulevard and is planned for and developed with neighborhood-serving retail at current intensities. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Height Limit: The maximum building height in this sub-unit is 50 feet. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit H9

Sub-Unit H9 is located in the northwestern quadrant of I-495 and Arlington Boulevard and is planned for and developed with mixed-uses including residential, hotel and office uses. The residential component is planned for 20-30 dwelling units per acre, with a total of 330 dwelling units. The nonresidential component is planned for up to 1.0 FAR which includes a hotel with 120,000 square feet, and office with a total of 709,000 square feet. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Height Limit: The maximum building height is 50 feet, except for the portion of this land unit planned for office use, where the maximum building height should be 75 feet when development is not integrated with structured parking. In order to encourage structured parking to be located under office buildings, a height bonus of up to 30 feet (or a maximum height of 105 feet) is appropriate when at least 3 levels of structured parking are provided under the building, either at or below grade. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

LAND UNIT I

Land Unit I is comprised of approximately 186 acres and is located east of I-495, bounded by Lee Highway and Arlington Boulevard (see Figure 28). Existing development consists of residential use in the northern and eastern portion, office and industrial uses in the southern

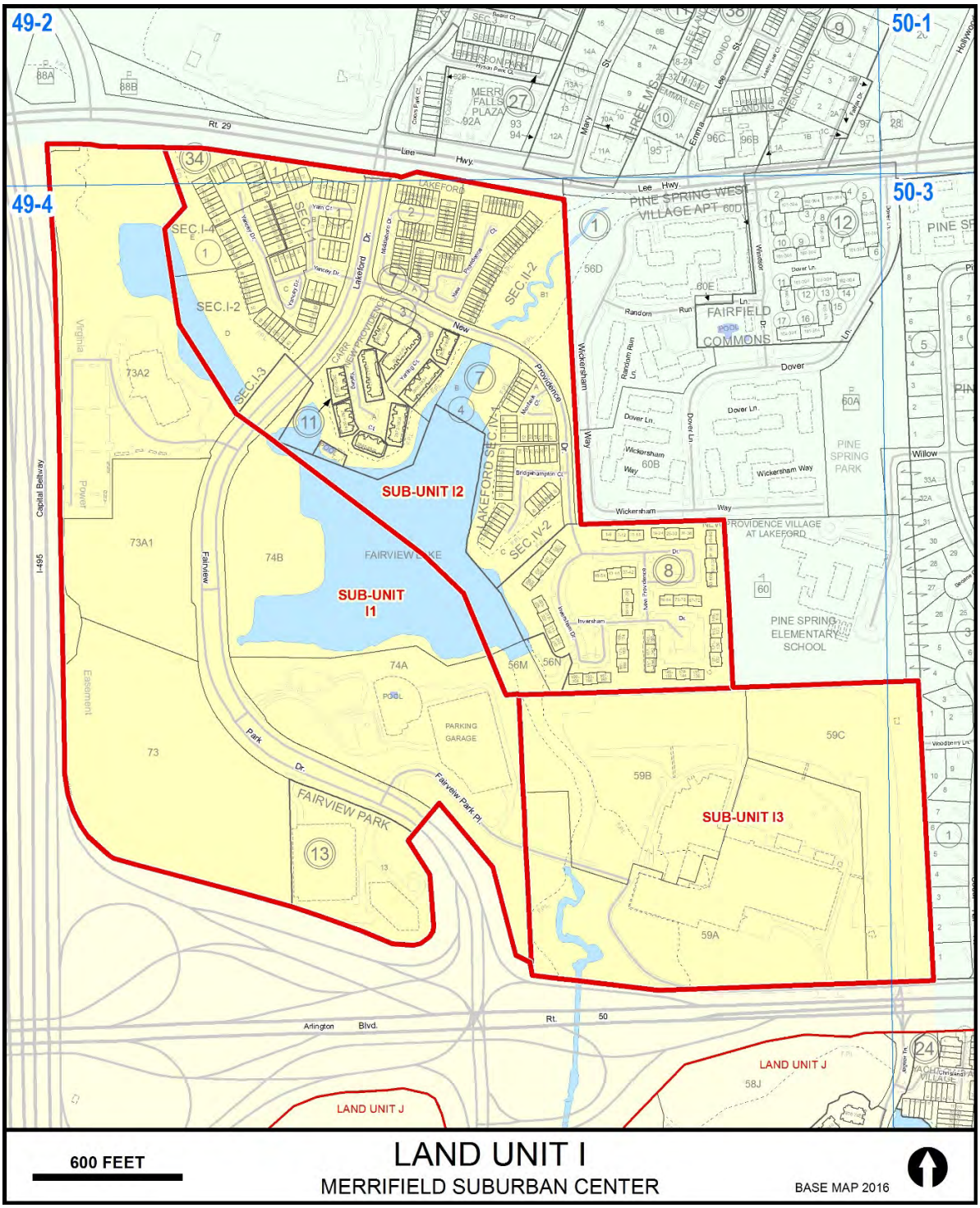

49-2
50-1
49-4
50-3
SUB-UNIT I2
SUB-UNIT I1
SUB-UNIT I3
FAIRVIEW LAKE
FAIRVIEW PARK
PINE SPRING WEST VILLAGE APT
FAIRFIELD COMMONS
PINE SPRING PARK
PROVIDENCE VILLAGE AT LAKEFORD
PINE SPRING ELEMENTARY SCHOOL
MERRI FALLS PLAZA
LAKEFORD
LAND UNIT J
LAND UNIT J
Rt. 29
Lee Hwy.
Arlington Blvd.
Rt. 50
I-495
Capital Beltway
600 FEET
LAND UNIT I
MERRIFIELD SUBURBAN CENTER
BASE MAP 2016

FIGURE 28

portion and undeveloped land and office in the western portion, abutting I-495. This land unit includes the Holmes Run Environmental Quality Corridor which is preserved as permanent private open space.

This land unit's developed portions are envisioned to remain, with the undeveloped portion to infill primarily with office buildings. Major road improvements such as the construction of Fairview Park Drive and intersection improvements at Lee Highway and Arlington Boulevard were completed with the first phase of development within this Land Unit.

Guidance for evaluating development proposals is provided in the Area-Wide Recommendations under the Land Use, Urban Design, Transportation, and Public Facilities/Infrastructure sections, as well as in the following specific sub-unit recommendations.

Sub-Unit I1

Sub Unit I1, which is bounded by Fairview Lake on the east and I-495 on the west, is planned for office use and retail uses. The office component is limited to 1.7 million square feet. The retail and accessory uses are limited to 50,000 square feet. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section and any new construction should address the following guidance:

- The retail and accessory uses, such as day care, restaurant, and service uses, may be integrated within the office buildings, or a portion of the retail and accessory uses could be developed as a small retail center. The retail center should be located adjacent to the western side of Fairview Lake between the lake and Fairview Park Drive and should have a minimum of 25,000 square feet. If a retail center is developed, institutional uses are encouraged to be located in this center. Drive-through uses that are low traffic generators, such as financial institutions and drug stores, may be considered provided that the drive-through facility is integrated within a multi-tenant building and is designed in a manner that does not impact pedestrian access. Other drive-through uses are inappropriate.

