LAND UNIT RECOMMENDATIONS

INTRODUCTION

The Merrifield Suburban Center is divided into "land units" as shown on Figure 20 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.

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

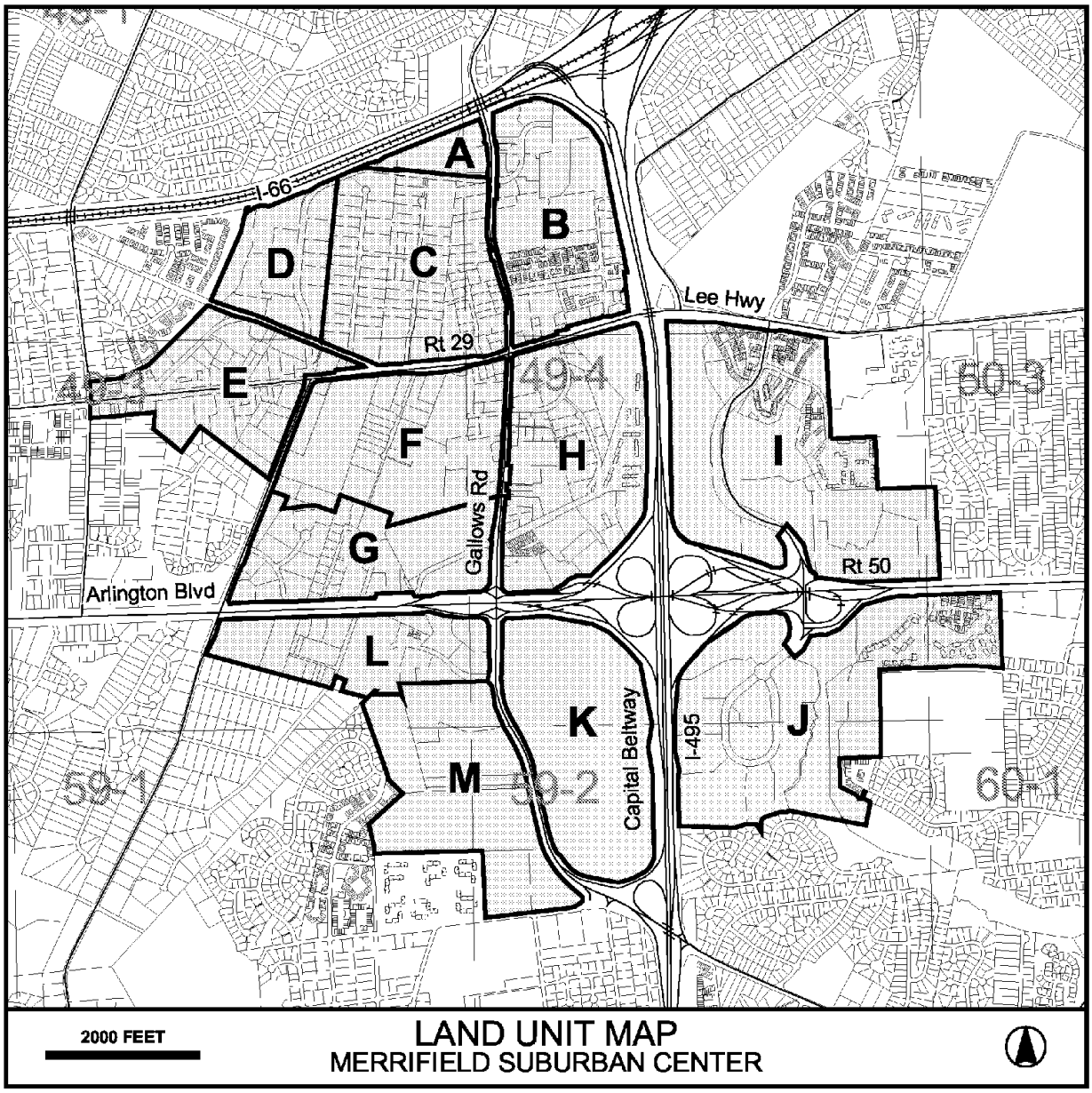

A
B
C
D
E
F
G
H
I
J
K
L
M
I-66
Lee Hwy
Rt 29
Gallows Rd
Arlington Blvd
Rt 50
I-495
Capital Beltway
49-4
60-3
59-1
59-2
60-1
2000 FEET
LAND UNIT MAP
MERRIFIELD SUBURBAN CENTER

FIGURE 20

drug stores, when appropriately integrated in a multi-tenant building and designed in a manner that does not impact pedestrian circulation, are sometimes encouraged 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.
If the following specific recommendations are appropriately addressed in conjunction with the previous section of area-wide recommendations on land use, urban design, transportation and public facilities/infrastructure, the vision for the Merrifield Suburban Center can be successfully implemented.

LAND UNIT A

Land Unit A is approximately 15 acres and is currently planned and developed with the Dunn Loring-Merrifield Metro Station (see Figure 21). 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 green that is located at the northern terminus of the Merrilee Drive extension. 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.

The major circulation improvement under the redevelopment option for this land unit is the extension of Merrilee Drive across Prosperity Avenue. Other transportation improvements will include the redesign of metro access to improve vehicular and pedestrian circulation on-site as well as to better coordinate access with the planned development to the south of the Metro property. In addition, 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. 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.

Option 1: 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:

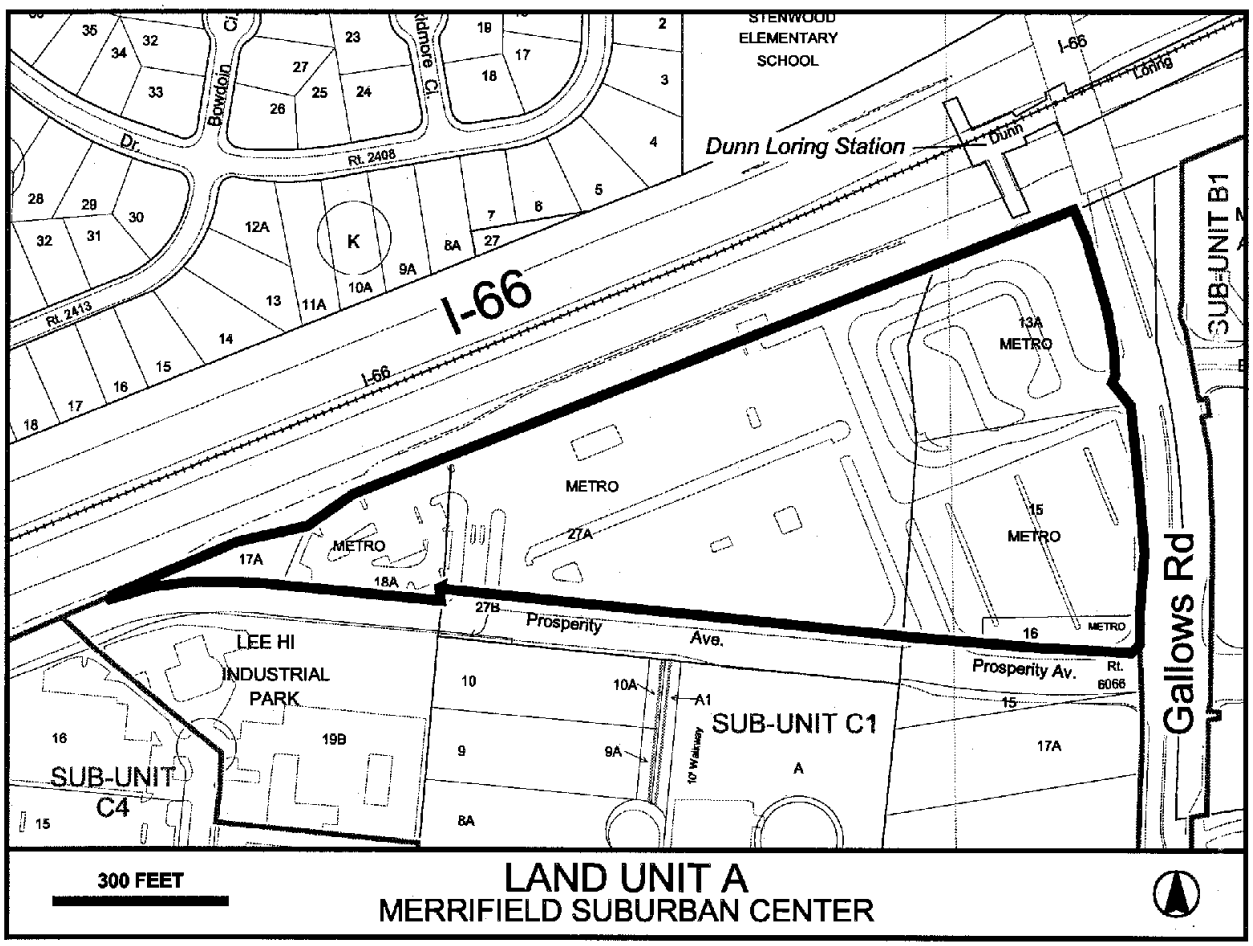

STENWOOD
ELEMENTARY
SCHOOL
Dunn Loring Station
Dunn
Loring
I-66
Rt. 2408
Rt. 2413
Bowdoin
Dr.
Cr.
K
METRO
Prosperity
Ave.
Prosperity Av.
Rt.
6066
LEE HI
INDUSTRIAL
PARK
SUB-UNIT C1
SUB-UNIT
C4
SUB-UNIT B1
Gallows Rd
300 FEET
LAND UNIT A
MERRIFIELD SUBURBAN CENTER

FIGURE 21

- 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.

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

- 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 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 Route 29; phasing the development with needed road improvements; and/or making contributions to alternative traffic mitigation projects that benefit the greater Merrifield area.

