PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: PA 2013-I-MS1

GENERAL LOCATION: South of I-66, north of Woodburn Road, west of Holmes Run, and east of Long Branch Stream Valley and Prosperity Avenue.

SUPERVISOR DISTRICT: Providence

PLANNING AREA: Area I

PLANNING DISTRICT or Special Area:
The Merrifield Suburban Center

TAX MAP NUMBERS:
49-1, 49-2, 49-3, 49-4, 50-3, 59-1, 59-2

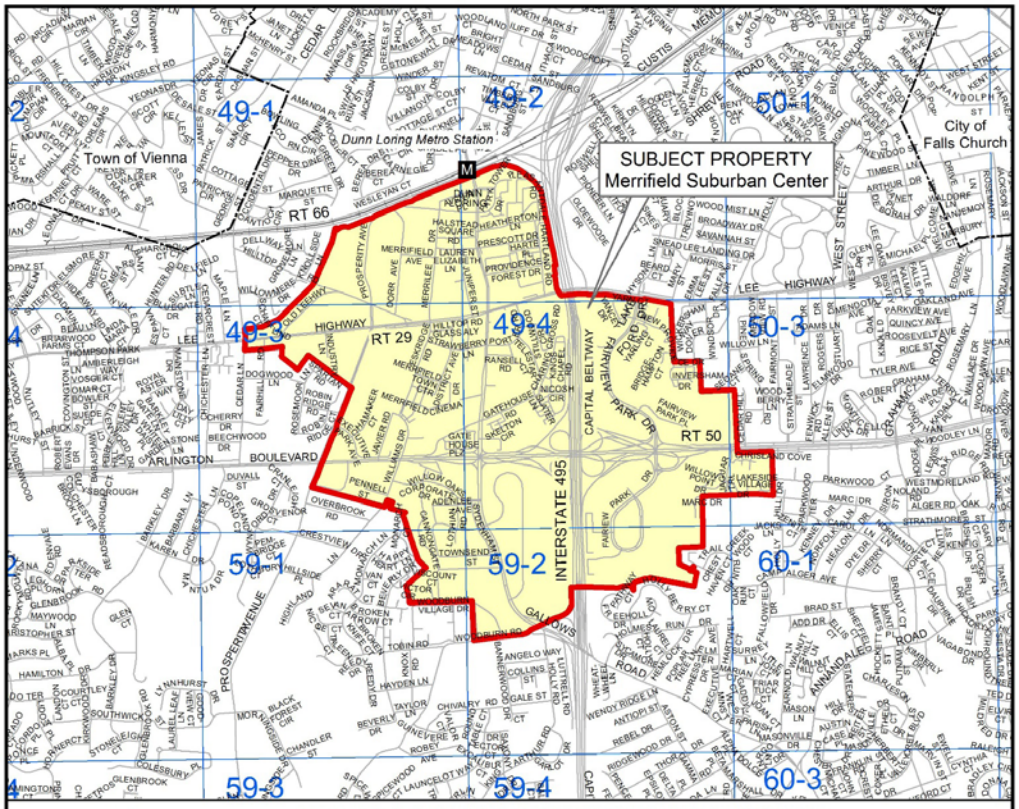
PLANNING COMMISSION PUBLIC HEARING:
Thursday, September 15, 2016 @ 8:15 PM

BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, October 18, 2016 @ 4:00 PM

PLANNING STAFF DOES RECOMMEND THIS ITEM FOR PLAN AMENDMENT

Reasonable accommodation is available upon 48 hours notice. For additional information about accommodation call the Planning Commission office at (703) 324-2865, or the Board of Supervisors office at (703) 324-3151.

For additional information about this amendment call (703) 324-1380.



PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
Merrifield Suburban Center Implementation Updates

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STAFF REPORT FOR PLAN AMENDMENT 2013-I-MS1

Background

On July 9, 2013, the Fairfax County Board of Supervisors (Board) adopted the Fairfax Forward Comprehensive Plan Amendment Work Program. The pilot work program schedules planning studies to begin within a three-year period, 2013-2016. The Merrifield Suburban Center Implementation Update was authorized as a part of this work program. The update focuses on reviewing and updating the existing Comprehensive Plan (Plan) language for Merrifield and also assesses the level of implementation of the Merrifield Suburban Center Comprehensive Plan guidance.

CHARACTER OF THE AREA

The Merrifield Suburban Center (Figure 1) consists of 1,551 acres and is generally located south of Interstate 66 (I-66), north of Woodburn Road, west of Holmes Run, and east of Long Branch Stream Valley and Prosperity Avenue. The Merrifield area is classified as a Suburban Center. As described in the "Concept for Future Development," Suburban Centers are defined as employment centers located along major arterials. These areas are evolving to include mixed-use cores such as transit station areas and town centers that are more urban in character. The core areas are generally surrounded by transitional areas of lesser intensity. The adopted Comprehensive Plan for the Merrifield Suburban Center recommends the development of two, interconnected core areas, which include the highest development intensities and are the most urban areas of the Merrifield Suburban Center. The core areas are the Transit Station Area, which includes the area south of the Dunn Loring – Merrifield Metrorail station, and the Town Center, located southwest of the intersection of Gallows Road and Lee Highway. These core areas and the areas between the core areas are developed with a mix of industrial, office, retail, hotel, and residential uses. A portion of the Town Center is developing into a mixed use area known as the Mosaic District.

Also within the Merrifield Suburban Center is the Merrifield Commercial Revitalization Area (CRA), which consists of the 775 acres located south of I-66, west of the Capital Beltway (I-495), and north of the Inova Fairfax Hospital campus. The CRA encompasses the two core areas and areas adjacent to the core areas. South of Arlington Boulevard (Route 50) is the Inova Fairfax Hospital campus and the former Exxon-Mobil headquarters. To the east of I-495 is the Fairview Office Park and low-rise multi-family apartments. The remaining majority of the Merrifield Suburban Center is characterized by non-core areas, which are lower intensity transitional areas to the Merrifield Suburban Center's surrounding single-family neighborhoods.

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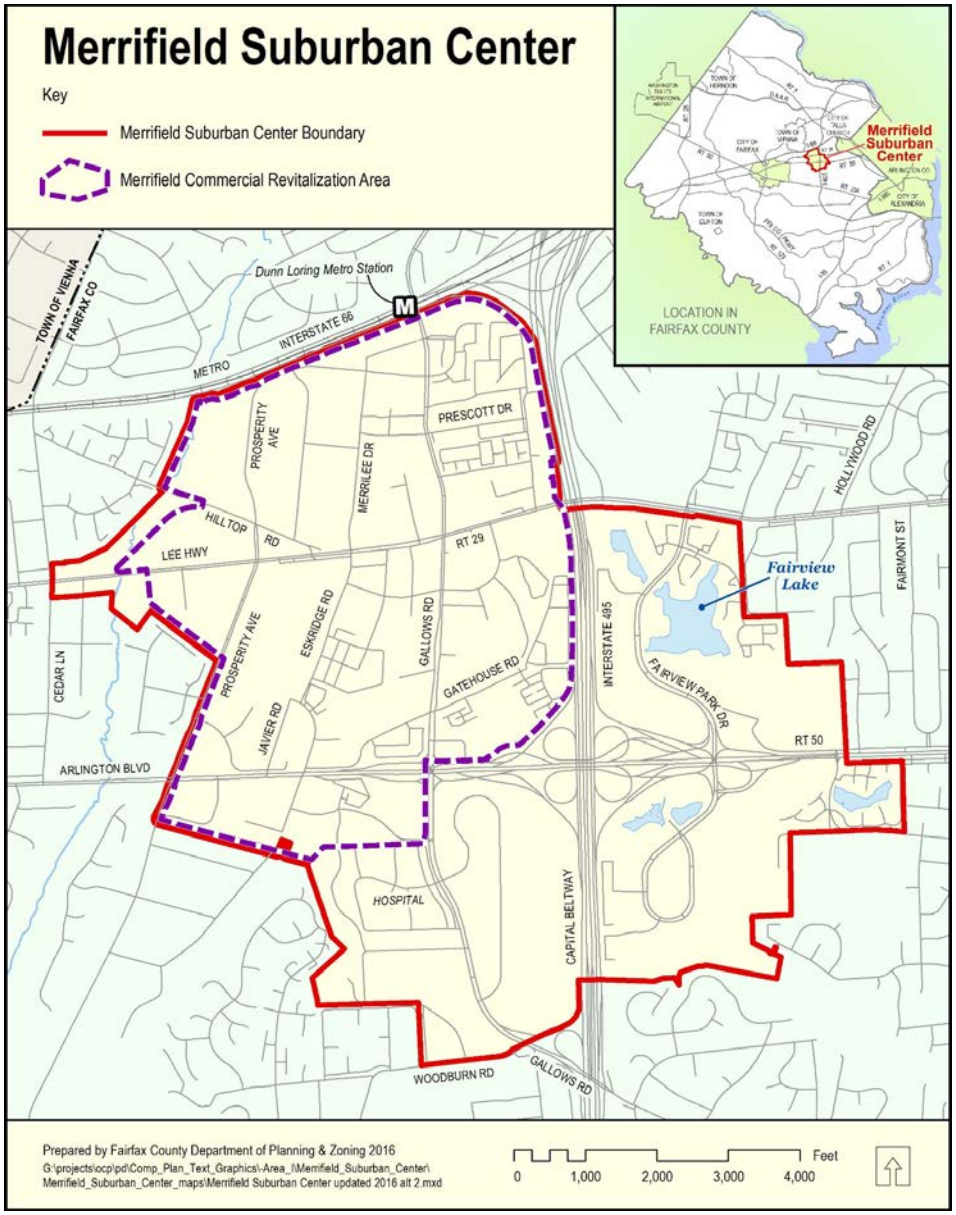
Figure 1: Study Area



PLANNING HISTORY

During the Planned Land Use System Program (PLUS), the geographic area known as the Merrifield Suburban Center was identified in the 1975 Comprehensive Plan as three separate areas. These areas were: the Dunn Loring Metro Complex Area (generally located north of Route 29); the Merrifield Industrial Area (generally located north of Route 50 and south of Route 29; and the Chiles Tract Special Study Area (encompassed Fairview Park and the former Exxon-Mobil headquarter site). Each of these planning areas was the subject of significant Plan Amendments that were adopted between 1975 and 1987. During the 1990-1991 Major Plan Review (known as Fairfax Planning Horizons), primarily editorial changes were made to group the three areas under the heading "Merrifield Suburban Center." Five Plan Amendments were adopted between 1991 and 1998 that planned land use changes for small portions of the Merrifield Suburban Center.

Stemming from a community visioning workshop that was held in June, 1998, a vision emerged for the Merrifield Suburban Center to be a place to work, shop, live and play. A task force was formed in October of 1998 to refine this vision, whose recommendations were adopted and incorporated into the Comprehensive Plan in 2001. These recommendations intended to reshape portions of the Merrifield Suburban Center to a more urban and increasingly active area within two core areas (Transit Station Area and Town Center), with most of the remainder of the Merrifield Suburban Center to retain a suburban character. On October 12, 1998, a portion of the Merrifield Suburban Center was designated as a CRA in order to encourage improved economic viability, appearance and function of the area through quality new development, rehabilitation and/or redevelopment.

Since the 2001 Comprehensive Plan update, there have been two Comprehensive Plan Amendments adopted within the Merrifield Suburban Center. Both of these Plan Amendments were located south of Arlington Boulevard and west of Gallows Road. In July of 2003, Comprehensive Plan Amendment S03-II-F1 was adopted by the Board of Supervisors for the area southwest of the Arlington Boulevard and Williams Drive intersection. The Plan Amendment transferred planned intensity from the parcels south of Pennell Street to the parcels north of Pennell Street. In July of 2010, Comprehensive Plan Amendment ST08-I-MS1 was adopted by the Board of Supervisors for a 66-acre area consisting of the Inova Fairfax Hospital campus, the Woodburn Center for Mental Health, and adjoining County-owned properties. The Plan Amendment permitted additional medical care facilities and related uses up to 1.0 FAR, consisting of approximately 250,000 square feet of additional hospital uses and approximately 327,780 square feet of ambulatory care uses.

The vision for the Merrifield Suburban Center set forth by the 2001 Comprehensive Plan update is being realized through a series of development projects and transportation improvements. The area adjacent to the Dunn Loring-Merrifield Metro Station is undergoing a major transformation into a dense, mixed-use center through mixed-use developments such as Halstead Square and Avenir Place. Mosaic at the Merrifield Town Center has dramatically transformed the area with new housing, office and retail uses, as well as parks, plazas, and a new grid of streets. The establishment of a local street grid in the Town Center has resulted in improved connectivity among Merrifield's thoroughfares and has increased walkability of the area. Since 1999, the Merrifield Suburban Center has added approximately 7,648,200 square feet of development, which includes 4,118,000 square feet of nonresidential development, and 3,046 dwelling units.

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Residential development accounted for approximately 30.3 percent of all development in the Merrifield Suburban Center in 1999. In 2016, residential development has increased to approximately 42.8 percent of the total development in the Merrifield Suburban Center. This increase in the proportion of residential development reflects the Plan's guidance for increased mixed use and walkability within the two core areas.

ADOPTED COMPREHENSIVE PLAN TEXT

The Merrifield Suburban Center is designated as one of Fairfax County's six Suburban Centers. The Merrifield Suburban Center contains portions of the Jefferson, Vienna and Fairfax Planning Districts. The vision for future development for the Merrifield Suburban Center includes the development of two core areas (Transit Station Area and Town Center) connected by a new "Main Street." The two core areas and the area between the two core areas are envisioned to be more pedestrian-oriented and relatively urban in character. The majority of the Merrifield Suburban Center is envisioned to remain suburban in character, with the areas at the edges providing transitions in intensity and scale to the surrounding low-density residential areas. General planning objectives include encouraging revitalization and redevelopment, particularly though mixed-use, higher intensity development within identified focal points. This includes encouraging the development of additional housing (including affordable housing units), retaining and developing community-serving retail uses, and ensuring high-quality design of development. The general planning objectives also include the development of a cohesive transportation system with a pedestrian-oriented environment, an extensive street grid, and mass-transit options. In addition, promoting stability in adjacent residential areas and protecting environmentally sensitive areas are key objectives to balance the goals for revitalization and redevelopment.

The most recent version of the Comprehensive Plan at the time of staff report publication is the 2013 Edition as amended through October 20, 2015. The complete text, including area-wide recommendations for the entire Merrifield Suburban Center as well as land unit recommendations, can be found at the following website:
http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area1/merrifield.pdf

PROPOSED PLAN AMENDMENT

The scope of proposed revisions is organized by sections of the Plan guidance. The edits are grouped into three categories: factual, clarifying, and organizational:

Factual: Proposed revisions to correct inaccuracies. These edits include:

- Replacing Tax Map Parcel numbers that no longer exist with the current Tax Map Parcel numbers. In many cases, Tax Map Parcels were altered when properties were consolidated or subdivided;
- Replacing the names of specific properties or developments that have changed; and
- Removing outdated statistics.

Clarifying: Proposed revisions to make Comprehensive Plan guidance easier to understand, and provide additional information for the reader. These edits include:

- Modifying the description of geographic boundaries;

- Noting which Comprehensive Plan recommendations have been implemented;
- Removing Comprehensive Plan recommendations that are no longer feasible because redevelopment options have been implemented;
- Including new public facilities and heritage resource sections;
- Updating the design of the maps to reflect current standards; and
- Proposing editorial updates to the Plan text to reflect current standards.

Organizational: Revisions to provide a more logical flow to text, improve the layout of the guidance, and consolidate recommendations to reflect existing development. These edits include:

- Revising the sub-unit boundaries and consolidating recommendations within Land Unit L to reflect implemented redevelopment options; and
- Removing outdated and/or unnecessary information and replacing with more concise and updated information where applicable (such as Planning History and Quantification of Development).

ANALYSIS

Land Use

Page numbers of Attachment I of this staff report are provided below to allow for ease of reference to proposed Plan revisions.

Quantification of Development (p.23 and p.30-31)

The Plan currently includes a "Quantification of Development" section that provides details of analysis conducted to balance the Merrifield Suburban Center's development potential with the planned infrastructure and environmental constraints of the area. This Plan amendment proposes to relocate this section to the "Planning History" section as the information in this section explains analysis completed during the 2001 Comprehensive Plan update. The last paragraph of the "Quantification of Development" section is proposed to be removed because the data is outdated, and some of the methodology does not provide sufficient detail to reproduce updated numbers.

Implementation (p.25-26)

Implementation strategies are identified in the Plan text in order to achieve the vision for the Merrifield Suburban Center and to address short-term and long-term issues. A few of these strategies are no longer applicable and the text is proposed to be revised accordingly. The Tax Abatement Program, which permitted tax abatements for improvements to buildings that are at least 25 years old, is no longer active within Fairfax County (expired on September 1, 2010) and the corresponding language is therefore proposed to be removed from the Plan text. In addition, references to streetscape demonstration projects are proposed to be removed because most have been built by development projects, especially in the Town Center. The Mosaic District Community Development Authority (CDA) was created in 2011 by the Board of Supervisors to provide financing for public infrastructure associated with redevelopment of the Mosaic District. Public financing included tax-exempt and taxable bonds secured by the CDA and are repaid

through property taxes from land owners in the district. Language is proposed to be added to the Plan to clarify that the CDA was in fact created.

Affordable Housing (p.32)

Policy guidance for affordable housing has changed since the 2001 Comprehensive Plan update. The term "Affordable Housing" can include Affordable Dwelling Units (ADUs), Workforce Dwelling Units (WDUs), and other local, state and federal programs. ADUs are required by Section 2-800 of the Zoning Ordinance. The Affordable Dwelling Unit Program is designed to promote a full range of housing choices and to require the construction and continued existence of dwelling units affordable to households whose income is seventy percent or less of the median income for the Washington Standard Metropolitan Statistical Area. WDUs, on the other hand, are referenced in the Policy Plan and are targeted to households with incomes above those required by the Affordable Dwelling Unit Program. This definition of affordable housing is proposed to be included in the Plan to be consistent with current practice and because the Plan refers to affordable housing more generally than the Zoning Ordinance does. It has been practice in Merrifield to implement five percent ADUs and seven percent WDUs for a total of 12 percent affordable housing for multi-family developments. This is consistent with County policy.

The Housing Trust Fund was established in 1988 by the Board of Supervisors. Prior to 2003, the Policy Plan's Criteria for Assignment of Appropriate Residential Development Density, Criterion 8, stated that a development can make "a contribution to the Fairfax County Housing Trust Fund in accordance with a formula established by the Board of Supervisors in consultation with the Fairfax County Redevelopment and Housing Authority." The existing Merrifield Plan states that this contribution percentage is one percent of the value of all of the units approved on a subject property except those that result in the provision of ADUs. Pursuant to Policy Plan amendment S01-CW-18CP, the 2003 edition of the Policy Plan, as amended through 9-9-2002, revised this percentage to .05 percent for a Housing Trust Fund Contribution to have a more uniformly applied contribution and therefore more equitable and predictable contribution for applicants. Staff is proposing to make revisions to make this section more clear, but does not propose to reduce the one percent expectation included in the Merrifield Suburban Center Plan text.

Coordinated Development Plans (p.32-33)

This section of the Plan specifies that coordinated development plans may be an alternative to parcel consolidation. One option for a development application to be considered as a coordinated development plan in lieu of parcel consolidation is if a development application with at least two acres can demonstrate how the proposed new development integrates with previously approved development application(s) that met the minimum consolidation requirements. However, some land units have specific recommendations for acreage minimums for coordinated development plans. For example, Options 1 and 2 for Sub-Units F1 and F2 require consolidation or coordinated development plans of at least eight acres. It is not clear in the Plan if the land unit recommendations should always take precedence over the two acre minimum listed in the area-wide guidance, or if the intent is to encourage the land unit acreage minimum, and if that is not possible, then review of a development application would follow the two acre minimum. To clarify, the Plan amendment proposes language to specify that the specific land unit guidance should *typically* take precedence over the two acre minimum.

Urban Design Guidelines (p.38-77)

This Plan amendment proposes revisions to the content and structure of the "Urban Design" section in order to better coordinate urban design with transportation and streetscape consistent with contemporary planning for street design. Coordination between these sections of the Plan is necessary in order for Fairfax County to create a multimodal street network that is walkable and bikeable. Revisions to the content and structure of this section prepares the Merrifield Plan for future integration of the Multimodal System Design Standards through the Virginia Department of Transportation (VDOT). The integration of the Multimodal System Design Standards is envisioned to occur for all applicable areas of the Plan. The revisions would:

- Include a new sub-section entitled, "Urban Street Network Design," which would replace the existing "Streetscape Design" sub-section, and is where all of the cross-sections and other streetscape information would be located. This is similar to the Seven Corners section of the Comprehensive Plan, which was the first area to incorporate the Multimodal System Design Guidelines. The new "Urban Street Network Design" sub-section applies to the entire Merrifield Suburban Center, while the "Street Types and Design" sub-section that includes the cross-sections only applies to the CRA portion of the Merrifield Suburban Center. These revisions would update the existing information in the Plan and would not make any changes to road types, dimensions, or any other changes that would not be considered editorial. The "Boulevard Cross-section" is proposed to show a bike lane (the current Plan does not), but has a note stating to consult the Bicycle Master Plan for facility type and location, as the boulevards within the Merrifield Suburban Center each have different recommendations for bicycle facilities. This revision does not propose any facilities that are not already envisioned by the adopted Bicycle Master Plan.

- Reorganize the layout of the entire "Urban Design" section to establish a more logical transition from the "Urban Design" section to the "Transportation" section. This reorganization proposes to move the "Building and Site Design" and "Building Heights" sub-sections before the "Pedestrian and Open Space System" sub-section, leaving the new "Urban Street Network Design" sub-section as the last before the "Transportation" section.

- The following graphics within this section are proposed to be updated: the "Illustrative of the Two Core Areas" (Figure 5 in the current Plan), the "Open Space and Pedestrian System Map" (Figure 8 in the current Plan), the "Streetscape Concept Map" (Figure 9 in the current Plan), the cross-sections (Figures 10-14 in the current Plan), and the "Building Heights Map" (Figure 16 in the current Plan). Figures 6 and 7 in the current Plan, "Example of Potential Metro Station Development" and "Example of Potential Town Center Development" are proposed to be removed as the redevelopment envisioned by these graphics has already occurred. Figures 14 and 15 in the current Plan are proposed to remain and do not need updates. It is important to note that some content revisions to the road, pedestrian, and open space network are proposed for the "Illustrative of the Two Core Areas" (Figure 5 in the current Plan), the "Open Space and Pedestrian System Map" (Figure 8 in the current Plan), and the "Streetscape Concept Map" (Figure 9 in the current Plan); however, no revisions are proposed that do not reflect existing or approved conditions.

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Transportation (p.78-87)

The Fairfax County Department of Transportation (FCDOT) no longer uses mode-split to measure trip reductions. Level of trip reductions to be achieved through Transportation Demand Management (TDM) strategies are now based on use and distance of development from Metro. TDM strategies are used by FCDOT to implement mode-split, and is a more accurate way to measure network capacity. As no land use changes are proposed with this Plan amendment, the replacement of mode-split text with TDM text would not change the existing network capacity that development uses and intensities were based off for the 2001 Comprehensive Plan update. This Plan Amendment proposes to insert the following discussion on TDM:

- TDM refers to a variety of strategies aimed at reducing the demand on the transportation system, particularly through reducing single-occupant vehicles during peak periods and expanding the choices available to residents, employees, and visitors;

- The objective of the TDM program for the Transit Station Area is to reduce the number of single-occupant vehicle trips by at least 35 percent for the areas within ¼ mile of the Metrorail station and at least 30 percent for the areas between ¼ and ½ mile from the Metrorail station; and

- Development proposals should include formal TDM programs that include a commitment to trip reduction goals at each phase of development, TDM implementation plans, and remedies if a TDM plan fails to achieve its objective within a reasonable time period.

The Plan amendment also proposes to update the Plan text for transportation improvements that have already occurred, including:

- Removing language for the interchange improvements for Arlington Boulevard/I-495, Gallows Road/I-495, and Lee Highway/I-495 because these improvements have been completed;

- Removing language for the movie theatre access road connection to either Williams Drive or Gatehouse Road because Merrifield Cinema Drive now connects to Eskridge Drive, which facilitates access to the Town Center in a similar fashion as envisioned by this listed improvement (this alternative connection of Merrifield Cinema Drive to Eskridge Road is identified in Land Unit G);

- Removing language for the completed Eskridge Road extension to Williams Drive and its realignment with Merrilee Drive; and

- Removing language for the completed improvement of Strawberry Lane and its extension to Eskridge Road.

A reference to the Bicycle Master Plan, adopted by the Board of Supervisors in October 2014, is proposed to be added to the Pedestrian and Bicycle Circulation section.

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"Festival Street" (p.65, p.127-133)

The Plan is not clear which street should function as the desired "Festival Street."

- The Streetscape Design guidelines state that "some segments of the "Main Street," such as a "festival street" in the town center area, may contain a center median with special landscaping, paving and amenities (such as fountains)." This section calls out Merrilee Drive and Eskridge Road to be the Main Street, suggesting that segments of Eskridge Road within the Town Center should be the "Festival Street."

- Land Unit F states that the "Primary access points to the Town Center are envisioned to be at Merrilee Drive extension/realignment with Eskridge Road and Lee Highway, Gallows Road and Strawberry Lane, and Gallows Road and 'Main Street/Festival Street'." This suggests that neither Strawberry Lane, nor Eskridge Road or Merrilee Drive are the "Festival Street".

- Land Unit F also states that "at least one new road should function as the "Festival Street" as illustrated in Figure 28." This text suggests that it should be left to interpretation as to which street(s) should function as a "festival street." Figure 28 seems to show the "Festival Street" to be perpendicular to Merrilee Drive/Eskridge Road, but the "Festival Street" is not labeled on the graphic.

- Within Option 1 for Sub-units F1 and F2, the second bullet point elaborates on this by stating that "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)."

- Figure 28 is explained by the following paragraph: "The following illustrative urban design plan shows an approach for creating a "sense of place" for the area south of Lee Highway 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." This paragraph describes the current Strawberry Lane as the "Festival Street."

As development has occurred, Strawberry Lane and District Avenue currently function as the envisioned "Festival Street." They have a concentration of retail and pedestrian activity, and are anchored by a town green and movie theatre. Since the envisioned "Festival Street" has already been built, the Plan Amendment proposes to remove all language about the "Festival Street" and will include the following sentences: "A portion of the envisioned Town Center has developed into what is known as the Mosaic District, which includes a mix of residential, retail, and hotel uses, as well as a movie theatre. Strawberry Lane and District Avenue in particular have a

concentration of retail and pedestrian activity (i.e. plazas, retail browsing areas and outdoor dining)."

Heritage Resources (p.87-89)

The Merrifield Suburban Center does not currently contain a Heritage Resources section. A new section is proposed that is consistent with Heritage Resource sections in other areas in the Plan, including a description of the Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register, the National Register of Historic Places, and the County's Historic Overlay Districts. The new section will also list resources listed in the Inventory of Historic Sites for the Merrifield Suburban Center.

Public Facilities (p.89-90)

Language describing public facilities is proposed to be updated in the Plan, including the addition of the Merrifield Center in Sub-Unit L4.

Parks and Recreation (p.90-91)

Revised Parks and Recreation language is proposed to describe existing public parkland and recreational facilities and guidance for new park users.

Land Unit Revisions (p.92-170)

Land Unit A:

- The public plaza/greenspace amenity that is envisioned by the Plan to be located at the northern terminus of the Merrilee Dive extension was constructed at the northwest corner of the Prosperity Avenue and Avenir Place intersection. The text is proposed to be revised accordingly, which includes removing Figure 22. The last paragraph of the Land Unit A section references Figure 22 and further describes the public plaza/greenspace amenity and its relationship to the development planned near the Dunn Loring-Merrifield Metro station. This paragraph is proposed to be deleted because this concept has been implemented.
- The Plan calls for the extension of Merrilee Drive across Prosperity Avenue. This text is proposed to be deleted because this connection has already occurred.

Land Unit B:

- The service station listed in Sub-unit B5 has been demolished and so the reference is proposed to be deleted.

Land Unit C:

- The realignment of Merrilee Drive and Eskridge Road has occurred and therefore this text is proposed to be revised accordingly.
- The public plaza/green space amenities referenced in Sub-Unit C1 have been built and therefore this text is proposed to be deleted.
- Parcel 49-2((1))18 referenced in Sub-Unit C2 has been redeveloped and the tax map number has been replaced with Parcel 49-2((1))18A. This parcel was brought in for the

Halstead Square development rezoning. The referenced parcel did not consolidate with Sub-Unit C1, so the language is no longer applicable and is proposed to be deleted.

- The southwestern building of the Halstead Square development is located in Sub-Unit C3, and so the Sub-Unit C3 text is proposed to be revised to include the residential and retail mix associated with this building.
- The Sub-Unit C4 text is proposed to be revised to reference existing residential uses that were developed with the Prosperity Flats development.

Land Unit D:

- Minor changes are proposed.

Land Unit E:

- The development option for Sub-Unit E4 includes consolidation of parcels west of the Dorr Avenue extension. This consolidation occurred pursuant to RZ 2001-PR-012 and therefore the associated text is proposed to be deleted.
- Retail use has been added to the Sub-Unit E7 description because other retail uses aside from the auto sales use have been established.

Land Unit F:

- The description of the existing development in Land Unit F has been revised to include the residential, hotel, and retail uses associated with the Town Center redevelopment, as well as a description of the Mosaic District.
- Language is proposed to be revised to clarify which transportation improvements have been made and which improvements are still planned.
- All references to the "Festival Street" are proposed to be removed, per the earlier discussion in the Transportation section of this staff report.
- Figure 28 and its associated discussion is proposed to be removed, as the Town Center concept implementation has begun. The streetscape design guidelines provide additional guidance for the development of the Town Center.
- The language referring to Parcel 49-3((1)) 80A is proposed to be deleted as this parcel was divided when it was redeveloped with the Mosaic District development.
- Aside from the first sentence, the language in the second bullet of Option 1 is proposed to be removed as all of these transportation improvements have been completed or are no longer necessary due to completed improvements.

Land Unit G:

- The references to the extension of the movie theatre access road are proposed to be removed as a connection has already been made that extends Merrifield Cinema Drive to Eskridge Road.
- Language is proposed to be revised in Sub-Unit G3 to reflect that Parcels 49-3((21)) 6 and 7 have been subdivided into Parcels 49-3((21)) 6A1, 6A2, and 6A3.

Land Unit H:

- The reference to the additional office uses which will infill the area between the Red Cross and INOVA buildings is proposed to be removed as these office buildings have been constructed. RZ 1996-PR-039 approved three office buildings in this location, but only two were built.

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- The telecommunications facility referenced in Sub-Unit H6 no longer exists. The text is proposed to be revised accordingly.

Land Unit I:

- Minimal changes are proposed.

Land Unit J:

- The area referred in the second sentence of the sixth bullet of Land Unit J is no longer located within the Merrifield Suburban Center, and is therefore proposed to be removed. The Plan map for this area shows that the area is planned for 3-4 dwelling units per acre, which is consistent with the Plan text. The area has been developed.
- The first bullet under the "Transportation" header of Land Unit J states that "vehicular access for planned nonresidential uses should be separate from access provided for residential activity." As mentioned earlier, there is Plan language allowing for up to 250 dwelling units in Fairview Park. Implementation of these residential uses may be inconsistent with this bullet. This Plan Amendment proposes to specify that "vehicular access for planned nonresidential uses should be separate from access provided for residential uses to the east of the Holmes Run stream valley," which is viewed as the original intent of this condition.

Land Unit K:

- Minimal changes are proposed.

Land Unit L:

- Land Unit L is divided into five sub-units and contains numerous options for redevelopment for parcels within Sub-Units L2, L3, and L4. Since the 2001 Comprehensive Plan update, a series of zoning applications were approved using the Sub-Unit L3 Plan Option for total consolidation of the parcels within Sub-Units L3 and L4, and also Parcels 49-3((9))6 and 6A within Sub-Unit L2, which allows for an overall intensity that does not exceed 0.68 FAR. However, the zoning applications also incorporated Parcel 49-3((1))104B within Sub-Unit L2 into the consolidation. The justification for incorporating Parcel 104B was that doing so did not exceed the 0.68 FAR maximum intensity listed in the Sub-Unit L3 Option. The zoning history for this consolidation, known as the Arlington Boulevard Consolidation, is summarized below:
    - On May 10, 2004, the Board of Supervisors approved RZ 2004-PR-003 to rezone 10.74 acres (Tax Map Parcels 49-3((9))1B, 2, 2A, 3, 4, 7A, and 11A, and 49-3((1))135, or all of Sub-Units L3 and L4) from the C-3 and R-1 Districts to the C-3 District to construct three new office buildings and associated parking at an overall FAR of 0.64, or 300,000 gross square feet of existing and approved buildings, which includes the existing Dewberry and Davis office buildings and parking structures.
    - On June 30, 2008, the Board of Supervisors approved PCA 2004-PR-003 to amend RZ 2004-PR-003 to allow a shift in the location of an approximately 122,859 square foot office building (Building A) to the west across a property line that was shared with Parcel 104B in Sub-Unit L2. A restrictive covenant was provided to bind Parcel 104B to the approved proffers.