- If institutional/governmental uses are incorporated into the development, additional intensity may be appropriate if the institutional/governmental use generates no more peak-hour traffic than the planned office development and if development is consistent with the Area-Wide guidance.

- Office buildings should provide structured parking in order to preserve the maximum amount of undisturbed open space. Any surface parking should be buffered through berms and/or landscaping.

- A trail circulation system should be constructed through the office park.

<u>Height Limit:</u> The area immediately adjacent to I2 is part of the Holmes Run Environmental Quality Corridor and Fairview Lake, which should remain as permanent private open space. For the area immediately to the west of the permanent open space, heights should be no more than 7 to 8 stories or 130 feet. In the remainder of the sub-unit, the maximum building height is 15 stories or approximately 180 feet, with tallest buildings oriented to Arlington Boulevard and I-495. The height concept for this area is to have height decrease toward the northern and eastern edges of the sub-unit.

If a retail center is located adjacent to the west side of Fairview Lake, office buildings located in the southwestern portion of this sub-unit, between I-495, Fairview Park Drive and Arlington Boulevard, may be considered for a height increase of up to 18 stories or approximately 230 feet provided that the parking is an integral part of the office development and additional open space above the current approved development plan is provided. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit I2

Sub-Unit I2 is located east of Sub-Unit I1 and bounded by Lee Highway on the north and is planned for and developed with residential use at up to 8-12 dwelling units per acre. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Height Limit: The maximum building height in this sub-unit is 40 feet. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit I3

Sub-Unit I3 is bounded by Arlington Boulevard on the south, Pine Spring subdivision on the east, Pine Spring Elementary School on the north and sub-unit L1 on the west, and is planned for and developed with a mix of office and industrial uses up to .4 FAR. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section, and retain existing buffer areas to the adjacent residential development.

Height Limit: The maximum building height in this sub-unit is 40 feet. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

LAND UNIT J

Land Unit J is approximately 178 acres and is located at the southeastern quadrant of Arlington Boulevard and I-495 (see Figure 29). Existing development consists of a mix of office, hotel and support retail uses on the western portion of the land unit and residential and institutional uses located on the eastern portion of the land unit. In addition, the Holmes Run Environmental Quality Corridor, which runs through the middle of this land unit, is preserved as private and public open space.

This land unit is envisioned to remain as developed, with the remaining undeveloped parcels to develop with office uses. The southern and eastern portions of this land unit provide a transition between the more intense uses and adjacent low intensity single-family development. This transition is provided along the southern perimeter of the site through the retention of a substantial open space buffer of no less than 250 feet which consists of existing tree cover and additional landscaping, a portion of which may be needed for stormwater management. Parkland associated with Holmes Run stream valley and the Providence District Recreation Center provides the transition area along the eastern perimeter of the land unit.

Major transportation improvements, such as the construction of Fairview Park Drive and intersection improvements at Arlington Boulevard, have been completed with the development of this land unit.

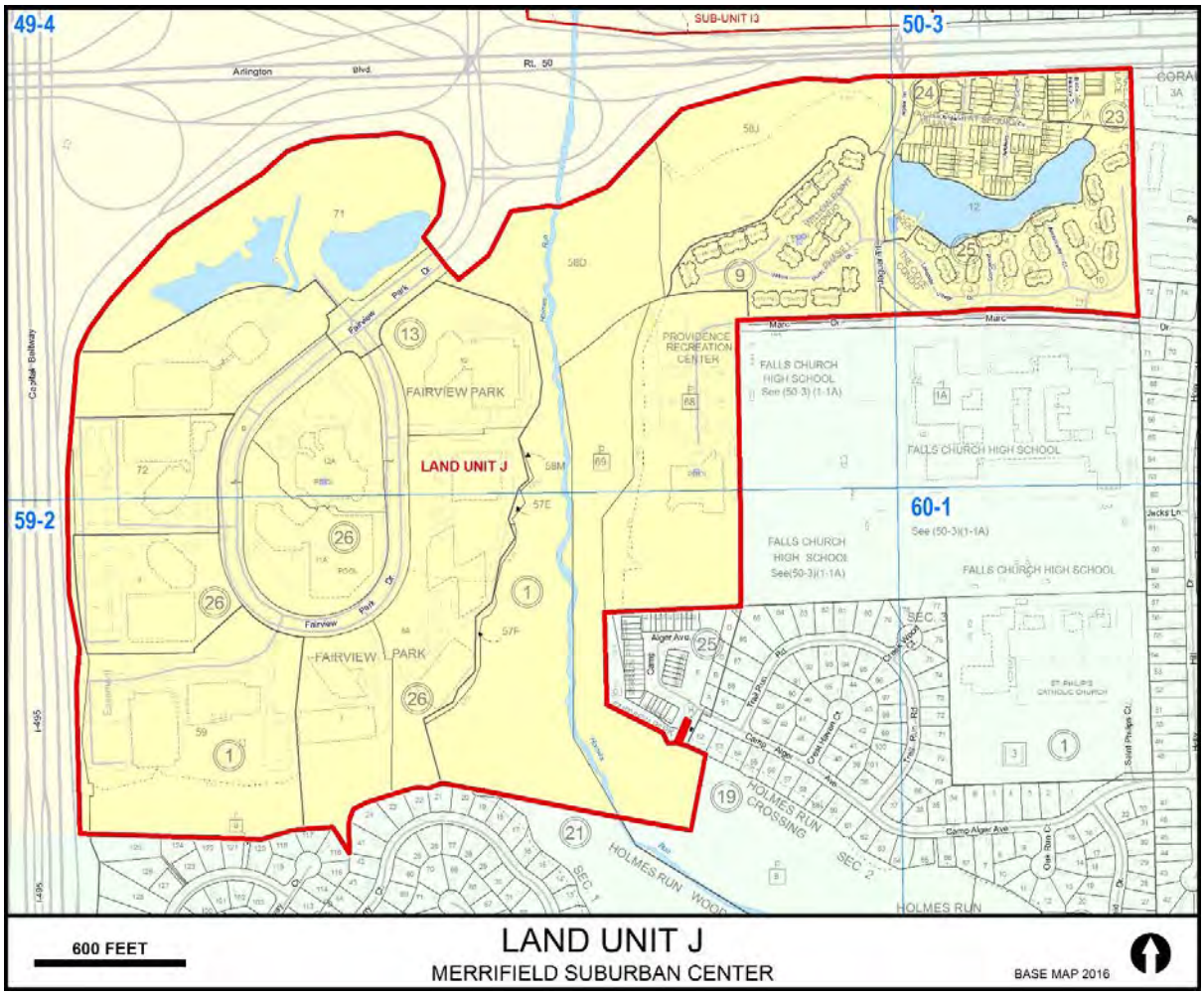

49-4
50-3
59-2
60-1
SUB-UNIT I3
Arlington Blvd.
Rt. 50
LAND UNIT J
FAIRVIEW PARK
PROVIDENCE RECREATION CENTER
FALLS CHURCH HIGH SCHOOL
See (50-3) (1-1A)
See (50-3)(1-1A)
HOLMES RUN CROSSING
HOLMES RUN
Cedar Ridge Bailway
I-495
600 FEET
LAND UNIT J
MERRIFIELD SUBURBAN CENTER
BASE MAP 2016

FIGURE 29

Guidance for evaluating development proposals is provided in the Area-Wide Recommendations under the Land Use, Urban Design, Transportation, and Public Facilities/Infrastructure sections, as well as in the following specific Land Unit recommendations.