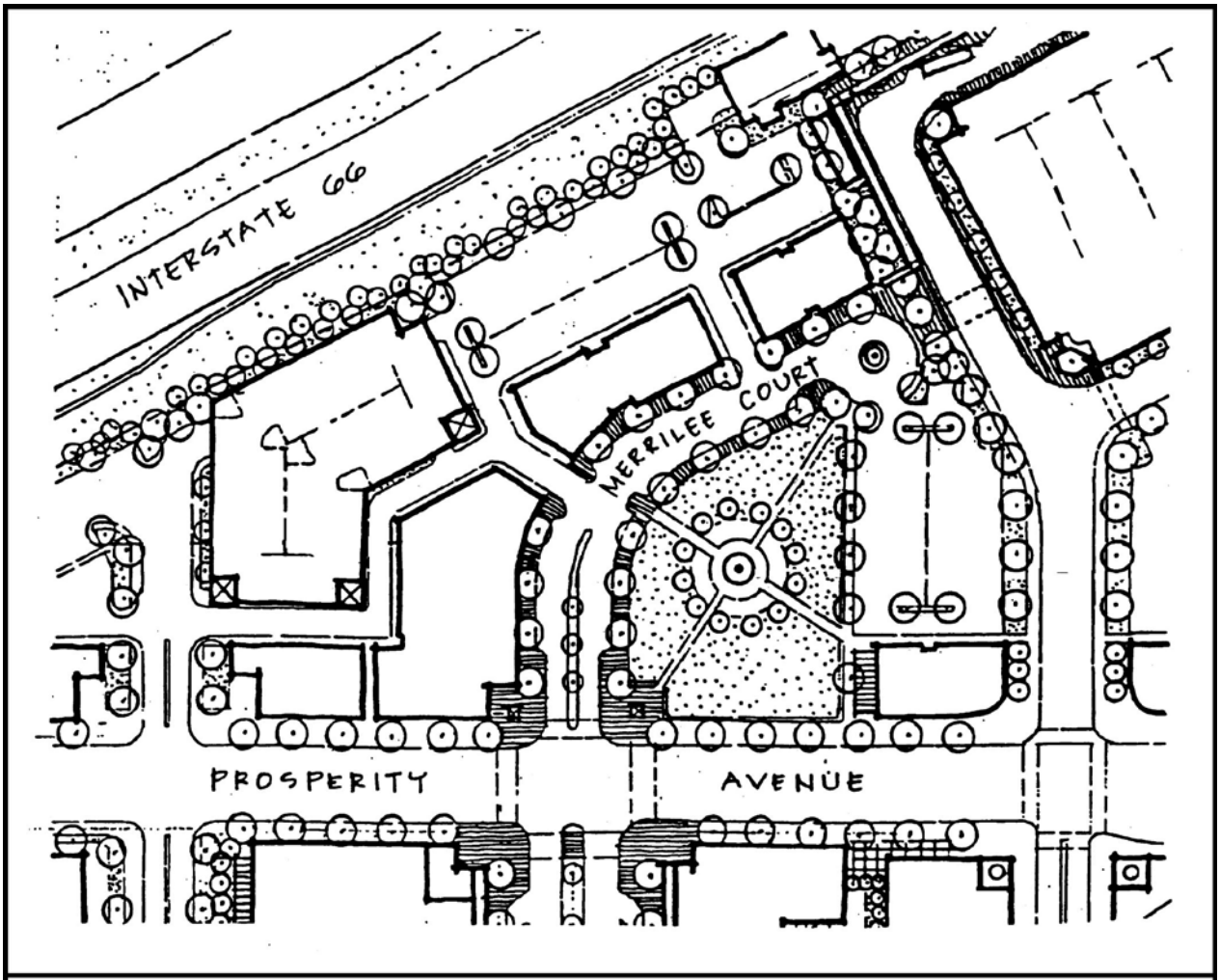
Height Limit: Building heights may range from 60 feet to 120 feet, with the tallest buildings located on the southern portion of the property adjacent to Prosperity Avenue. Buildings with a height no greater than 60 feet should be located within 100 feet of the I-66 right-of-way. In order to encourage 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 16, and the Building Height Guidelines under the Area-Wide Urban Design section.

The illustrative urban design concept (see Figure 22) shows the kind of vibrant and distinctive place that is desired at Dunn Loring - Merrifield Metro Station. The concept shows the complete redevelopment of the western portion of the Metro Station's parking area. The primary focal point of this area is a large civic green space on the northeast corner of Prosperity Avenue and Merrilee Drive extended. Opposite this park on Merrilee Drive extended is a series of mixed-use buildings with retail uses on the first floor that would be oriented to Metro patrons. Together these two features are designed to create a people-oriented place that encourages pedestrian movement between the Metro station and the surrounding area to the south. This focal area is designed to give the Metro Station area a "sense of place," making it distinctive and a place where people will want to work, shop and live.

LAND UNIT B

Land Unit B is comprised of approximately 91 acres and is bounded by I-66 on the north, I-495 on the east, Route 29 on the south and Gallows Road on the west (see Figure 23). 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 Route 29, 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.



MERRIFIELD SUBURBAN CENTER
ILLUSTRATIVE DESIGN CONCEPT FOR THE METRO STATION AREA

FIGURE 22

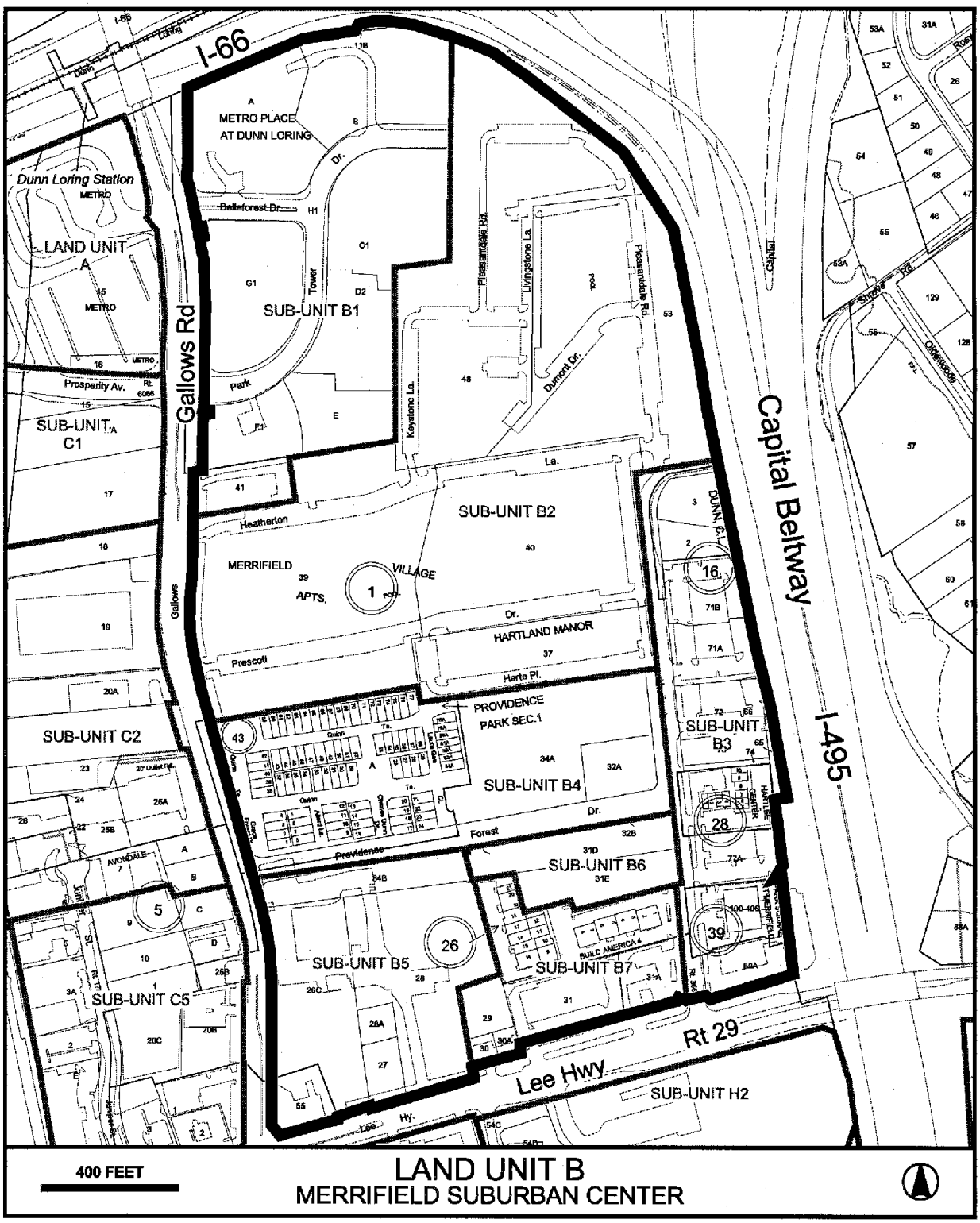

I-66
METRO PLACE AT DUNN LORING
Dunn Loring Station
LAND UNIT A
SUB-UNIT B1
Gallows Rd
Capital Beltway
I-495
SUB-UNIT C1
SUB-UNIT B2
MERRIFIELD VILLAGE APTS.
HARTLAND MANOR
PROVIDENCE PARK SEC.1
SUB-UNIT B3
SUB-UNIT B4
SUB-UNIT C2
SUB-UNIT B6
SUB-UNIT B5
SUB-UNIT B7
SUB-UNIT C5
Rt 29
Lee Hwy
SUB-UNIT H2
400 FEET
LAND UNIT B
MERRIFIELD SUBURBAN CENTER

FIGURE 23

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 "Loop Road". The major arterial improvements are the widening of Route 29 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 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 16, 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 "Loop 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 16, 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 16, 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 16, 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 Route 29 and Gallows Road and is planned for retail use and has developed with a garden center and a service station. 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 Route 29) 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 Route 29 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 16, 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 16, 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 16, 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, Route 29 and Hilltop Road on the south, Prosperity Avenue on the north, and Land Unit D on the west (see Figure 24). Existing development is generally retail and industrial uses along Route 29 and Gallows Road and industrial and office uses in the remainder.

The northern portion of Land Unit C is located within close proximity to the Dunn Loring-Merrifield Transit Station and is envisioned to change to 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.

The major circulation improvements for this land unit includes the realignment of Merrilee Drive with Eskridge Road. Both of these improvements are needed to facilitate Merrilee Drive with Eskridge Road. This improvement is needed to facilitate Merrille 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 18, located in the Transportation Section of the Area-Wide Recommendations. The major arterial improvements are the widening of Route 29 and Gallows Road, and the planned improvements at the intersection of the two roads.