- On September 14, 2009, the Board of Supervisors approved PCA 2004-PR-003-02/PCA 2009-PR-007/RZ 2009-PR-006, which rezoned Parcels 6 and 6A to permit the construction of a 20,000 square foot office building at 0.59 FAR. The applications also brought in parcels 6, 6A, and 104B to the overall consolidation. The incorporation of the 20,000 square foot office building on Parcels 6 and 6A and 43,124 square feet of previously approved gross floor area (portion of Building A) on Parcel 104B increased the total square footage of the entire site to 363,124 square feet at an FAR of 0.67 FAR.

- While the 0.67 FAR of the total consolidation is below the Sub-Unit L3 Plan Option of 0.68 FAR, the total approved square footage of the development (363,124 square feet) exceeds the maximum development potential of 320,000 square feet that is also listed in the Sub-Unit L3 Plan Option.
- The area south of Pennell Street is developed at 0.25 FAR, which exceeds the 0.15 FAR maximum intensity listed in the Sub-Unit L3 Plan Option for the area south of Pennell Street. This increase in intensity was deemed acceptable at the time of rezoning because the total consolidation's FAR was still below the 0.68 FAR listed in the Sub-Unit L3 Plan Option.
- As a part of the zoning approvals, Parcel 104B of Sub-Unit L2 has since consolidated with Parcel 135 in Sub-Unit L3 to become Parcel 104C, which is now split by the sub-unit boundaries.
- Most of the development approved by these zoning applications has been constructed, with the exception of the 20,000 square foot office building on Parcels 6 and 6A, and Building A and the associated garage on Parcel 104C.
- The proposed revisions to Land Unit L include the following (see Figures 2 and 3 below):
  - Revise the boundaries of the sub-units to remove Parcels 6, 6A, and a portion of Parcel 104C (former Parcel 104B) from Sub-Unit L2 and incorporate these parcels into Sub-Unit L3. The parcels within Sub-Unit L4 would also be incorporated into Sub-Unit L3. By including all of these parcels into Sub-Unit L3, the entire Arlington Boulevard Consolidation would be contained within one sub-unit.
  - Parcel 101A (Elk's Lodge) would become the only parcel remaining in Sub-Unit L2.
  - As all of Sub-Unit L4 would become a part of Sub-Unit L3, Sub-Unit L5 would be renamed Sub-Unit L4.
  - The conditions outlined for the parcels in Sub-Units L2 and L4 that are proposed to be incorporated into Sub-Unit L3 would be carried forward into the Sub-Unit L3 Plan Option text.
  - With the exception of Plan options for Parcels 6 and 6A, all development options for the parcels proposed to be included into Sub-Unit L3 that are not consistent with the Sub-Unit L3 Plan Option are proposed to be deleted. This includes any options listed for Parcel 104B, as this parcel no longer exists. The options for Parcels 6 and 6A that involve consolidation with each other or with Parcel 101A (Elk's Lodge) would remain, as the approved development on Parcels 6 and 6A has not yet been built.
  - The Sub-Unit L3 Plan Option would have a revised maximum development potential of 363,124 square feet (increased from 320,000 square feet) to be consistent with the zoning approvals.

- The last sentence of the L3 Plan Option currently states that the area south of Pennell Street should not exceed an intensity of 0.15 FAR. The proposed revisions would increase this FAR to .25 FAR to be consistent with the zoning approvals.

Figure 2: Land Unit L Sub-Unit Boundaries – Current Plan

Figure 3: Land Unit L Sub-Unit Boundaries – Proposed Revisions

Land Unit M:

- The introductory Plan text referring to the Inova Fairfax Hospital expansion is proposed to be removed as the coordinated expansion with County human service facilities has been approved and implemented.
- Parcel 136C has been subdivided into Parcel 4B, 6 and 7, and the text is proposed to be revised accordingly.

CONCLUSION

The Plan amendment proposes to update the recommendations for the Merrifield Suburban Center to reflect current conditions, including correcting inaccuracies, clarifying Plan guidance, providing layout revisions, and updating maps and figures.

This Plan amendment proposes no changes to land use or density recommendations within the study area.

RECOMMENDATION

Staff recommends the Comprehensive Plan be modified as shown in Attachment I.

DRAFT

ATTACHMENT I

Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~strikethrough~~. Text shown to be replaced is noted as such. Existing figures proposed to be removed are shown with REMOVE. New figures proposed as additions are shown with ADD.

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, The Merrifield Suburban Center, Amended through 10-20-2015:

THE MERRIFIELD SUBURBAN CENTER OVERVIEW

~~The Plan for the Merrifield Suburban Center consists of a description of the area's character and planning history, the provision of a concept for future development and implementation strategies, and recommendations for future development. The recommendations include area-wide guidance for land use, urban design, transportation, and public facilities/infrastructure, as well as specific guidance for each of the land units that comprise the Merrifield Suburban Center.~~

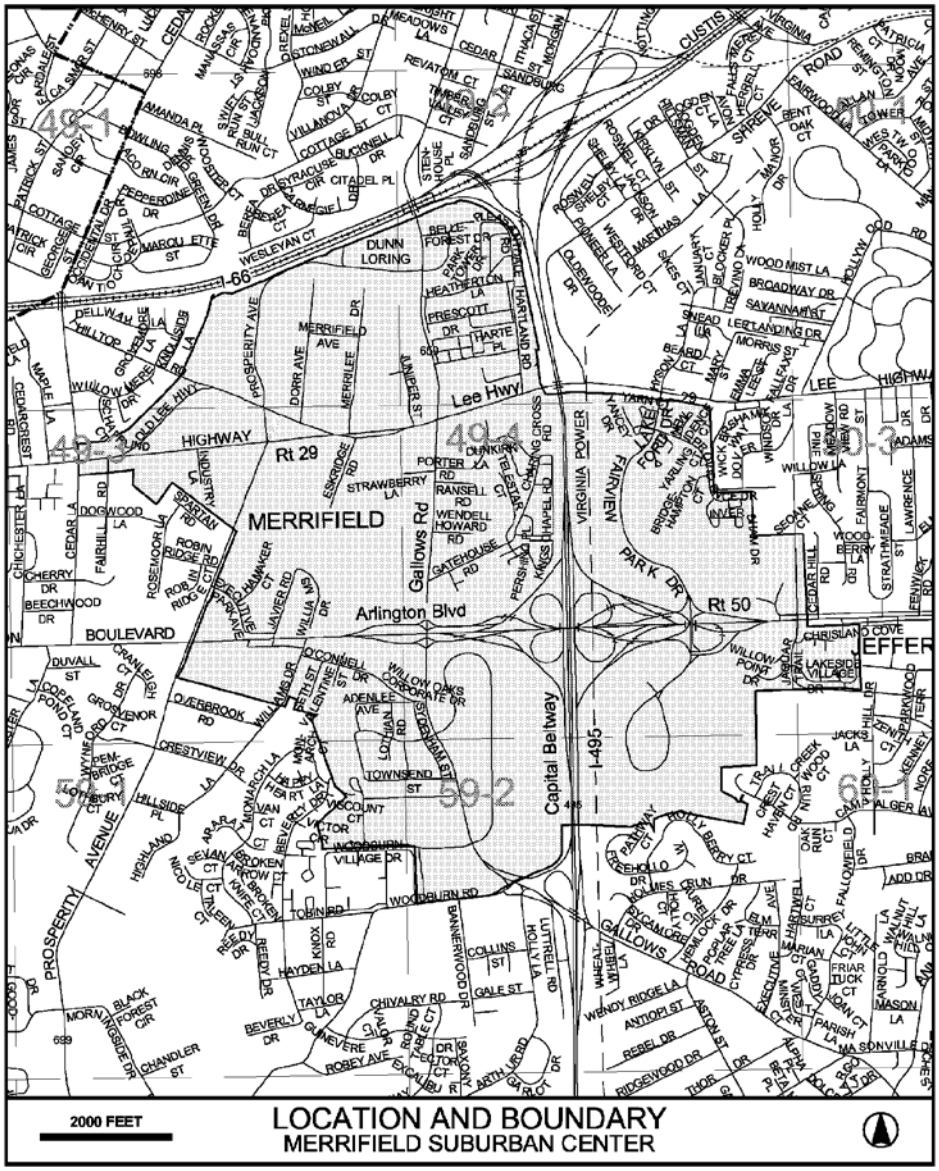
LOCATION AND CHARACTER

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

PLANNING HISTORY

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

REMOVE: Figure 1, Location and Boundary:



ADD: Figure 1, Location and Boundary:

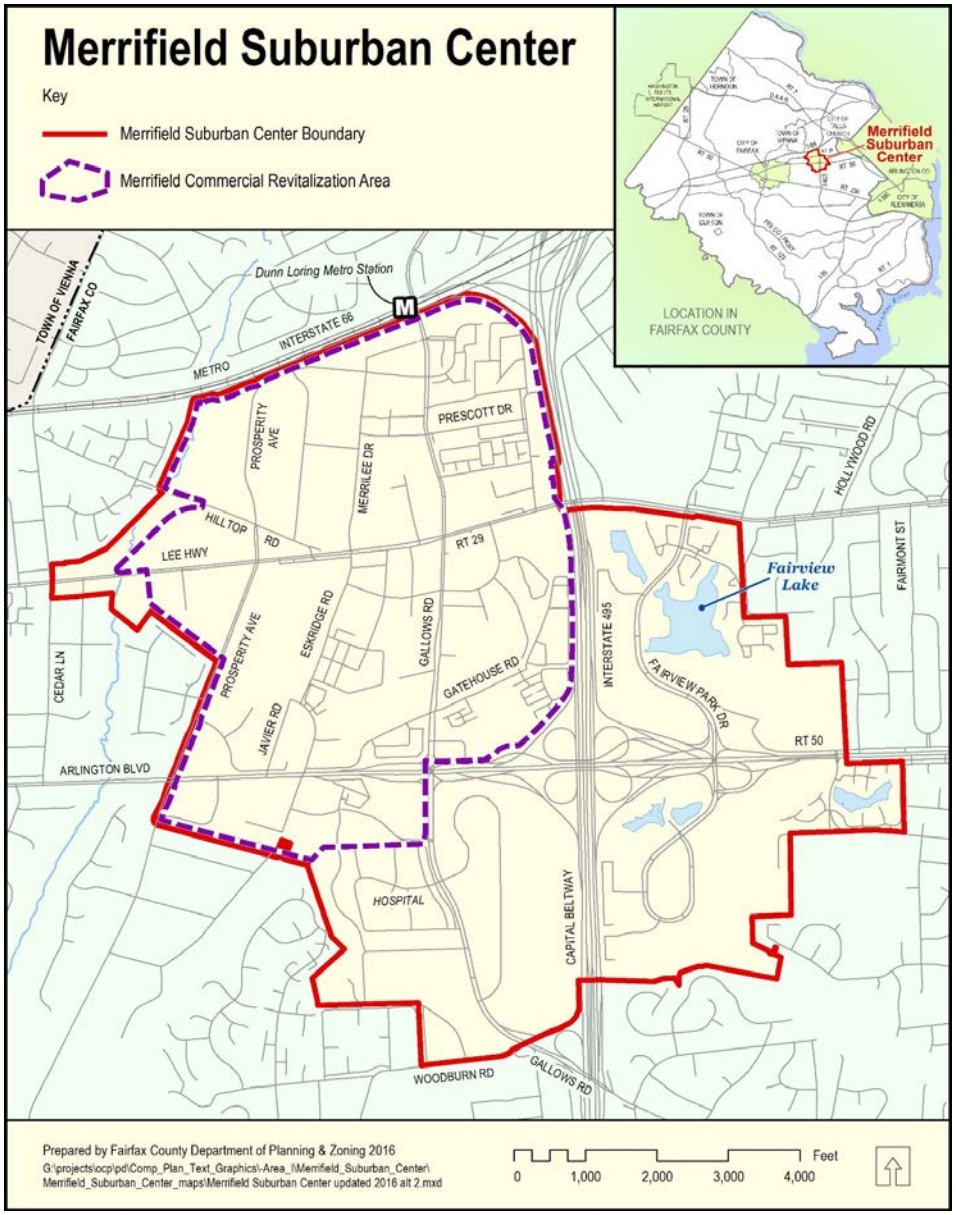


FIGURE 1

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

~~These areas were: the Dunn Loring Metro Complex Area, which is generally located north of Lee Highway; the Merrifield Industrial Area, which is generally located north of Arlington Boulevard and south of Lee Highway; and the Chiles Tract Special Study Area, which encompassed what is today Fairview Park and the Exxon-Mobil Oil property.~~

~~In June 1975, the Board of Supervisors authorized the Route 50/I-495 Area Study, which included the three areas identified during PLUS. Due to the magnitude of development possibilities for this area, the Board of Supervisors directed landowners and staff to investigate a variety of land use options, and to develop Comprehensive Plan text, that would maximize opportunities for benefit to Fairfax County while avoiding adverse impacts from development on nearby residential communities. This study resulted in a Plan Amendment that was adopted by the Board of Supervisors on July 8, 1977. The amendment maintained three planning areas: North Merrifield, South Merrifield, and the Route 50/I-495 Area.~~

~~After the 1977 Route 50/I-495 Area Study, several Area Plans Reviews (APR) and Out-of-Turn Plan Amendments (OTPA) looked at portions of the Merrifield Suburban Center. For example: APR Item 79-I-3J, which was adopted by the Board of Supervisors in July/August 1979, modified Plan text dealing with the northeast quadrant of Route 50/I-495 (Fairview Park North); and APR Item 80-I-1J, which was adopted by the Board of Supervisors on July/August 1980, modified Plan text in the southeast quadrant of Route 50/I-495 (Fairview Park South) to allow for nonresidential development of up to 2.25 million square feet and up to 400 residential units.~~

~~The next major study was of the Dunn Loring Metro Station Area, which originated from the Board of Supervisors' 1981 authorization of a comprehensive review of the county policy regarding development around the county's then six future Metrorail stations. Phase 1 consisted of an overview of land use and transportation facilities in the vicinity of each station and the identification of the objectives and development guidelines for each station. Phase II, which began in November 1984, provided detailed planning studies of each station area. These studies analyzed land use, transportation, urban design, environmental impacts, and economic development to formulate plans for each station area. The Dunn Loring Metro Station Area Study, which addressed an area generally bounded by I-495, I-66, Lee Highway, and Long Branch Run, resulted in the Board of Supervisors adopting a Plan Amendment on May 18, 1987.~~

~~The next study resulted from the Board of Supervisors' countywide revitalization study in 1984, which identified Merrifield as an area that needed special attention. As a result, the Board of Supervisors initiated the Merrifield Area Study in 1985, encompassing a 300-acre area generally bounded by I-495 on the east, Old Lee Highway and Lee Highway on the north, and Arlington~~

~~Boulevard on the south. The purpose of the study was to develop amendments to the Plan that would encourage land use and development to take advantage of Merrifield's strategic location. At the time the Merrifield Area Study was undertaken, the Board determined that it was not appropriate to incorporate this area into the Dunn Loring Metro Station Area Study because the resulting area would be too large and the scope of the Dunn Loring Study was transit-related development. The Merrifield Area Study resulted in a Plan Amendment that was adopted by the Board of Supervisors on April 27, 1987.~~

~~By the late 1980s the Merrifield Area continued to be addressed in the Comprehensive Plan as three separate areas. This issue was addressed at a conceptual level during the next major Plan review, known as the Fairfax Planning Horizons. The first phase of the Planning Horizons process, which began in 1988, resulted in a Countywide Policy Plan and the Concept for Future Development. The county's Concept for Future Development established a hierarchy of employment centers, in which Merrifield was identified as a "Suburban Center" that extended from the Dunn Loring-Merrifield Metro Station on the north to the new Exxon-Mobil Oil property on the south. During the second phase of the Planning Horizons, the Area Plans were revised. To reflect the broad guidance of the Concept for Future Development, the three areas (i.e., the Dunn Loring Metro Station Area, Merrifield and the Route 50/I-495 Area) were placed under a new section of the Comprehensive Plan called the Merrifield Suburban Center. Other than reorganizing the Plan's format, there were only minor changes made to the Plan recommendations. The Area Plans update portion of the Planning Horizons resulted in the Board of Supervisors adopting a new Area I Plan on July 1, 1991.~~

~~Since 1991, there have been five Plan Amendments adopted by the Board of Supervisors that affect the Merrifield Suburban Center Area, four of which were 1994 Area Plans Review items (APR). As a result of the 1994 APR, an option for a restaurant park in the northwest quadrant of the Arlington Boulevard and Gallows Road was added to the Plan. Other changes included adding a mixed-use option for the northwest quadrant of Arlington Boulevard and I-495; adding a residential option for a property in the northeast quadrant of Lee Highway and Gallows Road that resulted in the dedication of Providence Forest Drive; and adding text that clarified that development at the Inova Fairfax Hospital could include ancillary uses such as medical office and clinics. The fifth Plan Amendment was an Out-of-Turn Plan Amendment that provided for a townhouse office option for the area known as Pennell Street. These Plan Amendments affected only a small portion of the Merrifield Suburban Center.~~

~~Since most of the Plan recommendations for the Merrifield Suburban Center were primarily from the 1970s and 1980s, the Greater Merrifield Business Association and other citizen groups identified the need for a comprehensive review of the Merrifield Suburban Center. As a result, on June 10, 1998, a visioning workshop was held which included participants representing the Greater Merrifield Business Association, property owners located within the Merrifield Suburban Center and citizens from nearby neighborhoods. The purpose of this visioning workshop was to identify how the Merrifield Suburban Center should change in the future from the development that exists today, in terms of land use, intensity and character, as well as to identify transportation and pedestrian circulation improvement needs. The vision that emerged from the workshop was that the Merrifield Suburban Center needs to be a place to work, shop, live and play. In order to achieve that vision, the group felt a focal point, such as a town center, was needed in the center of Merrifield; and that this future town center should be linked to the Metro Station by vehicular and pedestrian facilities that include urban green spaces.~~

~~To refine this vision, the Board of Supervisors formed a task force in October 1998. The product of this task force is the following guidance, which is intended to reshape portions of the Merrifield Suburban Center to a more urban and increasingly viable area. The areas that are encouraged to be more urban in character include the two core areas: the town center and the transit station area. Most of the remaining portions of Merrifield Suburban Center are envisioned to retain a suburban character. However, within both areas, the new Plan adds~~

~~substantial urban design guidance to encourage high quality development as well as a more pedestrian-oriented environment. This future development concept is further described below under the Concept for Future Development and under the Land Use section of the Area-Wide Recommendations.~~

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

Commented [VM1]: New sentence

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

Commented [VM2]: Quantification section moved here

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

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

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

Commented [VM3]: Relocated from quantification section

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On October 12, 1998, the Board of Supervisors designated a portion of the Merrifield Suburban Center as a Commercial Revitalization Area (CRA). The Merrifield CRA is a 775-acre area located between I-66 and the Inova Fairfax Hospital Campus, with I-495 forming the eastern boundary (see Figure 1: Merrifield Suburban Center Location and Boundary Map). The purpose of this designation is to encourage improved economic viability, appearance and function of the area through quality new development, rehabilitation and/or redevelopment. Merrifield's CRA designation assisted in the creation of Fairfax County's first Tax Increment Finance District and Community Development Authority to develop the Town Center through a public-private partnership. Two Plan Amendments within the Merrifield Suburban Center were approved by the Board of Supervisors after the 2001 Plan update, both of which were located south of Arlington Boulevard and west of Gallows Road.

Commented [VM4]: New paragraph explaining the CRA

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

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

Planning Objectives

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

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

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

- Create focal point(s) within the ~~"~~T~~t~~own C~~c~~enter~~"~~ and the T~~"t~~ransit S~~s~~tation A~~a~~rea~~"~~ where development should be more intense and have a more urban form through the use of appropriate building heights, setbacks, building bulk, and site design.

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

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

- Develop a cohesive roadway system that provides a more extensive grid of streets to serve the T~~t~~own C~~c~~enter, T~~t~~ransit S~~s~~tation A~~a~~rea, and the area between.

- Establish a streetscape hierarchy along the roadways that will visually unify the Merrifield Suburban Center and create a pedestrian-oriented environment.

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

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

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

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

- Encourage high-quality development in terms of site design, building design and materials, and open space amenities throughout the Merrifield Suburban Center. A more urban and pedestrian-oriented environment should be provided in the T~~t~~ransit S~~s~~tation A~~a~~rea and the T~~t~~own C~~c~~enter; and, a suburban character should be provided throughout the remainder of the Merrifield Suburban Center.

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

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

IMPLEMENTATION

To achieve the vision for the Merrifield Suburban Center and to address short-term and long-term issues, an integrated program of implementation strategies is needed. These implementation strategies should meet the major objectives of the Merrifield Suburban Center and are grouped into four categories: Development Review Process, Zoning Ordinance and Development Process Amendments, Citizen Involvement, and Public/Private Cooperation for Funding Planned Improvements.

DRAFT

Development Review Process

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

Zoning Ordinance and Development Process Amendments

In 1998, a portion of the Merrifield Suburban Center was designated as a "Commercial Revitalization Area, shown in Figure 1." This designated area includes the majority of the Suburban Center that is located west of I-495. Within this Commercial Revitalization AreaCRA and all other county CRA/CRDommercial Revitalization Areas, the development process has been modifiedamended to include policies promoting concurrent processing of a Plan Amendment/Rezoning application and an expedited Site Plan process. Other ordinance or development process changes may be appropriate for implementing the Plan for this Suburban Center, such as. These include an evaluation of the Affordable Dwelling Unit (ADU) Ordinance, to determine whether ADUs should be provided in mid and high-rise residential buildings, and an evaluation of whether a Merrifield Commercial Revitalization District (CRD) should be created for the Merrifield Revitalization Area.

Citizen Involvement

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

Public/Private Cooperation for Funding Planned Improvements

- FSeveral funding sources are currently available within the Commercial Revitalization Areas, such as the county's tax abatement program and funding for streetscape demonstration projects. Other mechanisms for funding include partnerships between private groups such as the Greater Merrifield Business Association or other non-profit organizations and the county. These partnerships should continue to utilize existing programs and new funding mechanisms to implement the Plan. These programs and funding mechanisms can include, but are not limited to the following:The existing Tax Abatement Program, which permits tax abatement for improvements to buildings that are at least 25 years old;

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

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

AREA-WIDE RECOMMENDATIONS

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

LAND USE

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

LAND USE PATTERN

The l~~L~~and u~~U~~se c~~C~~oncept's pattern of development significantly modifies the planning policy that ~~has~~ shaped Merrifield from the 1970s through the early 2000s~~over the last three decades~~. The fundamental new policy direction that came out of the 2001 Plan update is to establish two core areas (i.e., the Transit Station Area and the Town Center) with urban characteristics. The areas adjacent to these cores are also envisioned to become more urban in character. However, the majority of the Merrifield Suburban Center (i.e., the non-core areas) is to remain suburban in character, with the edges of the suburban center providing well-defined transitional areas to the surrounding single-family neighborhoods. The Plan further describes the core areas, areas adjacent to core areas~~s~~, non-core areas, and edge areas, and illustrates the location of these areas on the Land Use Concept Map (See Figure 3~~2~~).

Core Areas and Areas Adjacent to Core Areas~~s~~

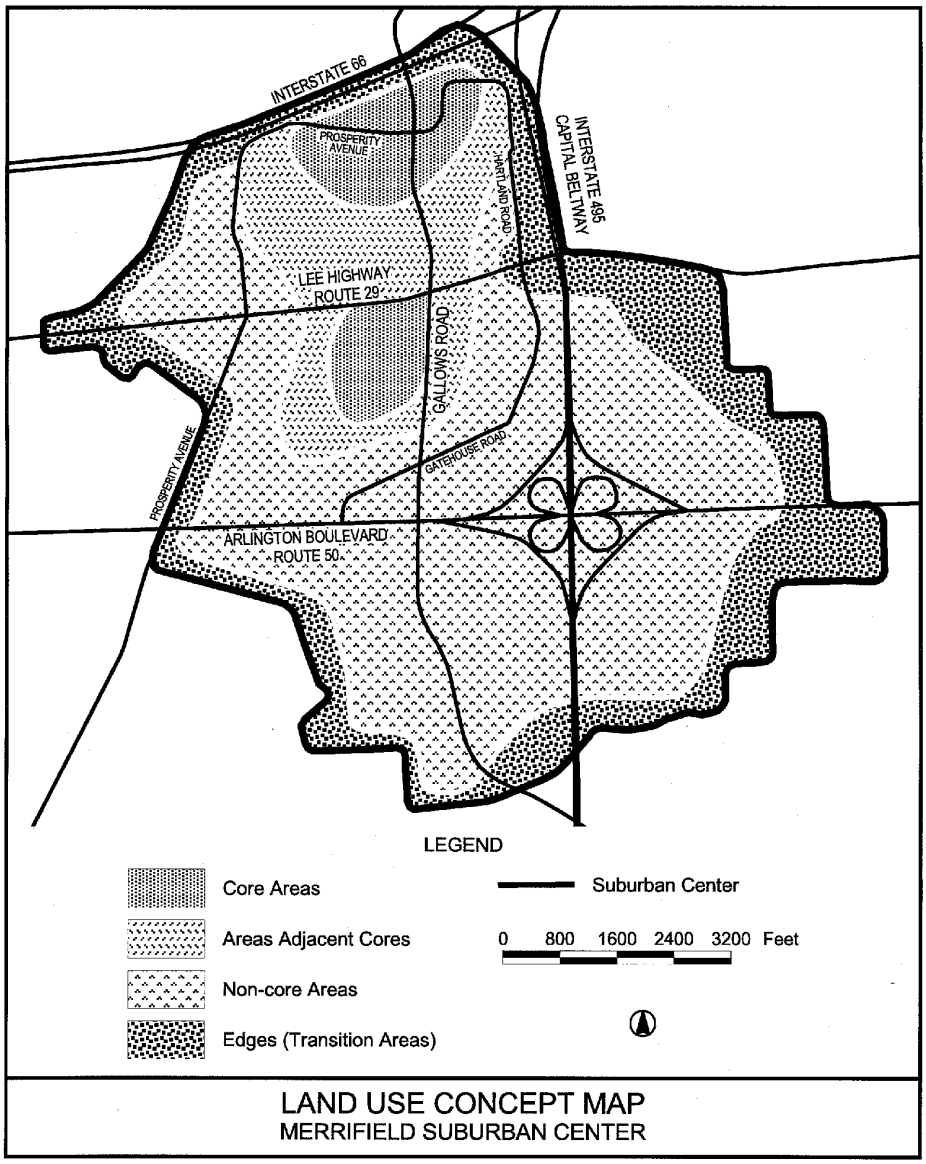
The highest development intensities and the most ~~"~~urban~~"~~ areas of the Merrifield Suburban Center will be located within the designated core areas: the ~~"~~Town Center Area~~"~~ and the ~~"~~Transit Station Area.~~"~~ Within these core areas, mixed-use development is encouraged and may include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

Non-core Areas (Suburban Areas)

Commented [VM5]: No longer italicized

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

REMOVE: Figure 2, Land Use Concept Map:



ADD: Figure 3, Land Use Concept Map:

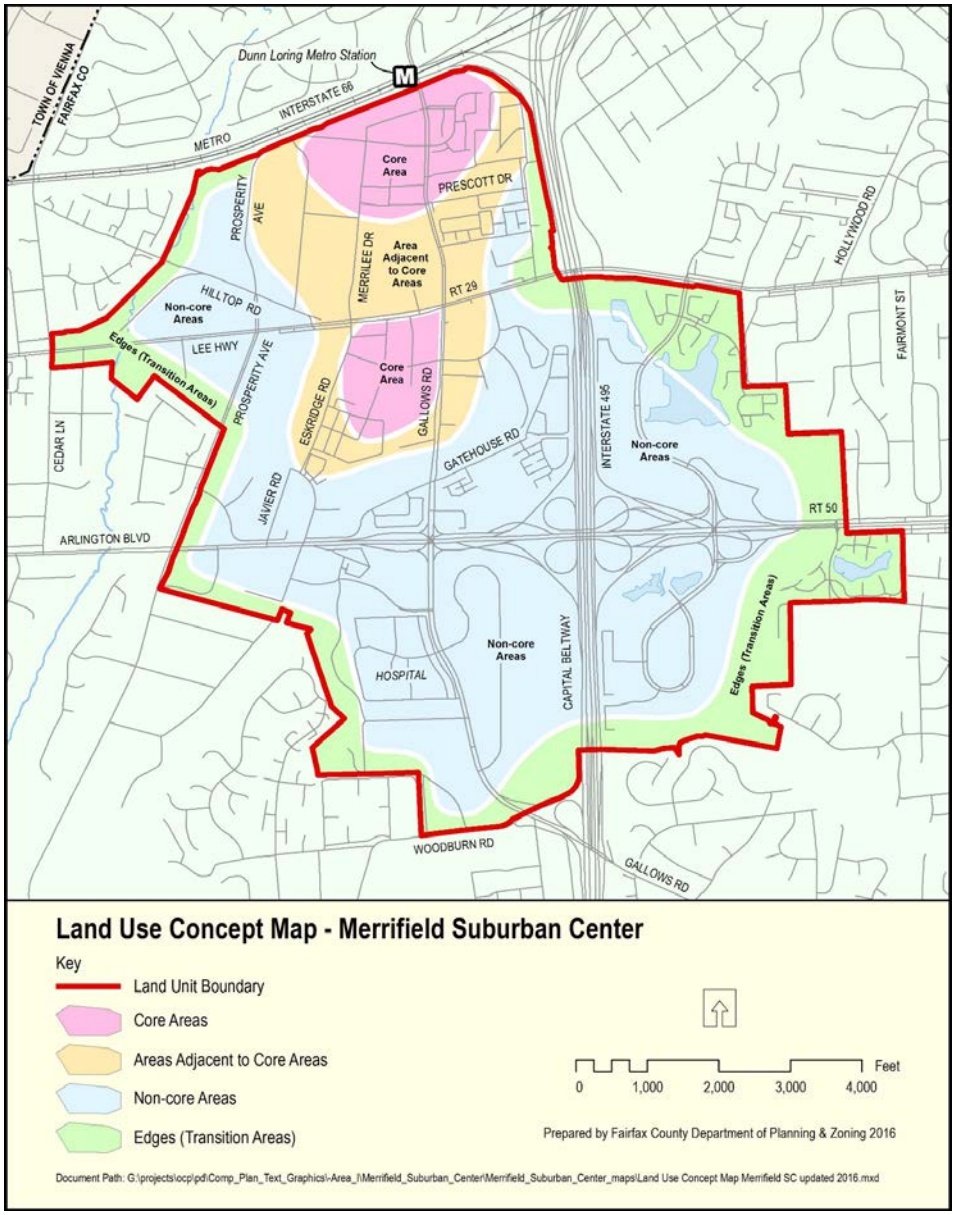


FIGURE 3~~2~~

Edge Areas (Transition Areas)

Commented [VM6]: No longer italicized

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

~~**QUANTIFICATION OF DEVELOPMENT**~~

~~An important aspect that helped to determine the Land Use Concept's development potential for the Merrifield Suburban Center was an analysis of future planned infrastructure and environmental constraints. The most significant infrastructure constraint on future development was the capacity of the planned transportation system. The evaluation of the transportation system's future capacity assumed increased utilization of the existing Metro rail service, improvements in bus circulatory service, increased utilization of Transportation Demand Management (TDM) programs and numerous road improvements to establish a more urban grid of streets. By optimizing this transportation capacity, the Plan's maximum development potential was formulated through several iterations of analysis.~~

~~Figure 3 provides a comparison of the area's 1999 development and by-right zoning potential with the Plan's base and maximum development potential under the Plan's options. The Plan's base generally recognizes what is currently built; and for vacant parcels, the development level is generally planned consistent with the property's current zoning. Within the core areas, properties may have two options. Option 1 usually provides the maximum potential for office development. Option 2 generally provides the maximum potential for mixed-use and/or residential development. In non-core areas, some properties have redevelopment options; however, these options encourage substantially less intensity than in the core areas.~~

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~~Figure 3 indicates the Plan's maximum potential under its options by assuming the highest intensity recommended for each parcel. If the maximum nonresidential potential under the two options is achieved, build-out development would be similar to the current zoning potential. Option 1 allows 4% more and Option 2 allows 3.3% less nonresidential square footage than the 1999 by-right zoning. However, the Plan's most significant square footage change is for housing potential. Under the two options, the Plan could achieve from a 2% to 154% increase in residential square footage beyond that of the 1999 by-right zoning. When the Plan's options for nonresidential and residential potential are combined, the total maximum development potential could eventually be 4% to 22% above the 1999 by-right zoning. The expected timeframe for achieving the maximum build-out would be 20 to 30 years, depending upon the pace of growth. However, it is not likely that the maximum development will be totally achieved, for it would necessitate every site developing at the maximum under the Plan options. Existing site constraints and market conditions may result in development below these maximum intensities. The Plan's major change from the current zoning is not just to have substantial increases in housing potential, but a change in much of the predominantly industrial zoned properties within and adjacent to the core areas to zoning permitting a more urban form of development such as pedestrian and transit oriented mixed-use developments.~~

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~~Figure 3: Comparison of Quantity of 1999 Development, Zoning and the Plan (1, 2)~~

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

~~Note 1: Percentages are the Plan's percent increase or decrease from the 1999 by-right zoning square footage. These numbers are rounded to the nearest whole percentage.~~
~~Note 2: Both the by-right zoning and the development potential under the Plan do not include potential housing as allowed under the Affordable Dwelling Unit (ADU) Ordinance. Cellar space, which is defined and governed by the zoning ordinance, is also excluded from the totals.~~
~~Note 3: The ADU ordinance provides for the number of affordable dwelling units and bonus units to be calculated at a maximum of 10% for multifamily development under four stories. If the ADU formula was applied to all future housing development, the maximum number of ADU and bonus units for Option 1 would be approximately 8 units (8000 square feet); and the maximum for Option 2 would be approximately 745 units (745,000 square feet).~~

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LAND USE GUIDELINES

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

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

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

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

- Affordable housing should be provided f~~F~~or those areas planned for mixed-use with residential units, such as the T~~t~~own C~~c~~enter and the T~~t~~ransit S~~s~~tation A~~a~~rea. The provision of affordable housing should be a condition for attaining the high end of the area's mixed-use potential. If the affordable housing to be provided will be in accordance with the ADU program set forth in the Zoning Ordinance, the applicable density range should be determined as follows:~~, ADU and bonus units should be provided for the residential component as a condition for attaining the high end of the area's mixed-use potential. The amount of ADU and bonus units should utilize the ADU Ordinance formula. Since the ADU Ordinance formula uses a density range, the applicable density range should be determined as follows: F~~f~~or an area planned for office use at .8 FAR under Option 1 and up to 1.2 FAR under Option 2, the intensity range would be considered .8 FAR to 1.2 FAR, which is equivalent to 35 to 50 dwelling units per acre (assuming approximately 1000 square feet per unit). In this example, the high end would be considered the top 60% of the range, or intensities above .96 FAR.