Land Use

- The 178-acre southeastern quadrant of the I-495/Route 50 interchange should be consolidated for the purpose of development of an employment center and related uses, and for residential development.

- Nonresidential uses should be limited to that portion of the site west of Holmes Run stream valley. The site design of the nonresidential portion of the quadrant should have substantial landscaped open space provided throughout the site and particularly to the south to eliminate any impact upon nearby stable residential communities. At least 35 percent of the area west of the Holmes Run stream valley should be preserved as landscaped open space.

- Underground or multilevel structured parking is encouraged to preserve the maximum amount of undisturbed open space.

- The Holmes Run stream valley should be preserved as a stream valley park in accordance with the county's adopted stream valley policy.

- In order to limit its impact on the surrounding residential communities acknowledging the capacity of the Arlington Boulevard /I-495 road network with improvements as noted in the transportation section which follows, any proposal for an employment center on the southeastern quadrant of the I-495/Arlington Boulevard interchange should have no more than 2.25 million square feet of nonresidential development on the area west of Holmes Run stream valley. The nonresidential development should consist of 1.9 million square feet of office space, 50,000 square feet of retail commercial space and a hotel. As an option, residential space for up to 250 dwelling units may be substituted for approved nonresidential gross floor area.

- That portion of the quadrant east of Holmes Run, north and northwest of Falls Church High School is planned for residential development not to exceed 400 dwelling units. Residential uses in this area should be limited to three stories in height.

- Approximately 3 to 5 acres of parkland should be provided (preferably contiguous to the Providence District Recreation Center) to serve the future residents of this site.

- Hotel/motel uses should be internal to the site and be integrated with the design and layout of the site.

- Retail commercial uses should be provided to service primarily the demand for other nonresidential uses on the site and integrated with the overall design and layout of the site.

- A substantial open space buffer of no less than 250 feet, with 300 feet desirable, consisting of the existing tree cover and supplemented with additional landscaping should be provided along the southern perimeter of the site to eliminate an adverse visual impact upon the detached single-family residences to the south of the site. This buffer should be dedicated to the county, if appropriate, and maintained in its natural state. It is understood that a portion of this area may be needed for stormwater management.

- The height of all structures in the southern portion of the site should be limited to six stories so as to be visually unobtrusive to the stable low density residential communities to the south and east of the site.

- The provision of lighting on the site and its structures should be visually unobtrusive to and compatible with all nearby residences and adjacent communities. As a general rule, parking lot lighting should not exceed 13 feet in height.

- The small tract immediately south of the Route 50 corridor located off of Black Hickory Drive is recommended for residential development to occur at the lower end of the proposed density range (8 dwelling units per acre) and development should be buffered from Arlington Boulevard. No direct access should be provided to Arlington Boulevard.

Transportation

- Vehicular access for planned nonresidential uses should be separate from access provided for residential uses to the east of the Holmes Run stream valley. Specifically nonresidential uses should access the site from Route 50 only, and such access should be located west of Holmes Run stream valley. Vehicular access to residential uses in the northern portion of the site (north and northwest of the Falls Church High School) should be via Jaguar Trail, while vehicular access to residential uses in the southeastern portion of the site should all be via Camp Alger Avenue. Jaguar Trail, Marc Drive and Camp Alger Avenue should be improved as necessary to accommodate the additional residential traffic from this site. Camp Alger Avenue should not connect with Marc Drive to the north; nor cross the Holmes Run stream valley.

- No on-site vehicular circulation across the Holmes Run stream valley should be permitted.

- Any developer under this option should abide by existing covenants running with the land to neighboring civic associations, which covenants prohibit vehicular access to residential communities south and east of the site.

- In addition to the conditions stated above, all proposals for vehicular access to this site should meet with the approval of Fairfax County and the Virginia Department of Transportation and the Federal Highway Administration, as appropriate. It is imperative that any vehicular access design for this land unit should be compatible with a solution for vehicular access to both the northeastern and the southeastern quadrants. The primary basis of review should be the impact of the proposal on (a) the safe and efficient operation of Arlington Boulevard and I-495, and (b) the level of service on Arlington Boulevard, I-495, and the ramps of the Arlington Boulevard/I-495 interchange. In particular, the level of land use activity planned under this option is conditional upon the provision by the developer(s) of all transportation improvements and transportation strategies (e.g., carpools, van pools, mass transit use) deemed necessary by Fairfax County, and the Virginia Department of Transportation and the Federal Highway Administration, as appropriate, to accommodate the level of traffic generated by each phase of the development of this site. A traffic-monitoring program should be undertaken and maintained by the developer to ensure the effectiveness of the transportation strategies.

- The implementation of these transportation improvements and strategies is to be phased such that the site is adequately served during all stages of development without adversely affecting the safe and efficient operation of Arlington Boulevard and I-495.

- Arlington Boulevard should not be designed to exceed six through lanes east of Jaguar Trail.

Environment

- The Holmes Run stream valley should all be preserved as a stream valley park under the provisions of the county's adopted stream valley policy and protected from adverse impact both during and after the development of the site.

- Non-vehicular access to and through the Holmes Run stream valley should be provided via this site.

- A substantial portion of the existing tree cover should be preserved as a natural open space screen and buffer, particularly along the periphery with I-495 and Arlington Boulevard.

- In order to control stormwater runoff from this site, any development proposal must include a stormwater management plan, which meets the requirements and objectives of Fairfax County for stormwater management in the Upper Holmes Run watershed. The prospective developer(s) should provide for the control of any post-development peak discharge in excess of the pre-development peak discharge. In addition, the utilization of Best Management Practices (BMP) is strongly encouraged.

- All federal, state and local air and noise standards should be strictly complied with as a result of development on this site.

Height Limit: For the northern and western portions this land unit, the maximum building height should be 15 stories or approximately 180 feet. For the area to the east and south of Fairview Park Drive, heights should be no more than 7 to 8 stories or 130 feet. To the south of the 130-foot area, building heights should vary with buildings no more than 75 feet or 6 stories. Along the southernmost perimeter of this land unit, a substantial open space buffer should be provided of no less than 250 feet, with 300 feet desirable. In addition to permanently preserving this open space buffer area, the Holmes Run Stream Valley, which runs between the office development on the west and the residential development on the east, should be preserved as permanent open space. The eastern portion of this land unit, which has developed with residential use, the maximum building height is 40 feet (or 3 stories). See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

LAND UNIT K

Land Unit K is approximately 130 acres, is located at the southwestern quadrant of Arlington Boulevard and I-495, and is planned for office use up to 1.75 million square feet (see Figure 30). This land unit is envisioned to remain as developed, with some additional office potential yet to be built. This land unit includes tributaries to Holmes Run and large treed areas adjacent to I-495, both of which are preserved as private open space.