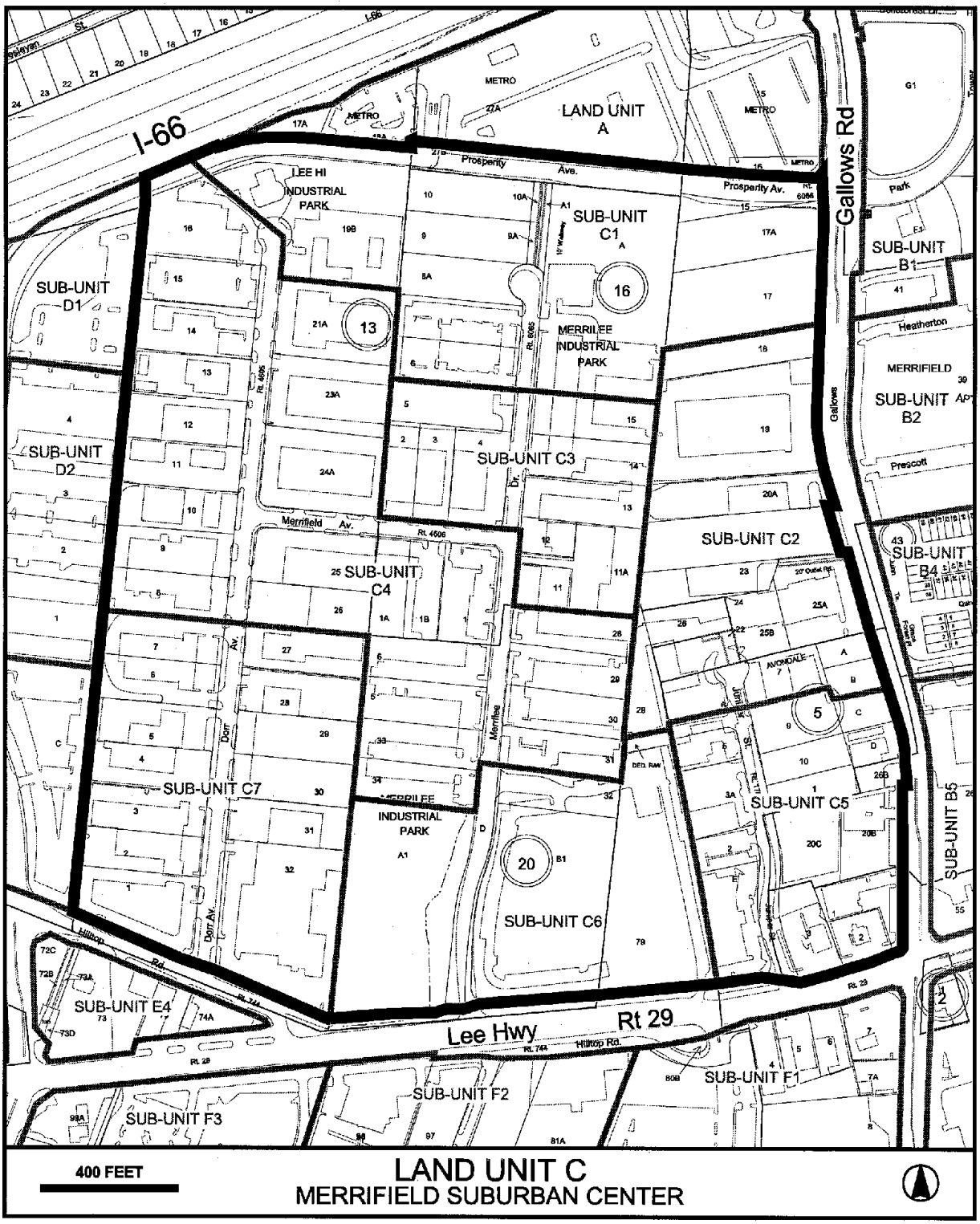

I-66
LAND UNIT A
Gallows Rd
Prosperity Ave.
LEE HI INDUSTRIAL PARK
SUB-UNIT C1
SUB-UNIT B1
SUB-UNIT D1
MERRILEE INDUSTRIAL PARK
MERRIFIELD
SUB-UNIT B2
SUB-UNIT D2
SUB-UNIT C3
SUB-UNIT C2
Merrifield Av.
SUB-UNIT C4
SUB-UNIT B4
SUB-UNIT C7
SUB-UNIT C5
SUB-UNIT B5
SUB-UNIT C6
SUB-UNIT E4
Lee Hwy
Rt 29
SUB-UNIT F1
SUB-UNIT F2
SUB-UNIT F3
400 FEET
LAND UNIT C
MERRIFIELD SUBURBAN CENTER

FIGURE 24

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 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 that improves circulation within this and adjacent sub-units, as well as inter-parcel access, should be provided. See the Transportation Section of the Area-Wide Recommendations for the Merrilee Drive extension alignment.

- Development should be designed to include pedestrian open space amenities, which should include public plazas or greens. Two key locations for the green space amenities are along the Merrilee Drive extension and at the corner of Prosperity Avenue and Gallows Road. The open space amenities along the Merrilee Drive extension should be a focal point for the northern portion of this land unit. 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.

<u>Option:</u> 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 16, 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 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, development within this sub-unit to office with retail and service uses up to 1.1 FAR may be appropriate. In addition, Parcel 49-2((1))18 may develop under the intensity planned for Sub-Unit C1, provided this parcel is consolidated with property in Sub-Unit C1, and is an integral part of development in Sub-Unit C1, as well as improving the area's circulation and access. 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). In addition, Parcel 49-2((1))18 may develop under the intensity planned for Sub-Unit C1, provided this parcel is consolidated with property in Sub-Unit C1, and is an integral part of development in Sub-Unit C1, as well as improving the area's circulation and access. 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 16, 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 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 16, 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 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 16, 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 Route 29 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 Route 29 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 16, 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 16, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit C7:

Sub-Unit C7 is located adjacent to Route 29 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 16, 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 25). 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 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 which is 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.

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 for Parcel 49-1((19))A and 75 feet for Parcel 49-1((19))C. See the Building Heights Map, Figure 16, 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:

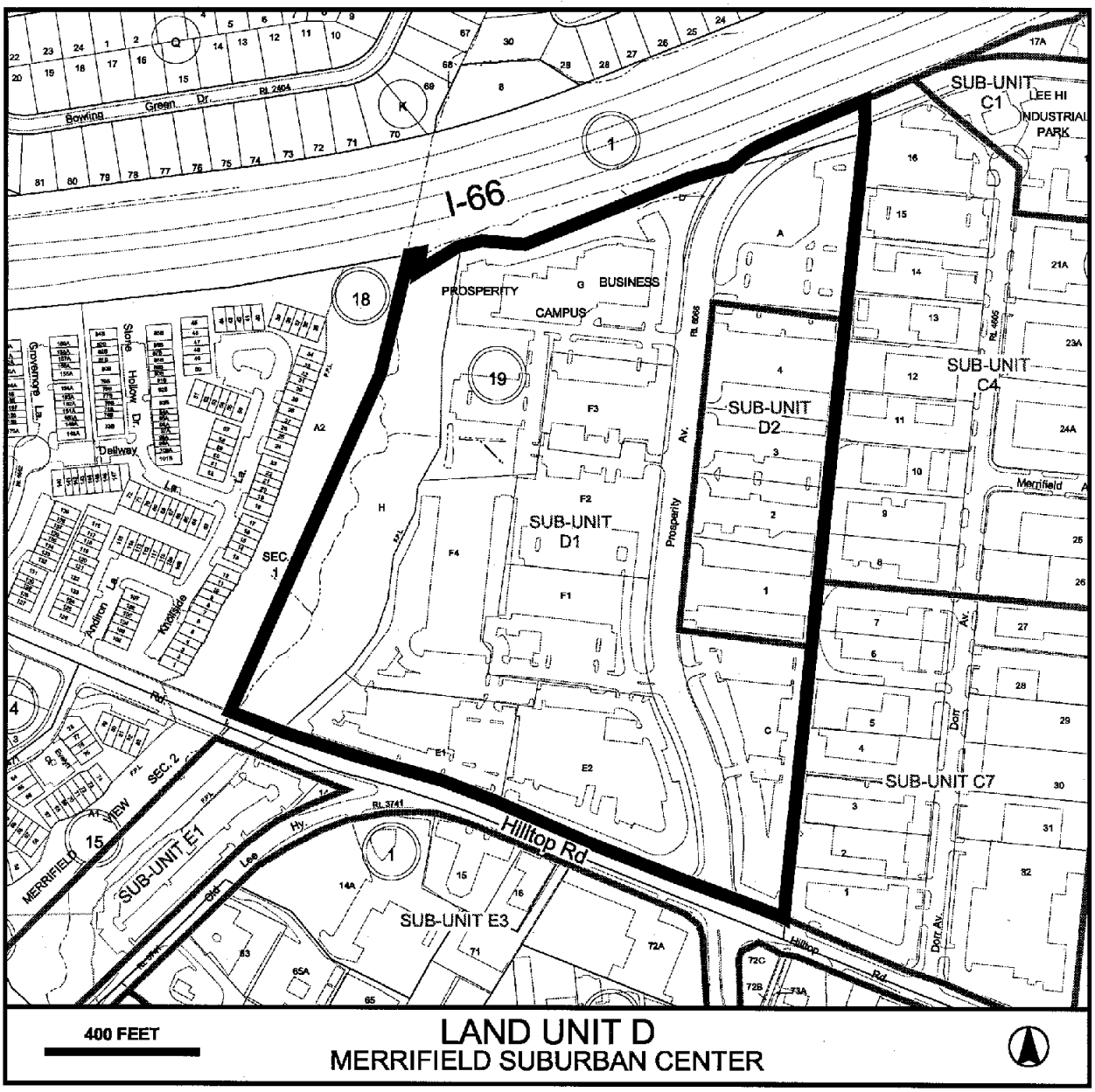

I-66
Bowling Green Dr.
SUB-UNIT C1
LEE HI INDUSTRIAL PARK
PROSPERITY
BUSINESS CAMPUS
SUB-UNIT D2
SUB-UNIT C4
SUB-UNIT D1
Prosperity Av.
Merrifield
Stone Hollow Dr.
Dellway Ln.
Groveway Ln.
Andron Ln.
Knollside
SEC. 1
SEC. 2
MERRIFIELD AT VIEW
SUB-UNIT E1
Old Lee Hy.
Hilltop Rd.
SUB-UNIT E3
SUB-UNIT C7
Don Av.
400 FEET
LAND UNIT D
MERRIFIELD SUBURBAN CENTER

FIGURE 25

- 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 16, 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 26). Route 29 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.