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

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

Coordinated Development Plans – Coordinated development plans may be an alternative to consolidation. Coordinated development plans refer to: 1) at least two concurrent and contiguous development applications that have a combined acreage equal or greater than specified in the consolidation guidance within the sub-unit or 2) a development application with at least two acres that demonstrates how the proposed new development integrates with previously approved development application(s) that met the minimum consolidation

requirements. In addition, these subsequent applications: 1) should have a similar architectural character and use of building materials as approved in earlier development applications, and 2) should provide connections to established locations for interparcel access and open space areas as approved in earlier development applications. When coordinated development plans are used in lieu of, or in addition to substantial consolidation, development proposals will need to ensure that projects function in a well-designed, efficient manner, and do not preclude development on adjacent parcels from developing in conformance with the Plan. In addition, see specific land unit guidance for those instances where a coordinated development plan may be appropriate in lieu of major parcel consolidation. In instances where the specific sub-unit recommendations list a minimum acreage for coordinated development plans, the specific sub-unit recommendations should typically take precedence over the aforementioned two acre minimum.

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

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

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

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

Alternative Land Uses within Mixed-Use Option Areas of Core Areas and Areas Between Core Areas – In order to provide significant opportunities to promote "Merrifield as a place to work, shop, live and play", and to reduce peak-hour traffic, alternative land uses are recommended in the proposed Ttown Ccenter, the Ttransit Sstation Aarea, and in areas between the two core areas, as indicated under the specific sub-unit recommendations. In these areas, the sub-unit recommendations provide for two development options, in addition to the base Plan. The first development option usually is for office development with support retail and service uses. The second development option encourages a mix of uses that could include residential, retail, hotel, entertainment, and/or institutional uses, as well as office use. Development potential under the second option provides a greater opportunity to create a more pedestrian-oriented environment, as well as an improved sense of place. The mix of uses that results will provide a synergy in the area and encourage high-quality development. To encourage mixed-use areas, the planned office

intensity under Option 1 for the core areas and areas between core areas can be converted to any of the sub-unit's recommended alternative uses at a ratio of 1:3 (one office square foot to convert to three alternative use square feet). To ensure a compatible scale, the maximum intensity increase under the above ratio should be limited with a bonus cap and could result in an intensity that is 50% to 85% greater than Option 1's office use intensity, as specified in the sub-unit recommendation. In addition, a development's proposed mix of uses should have similar or less traffic impact (i.e., less peak-hour trips or a substantially different peak directional flow) than Option 1. The application of this conversion ratio is illustrated in Figure 4.

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

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

*Note: In this example, when the 50% bonus cap has been reached, regardless of land use mix, the FAR can not be increased above 1.50 FAR. ~~This table identifies what the total FAR and mix would look like without the 50% bonus cap.~~ In some Sub-Units the bonus cap exceeds 50%. The number in brackets is the intensity for the alternative use.

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

- Residential Use: In the T~~t~~own C~~c~~enter, the T~~t~~ransit S~~s~~tation A~~a~~rea and the areas adjacent to core areas, where the sub-unit recommendations identify housing as a desirable component of an area's mix of land uses, planned office use can be converted to housing. As a condition of the conversion, the application should demonstrate that a viable, quality living environment can be created that is of a scale similar to the planned office use and provides recreational facilities and other amenities. Recreational uses should be appropriately designed and located to serve the residents within these developments and may include, but not be limited to, facilities such as tot lots, playgrounds, multi-use courts, tennis courts, pools, fitness centers, picnic areas, and park benches. In addition, the application should demonstrate that there is adequate pedestrian and vehicular access and circulation from

residential development to public transportation, schools, parks and recreation facilities, commercial uses such as office and retail, as well as other community service uses.

Since the planned office intensities are relatively high in the T~~t~~own C~~c~~enter, T~~t~~ransit S~~s~~tation A~~a~~rea, and other areas where mixed-use is encouraged, the housing type (when the above conversion is used) should be limited to primarily mid-rise or high-rise multi-family development, which could include assisted living facilities. Multi-family development five stories and greater has the design flexibility necessary for integrating within nonresidential areas, and provides a comparable and compatible scale of development.

- Hotel Use: In the T~~t~~own C~~c~~enter A~~a~~rea and the T~~t~~ransit S~~s~~tation A~~a~~rea, and where the sub-unit recommendations identify hotel as a desirable alternative use, planned office use could be converted to hotel use.

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

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

- Major Entertainment Uses: In the T~~t~~own C~~c~~enter A~~a~~rea and the T~~t~~ransit S~~s~~tation A~~a~~rea, major entertainment uses should be encouraged by allowing the conversion of planned office use to major entertainment use as an alternative use, as specified in the specific sub-unit recommendation. Major entertainment uses include theater complexes, performing arts theaters, and retail entertainment centers. A retail entertainment center is a complex that includes theme retail and restaurants with high-tech entertainment and interactive games. These complexes should be 20,000 to 100,000 square feet.

- Institutional, cultural, recreational, and governmental uses which are compatible within mixed-use areas in terms of character and scale should be encouraged by allowing the conversion of planned office use to these uses as an alternative use, as specified in specific

sub-unit recommendations. These uses should be an integral component of an office, hotel, and residential or mixed-use development. These facilities generally enrich community life, improve the provision of public services, and/or enhance the area's competitive edge. For example, these facilities may include the provision of museums, a theater/performing arts center, educational and/or religious institutions, a library, governmental office, or park facilities, which could be incorporated into a development within the Town Center or Transit Station Area.

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

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

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

RETAIL USES

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

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

Retail and Service Uses are intended to serve the needs of the greater Merrifield community, as well as the surrounding area. These retail uses could be located in an office, hotel or residential building or in separate multi-tenant retail buildings that are designed as an integral part of the development in terms of design, architecture, materials, access and parking. The retail uses that serve the surrounding areas may be a large bookstore, full-service restaurants, boutiques, and other retail uses that are not ancillary in nature. Service uses could include health clubs and childcare centers that serve the greater Merrifield area. In addition, service uses are also appropriate within the building and can include employees' amenities. These uses usually

comprise 5% to 30% of the development's total square footage, or as specified under the sub-unit recommendations. (See Area-Wide Land Use Recommendations and specific sub-unit recommendations for additional guidance.)

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

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

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

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URBAN DESIGN

~~The Merrifield Suburban Center has developed over the years with a mix of industrial, office, retail, hotel, and multifamily uses. The development pattern that has resulted has not provided areas with a "sense of place". The existing development tends to be auto-oriented with surface parking and abutting properties are isolated from each other due to the lack of an adequate network of pedestrian facilities. In order to facilitate the establishment of areas with a "sense of place" and with an overall improvement in image, redevelopment is encouraged within portions of the Merrifield Suburban Center.~~

~~The urban design concept identifies areas which should develop with a more urban and pedestrian-oriented environment, and which should include a mix of office, retail, and residential uses. These new more urban environments are to be concentrated in two core areas as described in the previous Land Use section: the Town Center and the Transit Station Area. Figure 5 illustrates the location of the two cores and how each is inter-linked with the surrounding areas (see Transportation Section for planned Roadway Improvements). The majority of the Merrifield Suburban Center, which is outside of the transit station area and the town center, will remain suburban in character and provide transitions in scale and intensity to the surrounding area.~~

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

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

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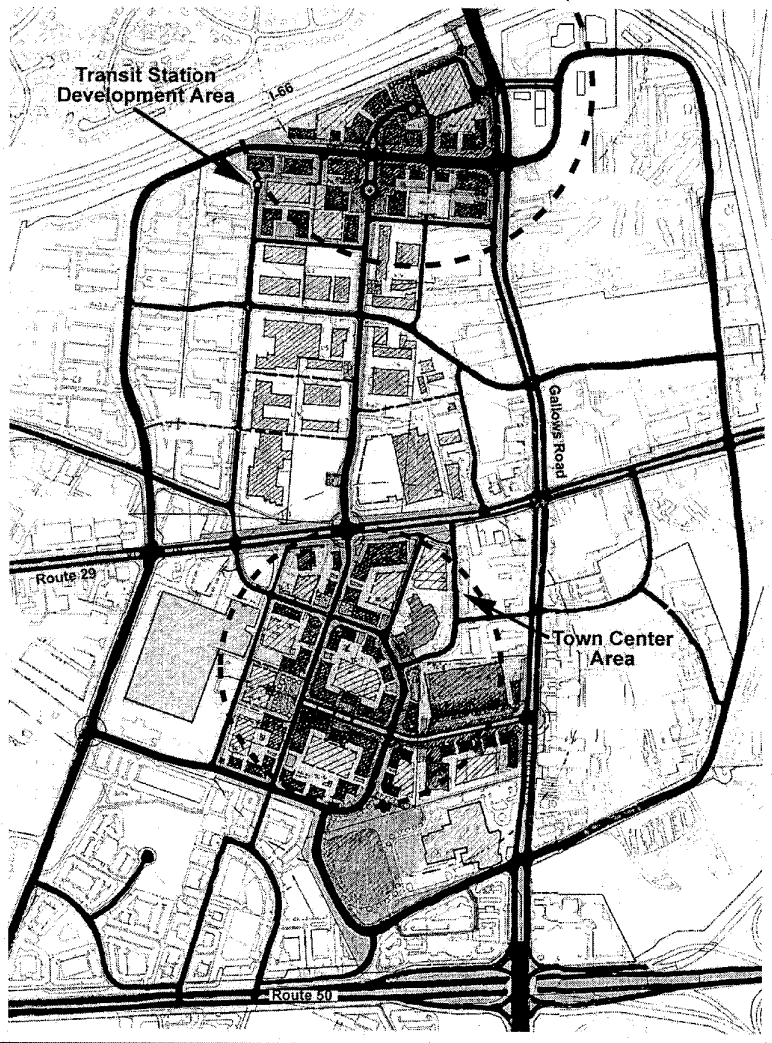
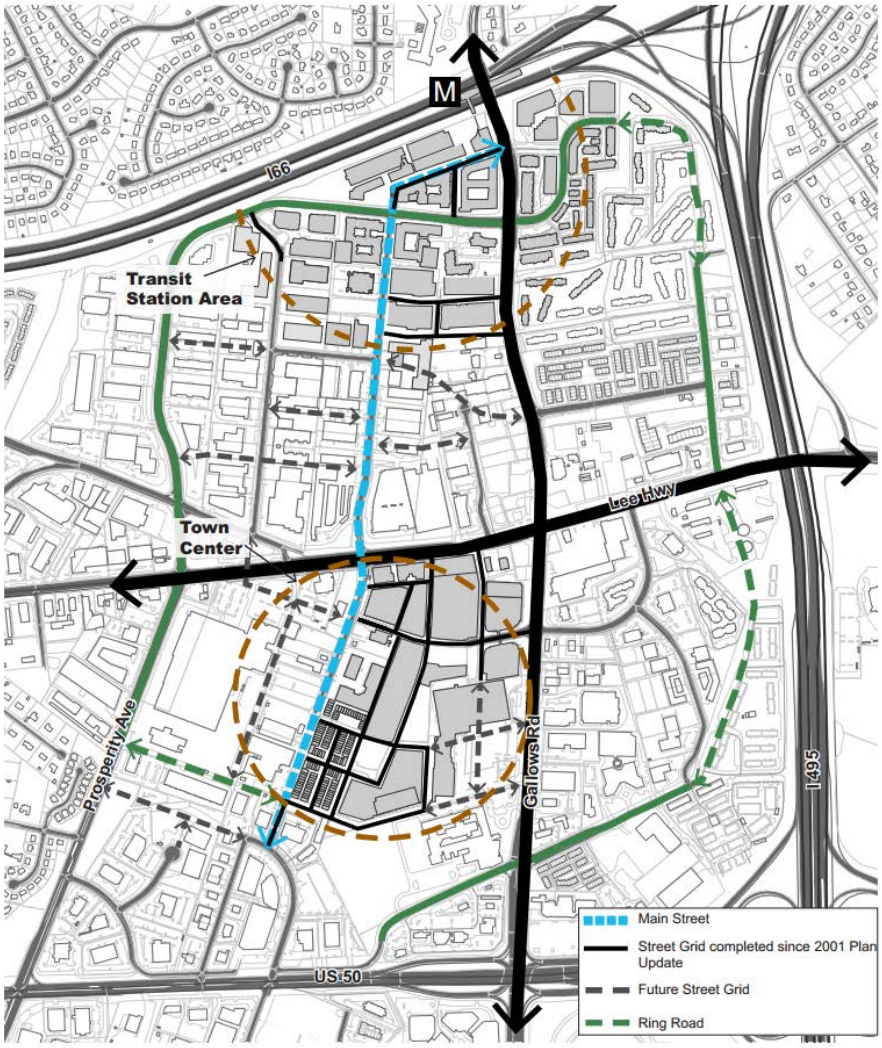
REMOVE: Figure 5, Illustrative of the Two Core Areas:



MERRIFIELD SUBURBAN CENTER
ILLUSTRATIVE OF THE TWO CORE AREAS

Note: This figure illustrates how each of the core areas is inter-linked with the surrounding Areas.

ADD: Figure 5, Illustrative of the Two Core Areas:



Merrifield Suburban Center
Illustrative of the Two Core Areas

Note: This figure illustrates how each of the core areas is inter-linked with the surrounding Areas
last updated 8.8.2016 S:\Merrifield\Merrifield Photos + Maps\Merrifield Maps\Merrifield Urban Design Systems Map

FIGURE 5

A variety of elements are needed to provide guidance to encourage more urban and pedestrian-oriented areas, and to improve the overall appearance and sense of place within the Merrifield Suburban Center. The following elements include guidance for ~~the pedestrian and open space system, streetscape design,~~ building and site design, ~~and~~ building heights, the pedestrian and open space system, and streetscape design. ~~This urban design guidance is intended to encourage in the core areas the type of environment illustrated by Figures 6 and 7, that show potential development encouraged on the Metro station property and at the Town Center.~~

BUILDING AND SITE DESIGN

Commented [VM11]: Entire Building and Site Design section relocated from the end of the Urban Design section

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

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

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

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

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

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

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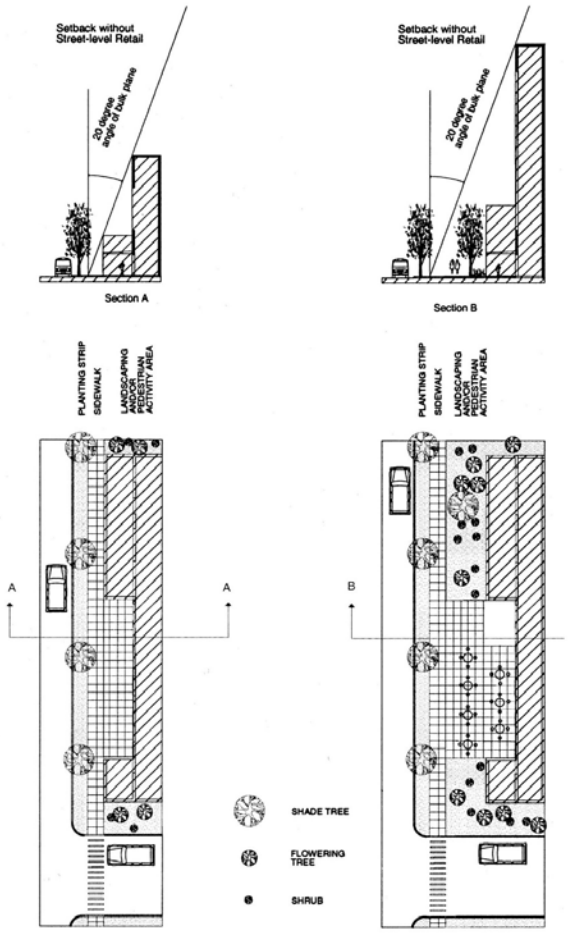


MERRIFIELD SUBURBAN CENTER: BUILDING DESIGN CONCEPT FOR CORES AND THE AREAS ADJACENT TO THE CORE AREAS

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

FIGURE 6~~14~~

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

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

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

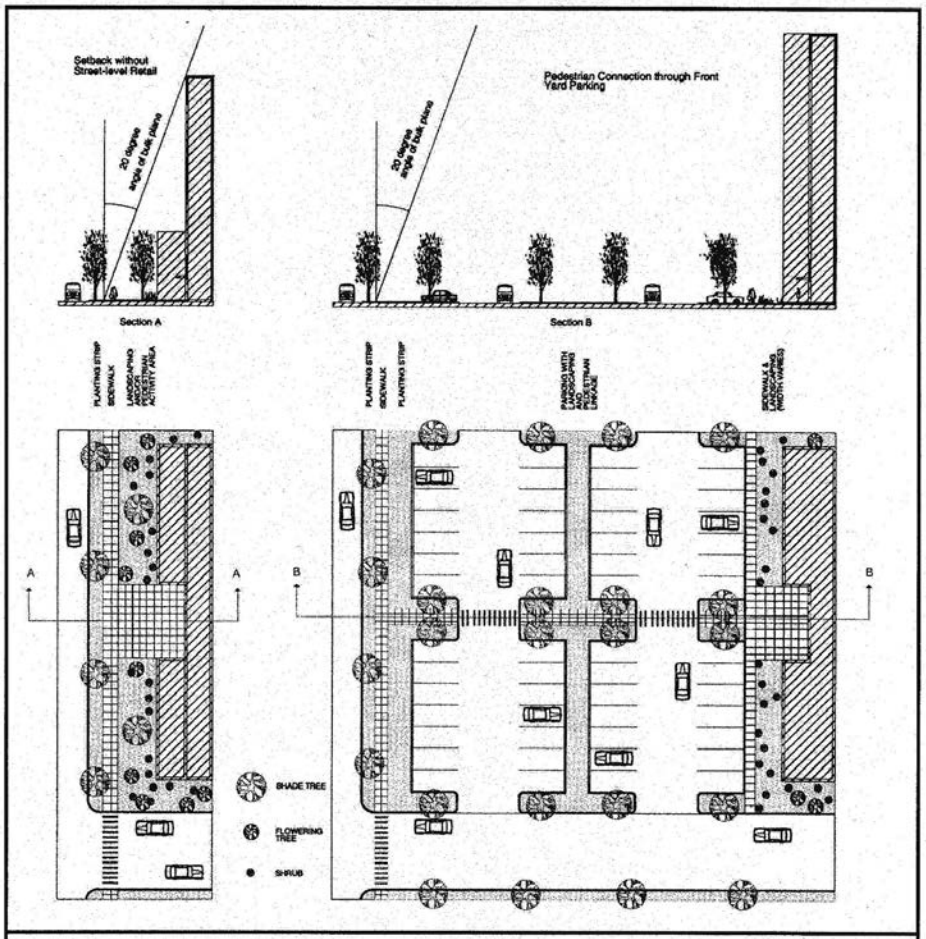
In the Land Use Concept, the majority of the Merrifield Suburban Center is designated as Non-Core and Edge Areas. These areas include retail, office, and residential uses that are generally more suburban in character. Much of the office development is in the form of suburban office parks that are designed with auto-orientation, requiring an auto trip for most activities and lunch-hour errands. The urban design challenge is to make these areas more accessible for people and to enhance the visual quality. The following guidelines, in addition to the previous streetscape section, are intended to help make these areas more pedestrian-friendly environments. See Figure 7 for illustrations on how development may vary in the more suburban portion of the Merrifield Suburban Center.

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

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

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

DRAFT



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

FIGURE 7~~15~~

BUILDING HEIGHTS

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

Building Height Guidelines

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

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

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

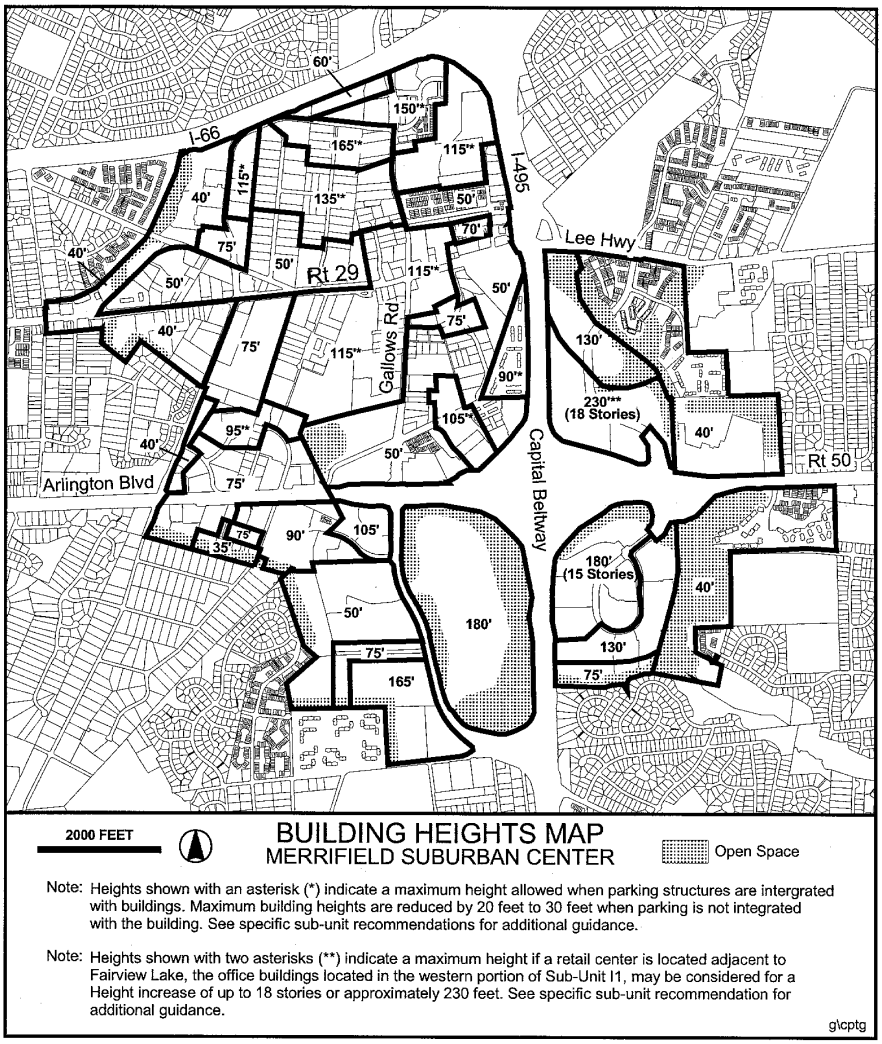
- Parcels that are split by two height designations should have flexibility to have building height increases above the lower height designation when development proposals provide height transitions similar to those indicated on the Building Height Map (Figure 8) and provide a site design that is supportive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

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

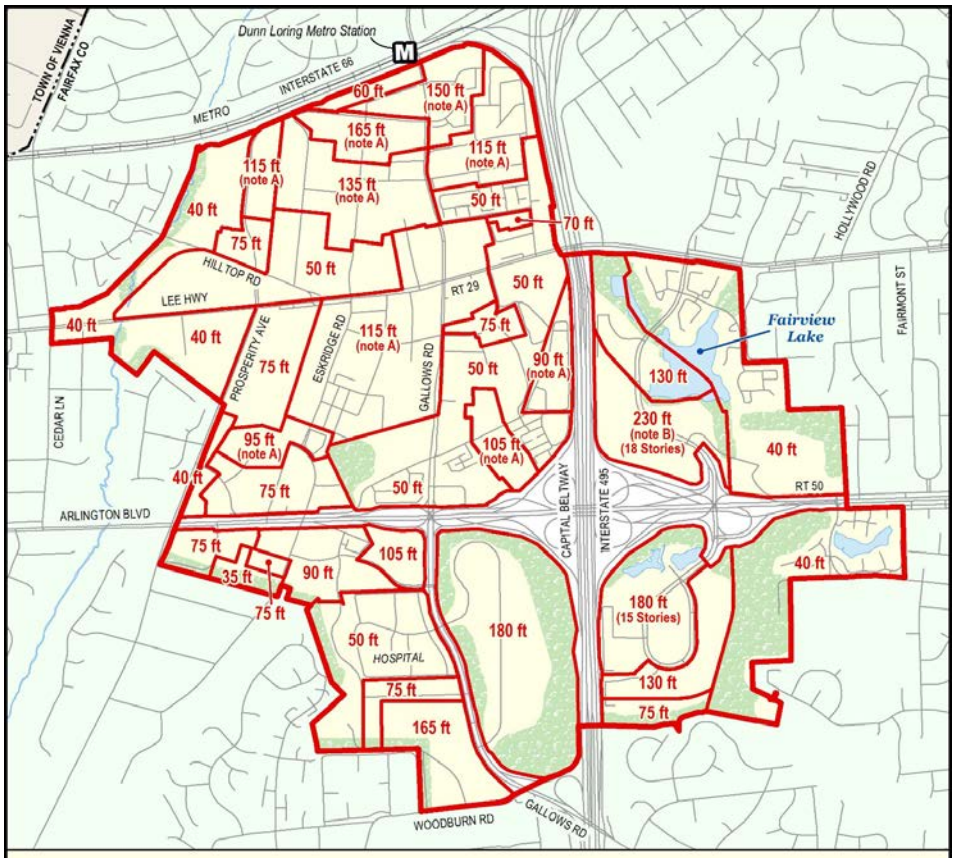
- Building heights within the northern portion of Fairview Park (Sub-Unit I1) may be considered for heights up to 18 stories or approximately 230 feet, if a retail center is located adjacent to Fairview Lake. Without the provision of the retail center, maximum building height in Sub-Unit I1 is 15 stories.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

DRAFT

REMOVE: Figure 16, Building Heights Map:



ADD: Figure 8, Building Heights Map:



Building Heights Map - Merrifield Suburban Center

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

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

Prepared by Fairfax County Department of Planning & Zoning 2016

Open Space

0 1,000 2,000 3,000 4,000 Feet

G:\projects\ocp\pd\Comp_Plan_Text_Graphics\-Area_I\Merrifield_Suburban_Center\Merrifield_Suburban_Center_maps\Building Heights Map Merrifield updated 2016.mxd

FIGURE 8~~16~~

PEDESTRIAN AND OPEN SPACE SYSTEM

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

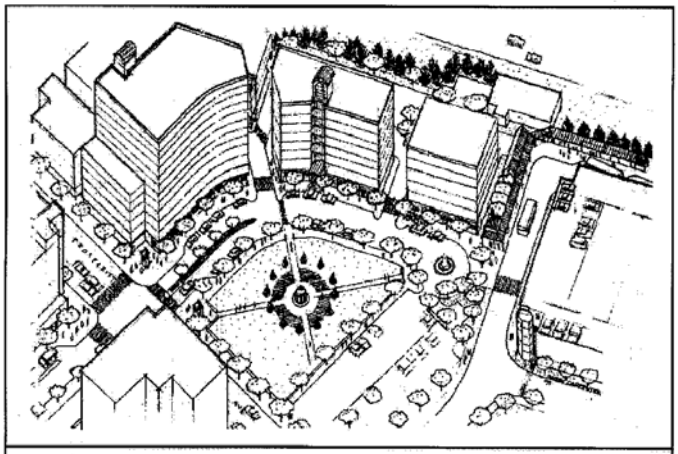
Mixed-use developments and areas are also an important component of pedestrian-friendly environments. Projects should be designed in a manner that bring a variety of uses in proximity to each other. Pedestrian access between those uses should be convenient, safe, and pleasant in order to discourage use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

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

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

The Open Space and Pedestrian System Map, Figure 9~~8~~, depicts an integrated pedestrian system to unify development within sub-areas and link neighboring sub-areas. This map is not intended to be definitive. Additional pedestrian connections will be identified over time that will provide refinements to the system. These connections could be either sidewalks or trails, alone or in combination with plazas, courtyards or parks.

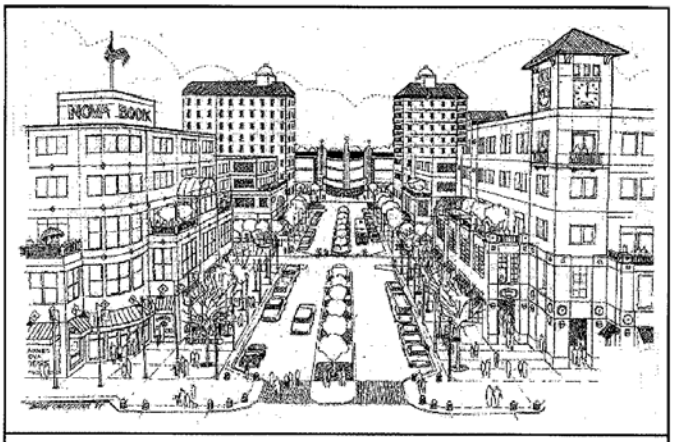
REMOVE: Figure 6, Example of Potential Metro Station Development:



EXAMPLE OF POTENTIAL METRO STATION DEVELOPMENT

Note: This figure is intended to be illustrative only. The Metro Station site could have buildings up to 150 feet, with the tallest buildings located at the southern portion of the Land Unit. See Land Unit recommendations for further guidance on building heights.

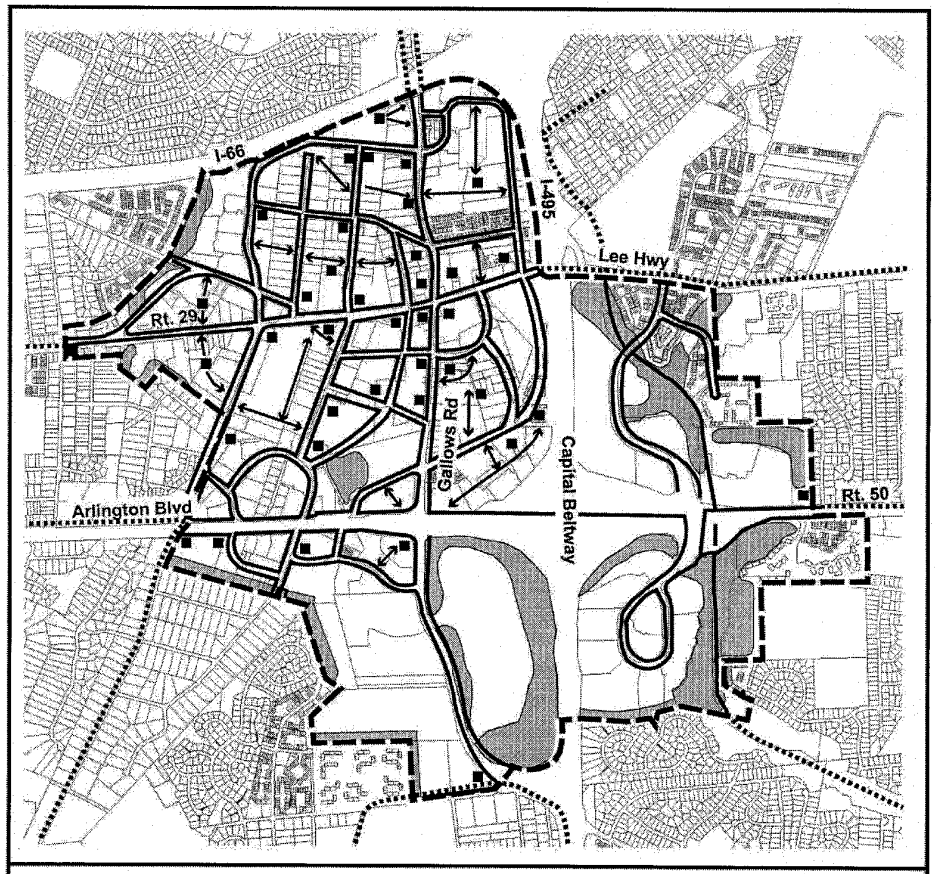
REMOVE: Figure 7, Example of Potential Town Center Development:



EXAMPLE OF POTENTIAL TOWN CENTER DEVELOPMENT

Note: This figure is intended to be illustrative only. Building heights within the Town Center should vary with maximum building heights being up to 115 feet (9 stories), as indicated in the sub-unit recommendation.