Guidance for evaluating development proposals is provided in the Area-Wide Recommendations under Land Use, Urban Design, Transportation, and Public Facilities/Infrastructure sections, as well as in the following specific land unit recommendations.

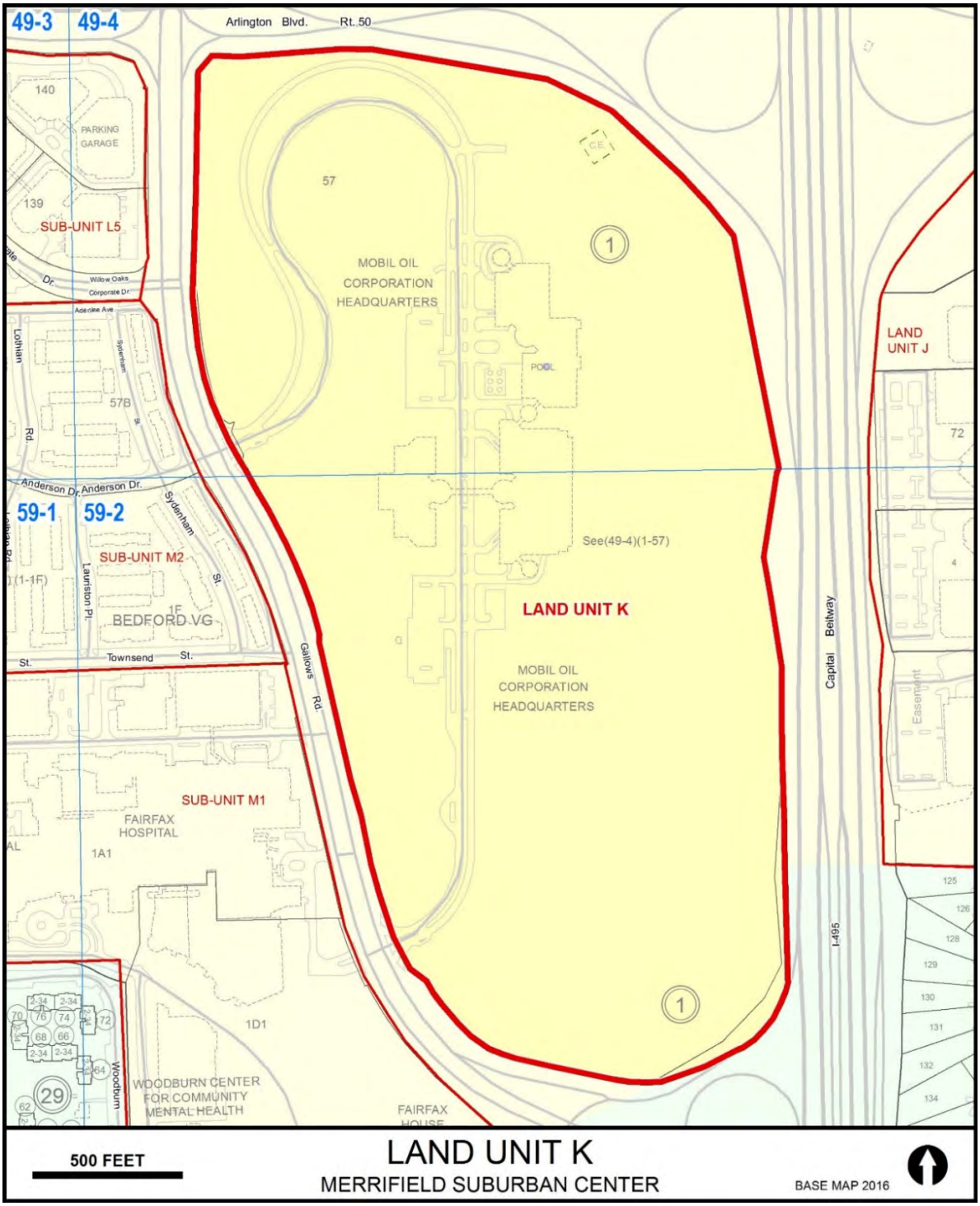

49-3
49-4
Arlington Blvd.
Rt. 50
140
PARKING GARAGE
139
SUB-UNIT L5
57
MOBIL OIL CORPORATION HEADQUARTERS
POOL
LAND UNIT J
72
57B
Anderson Dr.
59-1
59-2
SUB-UNIT M2
BEDFORD VG
1F
See(49-4)(1-57)
LAND UNIT K
MOBIL OIL CORPORATION HEADQUARTERS
Townsend St.
Gallows Rd.
Capital Beltway
I-495
SUB-UNIT M1
FAIRFAX HOSPITAL
1A1
1D1
WOODBURN CENTER FOR COMMUNITY MENTAL HEALTH
FAIRFAX HOUSE
500 FEET
LAND UNIT K
MERRIFIELD SUBURBAN CENTER
BASE MAP 2016

FIGURE 30

Land Unit K is planned and developed with office use up to .35 FAR. Development is limited to 1.75 million square feet of office and may include accessory uses such as day care, restaurants and services to serve the buildings' tenants. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section, with any new office structures retaining the substantial vegetative buffer and screening areas.

Height Limit: The maximum building height is 180 feet. Open space should be preserved on this site to include the environmentally sensitive areas associated with branches of Holmes Run, as well as mature stands of trees along Gallows Road and Arlington Boulevard which screen and buffer the office development from Bedford Village. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

LAND UNIT L

Land Unit L is approximately 64 acres and is located south of Arlington Boulevard between Prosperity Avenue and Gallows Road (see Figure 31). Existing development within this land unit is predominantly office and institutional uses.

This land unit is envisioned to remain as developed for the most part and infill mostly with additional office development. Since most of the southern edge of the land unit is a transition area, both intensities and building heights are intended to decrease adjacent to the residential area to the south. In addition, substantial buffers and screening should be provided along this southern boundary.

The major transportation improvements within this land unit include interparcel access that connects Pennell Street to the Arlington Boulevard service road. Another opportunity for better circulation within this land unit is the extension of the service road along Arlington Boulevard to Sub-Unit L1. (See Area-wide Transportation section for additional guidance.)

Guidance for evaluating development proposals is provided in the Area-Wide Recommendations under the Land Use, Urban Design, Transportation, and Public Facilities/Infrastructure sections, as well as in the following specific sub-unit recommendations.