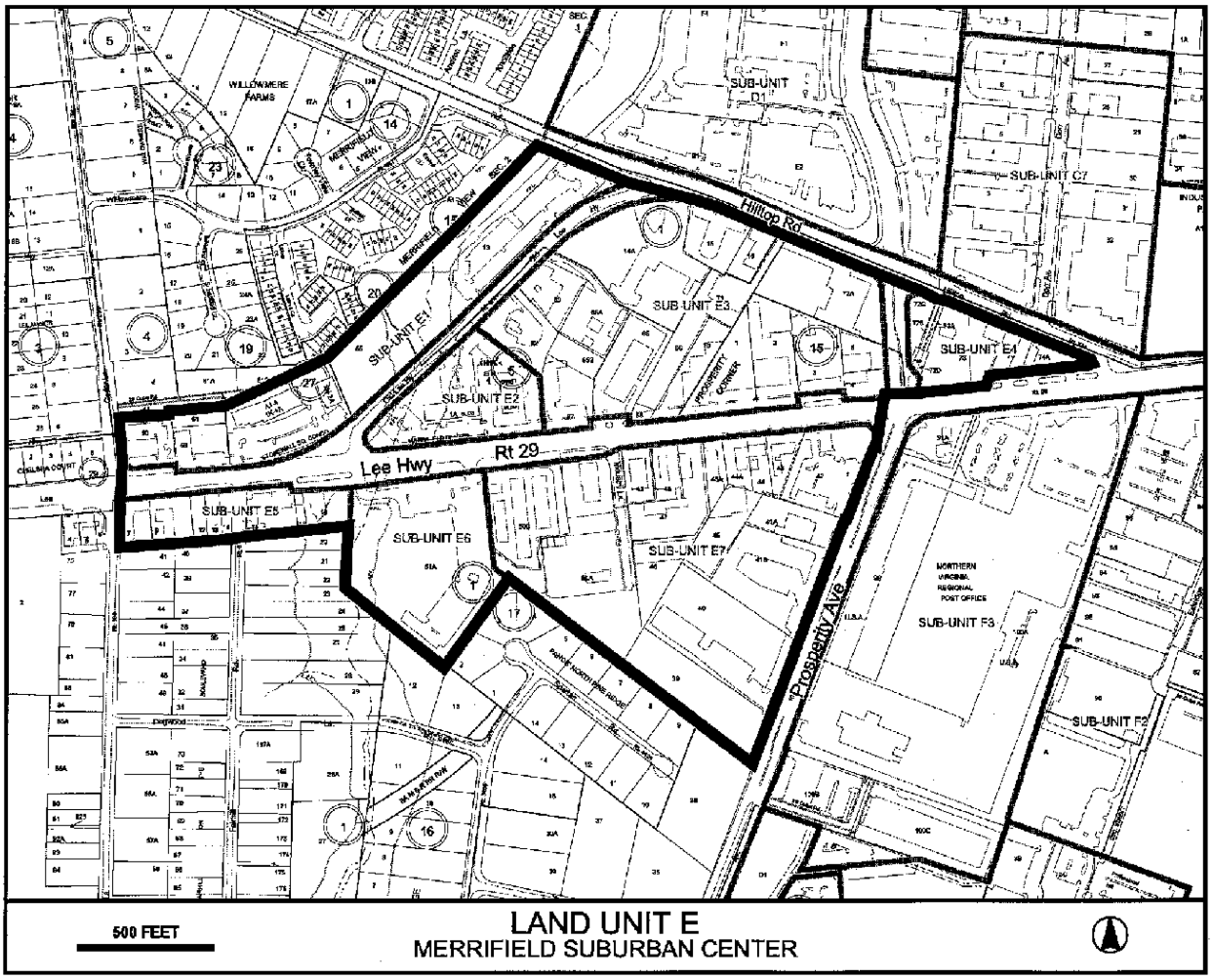

SUB-UNIT D1
SUB-UNIT C7
Hilltop Rd
SUB-UNIT E1
SUB-UNIT E2
SUB-UNIT E3
SUB-UNIT E4
Lee Hwy
Rt 29
SUB-UNIT E5
SUB-UNIT E6
SUB-UNIT E7
Prosperity Ave
SUB-UNIT F3
SUB-UNIT F2
500 FEET
LAND UNIT E
MERRIFIELD SUBURBAN CENTER

FIGURE 26

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 Route 29 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 Route 29; 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 Route 29 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 Route 29 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. 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 16, 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 16, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit E3:

Sub-Unit E3 is bounded on the south by Route 29, 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 for 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 Route 29 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 16, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit E4:

Sub-Unit E4 is bounded on the south by Route 29, 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.

- Redevelopment west of the Dorr Avenue extension should provide for full consolidation of Parcels 49-3((1)) 72B, 72C, 73A, 73D and 73. Redevelopment of these parcels should contribute to the construction cost of the Dorr Avenue extension.

Height Limit: The maximum building height in this sub-unit is 50 feet. See the Building Heights Map, Figure 16, 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 Route 29 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 Route 29 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 16, 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 Route 29 and is planned for and developed with office use up to .35 FAR. Any mo0dification, 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 16, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit E7:

This Sub-Unit is located at the southwest quadrant of Route 29 and Prosperity Avenue, and is developed with industrial uses, except for the southwest corner of Prosperity Avenue and Route 29 that is developed with an auto sales 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 Route 29 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 16, 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, Route 29 on the north, Prosperity Avenue on the west, and Land Unit G on the south (see Figure 27). Existing development generally consists of retail uses in the eastern portion primarily along Gallows Road, industrial and office uses in the central portion, and the Merrifield Regional Post Office in the western portion of the Land 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 envisioned to be at Merrilee Drive extension/realignment with Eskridge Road and Route 29, Gallows Road and Strawberry Lane, and Gallows Road and "Main Street/Festival Street".

The major circulation improvements for this land unit include the extension of Eskridge Road to Williams Drive. Since Williams Drive connects with Route 50, this will complete the link from the Metro station through the "Town Center" to Route 50. Additional circulation improvements include aligning a Merrifield Regional Post Office entrance with the Dorr Avenue Extension to Route 29; the extension of Strawberry Lane west to connect with Eskridge Road; the movie theater access road extension south to connect with Williams Drive and/or Gatehouse Road (connecting with Gatehouse Road would require crossing Luther Jackson Intermediate School property); and an east/west road that connects Prosperity Avenue with Eskridge Road or Williams Drive. Within this area, at least one new road should function as the "Festival Street" as illustrated on Figure 28. The major arterial improvements include the widening of Route 29 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-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 for and developed with industrial and office uses up to a .5 FAR, except for the portion of Tax Map 49-3((1))80A that is in Sub-Unit F2.

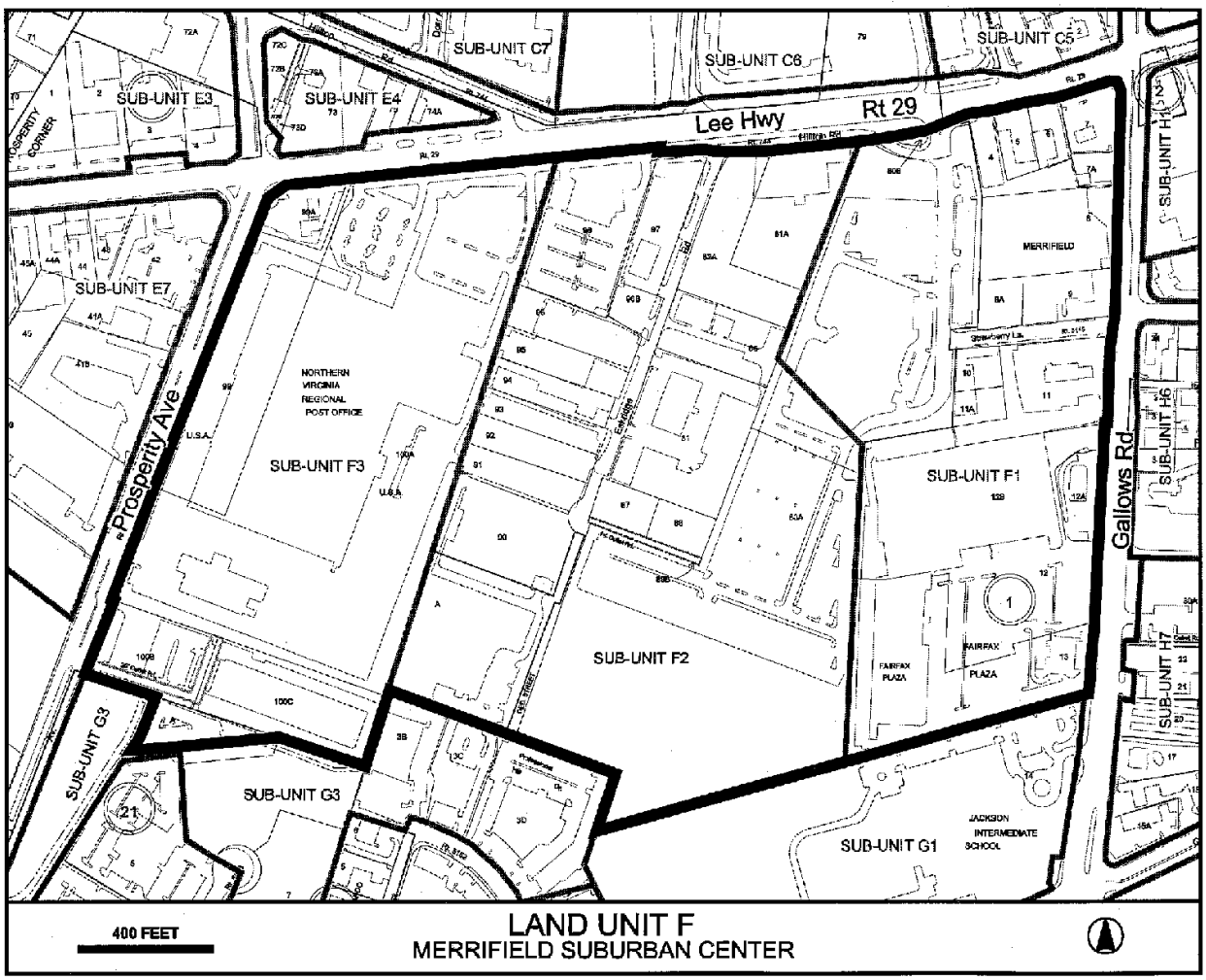
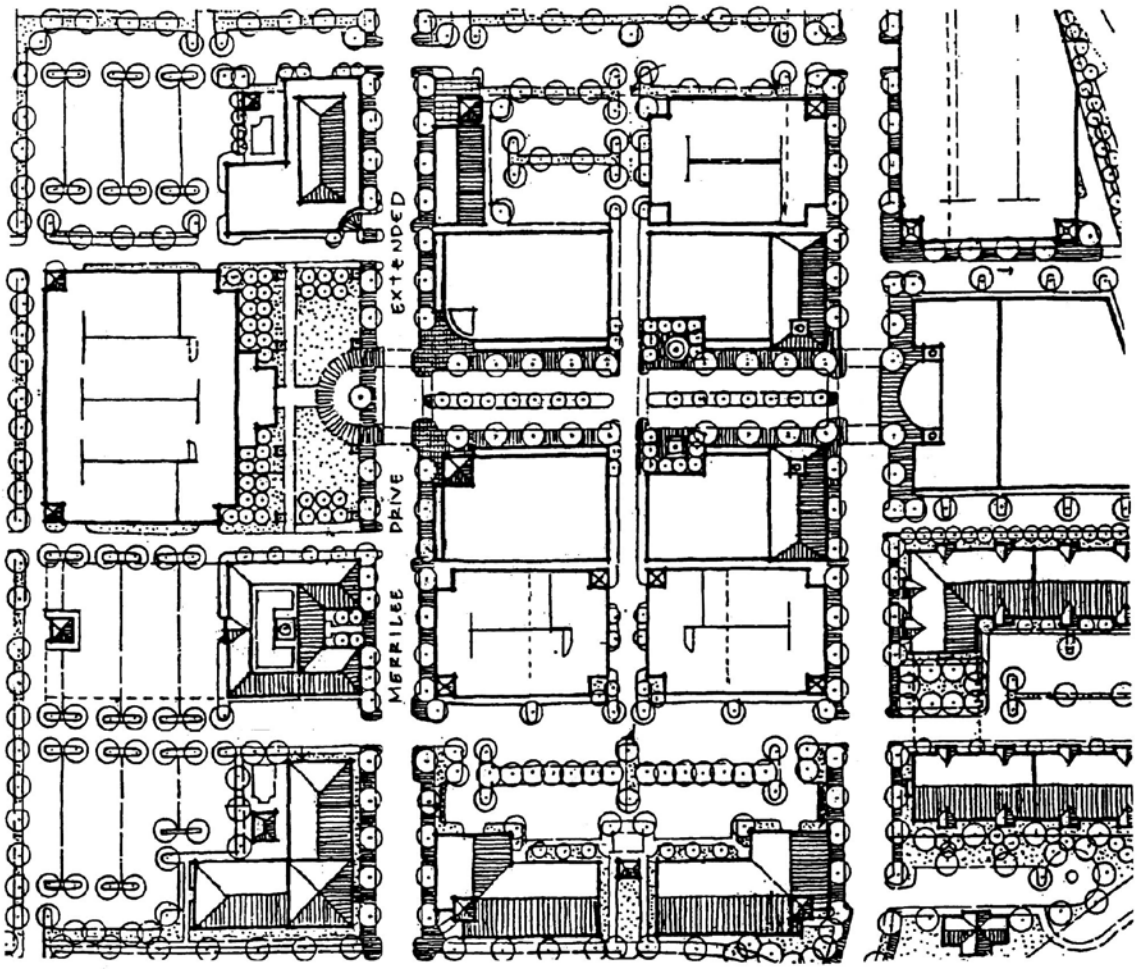