REMOVE: Figure 8, Open Space and Pedestrian System Map:



MERRIFIELD SUBURBAN CENTER
Open Space and Pedestrian System Map

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

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

ADD: Figure 9, Open Space and Pedestrian System Map:

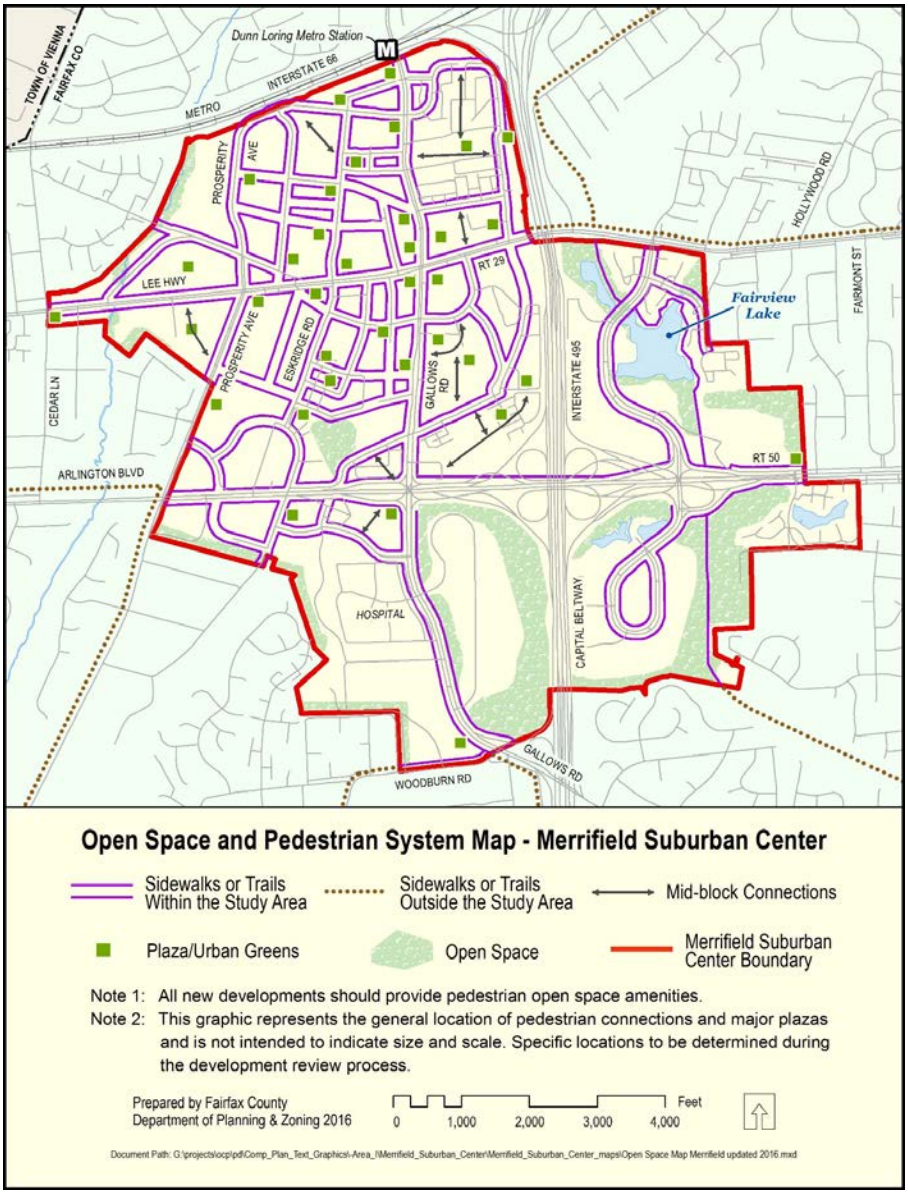


FIGURE ~~8~~9

Open Space and Pedestrian System Guidelines

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

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

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

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

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

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

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

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

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

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

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

URBAN STREET NETWORK DESIGN

Commented [VM12]: New Urban Street Network Design section drafted by OCR to replace the existing Streetscape Design section

Street Network

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

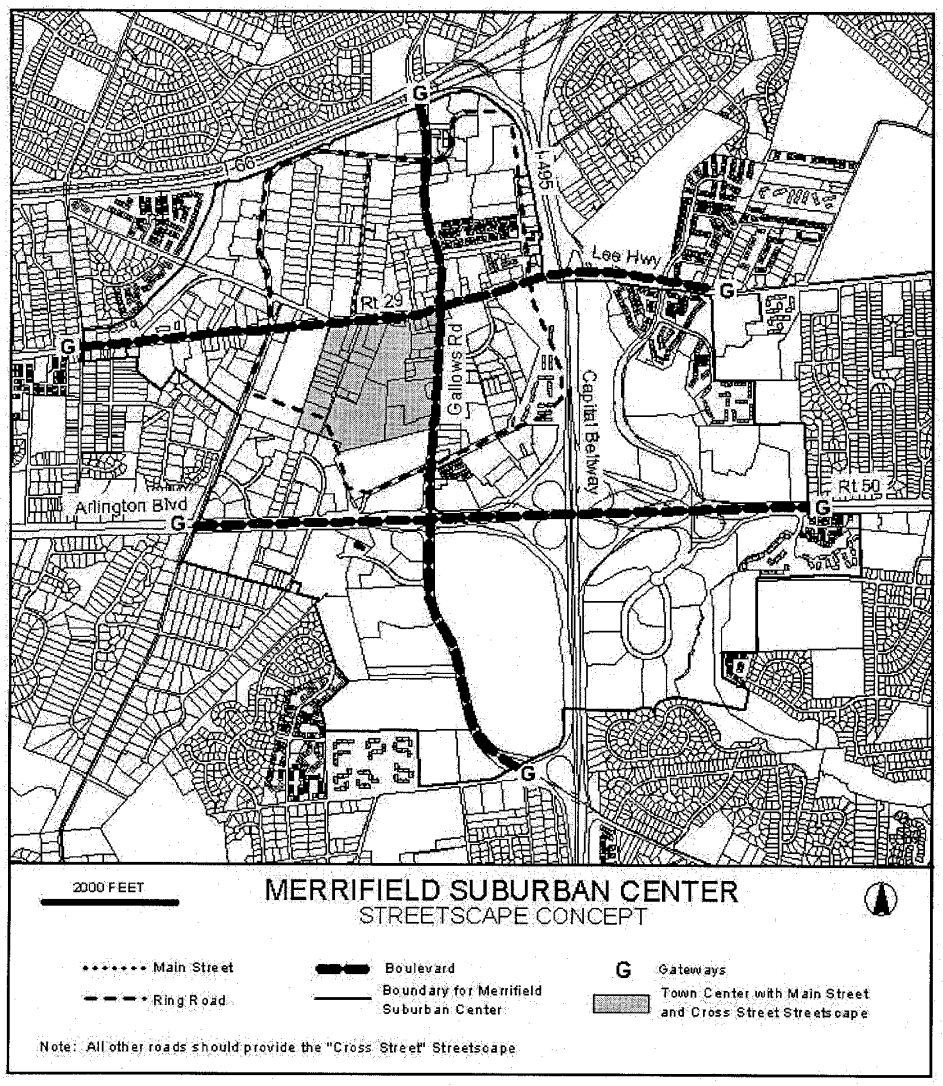
The centrally located Main Street is the primary organizing element of the Merrifield Suburban Center. This Main Street links the Transit Station Area to the Town Center, enhancing connectivity within Merrifield. For pedestrians and cyclists, Main Street provides a higher quality, less trafficked alternative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

In order to implement the network of streets, all development proposals should include the planned road improvements that follow the conceptual street grid and street types depicted in Figure 10. Figure 5 illustrates the overall connectivity concept for the Merrifield Suburban Center and includes existing and planned streets. For areas where a layout of new streets is depicted, development proposals should create a street and block network generally consistent with Figure 5. In cases where this is not feasible, proposals should achieve a level of connectivity that meets Plan goals.

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

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

REMOVE: Figure 9, Streetscape Concept:



ADD: Figure 10, Streetscape Concept:

Commented [VM13]: The segment of the Ring Road that is highlighted by the black box is currently being evaluated due to an alternative connection that was completed.

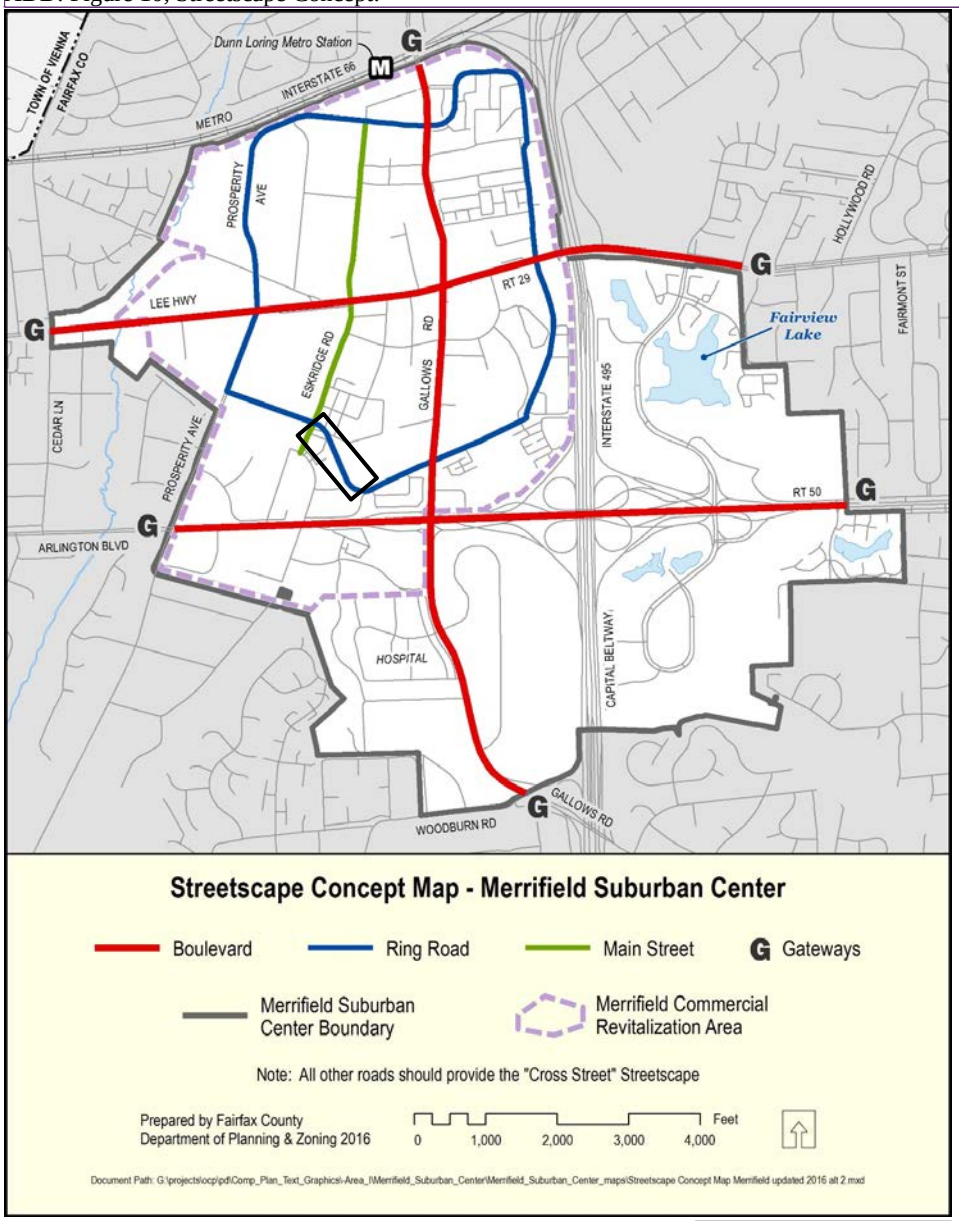


FIGURE 10~~9~~

Streetscape Design

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

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

Streetscape Zones

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

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

Streetscape Design Flexibility and Alternatives

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

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

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

Underground Utilities and Stormwater Infrastructure

Utilities and stormwater infrastructure should be placed underground and should be coordinated with future roadway improvements and sidewalks to foster a pedestrian-friendly environment. Such infrastructure should be located under sidewalks, parking lanes, or the building zone. These

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

Street Lighting

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

Gateways

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

Streetscape Maintenance

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

Pedestrian Crossings

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

Median Landscape Strip

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

On-Street Parking

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

Sidewalk and Streetscape Materials

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

Planting in the Streetscape

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

Low Impact Development Techniques

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

Street Furniture and Other Elements

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

Street Types and Design

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

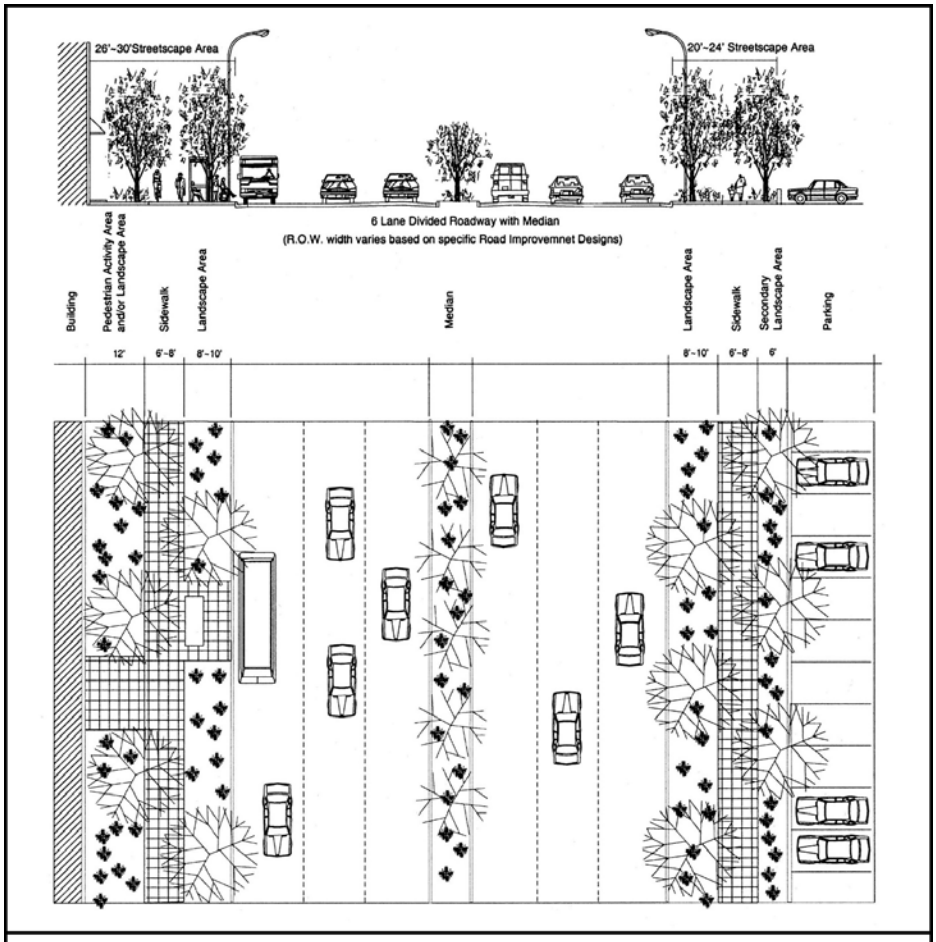
Boulevard

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

Boulevard cross-section guidelines:

- Bicycle Lane – On-road dedicated bike lane, or buffered cycle track, or a 9-foot wide multi-use trail per direction. Refer to the Fairfax County Bicycle Master Plan to determine which streets are planned to include a bicycle facility (of the three boulevards in the Merrifield Suburban Center, Gallows Road, Lee Highway, and Arlington Boulevard, Gallows Road is the only boulevard planned specifically with an on-road dedicated bike lane).
- Primary Landscape Panel – This zone should be a minimum of 8-feet wide (inclusive of the curb); however, a 10-foot-wide landscape panel is encouraged. Plantings should occur closest to the sidewalk, leaving room adjacent to the road for street lighting and signage. Major shade trees should be planted with a spacing of 40 to 50 feet on center, using trees that are 2.5 to 3-inch caliper in size at the time of planting. Vegetation within the planting strip should include supplemental plantings such as ornamental shrubs, ground cover, flowing plants, and grasses. Where appropriate, special pavement treatments and trees in grates may be considered as alternative to a planting strip. Bus shelters and lighting should be located in the landscape panel.
- Sidewalk – 6- to 8-foot wide sidewalk on both sides of the facility. Along Route 29, an 8-foot wide sidewalk is planned along the north side of the road to provide continuity with the Trail Plan and along the south side, at a minimum, a 6-foot wide sidewalk is planned. Along Gallows Road north of Route 50, an 8-foot wide sidewalk is recommended for both sides of the road. Along Gallows Road south of Route 50, and 8-foot wide trail is recommended along the west side of the road and a 6-foot wide sidewalk is recommended along the east side of the road. Along Route 50, and 8-foot wide trail is recommended for the north side of the road and a 6-foot wide sidewalk is planned for the south side of the road.
- Median – Median plantings should consist of flowering trees, low ornamental shrubs, and flowers. The median plantings may be informal; however, the massing of trees should be equivalent to the planting of a tree every 25 feet on center. Plantings should be selected that are drought tolerant and low in maintenance, resistant to disease, pollution, and heat.
- Building Zone (between the sidewalk and building) – The width of this zone should be 12-feet when adjacent to buildings. When ground-level retail is provided in a building, a portion of this building zone should be used for retail browsing or outdoor dining. Supplemental plantings (to include shade and flowering trees, shrubs, flowering plants, ground cover, and grasses) may be provided for buildings without retail uses. Amenities such as bicycle racks and seating may be located in the building zone.
- Secondary Landscape Panel (between the sidewalk and parking) - If surface parking is adjacent to the streetscape, a minimum of a 6-foot wide landscape zone between the sidewalk and the parking should be provided to visually buffer pedestrians from parked vehicles. It should include trees and ornamental plantings, such as ground cover, flowering plants, and grasses. It should also include hardscape elements such as low walls that can also serve as supplemental seating. Trees should be planted with spacing of 40 to 50 feet on center using trees that are 2.5 to 3-inch caliper in size at time of planting. Tree spacing along this landscape panel should be staggered with trees in the primary landscape panel, so that the effect of the two rows of trees is tree spacing at approximately every 20 to 25 feet.

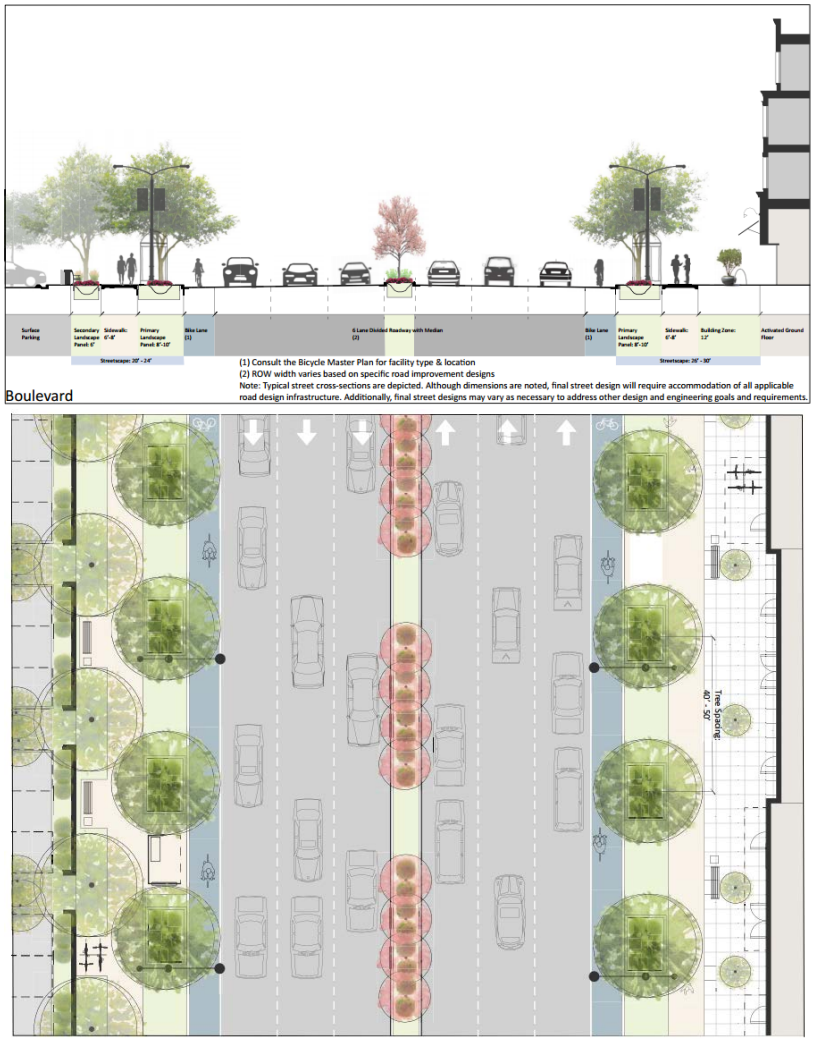
REMOVE: Figure 10, Boulevard Streetscape Concept:



MERRIFIELD SUBURBAN CENTER
BOULEVARD STREETSCAPE CONCEPT
(Representative of Gallows Road, Route 50 and Route 29)

ADD: Figure 11, Boulevard Streetscape Concept:

Boulevard Cross-section



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

FIGURE 1~~0~~1

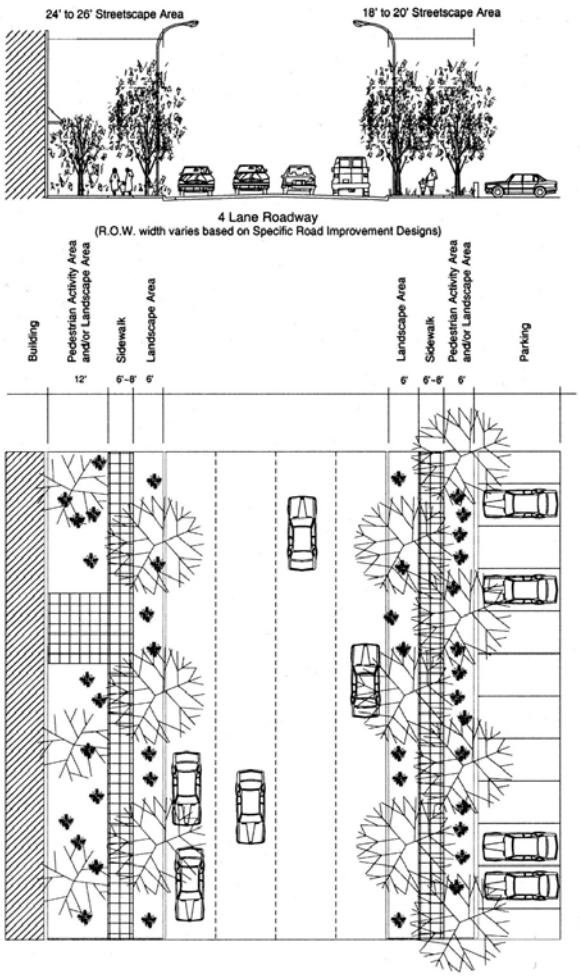
Ring Road

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

Ring Road cross-section dimensions:

- On-Street Parking – 8-feet wide for on-street parallel parking per direction.
- Bicycle Lane – On-road dedicated bike lane or buffered cycle track per each direction. Refer to the Fairfax County Bicycle Master Plan to determine which streets are planned to include an on-road bicycle facility.
- Primary Landscape Panel - This zone should be a minimum of 6-feet wide (inclusive of the curb). Major shade trees should be evenly spaced in ordered plantings with a spacing of 25 to 30 feet on center, using trees that are 2.5 to 3-inch caliper in size at the time of planting. Vegetation should also include ornamental shrubs, ground cover, flowing plants, and grasses. Where appropriate, special pavement treatments and trees in grates may be considered as alternatives to a planting strip. Amenities such as bicycle racks, bus shelters, and seating areas may be located in the landscape panel or in an easement behind the sidewalk to serve the adjacent land uses.
- Sidewalk – 6 to 8-foot wide sidewalk on both sides of the facility. An 8-foot wide multi-purpose trail should be provided on the outside edge of the Ring Road. Along the inside edge of the Ring Road, a 6-foot wide sidewalk should be provided, except adjacent to the Metro Station where an 8-foot wide multi-purpose trail should be provided.
- Building Zone - The width of this zone should be 12-feet. When ground-level retail is provided in a building, a portion of this building zone should be used for retail browsing or outdoor dining. Supplemental plantings (to include shade and flowering trees, shrubs, flowering plants, ground cover, and grasses) may be provided for buildings without retail uses.
- Secondary Landscape Panel (between the sidewalk and parking) - If surface parking is adjacent to the streetscape, a minimum of a 6-foot wide landscape zone between the sidewalk and the parking should be provided to visually buffer pedestrians from parked vehicles. This buffer should include trees and ornamental plantings including ground cover, flowering plants, and grasses. It should also include hardscape elements such as low walls that can also serve as supplemental seating. Tree spacing along this landscape panel should be staggered with trees in the primary landscape panel, so that the effect of the two rows of trees is tree spacing at approximately every 20 to 25 feet.

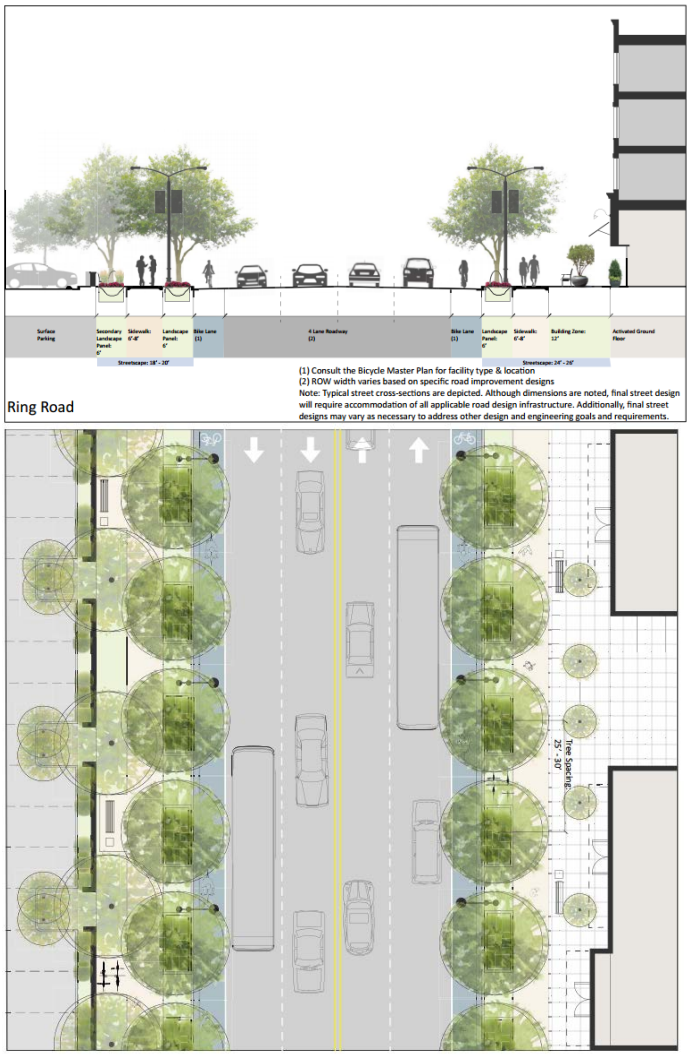
REMOVE: Figure 11, Ring Road Streetscape Concept:



MERRIFIELD SUBURBAN CENTER
RING ROAD STREETSCAPE CONCEPT
(Representative of Prosperity Avenue, Hartland Road and Gatehouse Road)

ADD: Figure 12, Ring Road Streetscape Concept:

Ring Road Cross-section



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

FIGURE 1~~1~~2

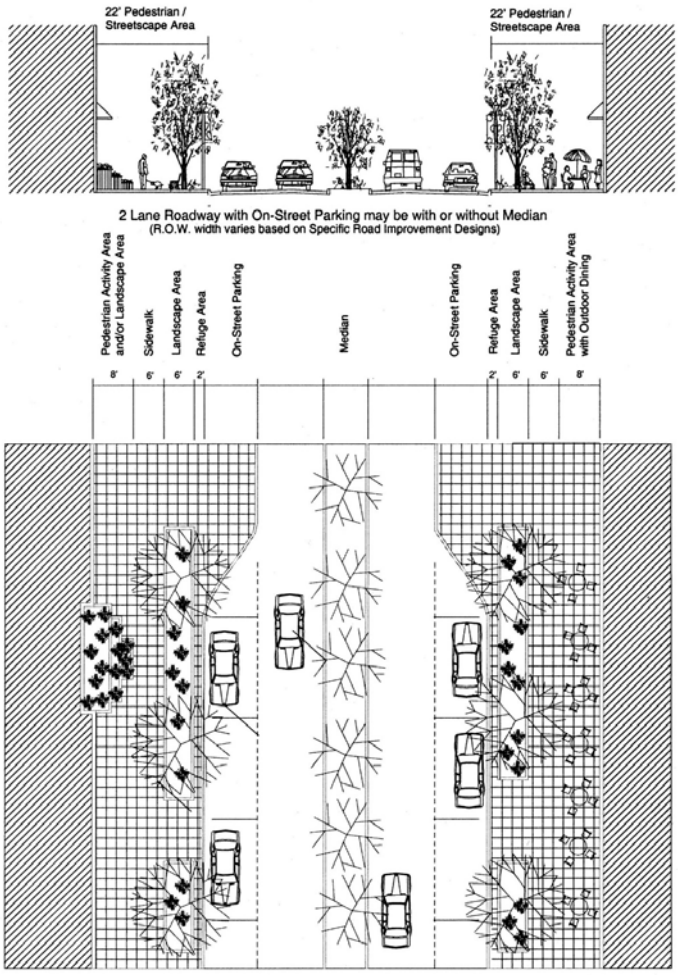
Main Street

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

Main Street cross-section dimensions:

- Landscape Panel – At a minimum, a 2-foot wide paved refuge strip should be located between the landscape area and the curb. Adjacent to the refuge area, a minimum 6-foot wide landscape area should be provided. Major shade trees should be evenly spaced in ordered plantings with a spacing of 25 to 30 feet on center, using trees that are 2.5 to 3-inch caliper in size at the time of planting. Vegetation should also include ornamental shrubs, ground cover, flowing plants, and grasses. Where appropriate, special pavement treatments and trees in grates may be considered as alternative to a planting strip. Amenities such as bicycle racks, bus shelters, and seating areas may be located in the landscape panel or in an easement behind the sidewalk to serve the adjacent land uses.
- Sidewalk - 6-foot wide sidewalk on both sides of the facility.
- Building Zone – The width of this zone should range from 8 to 12 feet wide and should be used for retail browsing or outdoor dining space. Within the browsing area, outdoor seating for restaurants or sidewalk cafes may be appropriate as well as special entrance features to shops and buildings. A variety of treatments for this area may be used such as a plaza, a landscaped area with seating and lighting, a sidewalk and landscaped area, formal arrangements of trees (bosques), informally grouped trees and other plantings, and any of the above with public area or a water feature.
- Median – Where a median is provided, the area should have plantings consisting of flowering trees, low ornamental shrubs, and flowers. The median plantings may be informal; however, the massing of trees should be equivalent to the planting of a tree every 25 feet on center. Plantings should be selected that are drought tolerant and low in maintenance, resistant to disease, pollution, and heat.