Sub-Unit L1

Sub-Unit L1 is located at the southeastern quadrant of Prosperity Avenue and Arlington Boulevard and is planned for and developed with office use up to .65 FAR. Development proposals should be consistent with applicable Area-Wide recommendations as well as the following guidance:

- A landscape buffering and screening area of at least 70 feet should be provided on the southern portion of the sub-unit adjacent to residential development. Within the buffer area, existing mature trees should be retained and additional supplemental plantings should be provided to ensure adequate screening. In addition, any parking structure should be located approximately 130 feet from the southern property line.

    - A service drive should be provided along a portion of Arlington Boulevard that is designed in a manner that provides interparcel access from this sub-unit to the east.

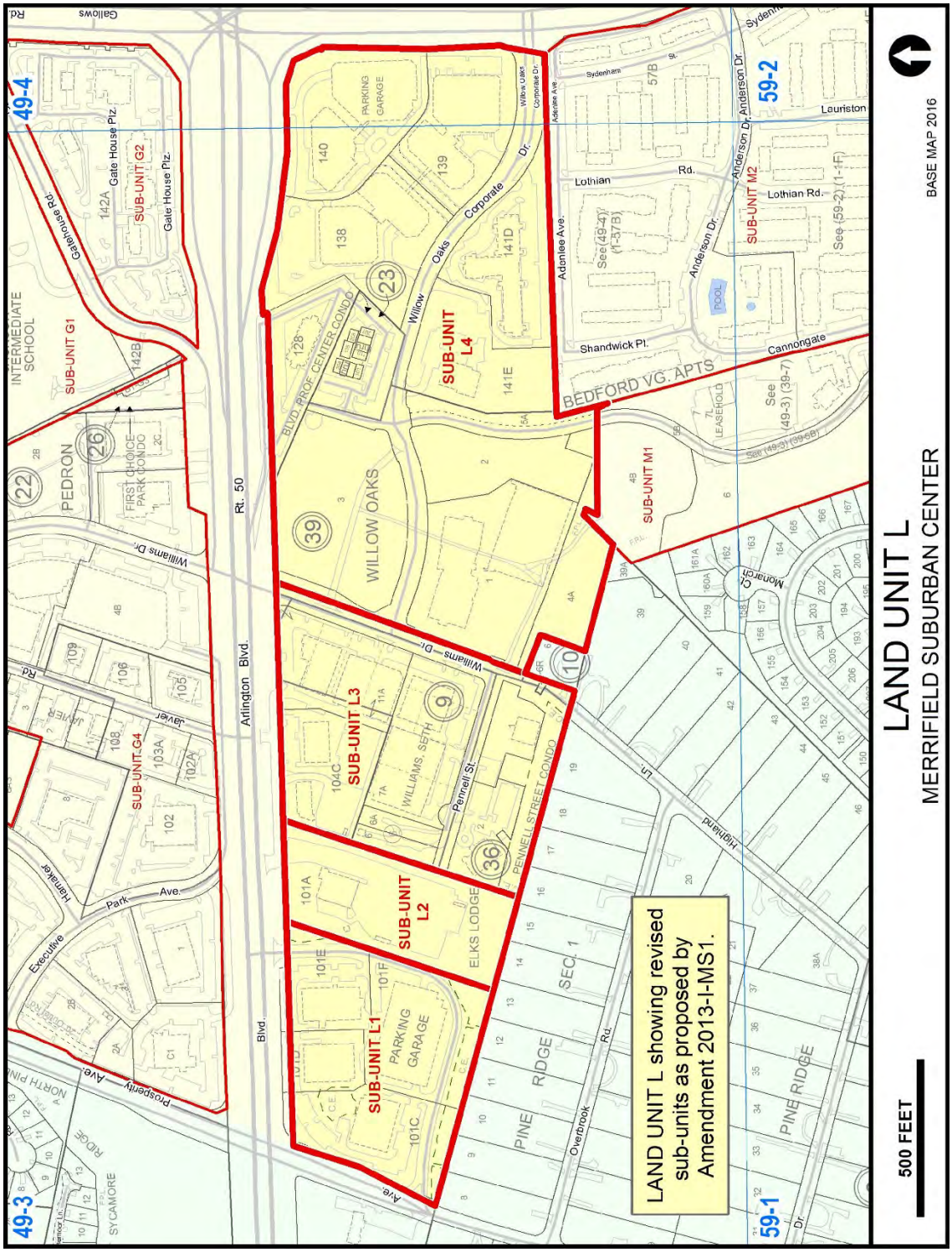

LAND UNIT L
MERRIFIELD SUBURBAN CENTER
BASE MAP 2016
500 FEET
LAND UNIT L showing revised sub-units as proposed by Amendment 2013-I-MS1.
SUB-UNIT L1
SUB-UNIT L2
SUB-UNIT L3
SUB-UNIT L4
SUB-UNIT M1
SUB-UNIT M2
SUB-UNIT G1
SUB-UNIT G2
SUB-UNIT G4
49-4
49-3
59-2
59-1
Rt. 50
Arlington Blvd.
Gallows Rd.
Gatehouse Rd.
Gate House Plz.
Williams Dr.
Willow Oaks Corporate Dr.
Adenlee Ave.
Anderson Dr.
Lauriston
Lothian Rd.
Shandwick Pl.
Cannongate
Sydenham
Pennell St.
Highland
Overbrook Rd.
Prosperity Ave.
Park Ave.
Hanker
Executive
Moncan Ct.
INTERMEDIATE SCHOOL
PEDRON
FIRST CHOICE PARK CONDO
WILLOW OAKS
BLVD. PROF. CENTER CONDO
PARKING GARAGE
WILLIAMS, SETH
PENNELL STREET CONDO
ELKS LODGE
BEDFORD VG. APTS
POOL
PINE RIDGE SEC. 1
NORTH PINE RIDGE
SYCAMORE

FIGURE 31

- Access from Prosperity Avenue should be limited and designed allowing only right turns exiting the sub-unit.

Height Limit: The maximum building height in this sub-unit is 75 feet. The tallest buildings should be in adjacent to Arlington Boulevard, away from the residential areas. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit L2

Sub-Unit L2 is located east of Sub-Unit L1 and south of Arlington Boulevard, and consists of Parcel 49-3((1))101A, which is developed and planned with institutional use. Any expansion of existing institutional use or new institutional use up to .15 FAR should retain a substantial vegetative buffer area (i.e., a minimum of 75 feet in width) adjacent to the residential area to the south. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section. As an option, if Parcel 101A consolidates with Parcels 49-3((9))6 and 6A in Sub-Unit L3, office use up to .4 FAR may be appropriate.

Under the above option, all applicable Area-wide recommendations should apply as well as the following guidelines:

- Development proposals in this sub-unit should provide for interparcel access that connects Pennell Street to the Arlington Boulevard service road. In addition, any development proposal should provide for the extension of the service road along Arlington Boulevard between Sub-units L1 and L2.