SUB-UNIT C7
SUB-UNIT C6
SUB-UNIT C5
SUB-UNIT E3
SUB-UNIT E4
Lee Hwy
Rt 29
SUB-UNIT H5
SUB-UNIT E7
MERRIFIELD
NORTHERN VIRGINIA REGIONAL POST OFFICE
SUB-UNIT F3
Prosperity Ave
SUB-UNIT F1
Gallows Rd
SUB-UNIT H6
SUB-UNIT F2
FAIRFAX PLAZA
SUB-UNIT H7
SUB-UNIT G3
SUB-UNIT G1
JACKSON INTERMEDIATE SCHOOL
400 FEET
LAND UNIT F
MERRIFIELD SUBURBAN CENTER

FIGURE 27



MERRIFIELD SUBURBAN CENTER
DESIGN CONCEPT FOR THE TOWN CENTER AREA
(SUB-UNITS F1 AND F2)

FIGURE 28

This portion of Parcel 80A could be developed with office or a new theater complex. 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.

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 as described in the Transportation Section of the Area-Wide recommendations. This area's recommended grid street system includes: the Eskridge Road extension south to Williams Drive and its realignment with Merrilee Drive to the north; the improvement of Strawberry Lane and its extension to Eskridge Road; the movie theater access road to connect with Williams Drive or Gatehouse Road. With the extension of the movie theater access road to either Williams Drive or Gatehouse Road, improvements to the intersection of Route 50/Williams Drive/Service Road should be made. Within this area, at least one road should function as the "Festival Street" that will have a concentration of retail and pedestrian activity (i.e., plazas, retail browsing areas and outdoor dining). See Figure 28 for an illustration of the grid system with the "Festival Street." Since a key transportation issue is the improvement of Eskridge Road and its realignment to Merrilee Drive, all development proposals under this option should contribute towards the Eskridge Road improvement in addition to providing other road improvements that improve circulation within this and adjacent areas as recommended in the Area-wide Transportation section.

- 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 greens 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 16, and the Building Height Guidelines under the Area-Wide Urban Design section.

The following illustrative urban design plan shows an approach for creating a "sense of place" for the area south or Route 29 and west of Gallows Road, the new town center for the Merrifield Suburban Center (see Figure 28). The "sense of place" is provided through the creation of a "Festival Street," which could be anchored at one end by the town green and at the other by a multiple screen theater. The Festival Street has wide sidewalks and pedestrian plazas fronting retail shopping and restaurants on the lower floors of the office buildings. It should be designed

to foster both daytime and nighttime activity, reminiscent of the downtowns of earlier times and what has been achieved at other Town Centers such as the Reston Town Center. Residential areas are shown as ringing the southern boundary in this town center illustration. The purpose is to encourage more pedestrian activity by allowing people to live close to the town center's shops, restaurants, theaters, offices, and parks.

The wide variety of land uses shown in this illustration, are integrated through both landscape and architectural transitions. Buildings front and address the street with finished facades that create the feeling of a mixed-use downtown. With attractive facades, low- to mid-rise building heights, and comparable building masses, non-residential uses can face residential uses across the street with no adverse impact. Where parking decks are located along a street, they are designed to incorporate street level retail as a mask to the garage behind, providing an appropriate transition to other uses. In some locations, formally landscaped green spaces provide transitions between non-residential and residential uses.

Sub-Unit F3:

Sub-Unit F3 is the western portion of the land unit or the southeastern quadrant of Route 29 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 Route 29; 2) to improve circulation within this area, consideration should be given to connecting the service drive located on the south side of Route 29 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 Route 29 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 16, 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, Route 50 on the south, and Prosperity Avenue on the west (see Figure 29). 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.

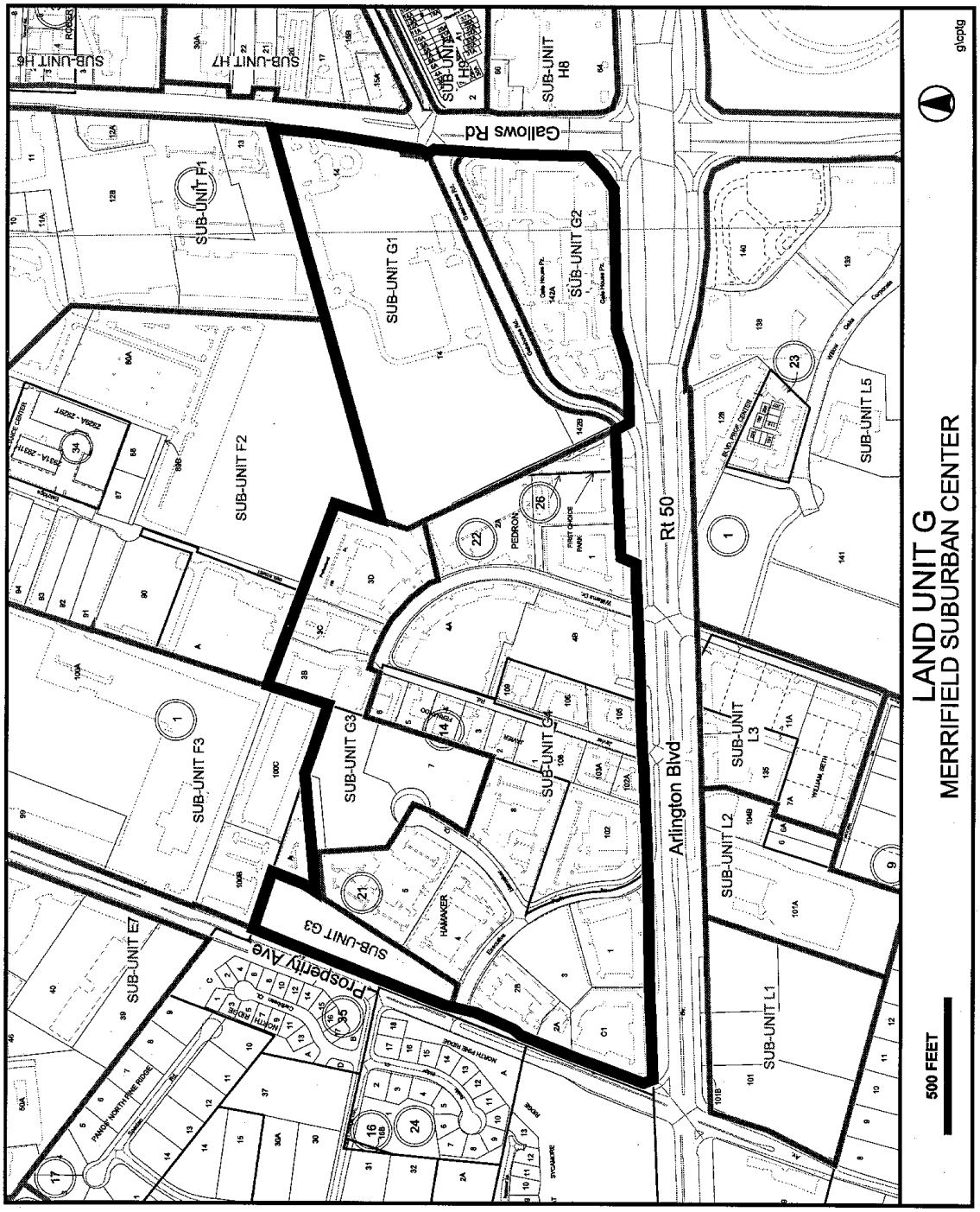

LAND UNIT G
MERRIFIELD SUBURBAN CENTER
500 FEET
glcplg
Rt 50
Arlington Blvd
Gallows Rd
Prosperity Ave
SUB-UNIT G1
SUB-UNIT G2
SUB-UNIT G3
SUB-UNIT G4
SUB-UNIT F1
SUB-UNIT F2
SUB-UNIT F3
SUB-UNIT E7
SUB-UNIT H6
SUB-UNIT H7
SUB-UNIT H8
SUB-UNIT L1
SUB-UNIT L2
SUB-UNIT L3
SUB-UNIT L5

FIGURE 29

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 improvements within the western portion of this land unit are the extension of Eskridge Road to Williams Drive and a potential extension of Williams Drive to Hamaker Court or a direct connection to Prosperity Avenue. The major circulation improvement within the eastern portion of this land unit is the extension of the movie theater access road south to connect with Williams Drive and/or Gatehouse Road. In order to connect with Gatehouse Road, the road would run along the western edge of the school property. Another alternative alignment for extending the movie theater access road would be a connection to Eskridge Road. The purpose of these extensions is to provide direct access between the Town Center Area and Route 50 and/or Prosperity Avenue. Another improvement needed is at the intersection of Route 50/Williams Drive/Service Road to improve public safety. See the Transportation Section and Map, Figure 19, 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 as 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 16, 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 Route 50 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.

- Access to this site is limited to Gatehouse Road and the service drive along the side of Route 50.
- 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 16, 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)) 6 and 7 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 16, 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 Route 50 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 16, 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 Route 29 on the north, I-495 on the east, Route 50 on the south, and Gallows Road on the west (see Figure 30). Existing development within this Land Unit consists of retail and public facility uses adjacent to Route 29; residential development adjacent to I-495, retail development at the corner of Route 50 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, which is south of Gatehouse Road, is envisioned to remain similar to how it is currently developed, with the exception of additional office uses which will infill the area between the Red Cross and INOVA buildings. The northern portion, which is adjacent to Route 29, is envisioned to remain as developed with retail and public facility uses, unless the planned improvements at the Route 29 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 "Loop 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 Route 29 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 Route 29 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 Route 29 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 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 Route 29) 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.