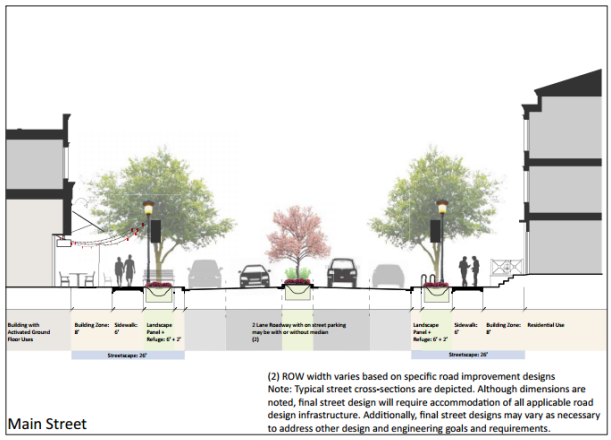
REMOVE: Figure 12, Main Street Streetscape Concept:

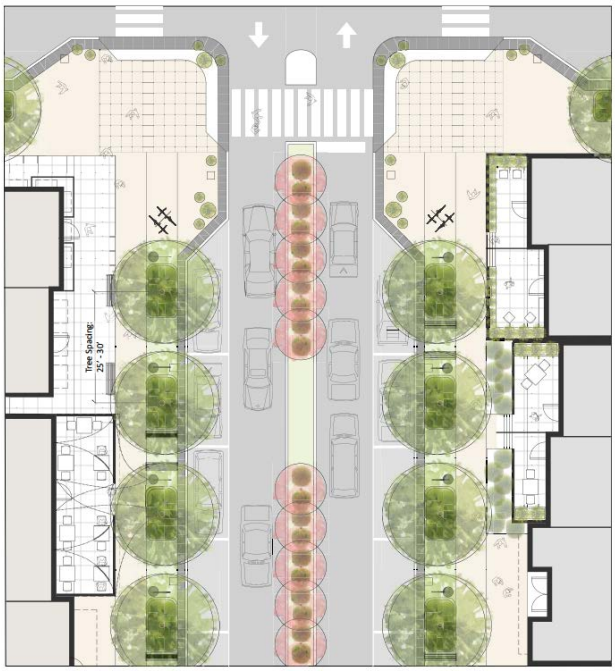


MERRIFIELD SUBURBAN CENTER
MAIN STREET STREETSCAPE CONCEPT
(Representative of the Town Center Area and Merrilee Drive)

ADD: Figure 13, Main Street Streetscape Concept:

Main Street Cross-section





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

FIGURE 1~~2~~3

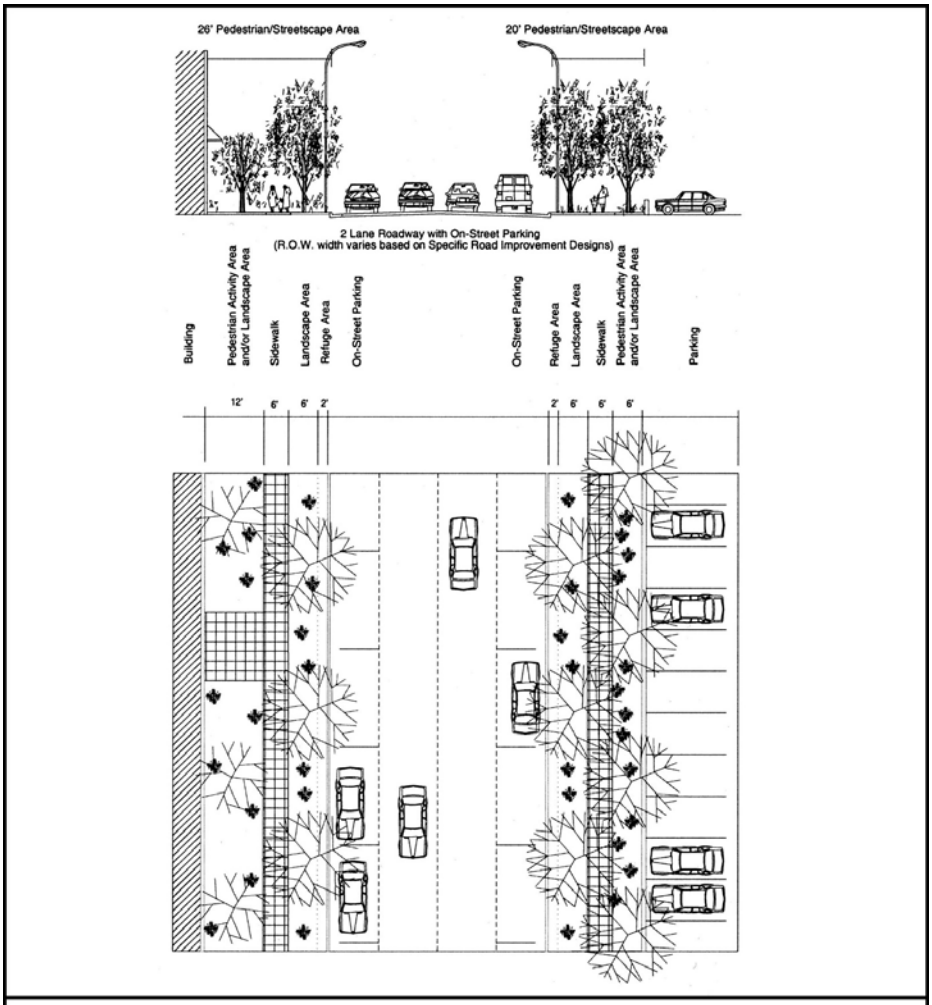
Cross Street

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

Cross Street cross-section dimensions:

- On-Street Parking - 8-foot wide on-street parking per direction.
- Bicycle Lane - Local streets are low speed facilities that may not require bike lanes. Bicycle travel may be accommodated in the travel lane.
- Landscape Panel – At a minimum, a 2-foot wide paved refuge strip should be located between the landscape are and the curb. Adjacent to the refuge area, a minimum 6-foot wide landscape area should be provided. Major shade trees should be evenly spaced in ordered plantings with a spacing of 25 to 30 feet on center, using trees that are 2.5 to 3-inch caliper in size at the time of planting. Vegetation should also include ornamental shrubs, ground cover, flowing plants, and grasses. Where appropriate, special pavement treatments and trees in grates may be considered as alternative to a planting strip. Amenities such as bicycle racks, bus shelters, and seating areas may be located in the landscape panel or in an easement behind the sidewalk to serve the adjacent land uses.
- Sidewalk - 8-foot wide sidewalk on both sides of the facility.
- Building Zone - The width of this zone should be 12-feet. When ground-level retail is provided in a building, a portion of this building zone should be used for retail browsing or outdoor dining. Supplemental plantings (to include shade and flowering trees, shrubs, flowering plants, ground cover, and grasses) may be provided for buildings without retail uses.
- Secondary Landscape Panel (between the sidewalk and parking) - If surface parking is adjacent to the streetscape, a minimum of a 6-foot wide landscape zone between the sidewalk and the parking should be provided to visually buffer pedestrians from parked vehicles. This buffer should include trees and ornamental plantings such as ground cover, flowering plants, and grasses. It should also include hardscape elements such as low walls that can also serve as supplemental seating.

REMOVE: Figure 13, Cross Street Streetscape Concept:

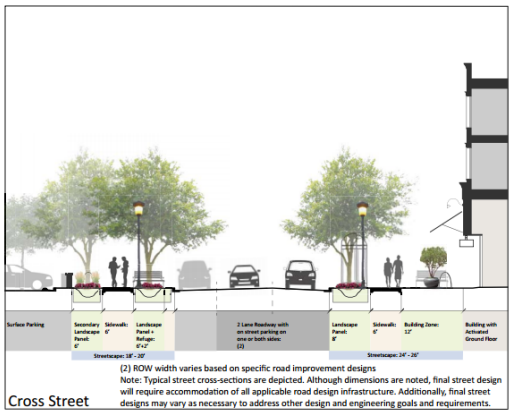


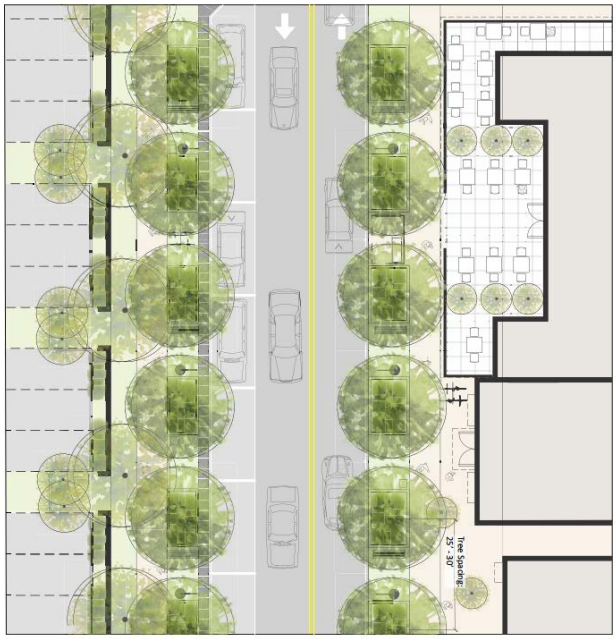
MERRIFIELD SUBURBAN CENTER
CROSS STREET STREETSCAPE CONCEPT

(Within the Town Center, the Cross Street Streetscape generally applies to roads that may provide access to parking and where there is no ground level retail. Outside of the Town Center, the Cross Street Streetscape applies to roads not otherwise designated as Boulevard, Ring Road or Main Street.)

ADD: Figure 14, Cross Street Streetscape Concept:

Cross Street Cross-section





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

FIGURE 1~~3~~4

~~STREETSCAPE DESIGN~~

Commented [VM14]: Replaced by new Urban Street Network Design section drafted by OCR above

~~Attractive streetscape includes a well-designed road edge with street furniture and other features and provides improved identity, visual continuity and user safety. The streetscape concept shown on Figure 9 provides a streetscape hierarchy with four types of streetscape designs: Boulevard, Ring Road, Main Street and Cross Street. These streetscapes should create a unifying theme along each of the roads to visually and physically link Merrifield. This unifying theme consists of guidance for street tree location, spacing, and size. Below are general guidelines for all streetscapes, which are followed by design guidelines for each individual streetscape type.~~

~~General Streetscape Guidelines~~

~~Underground utilities:~~ ~~Undergrounding of utilities should be encouraged and should be coordinated with future roadway improvements and the rebuilding of sidewalks to foster a pedestrian environment and other Plan objectives. New development should provide underground utility conduits or provide commitments to construct these improvements in the future. If undergrounding utilities is not feasible, consideration should be given to relocating the utilities to the rear or side of the development.~~

~~Street Lighting:~~ ~~Street lighting should be provided that maintains the overall character and quality of the area, while providing adequate lighting levels that ensure public safety without creating glare or light spillage into neighboring low-density residential areas.~~

~~Gateways:~~ ~~Gateways define the major approaches to the area and are shown on Figure 9. At these points of entry to the Merrifield Suburban Center, gateways should have additional plantings and tree groupings in addition to the basic streetscape, and could also include signage and other design treatments that distinguish the location as an entrance to the Merrifield Suburban Center.~~

~~Streetscape Design Flexibility:~~ ~~When infill or expansion of buildings or other existing features constrain a site's design, variation from the streetscape guidance should be permitted when that variation results in acceptable sidewalk widths and amounts of street trees and landscaping. For example, if the guidance is to provide a double row of street trees, but due to site constraints not enough space exists for the staggered rows, an equal number of street trees planted in a single row may be an appropriate alternative.~~

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

~~Streetscape Maintenance:~~ ~~The provision of the streetscape may be provided on a combination of publicly owned right-of-way and private property. In order for a future development to utilize the public right-of-way to provide streetscape improvements, commitments will need to be made by the property owner to maintain the streetscape area within the public right-of-way. In addition, in order to provide streetscape, the sidewalk may not be entirely within the right-of-way; therefore, additional right-of-way may be needed or a public access easement will need to be provided for that portion of the sidewalk located on private property.~~

~~Boulevard Streetscape Guidelines (Gallows Road, Lee Highway, and Arlington Boulevard)~~

~~The boulevard streetscape, shown on Figure 10, should be used for Gallows Road, Lee Highway and Arlington Boulevard. This streetscape concept features a wide, tree-lined road with well-defined pedestrian and bicycle features that include wide sidewalks along both sides of the street, street trees evenly spaced, medians with plantings of flowering trees, shrubs, and flowers. Street lighting should be distinctive, and designed for both pedestrian and vehicular use. The following guidelines are provided for achieving the boulevard streetscape character:~~

- ~~Landscape area next to curb: Along a boulevard, the landscape strip should be, at a minimum, 8 feet in width; however, a 10-foot wide landscape strip is encouraged. Plantings should occur closest to the sidewalk, leaving room adjacent to the road for street lighting and signage. Major shade trees should be planted with a spacing of 40 to 50 feet on center, using trees that are 2½ to 3 inch caliper in size at the time of planting. Vegetation within the planting strip should include supplemental plantings such as ornamental shrubs, ground cover, flowering plants, and grasses. Where appropriate, special pavement treatments and trees in grates may be considered as alternatives to a planting strip.~~

- ~~Adjacent to the landscape strip along Lee Highway, an eight-foot wide sidewalk is planned along the north side of the road to provide continuity with the trail plan and along the south side, at a minimum, a six-foot wide sidewalk is planned. Along Gallows Road north of Arlington Boulevard, an eight-foot wide sidewalk is planned for both sides of the road. Along Gallows Road south of Arlington Boulevard, an eight-foot wide trail is planned along the west side of the road and a six-foot wide sidewalk is planned along the east side of the road. Along Arlington Boulevard, an 8-foot wide trail is planned for the north side of the road and a 6-foot wide sidewalk is planned for the south side of the road.~~

- ~~Pedestrian activity area and/or landscape area between the sidewalk and building and/or parking: A secondary landscape strip should be, at a minimum, 12 feet wide when adjacent to a building and 6 feet wide when surface parking is adjacent. Major shade trees should be planted with spacing of 40 to 50 feet on center, using trees that are 2½ to 3 inch caliper in size at the time of planting. The tree spacing along this landscape strip should be staggered with the first row of trees between curb and sidewalk, so that the effect of the two rows of trees is tree spacing at approximately 20 to 25 feet. Vegetation within the planting strip should include supplemental plantings such as ornamental shrubs, ground cover, flowering plants, and grasses. This pedestrian activity area/landscape strip, when adjacent to parking areas, should have supplemental plantings that will help to screen the parking from the pedestrian walkway and from the road. When ground level retail is provided in a building, a portion of this pedestrian activity area/landscape strip can be used for retail browsing and/or outdoor dining.~~

- ~~Median landscape strip: Median plantings should consist of flowering trees, low ornamental shrubs, and flowers. The median plantings may be informal; however, the massing of trees should be equivalent to the planting of a tree every 25 feet on center. Plantings should be selected that are drought tolerant and low in maintenance, resistant to disease, pollution, and heat.~~

- ~~At pedestrian crossings, ramps and special pavement should be designed to create a well-delineated and safe area for pedestrians to cross the street. Medians should be designed to create a safety island for pedestrians waiting to finish crossing the street.~~

~~Ring Road Streetscape Guidelines (Prosperity Avenue/Hartland Road/Gatehouse Road~~

~~The "Prosperity/Hartland/Gatehouse Ring Road" streetscape, shown on Figure 11, is intended to serve the core areas by distributing local traffic from neighborhoods and commercial districts to Gallows Road and Lee Highway. This street should typically be a four-lane undivided roadway.~~

~~The street trees should be organized in evenly spaced, ordered plantings. The following guidelines are provided for achieving the Ring Road streetscape character:~~

- ~~Landscape area next to curb: Along the ring road, the landscape strip should be, at a minimum, 6 feet. Plantings should generally be placed in the center of the landscape strip, with major shade trees planted with a spacing of 25 to 30 feet on center, using trees that are 2½ to 3 inch caliper in size at the time of planting. Vegetation within the planting strip should include supplemental plantings such as ornamental shrubs, ground cover, flowering plants, and grasses. Where appropriate, special pavement treatments and trees in grates may be considered as alternatives to a planting strip, as well as pedestrian amenities such as bus shelters. Adjacent to this landscape strip, an 8-foot wide multi-purpose trail should be provided on the outside edge of the ring road. Along the inside edge of the ring road a 6-foot wide sidewalk should be provided, except adjacent to the Metro station where an 8-foot wide multi-purpose trail should be provided.~~

- ~~Pedestrian activity area and/or landscape area between the sidewalk and building and/or parking: A secondary landscape strip should be, at a minimum, 12 feet wide when adjacent to a building and 6 feet wide when adjacent to surface parking. Plantings should be provided (to include shade and flowering trees, ornamental shrubs, ground cover, flowering plants, and grasses). When adjacent to parking areas, plantings should help buffer and screen parking from the pedestrian walkway and from the road. When ground level retail is provided in a building, a portion of this pedestrian activity area/landscape strip can be used for retail browsing and/or outdoor dining.~~

- ~~At pedestrian crossings, ramps and special pavement should be designed to create a well-delineated and safe area for pedestrians to cross the street. Should a median be provided, it should be designed to create a safety island for pedestrians waiting to finish crossing the street.~~

~~Main Street Streetscape Guidelines (Merrilee Drive/Eskridge Road and Festival Street)~~

~~The "Main Street" streetscape, shown on Figure 12, should be used in the Town Center as well as for the connection of the Town Center to the Transit Station Area, along Merrilee Drive to Eskridge Road. The streetscape treatment on the road connection from the transit station should help to provide an inviting, safe and direct vehicular and pedestrian link to the town center. At a minimum, streets should have two traffic lanes with on-street parking on each side of the street. Traffic calming features should be employed to enhance pedestrian and bicycle safety. A generous pedestrian area, generally between 20 to 25 feet wide, should be provided on each side of the street; this area should feature evenly spaced street trees, unified streetscape furniture design, and special paving accents. In the transit station area and the town center areas, buildings should have street-level retail, with restaurant and entertainment uses enlivening the street. Some segments of the "Main Street," such as a "festival street" in the town center area, may contain a center median with special landscaping, paving and amenities (such as fountains). The following guidelines are provided for achieving the Main Street streetscape character:~~

- ~~Landscape area next to curb: At a minimum, a 2-foot paved refuge strip should be located between the landscape area and the curb (refuge strip is where people get out of their cars that are parked on the street). Adjacent to the refuge area, a minimum 6-foot wide landscape area should be provided. Plantings should generally be placed in the center of the landscape strip, with major shade trees planted with a spacing of 25 to 30 feet on center, using trees that are 2½ to 3 inch caliper in size at the time of planting. Vegetation within the planting strip should include supplemental plantings such as ornamental shrubs, ground cover, flowering plants and grasses. Special pavement treatments and trees in grates should be considered as~~

~~alternatives to a planting strip. Adjacent to this landscape strip should be a 6-foot wide sidewalk.~~

- ~~Pedestrian activity area and/or landscape area between the sidewalk and building and/or parking: Between the sidewalk and the building, there should be, at a minimum, an 8-foot combination landscape strip and browsing area. Within the browsing area, outdoor seating for restaurants or sidewalk cafes may be appropriate as well as special entrance features to shops and buildings. A variety of treatments for this area may be used such as a plaza, a landscaped area with seating and lighting, a sidewalk and landscaped area, formal arrangements of trees (bosques), informally grouped trees and other plantings, and any of the above with public art or a water feature.~~

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

- ~~At pedestrian crossings, ramps and special pavement should be designed to create a well-delineated and safe area for pedestrians to cross the street. Should a median be provided, it should be designed to create a safety island for pedestrians waiting to finish crossing the street.~~

~~Cross Street Streetscape Guidelines~~

~~A cross street, which applies to the majority of the streets within the Merrifield Suburban Center, not otherwise designated, helps to define the street grid system by connecting the boulevards, ring road and main streets. Providing additional cross streets will be critical in enhancing internal traffic flow within the core areas (i.e. the town center and transit station areas). Cross streets typically have two-traffic lanes with on-street parking along at least one side. Traffic calming measures such as raised mid-block pedestrian crossings, small traffic rotaries, and curb and sidewalk "bulb outs" at intersections should be provided. The cross street streetscape concept is shown on Figure 13 and features a tree-lined sidewalk on both sides of the street. The following guidelines are provided for achieving the Cross Street streetscape character:~~

- ~~Landscape area next to curb: Streets with parking should have, at a minimum, a 2-foot paved refuge strip next to the curb. A refuge strip is where people get out of their parked cars. Adjacent to the refuge area, a minimum a 6-foot wide landscape area should be provided. Plantings should generally be placed in the center of the landscape strip, with major shade trees planted with a spacing of 25 to 30 feet on center, using trees that are 2½ to 3-inch caliper in size at the time of planting. Vegetation within the planting strip should include supplemental plantings such as ornamental shrubs, ground cover, flowering plants and grasses. Where appropriate, special pavement treatments and trees in grates may be considered as alternatives to a planting strip. Adjacent to this landscape strip should be a 6-foot wide sidewalk.~~

- ~~Pedestrian activity area and/or landscape area between the sidewalk and building and/or parking: A secondary landscape strip should be, at a minimum, 12 feet wide when adjacent to a building and 6 feet wide when adjacent to surface parking. Supplemental plantings should be provided (to include shade and flowering trees, shrubs, flowering plants, ground cover, and grasses). When adjacent to parking areas, plantings should help buffer and screen parking from the pedestrian walkway and from the road. When ground level retail is provided in a building, a portion of this pedestrian activity area/landscape strip can be used for retail browsing and/or outdoor dining.~~

- ~~At pedestrian crossings, ramps and special pavement should be designed to create a well-delineated and safe area for pedestrians to cross the street. Should a median be provided, it should be designed to create a safety island for pedestrians waiting to finish crossing the street.~~

~~BUILDING AND SITE DESIGN~~

Commented [VM15]: Relocated to beginning of Urban Design section

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

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

~~The core areas (i.e., Transit Station and Town Center Areas) and the areas adjacent to the cores are planned for highest intensities and have the greatest potential for high volumes of pedestrian traffic. These areas are envisioned to become more pedestrian and transit-friendly through building and site designs that have a more urban character. The following guidelines are intended to provide guidance for achieving this character. See Figure 14 for illustrations of this more urban character.~~

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

- ~~To encourage the siting of buildings closer to the street, the allowable angles of bulk plane should be 20 degrees in order to encourage a more urban environment and pedestrian scale. (See Figure 14)~~

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

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

~~access, surface parking in front of the building may exceed the two rows of parking; however, substantial internal parking lot landscaping should be provided. In addition, pedestrian paths from the street to the retail uses should be articulated with landscaping and special paving treatment.~~

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

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

~~In the Land Use Concept, the majority of the Merrifield Suburban Center is designated as Non-Core and Edge Areas. These areas include retail, office, and residential uses that are generally more suburban in character. Much of the office development is in the form of suburban office parks that are designed with auto-orientation, requiring an auto trip for most activities and lunch-hour errands. The urban design challenge is to make these areas more accessible for people and to enhance the visual quality. The following guidelines, in addition to the previous streetscape section, are intended to help make these areas more pedestrian-friendly environments. See Figure 15 for illustrations on how development may vary in the more suburban portion of the Merrifield Suburban Center.~~

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

- ~~Even in these suburban areas, flexibility should be provided for encouraging buildings to be located close to the street. Therefore, the angle of bulk plane should be reduced when more usable open space and open space amenities are provided. Under this circumstance, the angles of bulk plane should be reduced to 20 degrees. (See Figure 15.)~~

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

~~BUILDING HEIGHTS~~

~~Throughout the Merrifield Suburban Center, a variety of building heights and building articulation, as well as varied roof forms are encouraged to create an interesting skyline. Building heights adjacent to single-family residential neighborhoods, in general, are planned not to exceed 40 feet to provide an appropriate scale of development. Figure 16 shows the maximum building heights planned for the Merrifield Suburban Center. It should be noted, however, to achieve many of the maximum building heights, various conditions should be met as indicated within the sub-unit recommendations.~~

~~Building Height Guidelines~~

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

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

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

- ~~Parcels that are split by two height designations should have flexibility to have building height increases above the lower height designation when development proposals provide height transitions similar to those indicated on the Building Height Map (Figure 16) and provide a site design that is supportive of other urban design objectives.~~

- ~~Within the Transit Station Area, the Town Center and adjacent sub-units, maximum building height can only be achieved when structured parking is placed under buildings (either below or above grade) in order to encourage a more urban environment and to increase the amount of usable open space. As indicated above, usable open space is defined as being in addition to providing the streetscape, and should include plazas, courtyards or other open space amenities as indicated under the Pedestrian and Open Space System section. Without placing parking under the building, maximum building height should be reduced by 20 to 30 feet. The areas subject to this height reduction are shown with an asterisk on Figure 16. (See sub-unit recommendations for specific height guidance).~~

- ~~Building heights within the northern portion of Fairview Park (Sub-Unit I1) may be considered for heights up to 18 stories or approximately 230 feet, if a retail center is located adjacent to Fairview Lake. Without the provision of the retail center, maximum building height in Sub-Unit I1 is 15 stories. The area subject to this conditional height increase is shown with two asterisks on Figure 16 (See sub-unit recommendation for specific height guidance~~

TRANSPORTATION

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

POLICY RECOMMENDATIONS

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

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

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

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

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

Funding of Transportation Improvements and Services – Transportation facilities and services needed to support growth in the Merrifield Suburban Center include major road improvements

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

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

The objective of a successful TDM program for the TSAs is to reduce the number of single-occupant vehicle trips. These reductions are based on Institute of Transportation Engineers' (ITE) trip generation rates and are to fall within the ranges shown in the TDM Goals (See Figure 15). The recommendations are for reductions of at least 35 percent for the areas within ¼ mile of the Metrorail stations and at least 30 percent for the areas between ¼ and ½ mile from the Metrorail stations.
~~The transportation goal in the county's Policy Plan is for a mode split of at least 15 percent of the commuters to Suburban Centers and Transit Station Areas to occur by means other than single occupancy vehicles (SOV). Non-SOV modes are generally referred to as HOV (high occupancy vehicle) and include, for example, mass transit, car and vanpools, and non-motorized transportation.~~

~~To help bring about an overall 15% or greater non-SOV trips, the non-SOV mode split should be tiered as shown on Figure 17. This figure shows the greatest level of non-SOV attainment on the Metro station property and in the area within a 5-minute walk of the Metro station. Applications for new development should demonstrate how transit use and other non-SOV commuting modes could be achieved for the site's prescribed mode split. Measures to achieve these goals will need to be identified and committed to by the applicant. These measures could include the creation of effective TDM programs at employment locations, such as the provision of shuttle service for internal circulation, as well as service to and from the Metro station. Other measures may include flexible or staggered work hours, transit pass subsidies, alternative parking arrangements, parking management programs, parking pricing, mixed-use development centers, and the provision of sidewalks and trails. Development should contribute to the establishment of new transit programs or facilities and/or to existing programs that may include contributions towards a shuttle service to serve Merrifield or other programs, which reduce peak-hour trips. If a development application does not provide TDMs designed to achieve the area's non-SOV goal for its office component, then the maximum office intensity should be reduced by an amount equal to the unachieved portion of the mode split, resulting in a 15% to 25% reduction in office development potential. TDM programs provided by new development should be monitored for effectiveness by the county. The monitoring process will require the provision of regular reports that document the effectiveness of the TDM programs in reducing SOV trips and traffic generation at the site, as well as provide documentation that the TDM measures are being adhered to.~~

REMOVE: Figure 17, Non-SOV Mode Split Based on Distance from the Transit Station:

FIGURE 17: NON-SOV MODE SPLIT BASED ON DISTANCE FROM THE TRANSIT STATION	
Distance from Metro	**Minimum Non-SOV Mode Split**
At the Metro Station	**25**
1,320 feet (5 minute walk)	**25**
1,320 – 2,640 feet (5 – 10 minute walk)	**20**
2,640+ feet (Rest of Merrifield)	**15**

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

Figure 15. Transportation Demand Management (TDM) Vehicle Trip Reduction Goals for Office and Residential Development			
Development	TDM Vehicle Trip Reduction Goals		
	0 - 1/4 Mile to Metrorail	1/4 to 1/2 Mile to Metrorail	Beyond 1/2 Mile to Metrorail
Office	45% - 35%	40% - 30%	35% - 25%
Residential	45% - 35%	40% - 30%	25% - 15%
Note 1: The percent reduction is from the ITE peak hour trip generation rates.			
Note 2: Distance to Metrorail should be measured from structured WMATA Metrorail station entrance.			

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

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

2. TDM implementation plans with monitoring provisions.

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

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

ROADWAY IMPROVEMENTS

The roadway and circulation plan for the Merrifield Suburban Center addresses three types of roadway improvements: Arterial Roadways, Interchanges, and Collectors/Local Streets. These improvements are shown on Figure 16~~8~~ and are described below. In addition to these improvements, a grid of streets to improve circulation for all modes should also be implemented. Figure 17 illustrates conceptual connections that should be explored and implemented as redevelopment occurs. ~~:~~

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

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

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

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

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

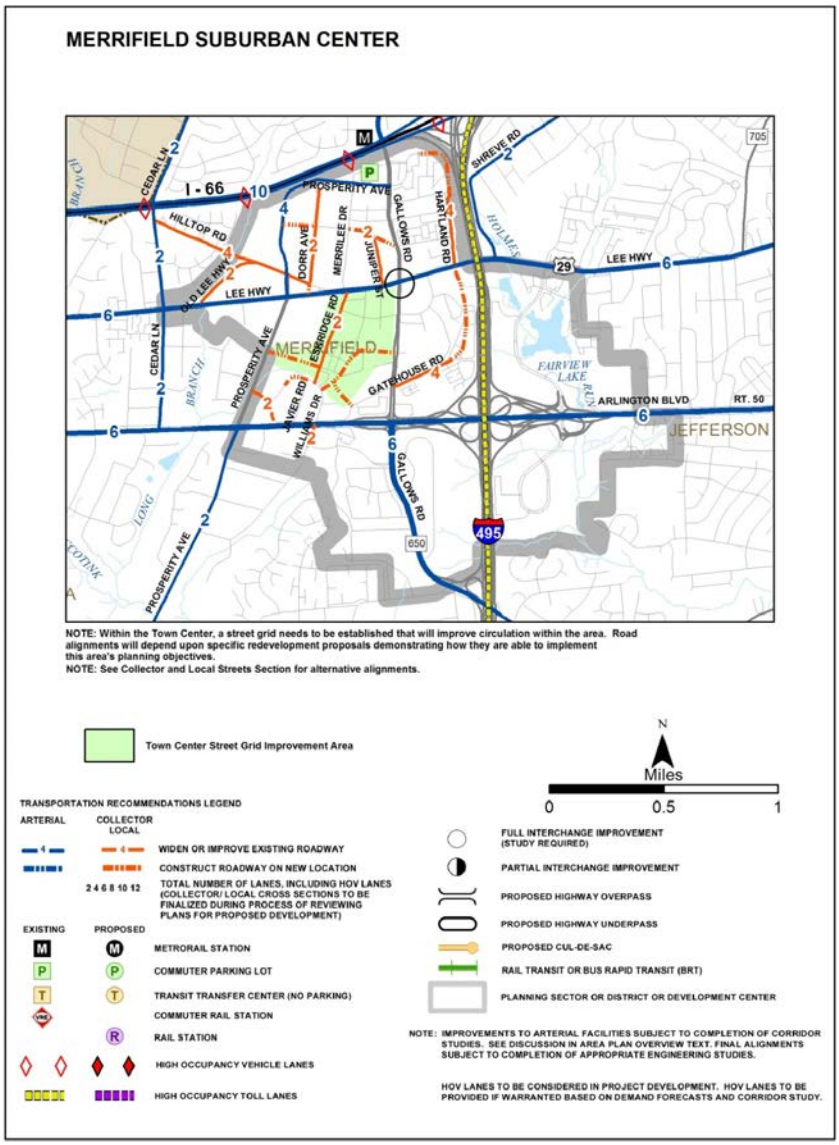
- Gallows Road: Gallows Road is planned for widening to six lanes from Arlington Boulevard to Tysons Corner. To obtain smooth and efficient traffic flow, the number of access points should be minimized, especially for the section between I-66 and Lee Highway. When Gallows Road is being evaluated for widening, consideration should be given as to how rapid transit can be incorporated into this planned 6-lane roadway.