- At a minimum, a 75-foot wide landscape buffer and screening area with a 6-foot solid barrier wall or solid barrier fence should be provided adjacent to the Pine Ridge subdivision. The solid barrier wall or solid barrier fence should be sited to preserve mature trees and should be placed where it will most effectively screen the proposed use from the first floor level of the dwelling units in the Pine Ridge Subdivision, with preference for the wall to be located in the northern portion of the buffer area. For buffer area, clearing or grading should be minimized and additional supplemental plantings should be provided to ensure adequate screening.

- Support retail and service uses should be provided and integrated within the office buildings to serve the needs of the tenants, as well as the surrounding area.

- Development should be designed with parking structures behind and/or under buildings.

- Drive-through commercial facilities are not appropriate on property fronting or having direct access to Pennell Street.

- Lighting and signs should be designed and located to minimize visual impacts on the adjacent Pine Ridge Community. For instance, parking lot lights should be directed towards Arlington Boulevard, away from the Pine Ridge community.

Height Limit: The maximum building height in this sub-unit is 75 feet. The tallest buildings should be adjacent to Arlington Boulevard, away from the residential areas. Building heights within 130 feet of the adjacent residential area should be limited to 35 feet. See the Building

Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit L3

Sub-Unit L3 is located to the east of Sub-Unit L2, is bounded by Route 50 on the north, Williams Drive on the east, and the Pine Ridge subdivision to the south. This Sub-Unit is planned for office uses with support retail and service uses. The area south of Pennell Street between Sub-Unit L2 and Williams Drive is planned for and developed with office use up to .25 FAR. Parcels 49-3((9))6 and 6A, if consolidated with each other, are planned for office use up to .25 FAR; without consolidation of the two parcels, office use should not exceed .15 FAR. Parcel 49-3((1))104C is planned with office use up to .5 FAR. Parcels 49-3((9))7A and 11A are developed at approximately .64 FAR and planned with office use up to .7 FAR. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Any development proposal for the area south of Pennell Street (Parcels 49-3((36))1 and 2) must address all applicable Area-Wide recommendations as well as the following guidelines:

- At a minimum, a 75-foot wide buffer area with a 6-foot solid barrier wall or solid barrier fence should be provided adjacent to the Pine Ridge subdivision. The solid barrier wall or solid barrier fence should be sited to preserve mature trees and should be placed where it will most effectively screen the proposed use from the first floor level of the dwelling units in the Pine Ridge Subdivision, with preference for the wall to be located in the northern portion of the buffer area. A 35-foot wide buffer area with a 6-foot solid barrier wall should be provided adjacent to Parcel 49-3((10))6. This 35-foot buffer area should be measured from the western boundary of the existing Williams Drive right-of-way. For both buffer areas, clearing or grading should be minimized and additional supplemental plantings should be provided to ensure adequate screening.

- Access should be only northward to Arlington Boulevard. Williams Drive should not connect to Highland Lane.

- The style of office structures should be residential in appearance which may be accomplished by incorporating residential materials in the facade of the buildings, by breaking roof lines and other facades, and by using such features as mansard or gabled roofs. The office structures should have a maximum building height of 35 feet and should be designed to function as a transition between the single-family residential area to the south and the more intensive office development to the north.

- Drive-through commercial facilities are not appropriate.

- Lighting and signs should be designed and located to minimize visual impacts on the adjacent Pine Ridge Community. For instance, parking lot lights should be directed towards Arlington Boulevard, away from the Pine Ridge community.

- Development of these parcels should include on-site stormwater detention facilities sufficient to address flooding problems in the Pine Ridge community; or as an alternative, off-site stormwater management that utilizes the nearby regional stormwater management facility may be considered, if BMPs are provided. To achieve that objective, it may be necessary to

design such facilities to meet standards in excess of those normally required under Fairfax County Ordinances and the Public Facilities Manual.

- Consideration should be given to the vacation or abandonment of Pennell Street provided that, at a minimum, an ingress/egress easement is granted to any unconsolidated properties fronting on Pennell Street as well as parcel 49-3((1))101A. Intensity (FAR) credit may be considered for the land area of the vacation or abandonment as long as the maximum building area square footages as set forth below are not exceeded.

Option: As an option, if a development proposal consolidates all parcels in this sub-unit with the exception of Parcels 49-3((9))6 and 6A, the consolidated area may be appropriate for an overall intensity that does not exceed .68 FAR. The total building area under this option should not exceed 343,124 square feet. If Parcels 49-3((9))6 and 6A on the north side of Pennell Street are added to this consolidation, an additional 20,000 square feet of development may be appropriate resulting in a maximum development potential under this option of 363,124 square feet. If Parcels 49-3((9))6 and 6A are added to this consolidation, the guidelines listed for the L2 Option should apply. In all cases, the portion south of Pennell Street is limited to an intensity not to exceed .25 FAR. In addition, all applicable Area-wide recommendations should apply.

Under all the above options, all applicable area-wide recommendations should apply as well as guidelines for development at the base Plan for the area south of Pennell Street (Parcels 49-3((36))1 and 2), which include a minimum 75-foot buffer with a barrier wall or fence, access limitations, and structures having a residential appearance.

Height Limit: The maximum building height in this sub-unit is 35 feet for the parcels south of Pennell Street and on Parcels 49-3((9))6 and 6A, 75 feet on Parcel 49-3((9))7A, and 90 feet on Parcels 49-3((1))104C and 49-3((9))11A. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit L4

Sub-Unit L4 is located at the southwest quadrant of Arlington Boulevard and Gallows Road and is planned for and developed with office and public/institutional uses up to .7 FAR. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section. New office development should provide a 100-foot minimum buffer area adjacent to the Pine Ridge community.

Option: As an option, a portion of this sub-unit may be appropriate for development as an assisted living and medical care facility. Any development proposal under this option must address all applicable Area-Wide recommendations.

Height Limit: The maximum building height for the eastern portion (i.e., Parcels 138, 139 and 140) in this sub-unit is 105 feet or 8 stories. Heights should vary between 50 and 90 feet (4 to 7 stories) for the remainder of this sub-unit. The area immediately adjacent to single-family detached residential use should provide a buffer area of 100 feet as noted above, and the building immediately adjacent to this buffer area and Parcel 49-3((10))6 should be no more than 4 stories in height in order to ensure that the tallest buildings are away from the adjacent residential areas. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

LAND UNIT M

This land unit is approximately 109 acres and is located south of Land Unit L, west of Gallows Road, and north of Woodburn Road (see Figure 32). The northern portion of the land unit is envisioned to remain as currently developed with multi-family residential use. The southern portion consists of the Inova Fairfax Hospital, Northern Virginia Mental Health Institute, and Woodburn Place.

Inova Fairfax Hospital and related uses are envisioned to remain in this area.

Transportation improvements within this land unit will primarily be circulation and access improvements associated with hospital expansion.

Guidance for evaluating development proposals is provided in the Area-Wide Recommendations under Land Use, Urban Design, Transportation, and Public Facilities/Infrastructure sections, as well as in the following specific sub-unit recommendations.