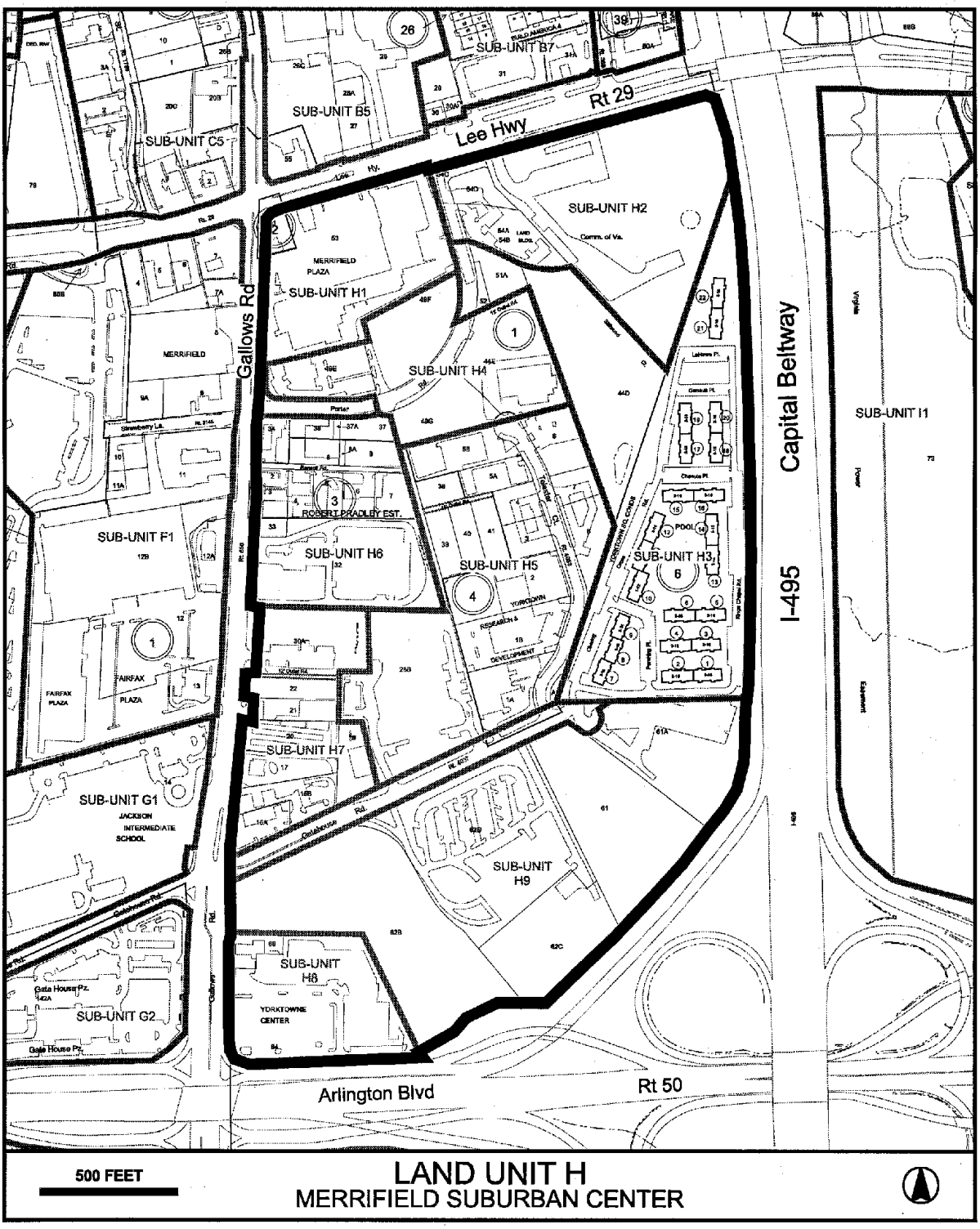

SUB-UNIT B7
SUB-UNIT B5
SUB-UNIT C5
Rt 29
Lee Hwy
SUB-UNIT H2
MERRIFIELD PLAZA
SUB-UNIT H1
MERRIFIELD
Gallows Rd
SUB-UNIT H4
ROBERT PRADLEY EST.
SUB-UNIT H6
SUB-UNIT H5
SUB-UNIT H3
POOL
Capital Beltway
I-495
SUB-UNIT I1
SUB-UNIT F1
FAIRFAX PLAZA
SUB-UNIT H7
SUB-UNIT G1
JACKSON INTERMEDIATE SCHOOL
SUB-UNIT H9
SUB-UNIT H8
YORKTOWNE CENTER
SUB-UNIT G2
Arlington Blvd
Rt 50
500 FEET
LAND UNIT H
MERRIFIELD SUBURBAN CENTER

FIGURE 30

- Primary access to this site should be from Porter Road, with limited secondary access from Route 29 and Gallows Road.

Option 2: If the widening of Route 29 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 16, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit H2:

This sub-unit is located south at Route 29 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 16, 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 16, 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 16, 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 for the INOVA building [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 INOVA Office building which is approximately 85 feet. See the Building Heights Map, Figure 16, 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 a telecommunications facility. The church and the telecommunications facility may be appropriate for expansion provided that all applicable Area-Wide recommendations are met. Should the church or the telecommunications facility relocate, development of those 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 16, 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 16, 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 Route 50 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 16, 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 Route 50 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 non-residential 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 16, 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 Route 29 and Route 50 (see Figure 31). Existing development consists of residential use in the northern and eastern portion, office and industrial uses in the southern portion and undeveloped land 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 Route 29 and Route 50 were completed with the first phase of development within this Land Unit.

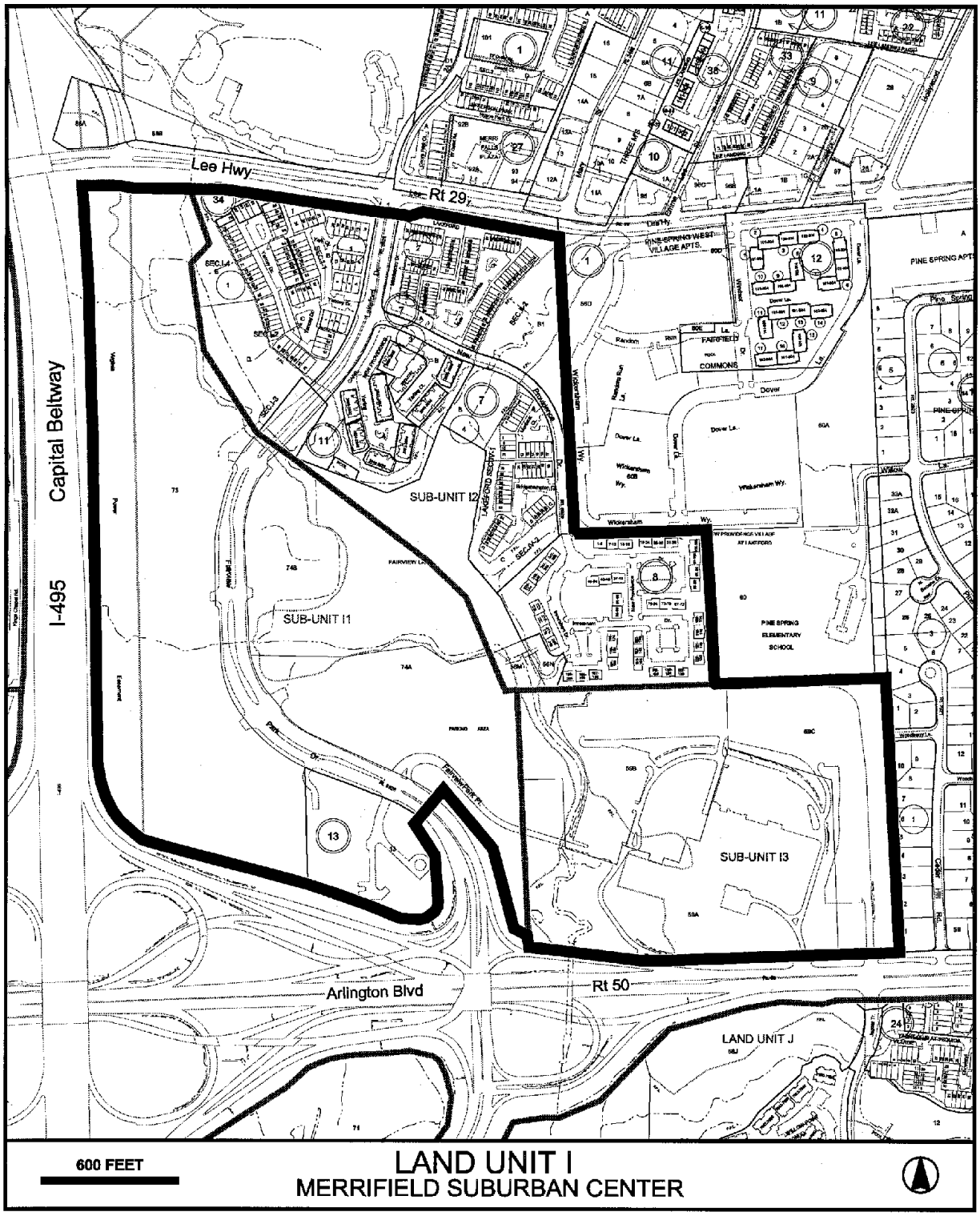

Lee Hwy
Rt 29
Capital Beltway
I-495
SUB-UNIT I2
SUB-UNIT I1
SUB-UNIT I3
PINE SPRING ELEMENTARY SCHOOL
Arlington Blvd
Rt 50
LAND UNIT J
600 FEET
LAND UNIT I
MERRIFIELD SUBURBAN CENTER

FIGURE 31

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 Route 50 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 Route 50, 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 16, 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 Route 29 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 16, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit I3:

Sub-Unit I3 is bounded by Route 50 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 16, 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 Route 50 and I-495 (see Figure 32). 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 Route 50, have been completed with the development of 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 Land Unit recommendations.