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

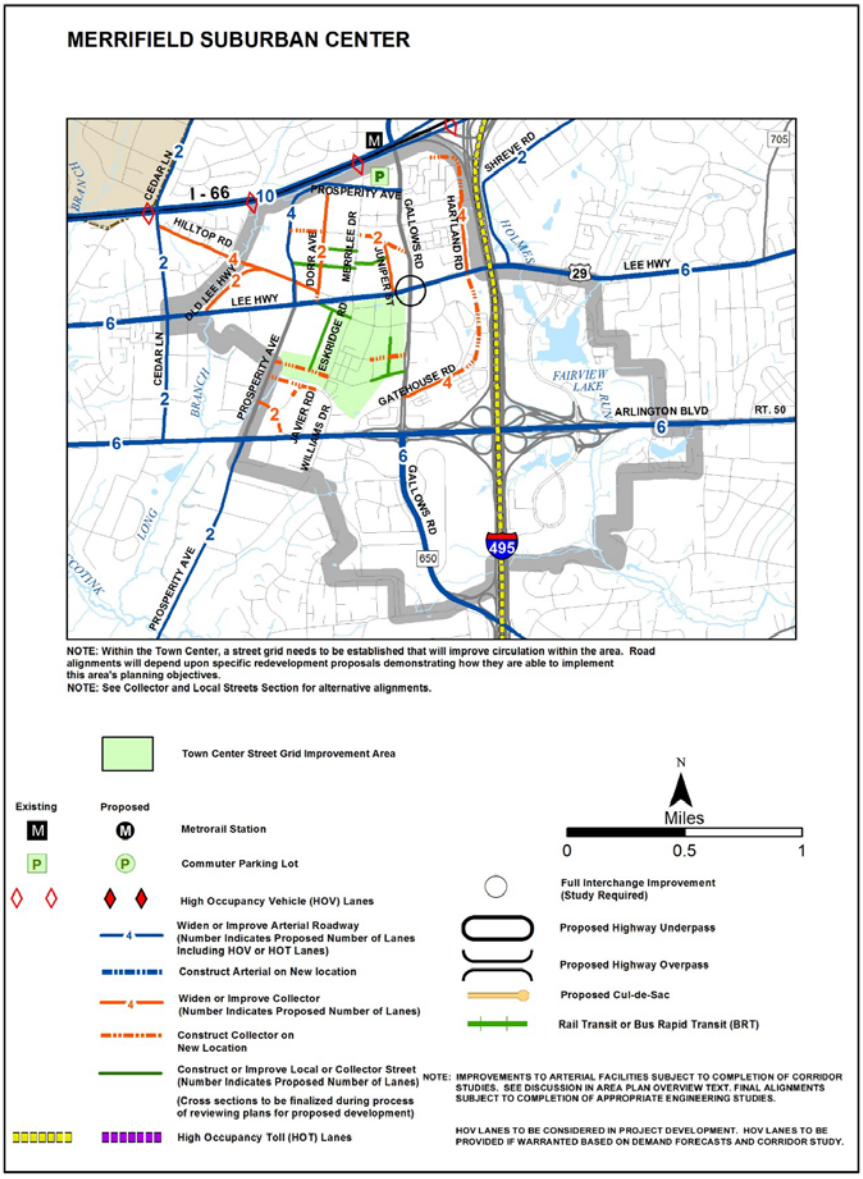
Interchanges - The provision of an interchange has both land use and transportation planning implications. In terms of land use, caution must be exercised in reviewing development proposals in the immediate interchange area due to right-of-way implications. In terms of transportation planning, revised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

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

REMOVE: Figure 18, Transportation Plan Map:



ADD: Figure 16, Transportation Plan Map:



TRANSPORTATION RECOMMENDATIONS **FIGURE 16~~8~~**

The Lee Highway/Gallows Road intersection is planned for improvement either as an at-grade intersection or as a grade-separated interchange. When this intersection is improved, it could have significant impact on the future town center vision for the Merrifield Suburban Center. In order for this transportation improvement to be an asset to the Merrifield Suburban Center, it should be designed with high consideration given to the following criteria:

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

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

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

- If an interchange is warranted, it should be designed in a manner that minimizes impacts to Merrifield. One approach that may minimize impacts to Merrifield would be to design the interchange as a compact urban diamond with Gallows Road at grade and Lee Highway below grade with retaining walls. This concept is illustrated in Figure 17~~9~~. Regardless of whether the urban diamond concept or another design concept is to be implemented, its design should minimize impacts to the Merrifield Suburban Center and should ensure that pedestrian access to Lee Highway and Gallows Road is provided in a safe manner.

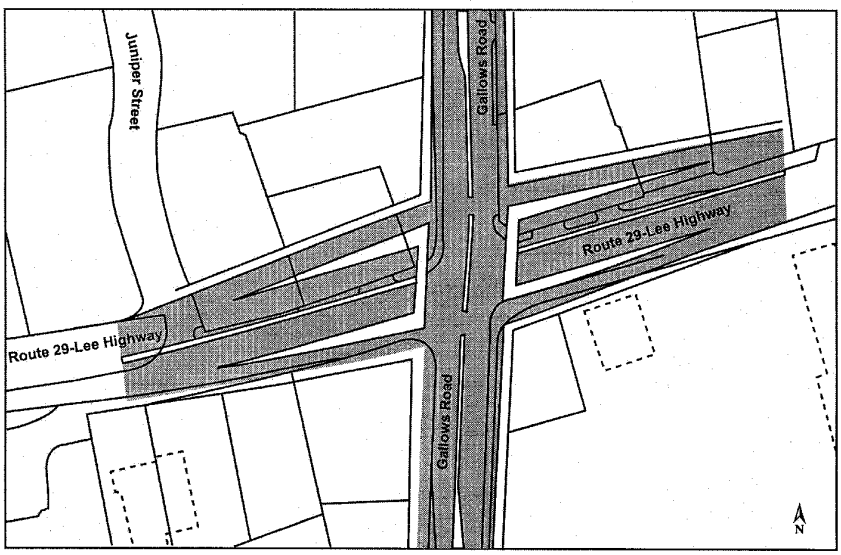
Collectors/Local Streets **-** Collector roadways route traffic to and from local streets to the arterial road system. Collector roads generally are not intended to attract through trips, but instead provide for internal traffic circulation, including transit service. For the most part, collector and local street improvements will occur in conjunction with redevelopment activity. The following collector and local street improvements are planned to improve traffic circulation within the Merrifield Suburban Center (See Transportation Map, Figure 16~~8~~):

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

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

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

- Hartland Road is planned to extend north to connect with Park Tower Drive, which will complete this portion of the Ring~~"Loop~~ Road.~~"~~ Hartland Road is recommended for



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

FIGURE 17~~9~~

improvement to a four-lane road, and is also recommended to extend south across Lee Highway, to connect with Gatehouse Road.

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

- Williams Drive, north of Arlington Boulevard, is planned to connect directly with Prosperity Avenue~~, either with a connection to Hamaker Court [shown on Figure 18] or directly across to Prosperity Avenue [not shown]~~. With this improvement, Haymaker Court is planned to be extended to the new connection to Williams Drive.
- ~~The movie theater access road currently connects Lee Highway and Strawberry Lane. In the future, this road may need to be improved to facilitate access within the Town Center and should be extended south to connect with Williams Drive and/or Gatehouse Road. This improvement will link the town center to Arlington Boulevard. If the Gatehouse Road connection is to occur, this improvement will most likely run along the western edge of the Luther Jackson Intermediate School property and will need to be designed in such a way as to minimize impacts to 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 viability of the school.~~

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

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

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

TRANSIT FACILITIES AND SERVICES

The Dunn Loring-Merrifield ~~Transit~~ Metrorail s~~S~~tation currently serves the Merrifield Suburban Center, as well as Dunn Loring and the surrounding residential communities. Bus service connects the Dunn Loring-Merrifield Metrorail s~~S~~tation to the Joe Alexander Transportation Center ~~(formerly known as~~/ the Franconia-Springfield Metrorail s~~S~~tation) and Tysons~~ Corner~~, as well as providing service in the Merrifield Suburban Center. ~~In addition, the Merrifield Area is currently served by twelve other bus routes (Spring 2001) that provide rush hour service to the Dunn Loring-Merrifield Transit Metrorail Station, Fairfax Hospital, and Fairview Park. In order to facilitate this bus service, bus shelters should be provided in key locations.~~ In addition, there are several shuttles provided by the private sector that bring employees to and from the transit station during the AM and PM peak-hours. ~~In order to achieve a non-SOV mode split of 15% for the Merrifield Suburban Center, additional transit services/facilities will need to be provided such as a peak-hour shuttle bus service from residential areas as well as to the commercial and institutional developments within the Merrifield Suburban Center. In order to ensure that the~~

~~mode split is met, the county should evaluate providing/coordinating a shuttle service in conjunction with the private sector.~~ Finally, the provision of ~~additional rail~~ enhanced transit service to Merrifield over the long-term may be appropriate. Several concepts/alignments have been considered that would ~~serve the I-495 Beltway Corridor and the Merrifield area~~ connect Merrifield to Tysons and other activity centers. If ~~rail~~ an enhanced transit service is provided ~~i~~on Gallows Road within the Suburban Center, stations would be more urban in character and would not likely provide parking, corresponding with the planned higher intensity development.

PEDESTRIAN AND BICYCLE CIRCULATION

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

HERITAGE RESOURCES

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

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

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

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

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

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

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

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

The Virginia Landmarks Register and the National Register of Historic Places also officially recognize properties meeting specific criteria. Like the county Inventory, benefits of designation include public recognition and enhanced support for preservation. In addition, projects that are funded or sanctioned by federal government agencies may require review to determine if they will have any effect on properties listed in or eligible for listing in the National Register of Historic Places. Alternatives must be explored to avoid or reduce harm to the historic properties.

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

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

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

ADD: Figure 19, Inventory of Historic Sites, as shown below:

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

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

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

PUBLIC FACILITIES/INFRASTRUCTURE

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

FIRE AND RESCUE

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

LIBRARY

The Thomas Jefferson Community Library and the Tysons-Pimmit Regional Library currently serve the Merrifield Suburban Center. The Thomas Jefferson Community Library was renovated and expanded in 2010, and the Tysons-Pimmit Regional Library began renovation in 2016. ~~Both libraries are planned for expansion to serve growth within this area of the county.~~ These

~~expansions~~renovations will meet the county's library level of service standards with no additional facilities being anticipated. However, since the approach or need for library services may change, the Plan provides flexibility for a future library, as well as flexibility for other public facilities under the "Area-Wide Recommendations, Land Use Guidelines." Under these guidelines, a library may occur as an "Alternative Land Use within Mixed-Use Option Areas" or as an "Alternative Land Use within the Remainder of the Merrifield Suburban Center," provided the facility is compatible with the planned uses in terms of scale and character, as specified under the specific sub-unit recommendations.

MERRIFIELD CENTER

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

PARKS AND RECREATION FACILITIES

Existing public park and recreation facilities are ~~very~~ limited within the Merrifield Suburban Center due to the densely developed nature of the area, with few opportunities to acquire new parkland. Park Authority-owned land within the Merrifield Suburban Center includes the Providence RECenter, Merrifield Park, Hartland Green Park, and a portion of the Holmes Run Stream Valley Park, comprising approximately 25 acres or about 1.5% of the overall suburban center land area. In addition to the indoor facilities at Providence RECenter, three athletic fields located at Luther Jackson Intermediate School provide active recreation for the community during non-school hours. Supplementing the park spaces and facilities noted above are 18 Fairfax County Park Authority parks, 44 athletic fields on both Park Authority and Public School property, the Washington and Old Dominion Trail operated by the Northern Virginia Regional Park Authority, and Southside Park in the Town of Vienna, all located within one mile of the suburban center. Connectivity to and between these parks from the Merrifield Suburban Center, however, is poor. ~~with the Providence Recreation Center and the ball fields at Luther Jackson Intermediate School being the only facilities. Other nearby public park facilities that serve some of the park needs for the Suburban Center include Jefferson District Park and Pine Ridge School Site. Natural resource areas within and adjacent to the Merrifield Suburban Center include Holmes Run Stream Valley and Long Branch Stream Valley tributaries which are mostly preserved in private or public open space.~~

Urban Parkland/Recreational Facility Standards and Implementation Guidelines

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

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

using the Urban Park service level standard.

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

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

POLICE

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

SCHOOLS

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

SANITARY SEWER

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

WATER

The Fairfax County Water Authority provides water service to the area south of Route 50 and the City of Falls Church provides water service to the area north of Arlington Boulevard. With planned infrastructure improvements, such as additional storage tanks and pumping stations, the planned growth within the Merrifield Suburban Center can be accommodated.

STORM WATER MANAGEMENT

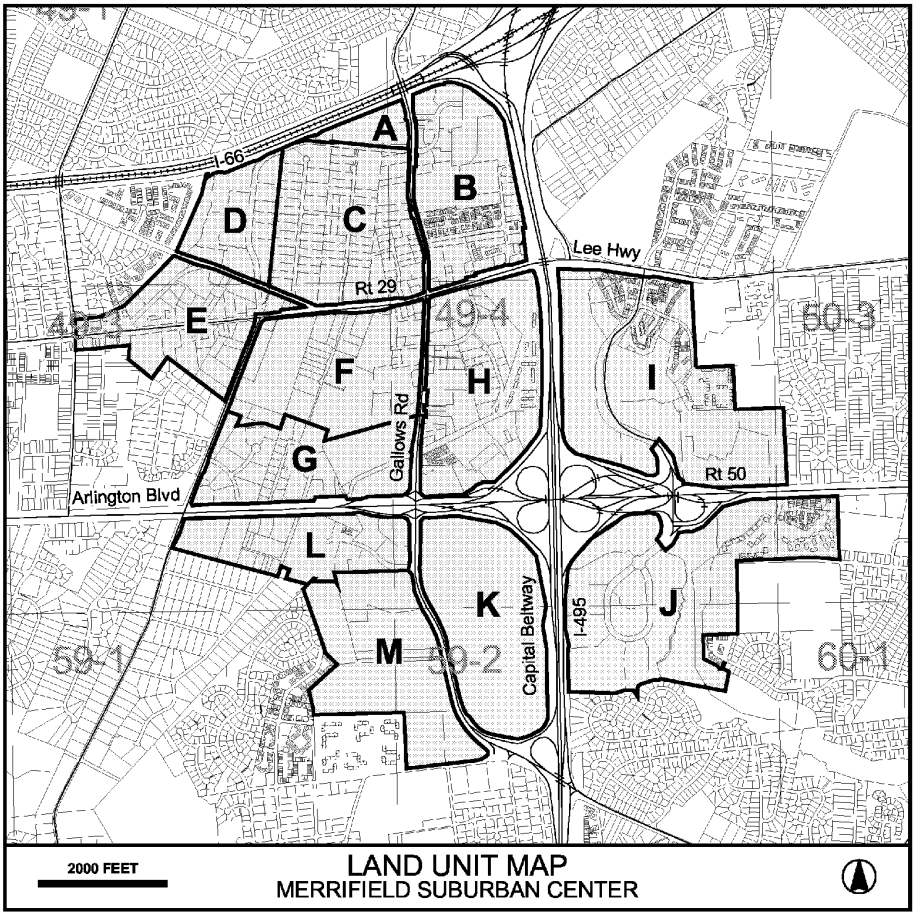
The Merrifield Suburban Center straddles the boundary between the Accotink Creek and Cameron Run watersheds, both of which are heavily urbanized and substantially degraded. ~~is located within two drainage sheds: Accotink and Cameron Run.~~ There are existing storm water management facilities in the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

LAND UNIT RECOMMENDATIONS

INTRODUCTION

The Merrifield Suburban Center is divided into "land units" as shown on Figure 19~~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.

REMOVE: Figure 20, Land Unit Map:



ADD: Figure 19, Land Unit Map:

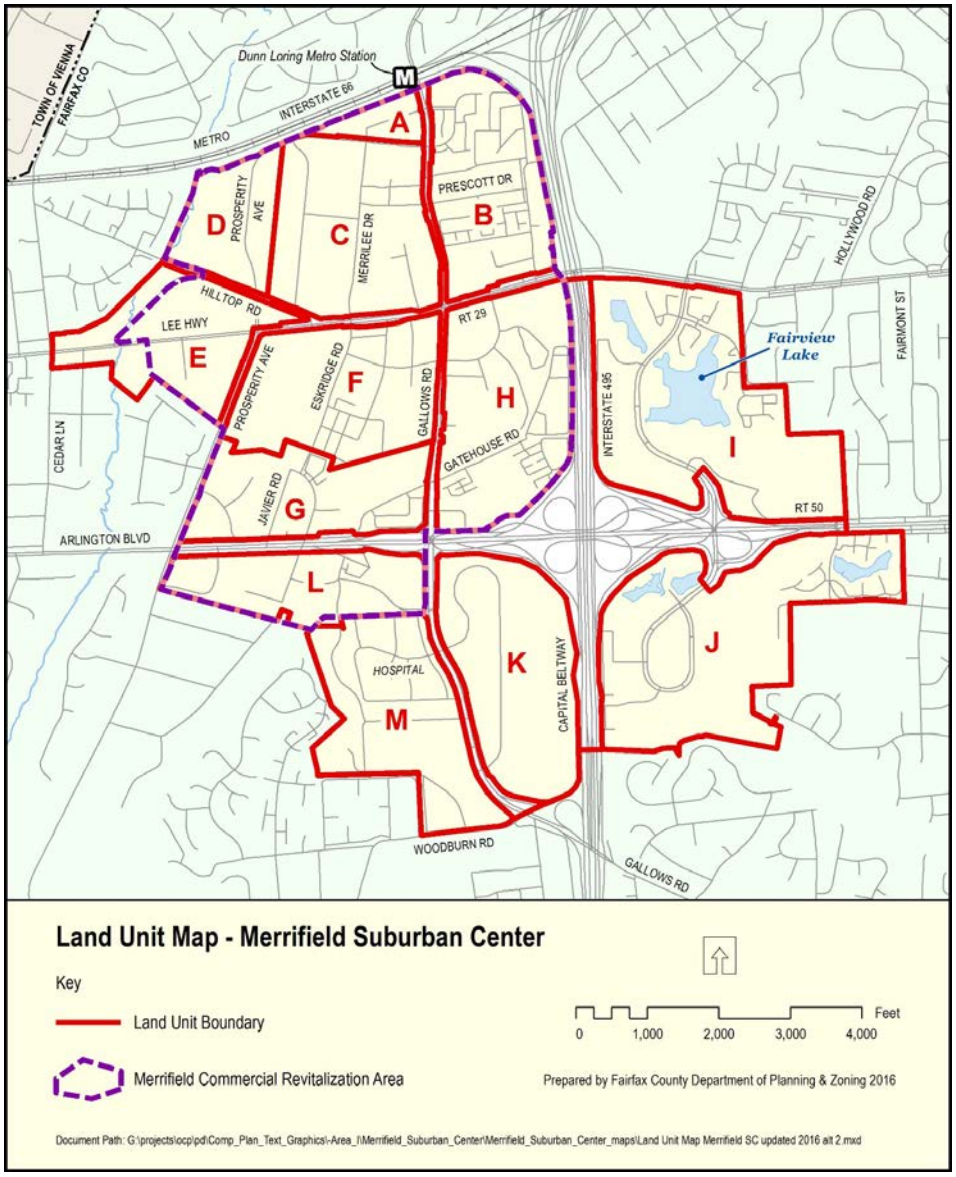


FIGURE 19~~20~~

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

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

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

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

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

Commented [VM16]: Relocated to the area wide land use guidelines

LAND UNIT A

Land Unit A is approximately 15 acres and is currently planned and developed with the Dunn Loring-Merrifield Metrorail ~~S~~station (see Figure 20~~1~~). The Metro ~~S~~station property is envisioned to redevelop with office or hotel uses having retail and service uses on the ground level or to redevelop with a mix of uses with residential use as a major component. The focal point of this development is envisioned to be a public plaza or greenspace that is located at the northwest corner of the Prosperity Avenue and Avenir Place intersection ~~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~~ A major circulation improvement that has occurred ~~under the redevelopment option for this land unit~~ is the extension of Merrilee Drive across Prosperity Avenue to Avenir Place. Other transportation improvements ~~will include the~~ have redesigned the~~of~~ ~~M~~metro access to improve vehicular and pedestrian circulation on-site as well as ~~to~~ better coordinated access with the ~~planned~~ development to the south of the Metro property. ~~In addition,~~ A~~a~~n increase in the parking space available for M~~m~~etro users should be considered an important element of any new development at the Metro station.

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

Land Unit A is planned for and developed with the Dunn Loring-Merrifield Metro Station, multi-family residential, and retail uses.. Any additional expansion or modification to the existing use should be related to improving M~~m~~etro 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.

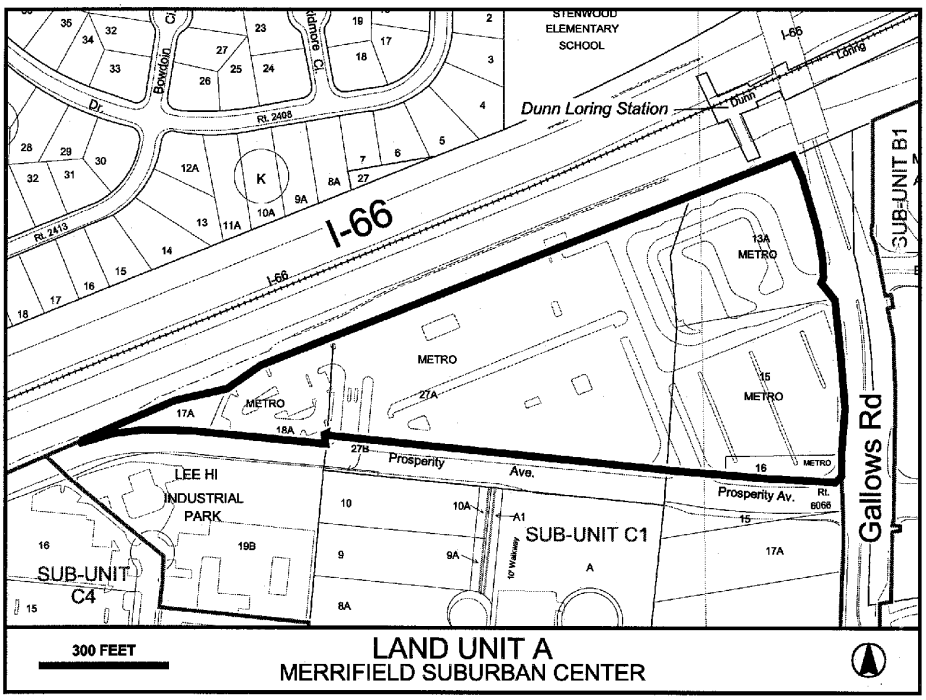
Option 1: As an option, up to eight acres of the Metro Station property may be appropriate to redevelop with office and/or hotel uses up to a 1.0 FAR (or approximately 350,000 square feet), with the remaining acreage to be used for M~~m~~etro parking and related uses. Development proposals under this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

- 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 greenspace 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.

REMOVE: Figure 21, Land Unit A:



ADD: Figure 20, Land Unit A:

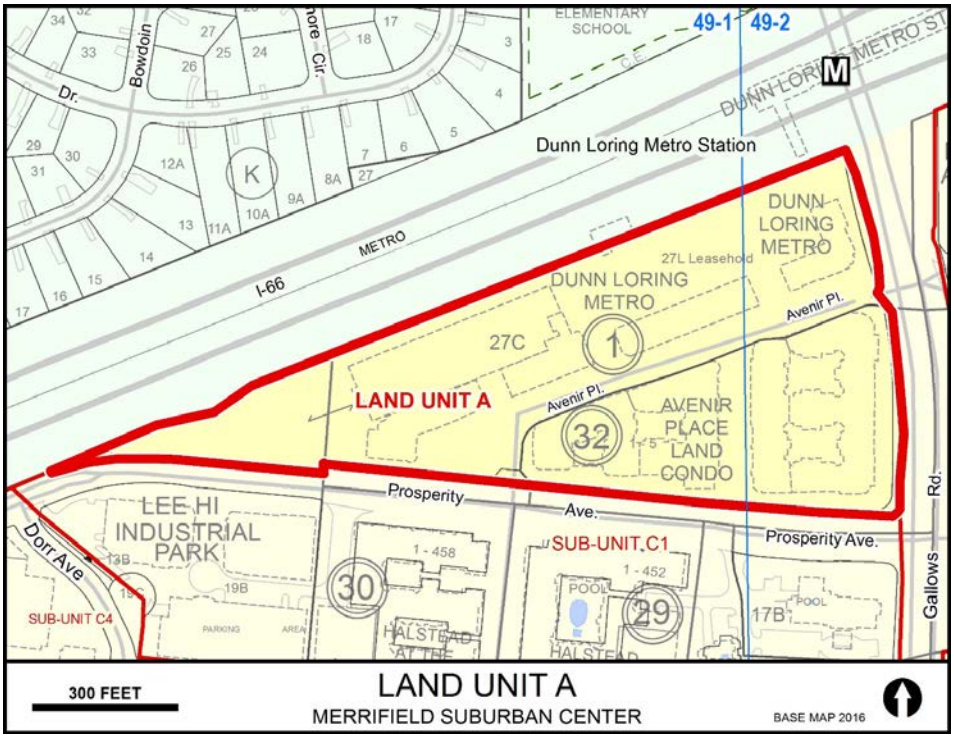


FIGURE 20~~1~~

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

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

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

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

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

- If an office component is provided, it should comprise no more than 25% of the development's total square footage. The development proposal should be designed to be transit-friendly as well as provide incentives to encourage M~~m~~etro use.

- The number of parking spaces for M~~m~~etro patrons should be substantially increased under this option. Shared parking between M~~m~~etro 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 M~~m~~etro use. If access from I-66 is needed, it should be designed in a manner that does not allow for direct access to either Prosperity Avenue or Gallows Road.

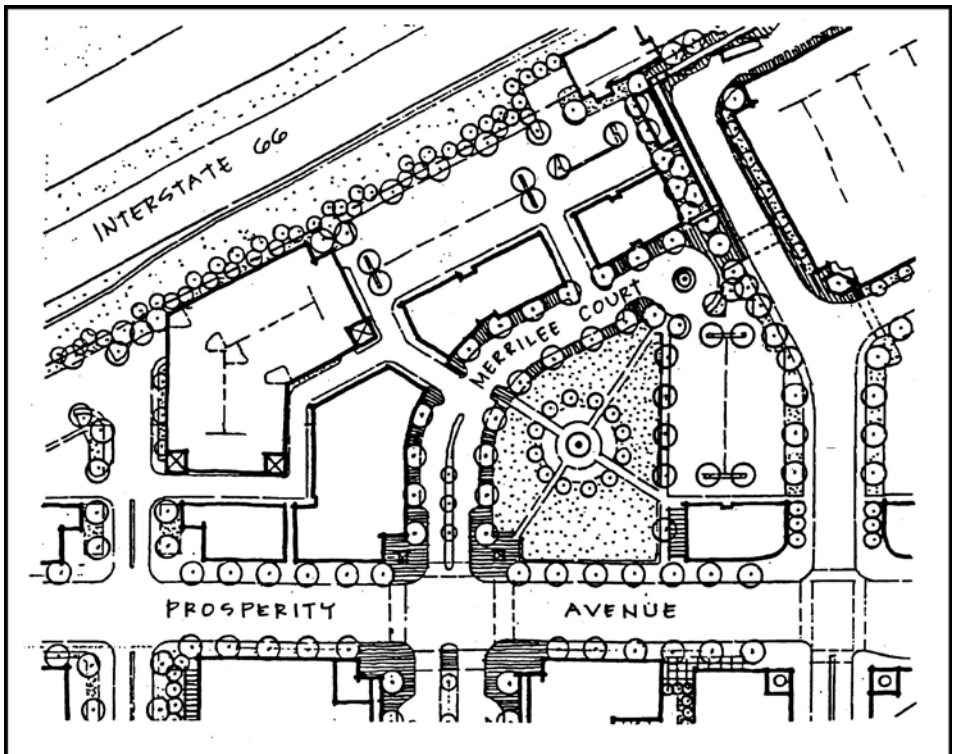
- Development should be coordinated with the extension of Merrilee Drive to Prosperity Avenue.

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

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

REMOVE: Figure 22, Illustrative Design Concept for the Metro Station Area:



MERRIFIELD SUBURBAN CENTER
ILLUSTRATIVE DESIGN CONCEPT FOR THE METRO STATION AREA

LAND UNIT B

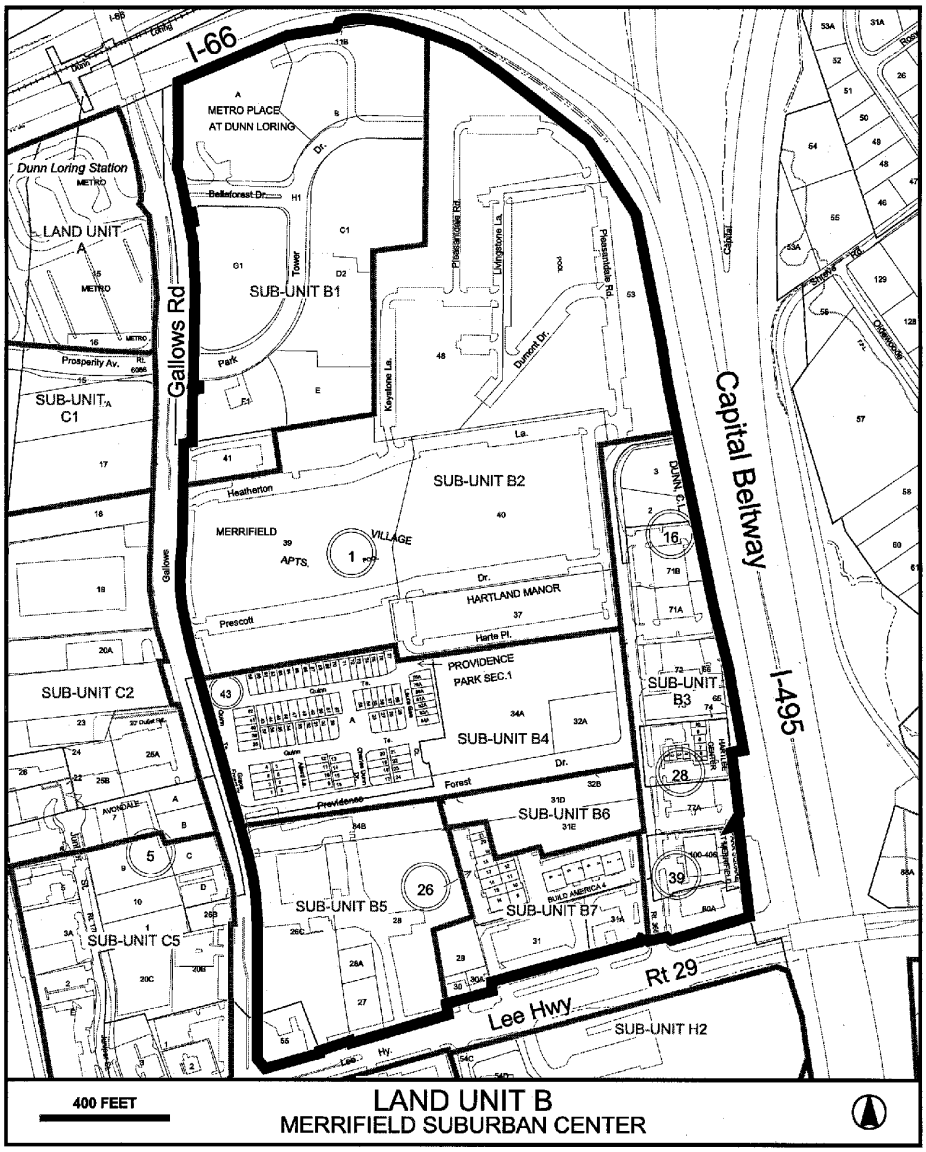
Land Unit B is comprised of approximately 91 acres and is bounded by I-66 on the north, Capital Beltway/Interstate 495 (I-495) on the east, Lee Highway on the south and Gallows Road on the west (see Figure 21~~3~~). Existing development is predominantly residential and includes Westbriar Condominiums, Merrifield Village Apartments, Hartland Manor Apartments, and Providence Park Townhouses. Existing office development is located adjacent to I-66 and on Hartland Road, abutting I-495. Between Providence Forest Drive and Lee Highway, there is a mix of uses that includes the Merrifield Garden Center, as well as other retail, commercial and institutional uses.