Sub-Unit M1

Sub-Unit M1 is located west of Gallows Road, north of Woodburn Road, and south of Sub-Unit M2. This sub-unit is planned for and developed with Medical Care Facility, Public Facility and institutional uses, including the Inova Fairfax Hospital, the Northern Virginia Mental Health Institute, Woodburn Place (formerly known as the Fairfax House), and related uses as described below.

The approximately 66-acre area comprised of the Inova Fairfax Hospital, the former Woodburn Mental Health Center, and Woodburn Place [Parcels 59-2((1)) 1A1, 1D1] is planned for up to .8 FAR (or approximately 2.3 million square feet) of medical care facility and public facility uses. In order to provide a transition between the more intense medical care facility uses and single-family neighborhoods, the portion of the medical care facility property on Parcels 49-3((39))4B, 6 and 7 is planned to develop up to .25 FAR (or a maximum of 152,400 square feet) for ancillary medical care facility uses such as childcare facilities, a patient/family support center, and medical resident student housing. Any remaining development potential not used on Parcels 49-3((39))4B, 6 and 7 (up to.8 FAR) may occur on the remainder of the medical care facility property. The Northern Virginia Mental Health Institute [Parcel 59-1((1))30], which is also adjacent to single-family neighborhoods, is planned for institutional use up to .25 FAR.

Any development of Parcels 49-3((39))4B, 6 and 7 should include on-site stormwater detention facilities, which may include improvements to existing Regional Pond B that address flooding problems in the adjacent Pine Ridge neighborhood. To achieve that objective, it may be necessary to design such facilities to meet standards in excess of those normally required under Fairfax County ordinances and the Public Facilities Manual. Landscaped buffers and screening should be provided with development on this site to protect the integrity of the adjacent Prosperity Heights Subdivision. Vehicular access should not be provided via Sub-Unit M2, Prosperity Heights or Pine Ridge under any development option.

<u>Option</u>: As an option, development in the 66-acre area may include additional medical care facility and related uses up to 1.0 FAR (or approximately 2.9 million square feet) as described below. This option may be implemented only if the county and Inova Fairfax Hospital have

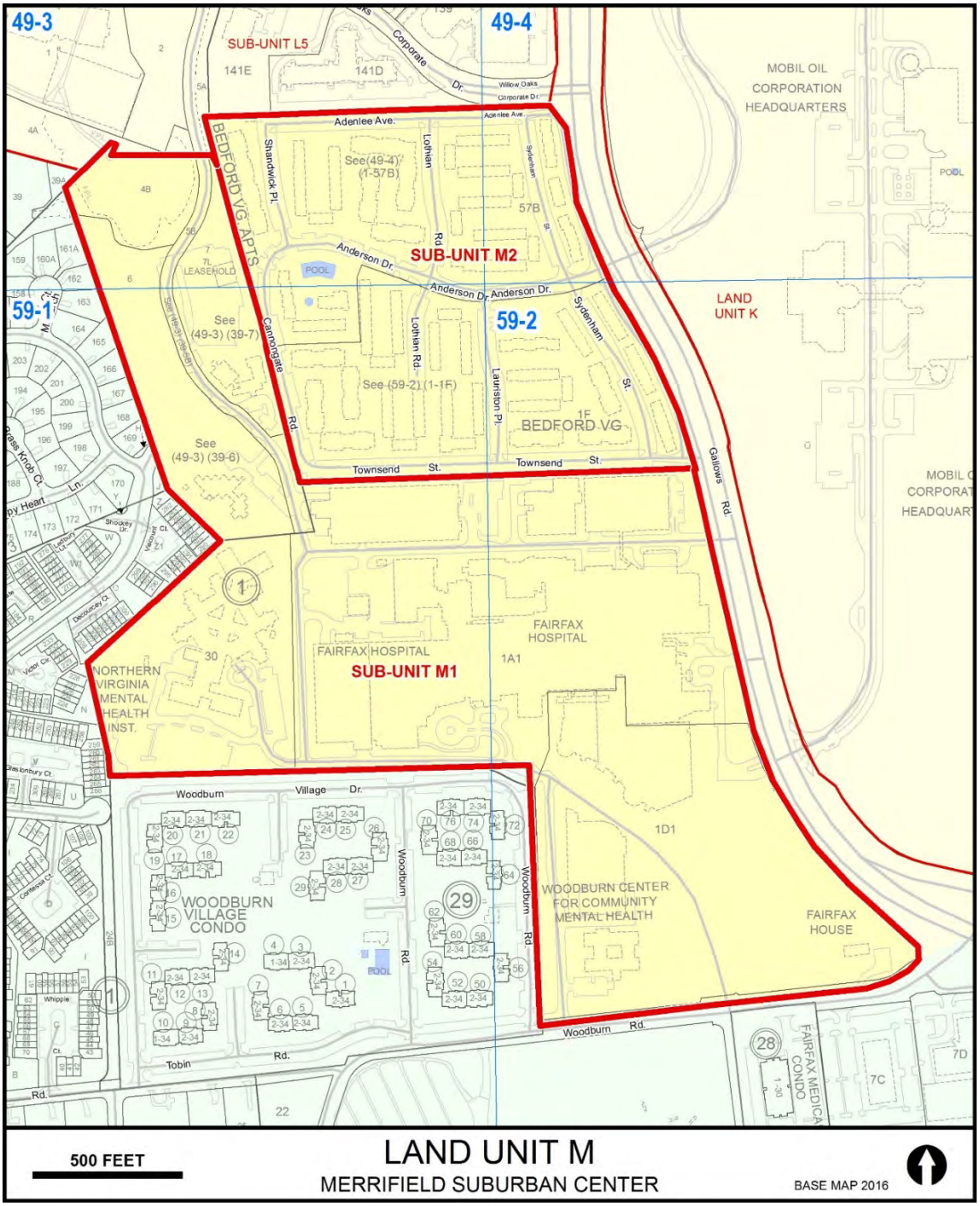

49-3
49-4
SUB-UNIT L5
141E
141D
Corporate Dr.
Willow Oaks
Corporate Dr.
MOBIL OIL
CORPORATION
HEADQUARTERS
Adenlee Ave.
Adenlee Ave.
BEDFORD VG APTS
Shardwick Pl.
See(49-4)
(1-57B)
Lothian
Sydenham
57B
Rd
Anderson Dr.
SUB-UNIT M2
POOL
Anderson Dr.
Anderson Dr.
LEASEHOLD
59-1
See
(49-3) (39-7)
Cannongate
Rd.
Lothian Rd.
59-2
Sydenham
St.
LAND
UNIT K
See (59-2) (1-1F)
Lauriston Pl.
1F
BEDFORD VG
See
(49-3) (39-6)
Townsend St.
Townsend St.
Gallows Rd.
MOBIL O
CORPORAT
HEADQUART
FAIRFAX
HOSPITAL
1A1
FAIRFAX HOSPITAL
SUB-UNIT M1
NORTHERN
VIRGINIA
MENTAL
HEALTH
INST.
Woodburn
Village Dr.
1D1
WOODBURN
VILLAGE
CONDO
Woodburn
Rd.
WOODBURN CENTER
FOR COMMUNITY
MENTAL HEALTH
FAIRFAX
HOUSE
Woodburn Rd.
Tobin
Rd.
FAIRFAX MEDICA
CONDO
7C
7D
500 FEET
LAND UNIT M
MERRIFIELD SUBURBAN CENTER
BASE MAP 2016

FIGURE 32

reached an agreement whereby the Woodburn Mental Health services would be relocated to a site outside of this sub-unit. Development proposals under this option should provide for all applicable sub-unit and Area-Wide guidelines as well as for the following:

- The 577,780 gross square feet of additional development allowed by this Option should be limited to a maximum of 327,780 gross square feet of ambulatory care buildings. It is assumed that cellar space will not be developed with uses that generate additional vehicle trips. Ambulatory care use includes office space for physicians whose primary practice is associated with the hospital facilities. By co-locating these offices with the adjacent hospital facilities, efficiency and convenience of patient care is improved, and impacts to the transportation network can be minimized.