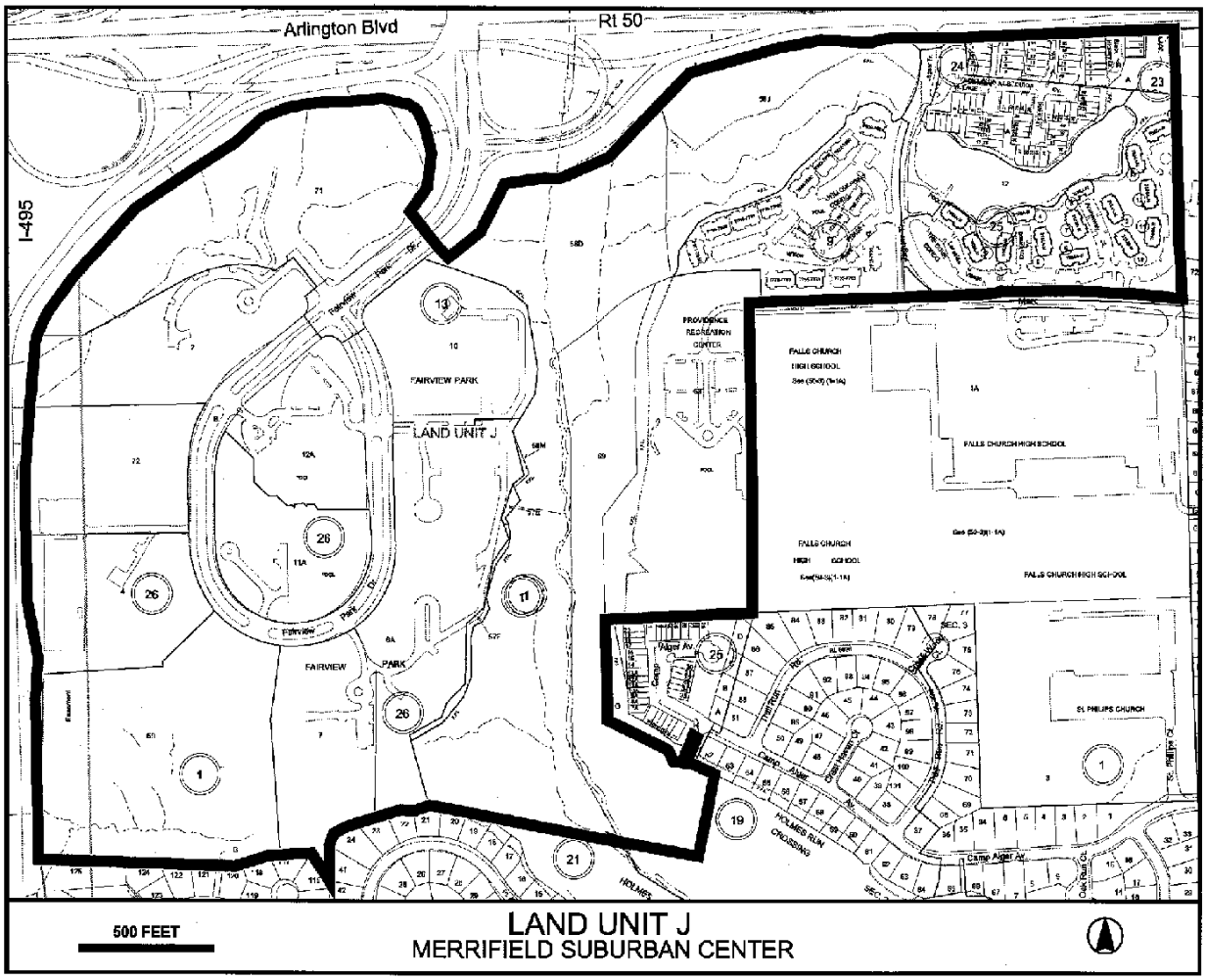

Arlington Blvd
Rt 50
I-495
FAIRVIEW PARK
LAND UNIT J
PROVIDENCE REDEMPTION CENTER
FALLS CHURCH HIGH SCHOOL
ST. PHILIPS CHURCH
500 FEET
LAND UNIT J
MERRIFIELD SUBURBAN CENTER

FIGURE 32

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 Route 50/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/Route 50 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 non-residential 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. The vacant portion of the quadrant south of Falls Church High School is planned for residential development at 3 to 4 dwelling units per acre (single-family detached units are encouraged in this portion of the site).

- 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 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 Route 50. No direct access should be provided to Route 50.

Transportation

- Vehicular access for planned nonresidential uses should be separate from access provided for residential activity. 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 Route 50 and I-495, and (b) the level of service on Route 50, I-495, and the ramps of the Route 50/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 Route 50 and I-495.

- Route 50 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 Route 50.

- 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 16, 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 Route 50 and I-495, and is planned for office use up to 1.75 million square feet (see Figure 33). 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.

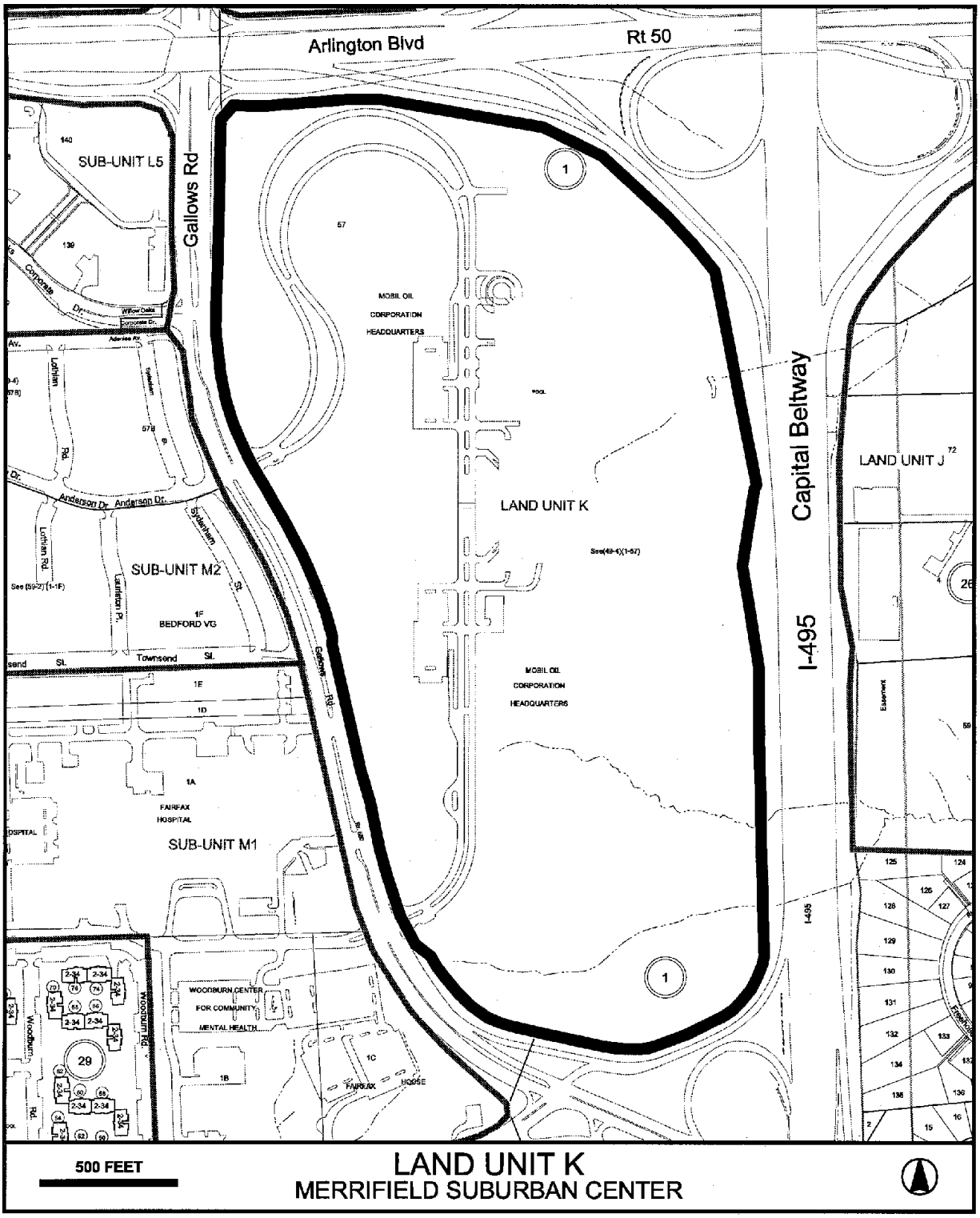

Arlington Blvd
Rt 50
SUB-UNIT L5
Gallows Rd
MOBIL OIL
CORPORATION
HEADQUARTERS
LAND UNIT K
Capital Beltway
I-495
LAND UNIT J
Anderson Dr.
SUB-UNIT M2
BEDFORD VG
Townsend
FAIRFAX
HOSPITAL
SUB-UNIT M1
WOODBURN CENTER
FOR COMMUNITY
MENTAL HEALTH
500 FEET
LAND UNIT K
MERRIFIELD SUBURBAN CENTER

FIGURE 33

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 Route 50 which screen and buffer the office development from Bedford Village. See the Building Heights Map, Figure 16, 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 Route 50 between Prosperity Avenue and Gallows Road (see Figure 34). Existing development within this Land Unit is predominantly office with the exception of the Elks Lodge and the area known as Pennell Street which is currently vacant.

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 Route 50 service road through Sub-Unit L2. Another opportunity for better circulation within this Land Unit is the extension of the service road along Route 50 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 Route 50 and is planned for office use up to .62 FAR (or 250,700 square feet). 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 Route 50 that is designed in a manner that provides interparcel access from this sub-unit to the east.

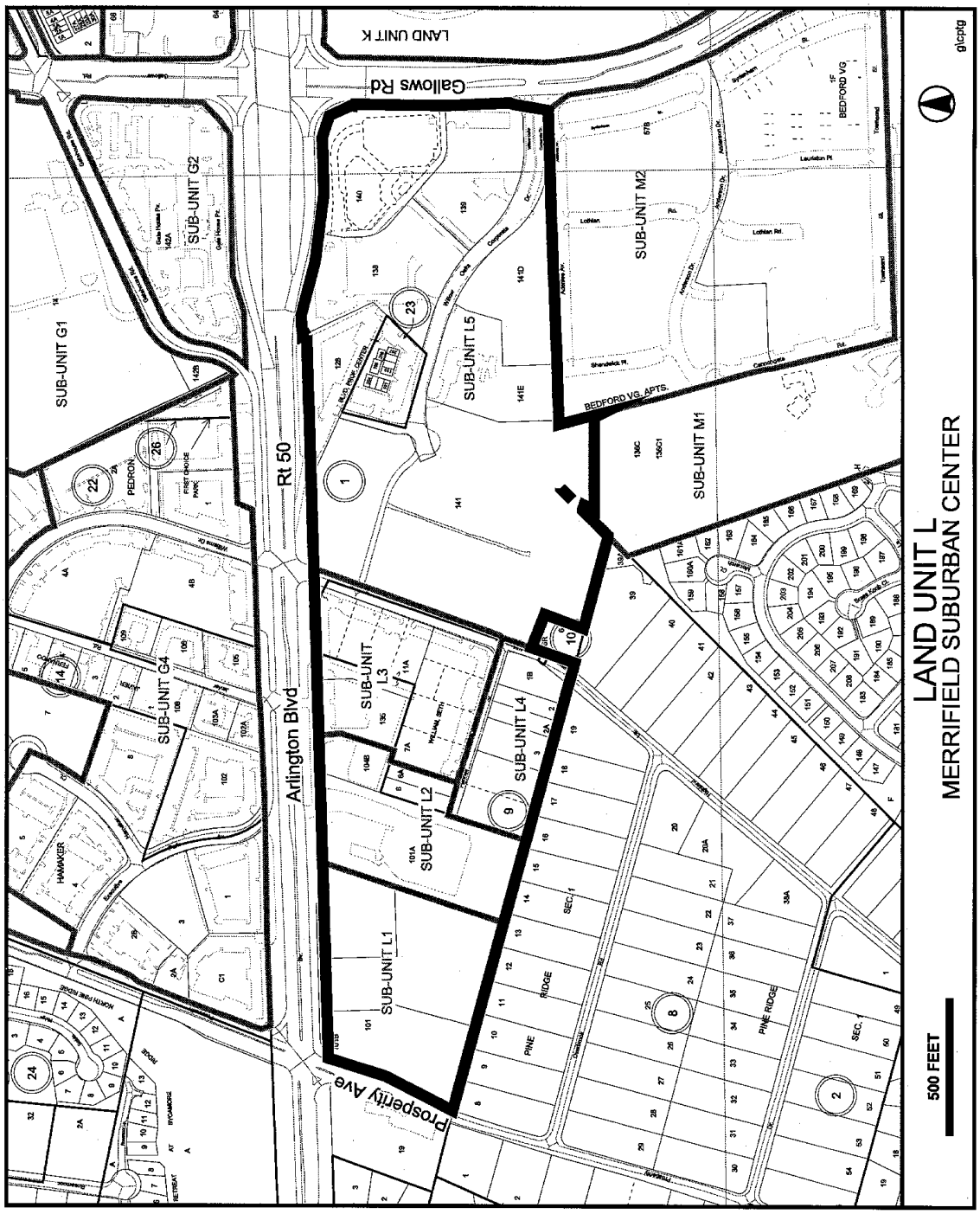

LAND UNIT K
Gallows Rd
SUB-UNIT G1
SUB-UNIT G2
SUB-UNIT G4
SUB-UNIT L1
SUB-UNIT L2
SUB-UNIT L3
SUB-UNIT L4
SUB-UNIT L5
SUB-UNIT M1
SUB-UNIT M2
Rt 50
Arlington Blvd
Prosperity Ave
BEDFORD VG. APTS.
BEDFORD VG.
PEDRON
HANAKER
PINE RIDGE
SEC. 1
500 FEET
LAND UNIT L
MERRIFIELD SUBURBAN CENTER
glcptg