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

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

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

REMOVE: Figure 23, Land Unit B:



ADD: Figure 21, Land Unit B:

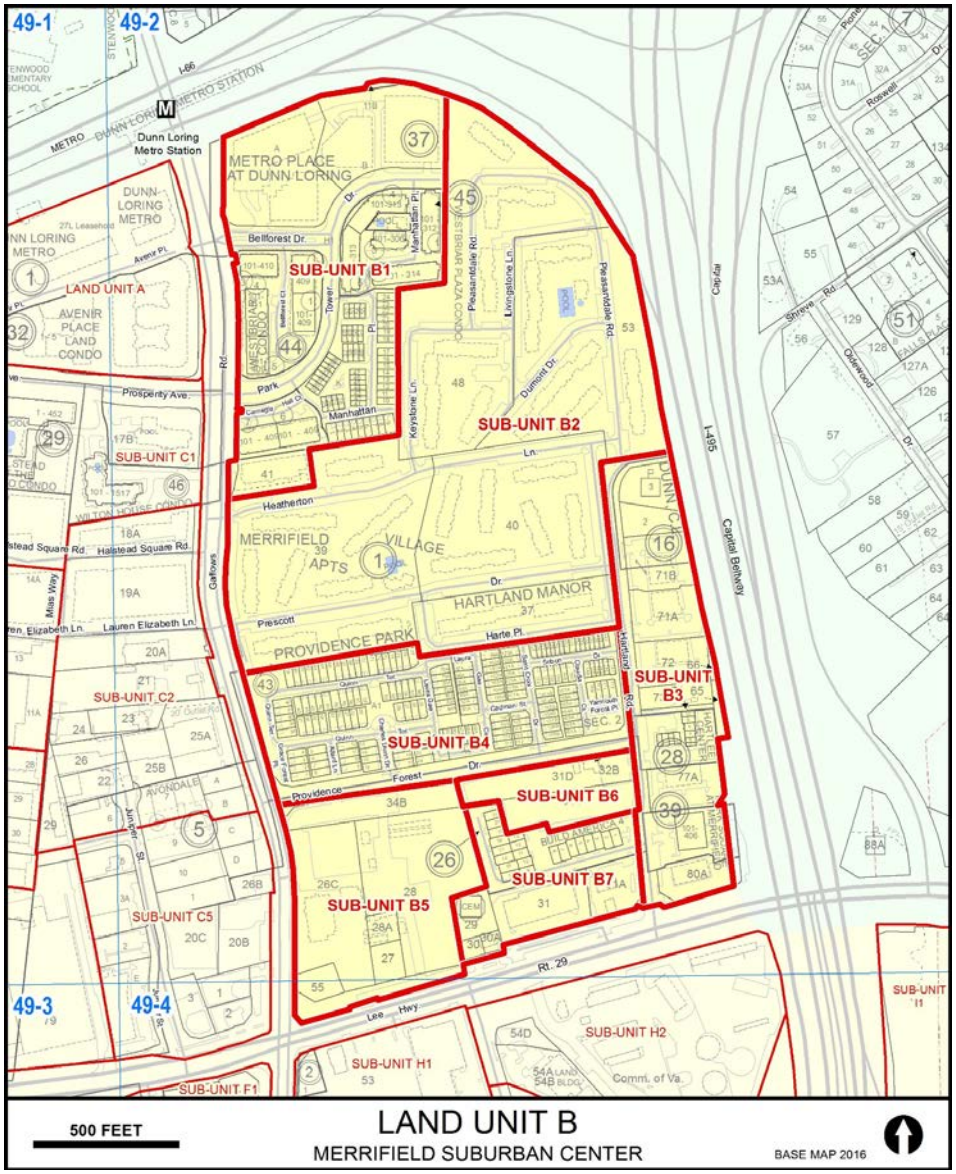


FIGURE 2~~1~~3

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 8~~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 Ring Road ~~"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-U~~u~~nit 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-U~~u~~nit B6. The size of the public park should be at least 2 to 3 acres.

Height Limit: Under the redevelopment option, the maximum building height is 95 feet when development is not integrated with structured parking. When structured parking is located under buildings, a height bonus of up to 20 feet (or a maximum height of 115 feet) is appropriate when at least 2 levels of structured parking are provided under the building, either at or below grade. Buildings with height no greater than 50 feet should be located within 75 feet of the existing residential area to the south (Sub-Unit B4). See the Building Heights Map, Figure 8~~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 8~~16~~, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit B4

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

Height Limit: The maximum building height in this sub-unit is 50 feet. See the Building Heights Map, Figure 8~~16~~, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit B5

Sub-U~~u~~nit B5 is located at the northeastern quadrant of Lee Highway and Gallows Road~~ and~~ is planned for retail use, and is ~~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-U~~u~~nit B4. The landscaped area can be met through the provision of the "cross street" streetscape with additional plantings between the sidewalk and any parking or buildings. See guidance for Cross Street streetscape in the Urban Design section.Surface parking in the front yard (i.e., facing Gallows Road or Lee Highway) should be minimized and should be limited to convenience parking for retail and should be limited to no more than two rows of parking. Any parking structures should be behind and/or under buildings. Development should be designed to include pedestrian open space amenities, which should include a public plaza or green along Gallows Road. This public plaza or green should be designed along with the buildings to create a focal point for the area in the vicinity of the Lee Highway and Gallows Road intersection.

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

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

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

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

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

Height Limit: Under the redevelopment options, the maximum building height is 95 feet when development is not integrated with structured parking. In order to encourage structured parking to be located under buildings, a height bonus of up to 20 feet (or a maximum height of 115 feet) is appropriate when at least 2 levels of structured parking are provided under the building, either at or below grade. Building heights should vary with the tallest buildings oriented toward the intersection of Gallows Road and Lee Highway. Building heights should decrease towards Providence Forest Drive to provide a transition to the townhouse development in Sub-Unit B4. The building height bonus should be contingent on increasing the amount of open space amenities. See the Building Heights Map, Figure 8~~16~~, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit B6

Sub-U~~u~~nit 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-U~~u~~nit B4. This landscaped area should be addressed by the provision of the "cross street" streetscape with additional plantings between the sidewalk and any parking or buildings. See guidance for Cross Street Streetscape in the Urban Design section.

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

Height Limit: Under any development proposal, the maximum building height is 50 feet when development is not integrated with structured parking. In order to encourage structured parking to be located under buildings, a height bonus of up to 20 feet (or a maximum height of 70 feet) is appropriate when at least 2 levels of structured parking are provided under the building, either at or below grade. Building heights should vary with the tallest buildings oriented toward Lee Highway. Building heights should decrease towards Providence Forest Drive to provide a transition to the townhouse development in Sub-Unit B4. The building height bonus should be contingent on increasing the amount of open space amenities. See the Building Heights Map, Figure 8~~16~~, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit B7

Sub-U~~u~~nit 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 18~~6~~, and the Building Height Guidelines under the Area-Wide Urban Design section.

LAND UNIT C

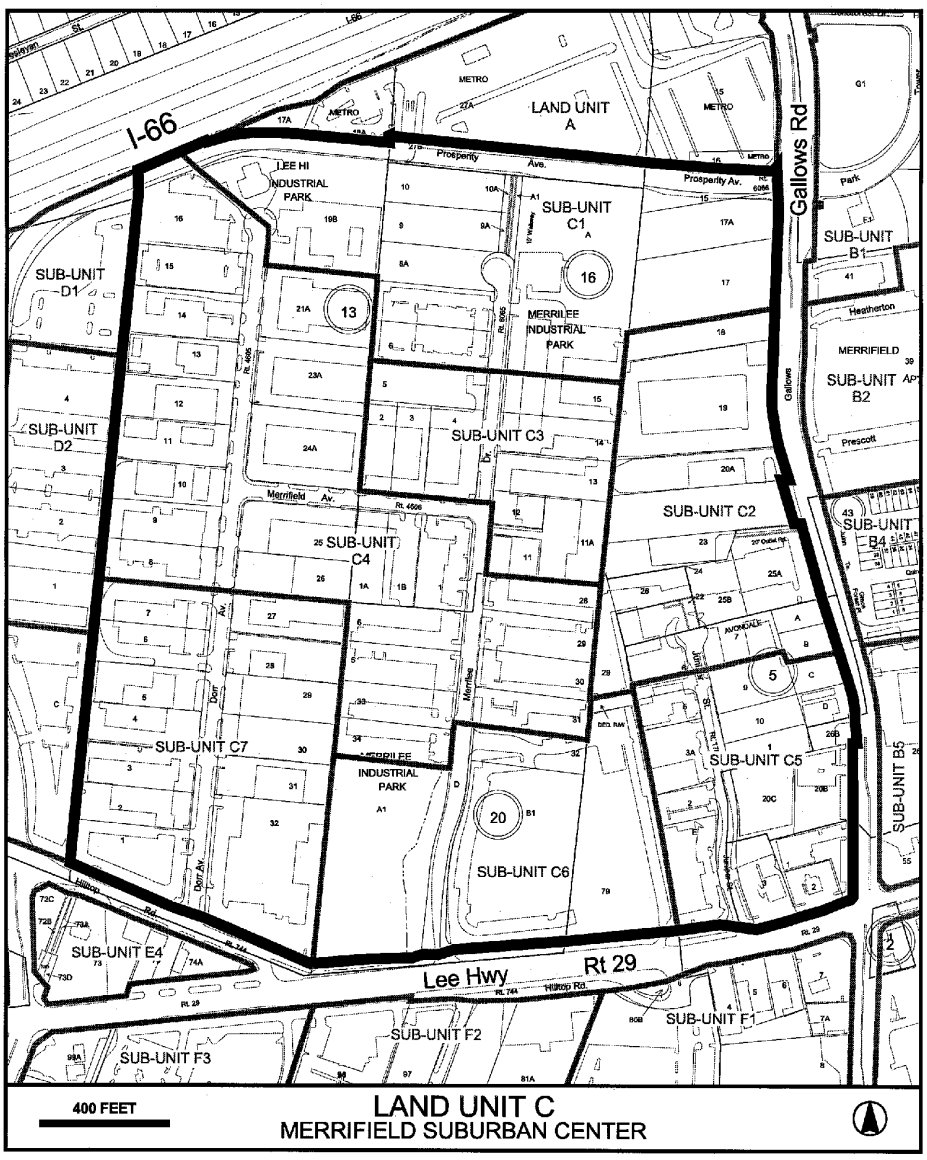
Land Unit C is comprised of approximately 106 acres and is bounded by Gallows Road on the east, Lee Highway and Hilltop Road on the south, Prosperity Avenue on the north, and Land Unit D on the west (see Figure 22~~4~~). Existing development consists of residential, ~~is generally~~ hotel, retail, office, and industrial uses~~along Lee Highway 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 planned and developed with ~~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 has been realigned with Eskridge Road since the Comprehensive Plan Update in 2001.~~. Both of these improvements are needed to facilitate Merrilee Drive with Eskridge Road.~~ This improvement ~~is needed to~~ facilitates Merril~~l~~ee Drive as the ~~"~~Main Street~~"~~ for the Merrifield Suburban Center, which will link the Metro station to the Merrifield ~~"~~Town Center.~~"~~ The other major circulation improvement within this land unit is the East-West Connector Road that extends Merrifield Avenue to the east, generally aligning with Providence Forest Drive, and to the west intersecting with Prosperity Avenue. See the Transportation Map, Figure 16~~8~~, located in the Transportation Section of the Area-Wide Recommendations. The major arterial improvements are the widening of Lee Highway and Gallows Road, and the planned improvements at the intersection of the two roads. Redevelopment should address the conceptual street grid (shown on Figure 16).

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

REMOVE: Figure 24, Land Unit C:



ADD: Figure 22, Land Unit C:

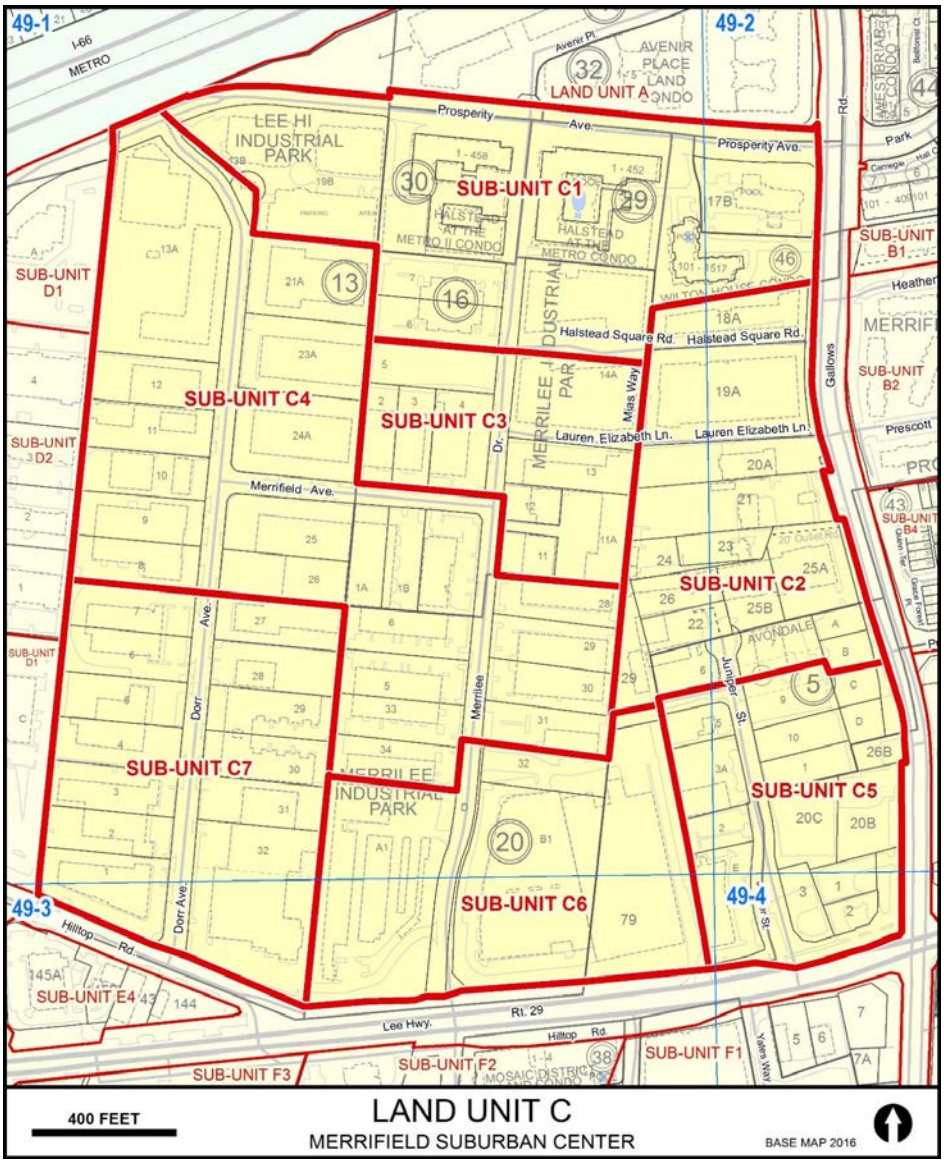


FIGURE 2~~2~~4

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 improvements that enhance ~~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 greenspaces. ~~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.

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

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

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

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

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

Height Limit: The maximum building height is 135 feet when development is not integrated with structured parking. In order to encourage structured parking to be located under buildings, a height bonus of up to 30 feet (or a maximum height of 165 feet) is appropriate when at least 3 levels of structured parking are provided under the building, either at or below grade. Building heights should vary within the Sub-Unit. The building height bonus should be contingent on increasing the amount of open space amenities. See the Building Heights Map, Figure 8~~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 uses, including residential, retail, industrial, and warehouse uses~~ at current intensities~~. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Option 1: As an option, 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 8~~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 uses, including residential, retail, industrial and warehouse uses at current intensities. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use

section.

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

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

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

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

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

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

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

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

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

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

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

- Any proposed residential development should create a viable living environment by providing recreation and other amenities for the residents as indicated under the Area-Wide Recommendations, Land Use Section. In addition, contributions should be made for the purchase of public parkland within Land Unit C or to provide improvements to nearby parks.

As an alternative, open space amenities could be incorporated into the development, such as the provision of an urban park that could be privately owned, provided it is accessible for public use.

Height Limit: The maximum building height is 115 feet when development is not integrated with structured parking. In order to encourage structured parking to be located under buildings, a height bonus of up to 20 feet (or a maximum height of 135 feet) is appropriate when at least 2 levels of structured parking are provided under the building, either at or below grade. The building height bonus should be contingent on increasing the amount of open space amenities. See the Building Heights Map, Figure 8~~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 a mix of uses, including residential, industrial, office, and warehouse uses. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

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

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

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

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

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

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

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

Option 2: As an alternative to the office option, mixed-uses and/or residential use may be

appropriate up to 1.35 FAR, provided that development proposals meet the Area-Wide Recommendations for alternative uses (see the Area-Wide Recommendations, Land Use Guidelines). Any development proposal under this option must meet the previous option's guidance, all applicable Area-Wide guidelines, as well as provide for the following:

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

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

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

Height Limit: Under the development options, the maximum building height is 115 feet when development is not integrated with structured parking. In order to encourage structured parking to be located under buildings, a height bonus of up to 20 feet (or a maximum height of 135 feet) is appropriate when at least 2 levels of structured parking are provided under the building, either at or below grade. The building height bonus should be contingent on increasing the amount of open space amenities. See the Building Heights Map, Figure 8~~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 Lee Highway and Gallows Road and is planned and developed with a mix of retail, industrial, and warehouse uses. Any modification or expansion of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

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

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

- Consolidations of at least six contiguous acres are encouraged. When a consolidation is less than 6 acres, but more than four acres, development should provide for vehicular and pedestrian access with abutting properties. As an alternative, coordinated development plans with a combined land area of at least 4 acres may be appropriate if the consolidation

objectives are met. In any instance, it must be demonstrated that any unconsolidated parcels are able to develop in conformance with the Plan as described under the Land Use Guidelines in the Area-Wide Land Use section.

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

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

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

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

Height Limit: Under the development options, the maximum building height is 95 feet when development is not integrated with structured parking. In order to encourage structured parking to be located under buildings, a height bonus of up to 20 feet (or a maximum height of 115 feet) is appropriate when at least 2 levels of structured parking are provided under the building, either at or below grade. The building height bonus should be contingent on increasing the amount of open space amenities. See the Building Heights Map, Figure 8~~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 8~~16~~, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit C7

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

Height Limit: The maximum height for existing development is 50 feet. See the Building Heights Map, Figure 8~~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 2~~3~~5). 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. The Long Branch Stream Valley is planned to remain ~~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 feet for Parcel 49-1((19))A and 75 feet for Parcel 49-1((19))C. See the Building Heights Map, Figure 8~~16~~, and the Building Height Guidelines under the Area-Wide Urban Design section.

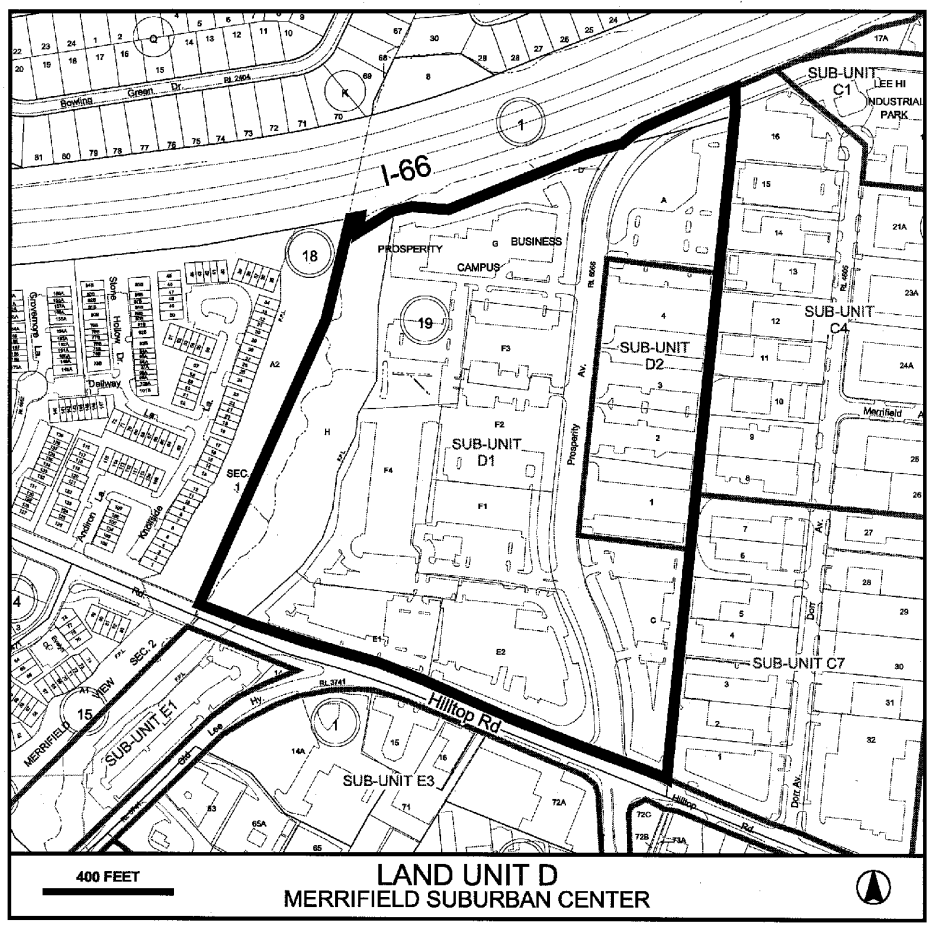
Sub-Unit D2

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:

- 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.

REMOVE: Figure 25, Land Unit D:



ADD: Figure 23, Land Unit D:

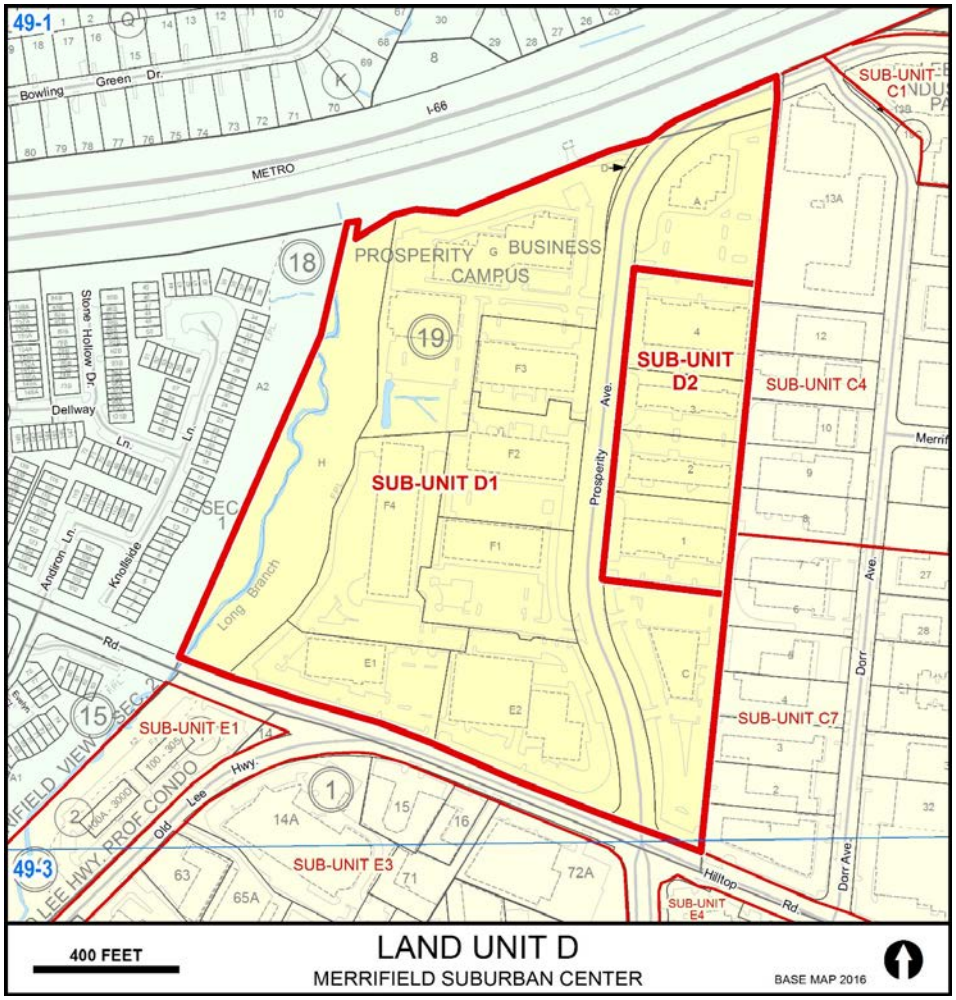


FIGURE 23~~5~~

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

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

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

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

Height Limit: Under the development options, the maximum building height is 95 feet when development is not integrated with structured parking. In order to encourage structured parking to be located under buildings, a height bonus of up to 20 feet (total height of 115 feet) is appropriate when at least 2 levels of structured parking is provided under the building, either at or below grade. The building height bonus should be contingent on increasing the amount of open space amenities. See the Building Heights Map, Figure 8~~16~~, and the Building Height Guidelines under the Area-Wide Urban Design section.

LAND UNIT E

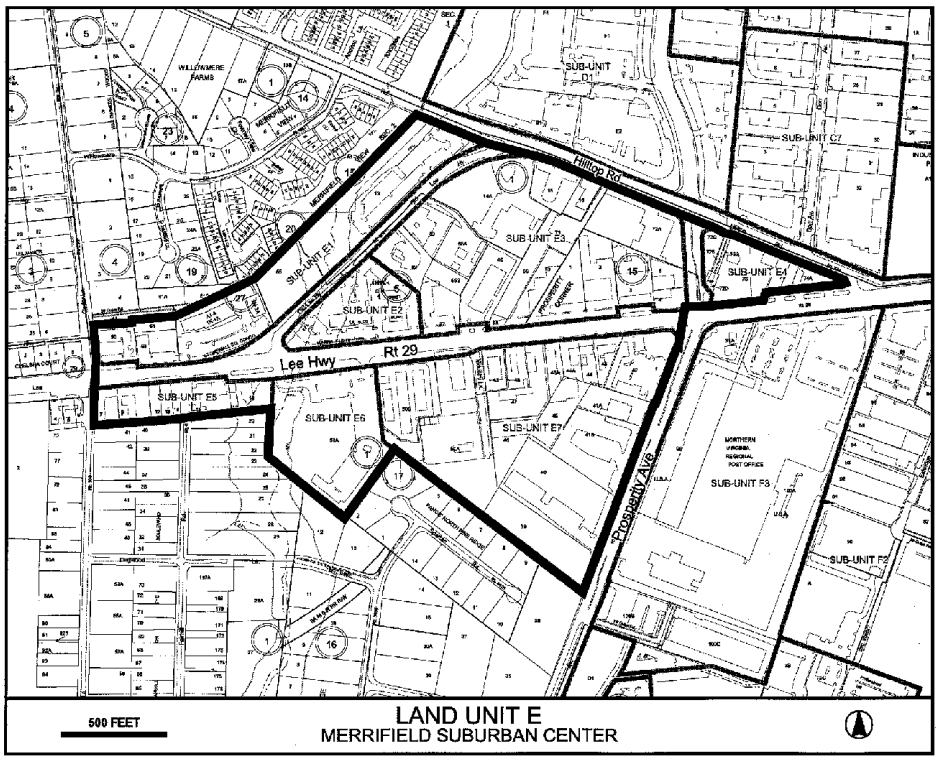
Land Unit E is approximately 73 acres and is generally bounded by Hilltop Road on the north, Prosperity Avenue on the east, and residential neighborhoods on the west and south (see Figure 24~~6~~). Lee Highway runs east/west through the middle of the land unit. Existing development is generally a mix of office, retail, warehouse, and industrial uses.

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

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

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

REMOVE: Figure 26, Land Unit E:



ADD: Figure 24, Land Unit E:

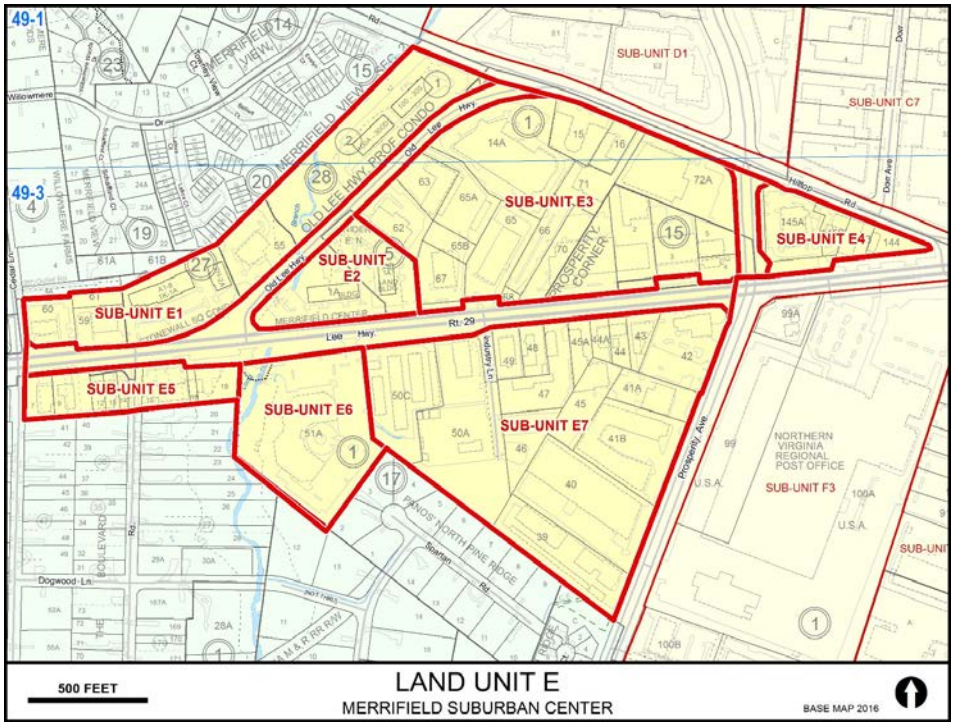


FIGURE 24~~6~~

Sub-Unit E1

Sub-Unit E1 is the northwestern edge of the l~~L~~and u~~U~~nit between Old Lee Highway and the adjacent residential development. The portion of the sub-unit located at the corner of Lee Highway and Cedar Lane [Parcel 49-3((1)) 60] is planned for and developed with office use at up to .35 FAR. The portion of the sub-unit fronting on Lee Highway east of Parcel 60 [Parcels 49-3((27)), 49-3((1)) 59 and 61] is planned for and developed with low-rise office and retail up to .35 FAR. The remainder of the sub-unit fronts on Old Lee Highway [Parcel 49-3((1)) 55 and 49-1((1)) 13] and is planned to develop with office use or industrial flex uses up to .35 FAR. The industrial flex uses should be designed with an office appearance. The portion of these parcels within the Long Branch Stream Valley should be preserved as private open space.

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

Height Limit: Maximum building height in this sub-unit is 40 feet. See the Building Heights Map, Figure 8~~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 8~~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 Lee Highway, on the west by Sub-Unit E2, on the north by Old Lee Highway and Hilltop Road and on the east by Sub-Unit E4. This sub-unit is planned for and developed with~~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 Lee Highway and a secondary access point from either Old Lee Highway or Hilltop Road.

Height Limit: The maximum building height in this sub-unit is 50 feet. See the Building Heights Map, Figure 8~~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 Lee Highway, on the west by Prosperity Avenue and on the north by Hilltop Road. This sub-unit is planned for and developed with retail uses at current intensities. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

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

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

- ~~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 8~~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 Lee Highway and is planned and developed with retail uses at current intensities. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

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

Height Limit: The maximum building height in this sub-unit is 40 feet. See the Building Heights Map, Figure 8~~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 Lee Highway and is planned for and developed with office use up to .35 FAR. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section. The existing buffer along the southwestern portion of the property adjacent to the existing residential neighborhood should be preserved. In addition, the Long Branch Stream Valley along the property's western boundary should be preserved as private open space.

Height Limit: The maximum building height in this sub-unit is 40 feet. See the Building Heights Map, Figure 8~~16~~, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit E7

~~This~~ Sub-Unit E7 is located at the southwest quadrant of Lee Highway and Prosperity Avenue, and is developed with industrial and retail uses~~, except for the southwest corner of Prosperity Avenue and Lee Highway 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 Lee Highway may be appropriate to redevelop with community-serving retail and office use up to .35 FAR. If an office component is provided, it should not exceed .10 FAR (or approximately 30% of the development's gross square feet). Any development proposal under this option must address all applicable Area-Wide recommendations as well as the following guidelines:~~.~~

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

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

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

Height Limit: The maximum building height in this sub-unit is 40 feet. See the Building Heights Map, Figure 8~~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, Lee Highway on the north, Prosperity Avenue on the west, and Land Unit G on the south (see Figure 25~~7~~). Existing development generally consists of residential and retail uses in the eastern portion primarily along Gallows Road, residential, hotel, retail, industrial and office uses in the central portion, and the Merrifield Regional Post Office in the western portion of the l~~L~~and u~~U~~nit.