- Medical care facility and related uses developed under this option should be coordinated with any county human service facilities which remain in this sub-unit. Enhanced landscaping should be provided to mitigate visual impacts to Woodburn Place. If relocation of Woodburn Place is required to accommodate provision of future medical care facility or related uses, the Hospital should participate with the county in providing for this facility's relocation.

- Buildings and parking structures should be located to provide convenient access and use of the site by patients and visitors. The site design should provide an improved streetscape experience along Woodburn Road. Architectural treatments should be provided for buildings to minimize height impacts on adjacent properties.

- Innovative energy efficiency and conservation strategies should be incorporated into the new buildings. At a minimum, buildings should achieve LEED certification, or equivalent. Examples of efforts that could be investigated include: on-site renewable energy generation, or the provision of building designs that will facilitate future retrofits for on-site energy generation if/when such efforts become cost effective; orientation of buildings for solar access; energy-conscious and water efficient landscape design; the use of energy efficient heating, ventilation, air conditioning and lighting systems; enhanced building commissioning to provide early and ongoing verification of system performance; the use of energy conserving building materials; the provision of vegetated and/or highly reflective roofs; the use of community energy distribution systems; the use of water-conserving plumbing fixtures; the use of harvested stormwater runoff for irrigation; the use of grey water where consistent with building codes; and the use of information and communications technology to improve the efficiency and economy of building operations, or the design of buildings to include conduits supporting the future installation of such measures if/when such efforts become cost effective.

- The design and materials of parking structures should be integrated with that of the buildings they serve. Architectural treatments should be provided for the parking structures and landscaping should be provided on the structures and/or adjacent to them to soften their appearance. A parking management plan should be provided. The plan should encourage the use of "smart" technology to maximize utilization of parking onsite. Efforts to accommodate green infrastructure to support environmentally-friendly vehicles are encouraged. Light emissions from parking structures should be minimized.

- Along the western boundary with the Woodburn Village Condominiums, a minimum 100-foot building setback area from the property line should be provided. The existing north-south access road should remain in its existing location. Any widening of the road should occur toward the east in order to preserve the existing vegetation to the west. The existing

setback and buffer area between the Inova Heart and Vascular Institute and the Grey Parking Garage and the southern property boundary with Woodburn Village should remain.

- Publicly accessible urban park features should be integrated within the site to serve employees, patients and visitors to the campus.

- A traffic impact analysis should be completed to determine any additional improvements required to mitigate the impacts of additional development, including further roadway improvements to Gallows Road in the vicinity of the Inova Fairfax Hospital site and the provision for dual left turn lanes from eastbound Gallows Road to the I-495 mainline inner loop on ramp. Any expansion should include continued operation of the existing Inova shuttle service, or if such service is terminated, a contribution should be made to an internal Merrifield Suburban Center shuttle system.

- The new connector roadway that connects the Inova Fairfax Hospital site with the Willow Oaks site should be built to accommodate full-sized buses. Access agreements should also be granted for transit vehicles along the connector roadway. In the longer term, consideration should be given to the accommodation of full-sized buses from the new connector road to Woodburn Road. This will allow flexibility in the provision of a convenient transit link between the hospital campus, Merrifield, and the Dunn Loring Metro station in order to maximize the use of transit by those traveling to and from the hospital campus.

- Conflicting movements at the Fairfax Hospital site entrance immediately east of the Woodburn Village Condominiums should be discouraged. Subsequent traffic impact analysis should evaluate the design and construction of a right-in and right-out configuration limiting access to and from this site entrance.

- Transportation improvements proffered for the Inova Fairfax Hospital site and for the Willow Oaks site should be in place prior to construction of the additional development provided for by this Option.

- Other transportation improvements that should be in place include roadway and intersection improvements associated with the extension of Eskridge Road to Williams Drive, and the construction of the Merrilee Drive/Eskridge Road/Lee Highway intersection. As an alternative to these two improvements being in place prior to construction of the additional development provided for in this Option, future traffic impact analysis can assume these links are not in place, but adjust traffic volumes accordingly with approval by the FCDOT, and determine additional mitigation measures.

- A contribution should be made towards a transportation improvement in the general vicinity of the site that will be impacted by the additional development. Such an improvement should be identified as part of future traffic impact analysis. An improvement that can be considered is the addition of a left turn lane on the northbound approach of Woodburn Road to the intersection of Woodburn Road and Tobin Road.

- Pedestrian and bicycle connections should be provided to improve internal circulation and connections to the surrounding area.

- Transportation Demand Management programs should build on previous commitments and include carpooling and improving access to transit and Metro. The use of information and

communications technology for remote appointments, teleconferencing, and other opportunities to minimize vehicular trips to the site is encouraged.

- In addition, with the acceptance of a special exception amendment application to implement this option, the Department of Planning and Zoning should notify the Health Care Advisory Board, the Fairfax-Falls Church Community Services Board, and the Fairfax County Health Department and staff to afford the opportunity for such entities to provide an updated community needs assessment that may include demand for safety net services, care for the growing senior population, acute mental health and substance abuse facilities among others. This assessment may inform future development review processes for additional density on the site and provide these county agencies with the opportunity to review and comment on potential impacts to the quality, availability, and /or access to medical care facility services.

Height Limit: The maximum building height in this sub-unit is 165 feet. In order to provide a transition in height away from residential development, Parcels 49-3((39))4B, 6 and 7 and the Northern Virginia Mental Health Institute, which are adjacent to single-family residential use, have a maximum building height of 50 feet. Heights should then transition to 75 feet abutting the Northern Virginia Mental Health Institute and Sub-Unit M2. Garage structures adjacent to the Woodburn Village Condominiums should not exceed 70 feet in height. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit M2

This sub-unit is bounded on the west and south by Fairfax Hospital, on the north by Willow Oaks Corporate Park, on the east by Gallows Road, and is planned for and developed with residential use at 16-20 du/ac. Any modification to existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Height Limit: The maximum building height for this sub-unit is 50 feet. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.