FIGURE 34

- 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 Route 50, away from the residential areas. See the Building Heights Map, Figure 16, 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, south of Route 50, and is planned with office and institutional uses. Parcel 49-3((1))101A is developed and planned with institutional use up to .15 FAR. Any expansion of existing institutional use or new institutional use should retain a substantial vegetative buffer area (i.e., a minimum of 75 feet in width) adjacent to the residential area to the south. Parcel 49-3((1))104B is developed at approximately .25 FAR and planned for office use up to .5 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. 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.

Options: If parcel 101A, 6 and 6A consolidate, office use up to .4 FAR may be appropriate. If parcel 49-3((1))104B is included in the consolidation (i.e. consolidation of the entire sub-unit), as well as any remaining unconsolidated property in Sub-unit L4 (i.e. parcel 49-3((9))4), office use up to .60 FAR may be appropriate provided that parcel 4, which is south of Pennell Street, is limited to an intensity not to exceed .15 FAR.

As another option, parcels 49-3((9))6 and 6A could consolidate with Sub-unit L3 and L4 as indicated under Sub-unit L3's option with consolidation. If all property in Sub-units L2, L3 and L4 has been consolidated, except for parcels 101A and 104B, then parcels 101A and 104B may be appropriate for office up to .60 FAR if 101A and 104B consolidate with each other.

Under all the above options, 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 Route 50 service road. In addition, any development proposal should provide for the extension of the service road along Route 50 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 Route 50, 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 Route 50, away from the residential areas. Building heights within 130 feet of the adjacent residential area, as well as parcels 49-3((9))6 and 6A, should be limited to 35 feet. See the Building Heights Map, Figure 16, 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 and Williams Drive on the east. Parcel 49-3((1))135 is developed and 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.

Option: As an option, if a development proposal consolidates all parcels in this sub-unit with the majority of property south of Pennell Street in Sub-unit L4 (i.e. at a minimum parcels 49-3 ((9))1B, 2, 2A and 3), the consolidated area may be appropriate for an overall intensity that does not exceed .68 FAR. With minimum consolidation south of Pennell Street (i.e. parcels 49-3 ((9))1B, 2, 2A and 3) the total building area under this option should not exceed 272,000 square feet. With total consolidation south of Pennell Street; the total building area under this option should not exceed 300,000 square feet. If parcels 49-3((9))6 and 6A on the north side of Pennell Street in Sub-unit L2 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 320,000 square feet. In all cases, the portion south of Pennell Street is limited to an intensity not to exceed .15 FAR. In addition, all applicable Area-wide recommendations should apply.

Height Limit: The maximum building height in this sub-unit is 75 feet on parcel 49-3((9))7A and 90 feet on parcels 49-3((1))135 and 49-3((9))11A. See the Building Heights Map, Figure 16, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit L4:

This Sub-Unit is the area south of Pennell Street between Sub-Unit L2 and Williams Drive. This sub-unit is planned for office use up to .25 FAR if substantial and logical consolidation occurs within this sub-unit. Without consolidation, parcels in this sub-unit should redevelop with office use not exceeding an intensity of .15 FAR. In addition, any proposed consolidation should show how unconsolidated property could integrate into any previous consolidation and develop in a similar manner.

Any development proposal 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 Route 50. 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 Route 50, 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 above in the Sub-unit L3 option recommendations are not exceeded.

Options: As an option, this property may be evaluated to determine the feasibility for use as public parkland.

As a second option, if at a minimum, parcels 49-3 ((9))1B, 2, 2A and 3 consolidate with Sub-unit L3, this total consolidated area may be appropriate for an overall intensity that does not exceed .68 FAR and does not exceed the maximum gross floor area(s) that are specified under sub-unit L3's option with consolidation; in addition the portion south of Pennell Street is limited to an intensity not to exceed .15 FAR. If parcel 49-3((9))4 is not included in the consolidated property, this parcel is appropriate for office use not to exceed .15 FAR; unless this parcel is consolidated with abutting parcels within Sub-unit L2. (See Sub-unit L2 for guidance concerning consolidation of this property with property in Sub-unit L2.)

Under all the above options, all applicable area-wide recommendations should apply as well as guidelines for development at the base Plan 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. See the Building Heights Map, Figure 16, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit L5:

Sub-Unit L5 is located at the southwest quadrant of Route 50 and Gallows Road and 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. 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 16, 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 35). The northern portion of the land unit consists of Bedford Village, which is multi-family residential development. The southern portion consists of the Inova Fairfax Hospital, Northern Virginia Health Institute, Woodburn Mental Health Center, and the Fairfax House.

Inova Fairfax Hospital and related uses are envisioned to remain in this area and expand. The future hospital expansion should be coordinated with the expansion of County human service facilities as described below; some of which are currently provided at the Woodburn Mental Health Center. Bedford Village is envisioned to remain as currently developed, as multi-family residential use.

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.

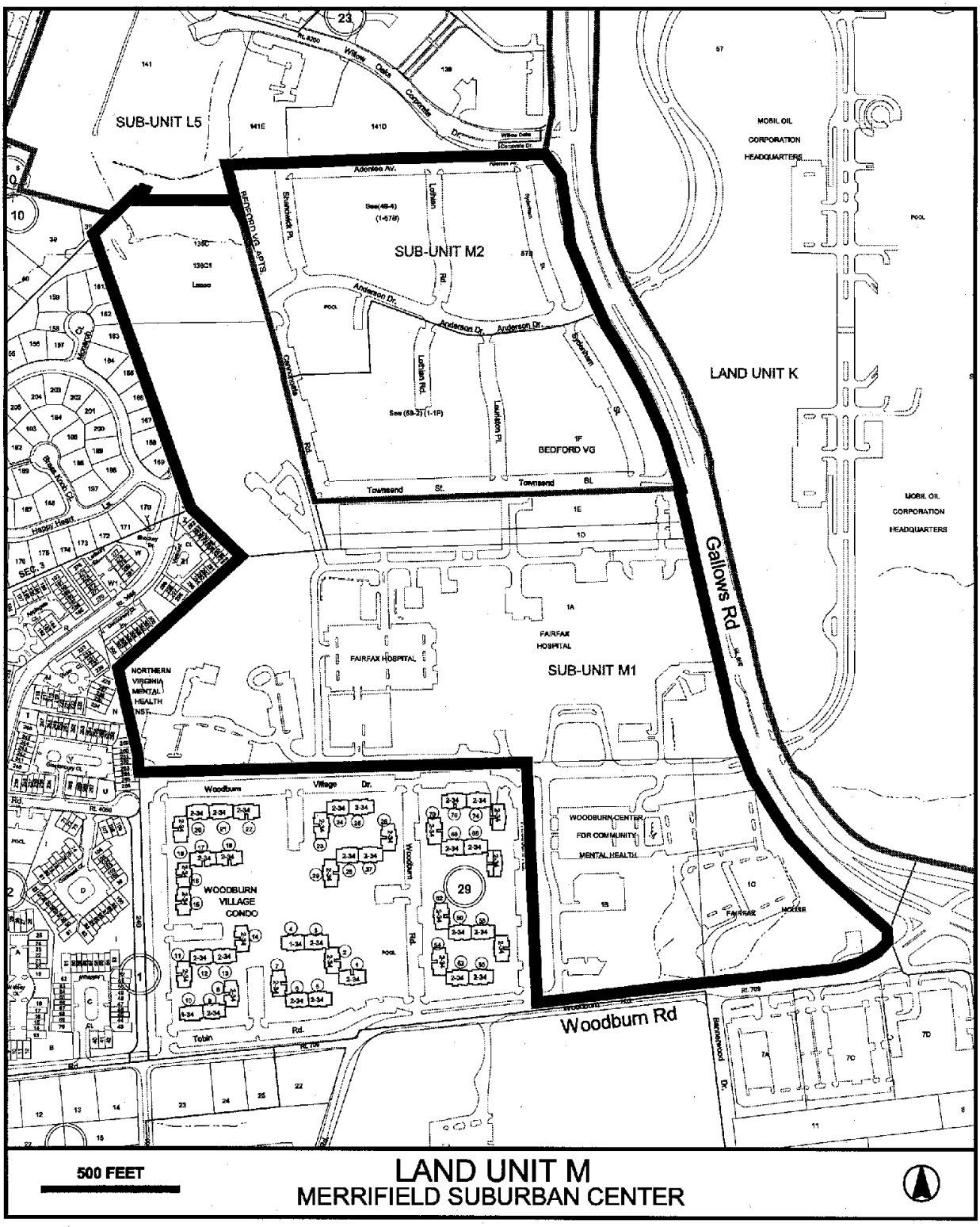

SUB-UNIT L5
SUB-UNIT M2
SUB-UNIT M1
LAND UNIT K
MOBIL OIL CORPORATION HEADQUARTERS
BEDFORD VG
FAIRFAX HOSPITAL
NORTHERN VIRGINIA MENTAL HEALTH INST.
WOODBURN VILLAGE CONDO
WOODBURN CENTER FOR COMMUNITY MENTAL HEALTH
Gallows Rd
Woodburn Rd
Adonlea Av.
Anderson Dr.
Townsend St.
Village Dr.
Tobin Rd.
Willow Oaks Corporate Dr.
500 FEET
LAND UNIT M
MERRIFIELD SUBURBAN CENTER

FIGURE 35

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, the Woodburn Mental Health Center, 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 Woodburn Mental Health Center, and Woodburn Place 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 Parcel 136C 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 Parcel 136C (up to.8 FAR) may occur on the remainder of the medical care facility property. The Northern Virginia Mental Health Institute, which is also adjacent to single family neighborhoods, is planned for institutional use up to .25 FAR.

Any development of Parcel 136C 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.

Option: 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 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/Route 29 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, Parcel 136C 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 16, 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 16, and the Building Height Guidelines under the Area-Wide Urban Design section.