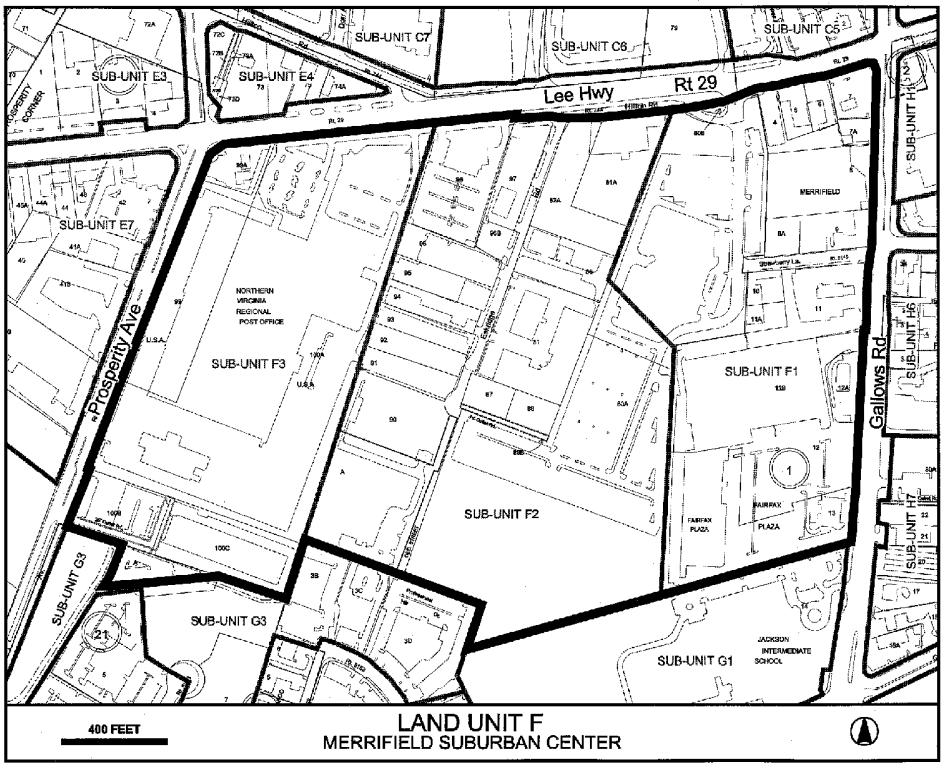
Most of Land Unit F, the portion east of the Merrifield Regional Post Office, is envisioned to redevelop as the ~~"~~Town Center~~"~~ for the Merrifield Suburban Center, with a mix of uses including office, retail, hotel, and residential uses. Buildings in the T~~t~~own C~~c~~enter are envisioned to 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~~located at ~~Merrilee Drive extension/realignment~~ the intersection of~~with~~ Eskridge Road and Lee Highway, and the intersection of Gallows Road and Strawberry Lane~~, and Gallows Road and "Main Street/Festival Street"~~. A portion of the envisioned Town Center has developed into what is known as the Mosaic District, which includes a mix of residential, retail, and hotel uses, as well as a movie theatre. Strawberry Lane and District Avenue in particular have a concentration of retail and pedestrian activity (i.e., plazas, retail browsing areas and outdoor dining).

~~The major circulation improvements for this land unit include the~~The extension of Eskridge Road to Williams Drive~~.~~ has ~~Since Williams Drive connects with Route 50, this will~~ completed the link from the Metro station through the ~~"~~Town Center~~"~~ to Arlington Boulevard. Other circulation improvements that have been completed include the extensions of Strawberry Lane, District Avenue, and Merrifield Cinema Drive to connect with Eskridge Road. Additional planned circulation improvements include aligning a Merrifield Regional Post Office entrance with the Dorr Avenue Extension to Lee Highway,~~; 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 Lee Highway and Gallows Road, and the planned improvements at the intersection of the two roads. Redevelopment should address the conceptual grid of streets (shown on Figure 16).

Commented [VM17]: Figure 28 removed, see discussion in staff report

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.

REMOVE: Figure 27, Land Unit F:



ADD: Figure 25, Land Unit F:

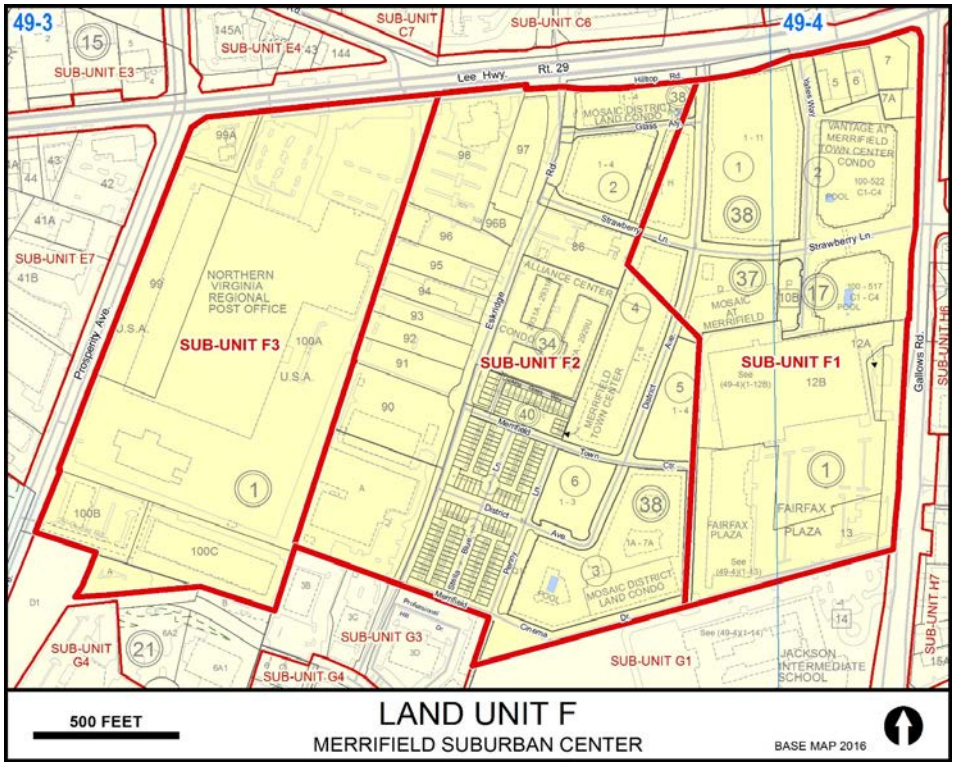
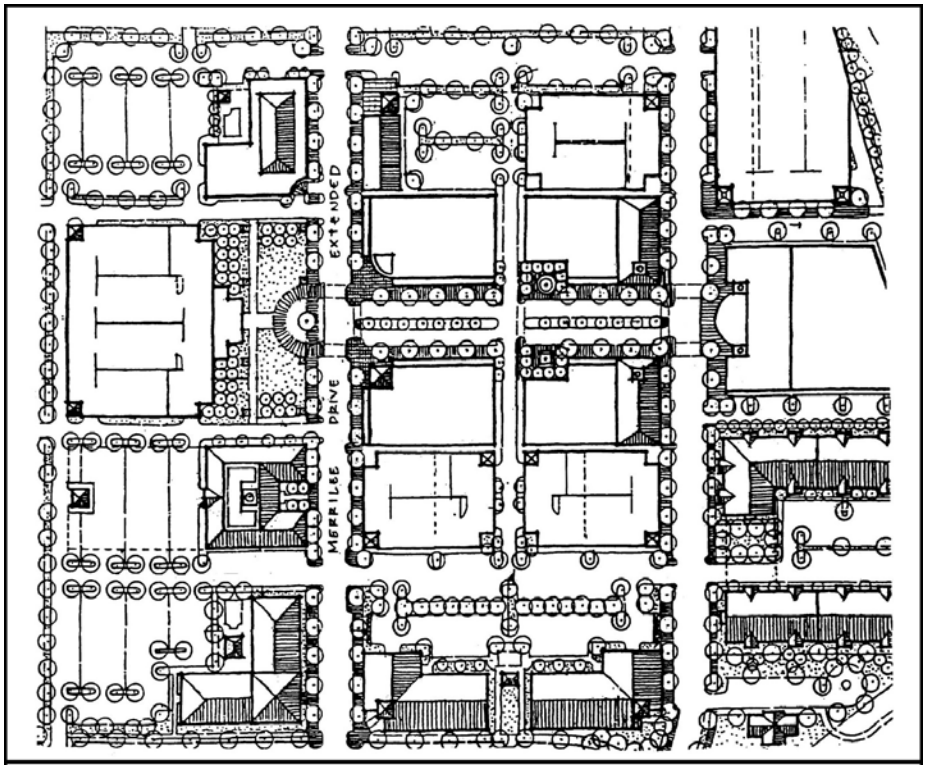


FIGURE 25~~7~~

REMOVE: Figure 28, Design Concept for the Town Center Area:



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

Sub-Units F1 and F2 (Town Center Area)

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

Sub-Unit F2 is the central portion of the Land Unit that is generally between the Post Office property and Sub-Unit F1. Sub-unit F2 is planned at the base level for ~~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. 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.

Commented [VM18]: This parcel already consolidated

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

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

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

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

- Development proposals in these sub-units should provide for or contribute to road improvements 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 Arlington Boulevard/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 greenspaces as described under the Pedestrian and Transit Oriented Development Guidelines in the Urban Design section.

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

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

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

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

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

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

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

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

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

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

Sub-Unit F3

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

Eskridge Road to Prosperity Avenue.

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

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

Height Limit: The maximum building height in this sub-unit is 75 feet. See the Building Heights Map, Figure 8~~16~~, and the Building Height Guidelines under the Area-Wide Urban Design section.

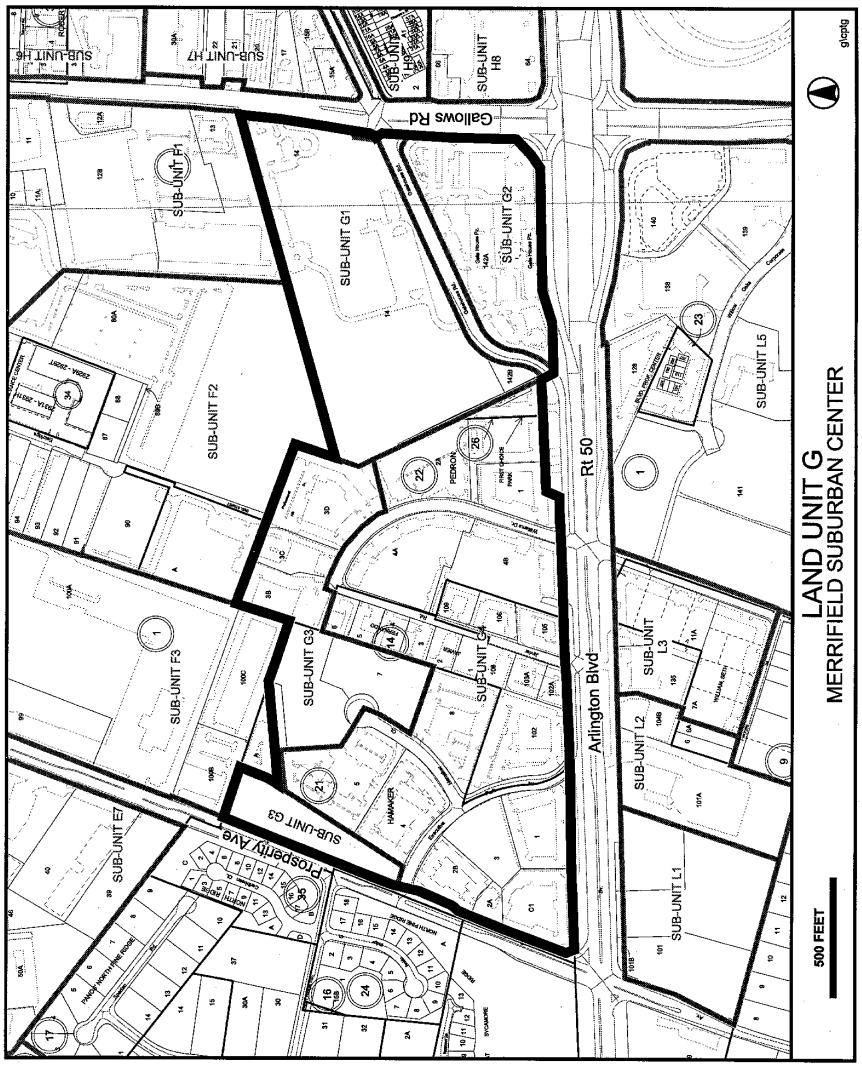
LAND UNIT G

Land Unit G is approximately 78 acres and is bounded by Land Unit F on the north, Gallows Road on the east, Arlington Boulevard on the south, and Prosperity Avenue on the west (see Figure 26~~9~~). Existing development within the eastern portion consists of the Luther Jackson Intermediate School and a restaurant park, with the western portion being developed with office uses.

This l~~L~~and u~~U~~nit is envisioned to retain its existing land use pattern, with the western edge along Prosperity Avenue to provide a transition in scale between the more intense uses within the Merrifield Suburban Center and the nearby residential neighborhoods. The major circulation improvement~~s~~ within ~~the western portion of~~ this land unit is ~~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 this~~ese~~ extension~~s~~ is to provide direct access between the Town Center Area and ~~Arlington Boulevard and/or~~ Prosperity Avenue. Another improvement needed is at the intersection of Arlington Boulevard/Williams Drive/Service Road to improve public safety. See the Transportation Section and Map, Figure 16~~9~~, 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.

REMOVE: Figure 29, Land Unit G:



ADD: Figure 26, Land Unit G:

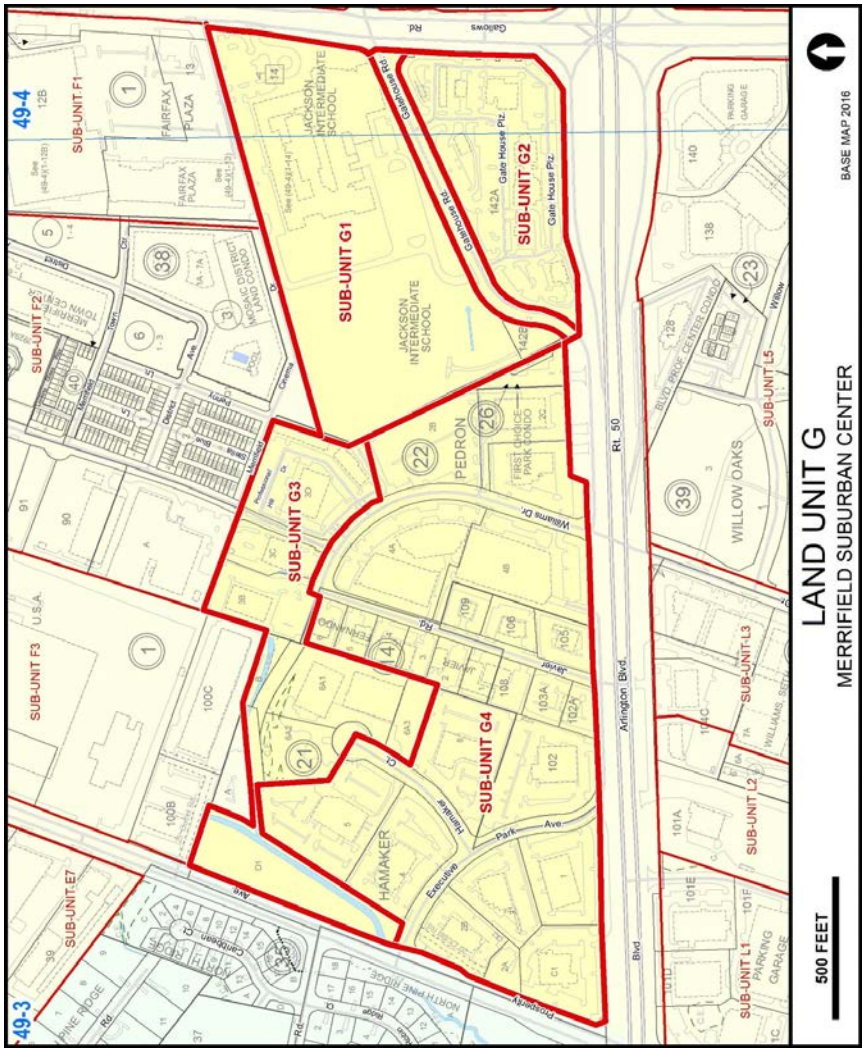


FIGURE 26~~9~~

Sub-Unit G1

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

Height Limit: The maximum building height in this sub-unit is 50 feet. See the Building Heights Map, Figure 8~~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 Arlington Boulevard and is bounded on the north by Gatehouse Road. This sub-unit is planned for and developed with retail use up to .20 FAR. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section in addition to the following guidelines:~~.~~

- Access to this site is limited to Gatehouse Road and the service drive along the side of Arlington Boulevard.
- The number of drive-through facilities are limited to four such facilities as follows: one for a bank, one for a service station with associated car wash and quick food service, and two for restaurants.

Height Limit: The maximum building height in this sub-unit is 50 feet. See the Building Heights Map, Figure 8~~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)) 6A1, 6A2, and 6A3 ~~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 8~~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 Arlington Boulevard and is planned and developed with office use up to .7 FAR. Any modification, expansion, and/or reuse of the existing buildings should be consistent with the Existing Uses and Buildings Guidelines in the Area-Wide Land Use section. Any new development or redevelopment should provide for road improvements as recommended under the Area-Wide Transportation section.

Height Limit: Adjacent to Prosperity Avenue, the maximum building height is 40 feet. In the remainder of the sub-unit, the maximum building height is 75 feet, with heights varying from 2 stories to 6 stories. The tallest buildings should be in the interior of the sub-unit, away from the residential areas. See the Building Heights Map, Figure 8~~16~~, and the Building Height Guidelines under the Area-Wide Urban Design section.

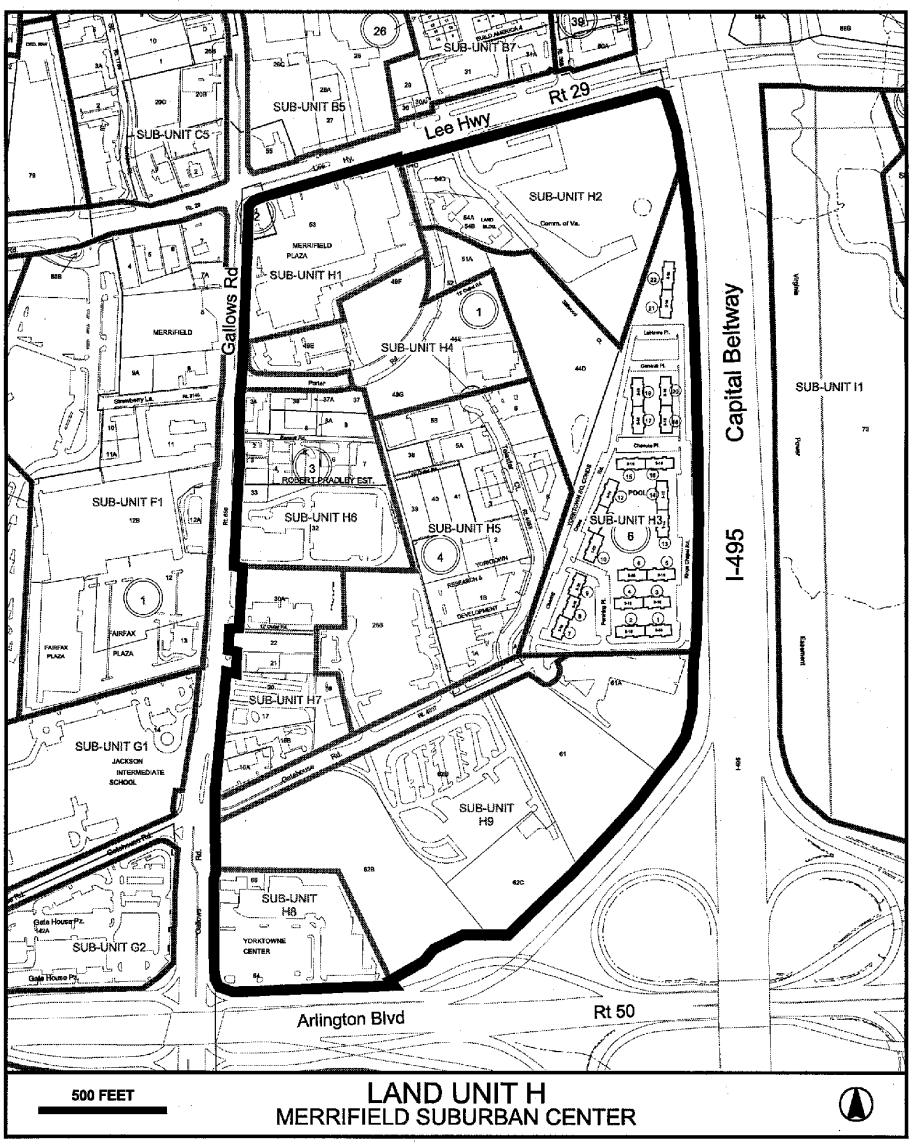
LAND UNIT H

Land Unit H consists of 106 acres and is bounded by Lee Highway on the north, I-495 on the east, Arlington Boulevard on the south, and Gallows Road on the west (see Figure 27~~30~~). Existing development within this l~~Land~~ u~~U~~nit consists of retail and public facility uses adjacent to Lee Highway; residential development adjacent to I-495, retail development at the corner of Arlington Boulevard and Gallows Road, and a mix of uses in the remainder consisting of two hotels, retail, office and some industrial.

The portion of this l~~L~~and u~~U~~nit that ~~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 Lee Highway, is envisioned to remain as developed with retail and public facility uses, unless the planned improvements at the Lee Highway and Gallows Road intersection substantially affects the retail use access; then redevelopment is envisioned. The interior portion is envisioned to continue to retain the existing uses, with vacant parcels and the area abutting Gallows Road envisioned to redevelop with a mix of commercial uses.

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

REMOVE: Figure 30, Land Unit H:



ADD: Figure 27, Land Unit H:

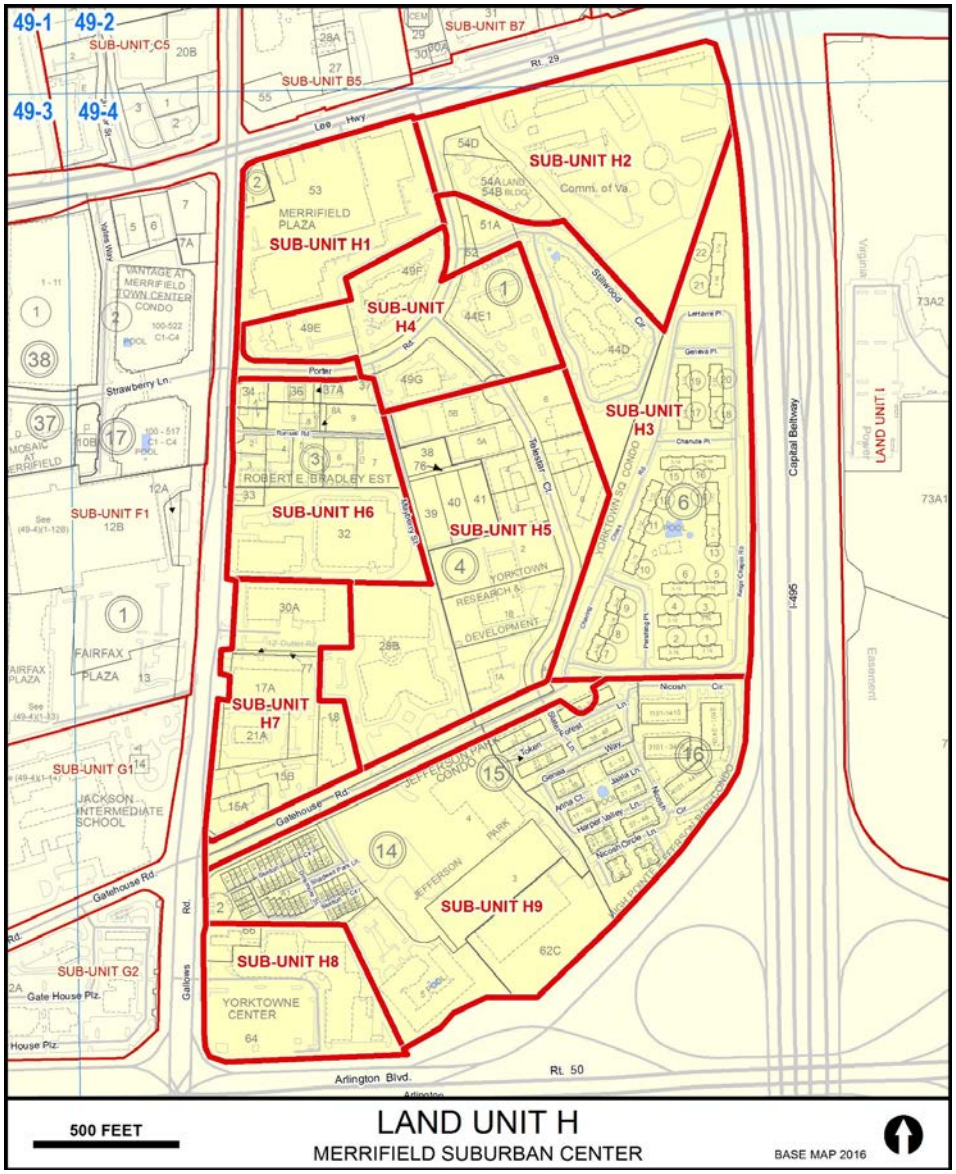


FIGURE 27~~30~~

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

Sub-Unit H1

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

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

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

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

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

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

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

Height Limit: Under the redevelopment options, maximum building height is 95 feet when development is not integrated with structured parking. In order to encourage structured parking to be located under buildings, a height bonus of up to 20 feet (or a maximum height of 115 feet) is appropriate when at least 2 levels of structured parking are provided under the building, either at or below grade. See the Building Heights Map, Figure 8~~16~~, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit H2

This sub-unit is located south at Lee Highway and west of I-495 and is developed with governmental and institutional uses that include the Virginia Department of Transportation

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

Height Limit: The maximum building height in this sub-unit is 50 feet, with the exception of the Telecommunications Tower. See the Building Heights Map, Figure 8~~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 s~~S~~ub-u~~U~~nit contains the Yorktown Square Condominiums and Merrifield Commons. Any modification, expansion, and/or reuse of the existing use should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

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

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

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

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

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

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

Height Limit: Under the base Plan, the maximum building height in this sub-unit should be 50 feet. Under the redevelopment option, maximum building height is 75 feet when development is not integrated with structured parking. When structured parking is located under buildings, a height bonus of up to 20 feet (or a maximum height of 95 feet) is appropriate when at least 2 levels of structured parking are provided under the building, either at or below grade. See the Building Heights Map, Figure 8~~16~~, and the Building Height Guidelines under the Area-Wide

Urban Design section.

Sub-Unit H4

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

Height Limit: The maximum building height in this sub-unit is 75 feet. See the Building Heights Map, Figure 8~~16~~, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit H5

This s~~S~~ub-u~~U~~nit 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 building located on Parcel 49-4((1)) 28B,~~INOVA Office building~~ which is approximately 85 feet. See the Building Heights Map, Figure 8~~16~~, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit H6

This s~~S~~ub-u~~U~~nit fronts on Gallows Road and is bounded by Porter Road on the north. The sub-unit is planned for and developed with community-serving retail use up to .25 FAR, except for the church and vacant parcels located directly east of the church.~~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 the church property and adjacent vacant properties~~ose 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 s~~S~~ub-u~~U~~nit and Sub-Unit H5 are provided and all applicable Area-Wide recommendations are met. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Height Limit: Under the development options, the maximum building height is 50 feet. See the Building Heights Map, Figure 8~~16~~, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit H7

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

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

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

- Any development proposal should provide for inter-parcel access between uses to reduce the number of vehicles entering and exiting to and from Gallows Road. In addition, development proposals in this sub-unit should provide access from Gallows Road and Gatehouse Road; however, if access to both Gatehouse Road and Gallows Road is not provided, the development proposal should not preclude a future connection for subsequent development proposals. In addition, any development proposal should reduce the number of access points on Gallows Road.

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

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

Height Limit: The maximum building height in this sub-unit is 50 feet. Any buildings over one (1) story in height should be designed with an office appearance. See the Building Heights Map, Figure 8~~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 Arlington Boulevard and is planned for and developed with neighborhood-serving retail at current intensities. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Height Limit: The maximum building height in this sub-unit is 50 feet. See the Building Heights Map, Figure 8~~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 Arlington Boulevard and is planned for and developed with mixed-uses including residential, hotel and office uses. The residential component is planned for 20-30 dwelling units per acre, with a total of 330 dwelling units. The nonresidential component is planned for up to 1.0 FAR which includes a hotel with 120,000 square feet, and office with a total of 709,000 square feet. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Height Limit: The maximum building height is 50 feet, except for the portion of this land unit planned for office use, where the maximum building height should be 75 feet when development is not integrated with structured parking. In order to encourage structured parking to be located under office buildings, a height bonus of up to 30 feet (or a maximum height of 105 feet) is appropriate when at least 3 levels of structured parking are provided under the building, either at or below grade. See the Building Heights Map, Figure 8~~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 Lee Highway and Arlington Boulevard (see Figure 28~~31~~). Existing development consists of residential use in the northern and eastern portion, office and industrial uses in the southern portion and undeveloped land and office in the western portion, abutting I-495. This l~~L~~and u~~U~~nit includes the Holmes Run Environmental Quality Corridor which is preserved as permanent private open space.

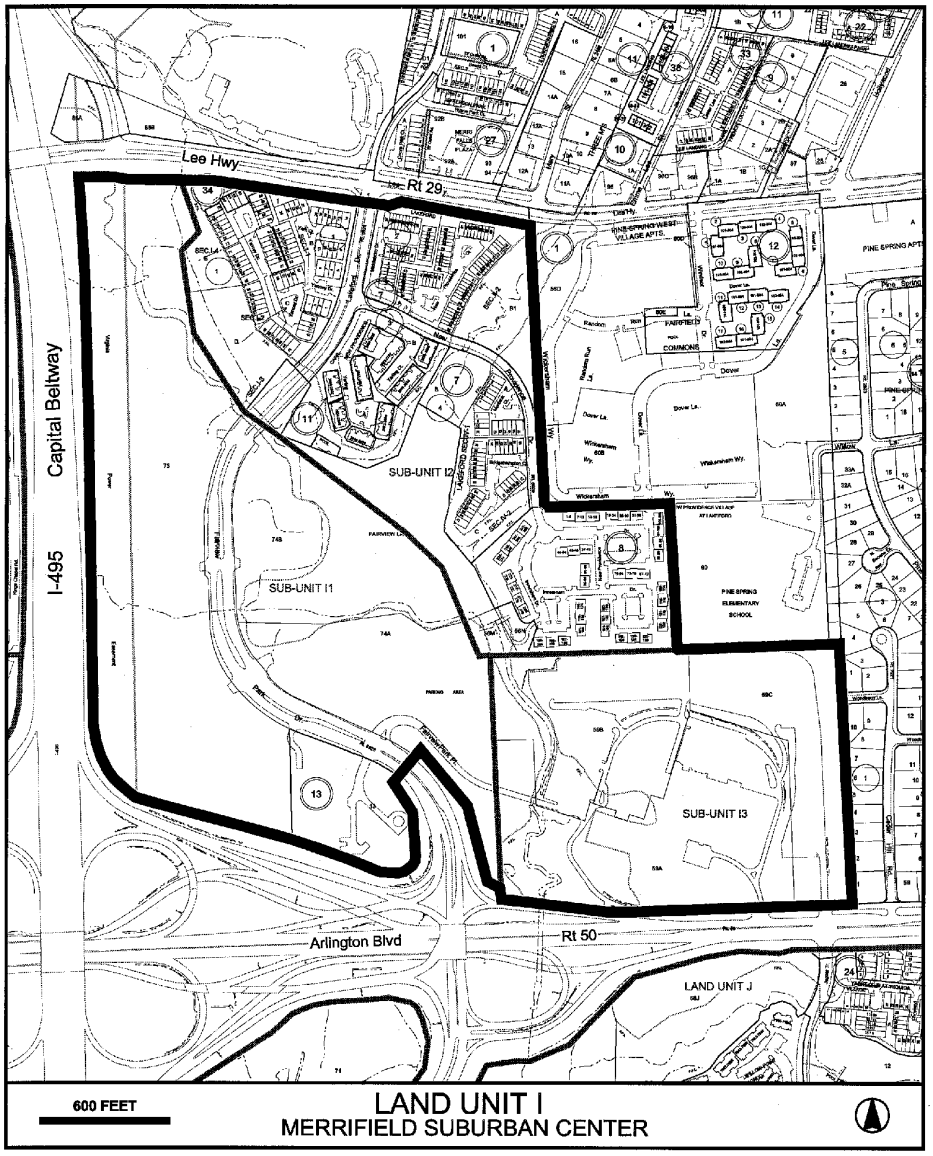
This l~~L~~and u~~U~~nit's developed portions are envisioned to remain, with the undeveloped portion to infill primarily with office buildings. Major road improvements such as the construction of Fairview Park Drive and intersection improvements at Lee Highway and Arlington Boulevard were completed with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

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

Sub-Unit I1

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

REMOVE: Figure 31, Land Unit I:



ADD: Figure 28, Land Unit I:

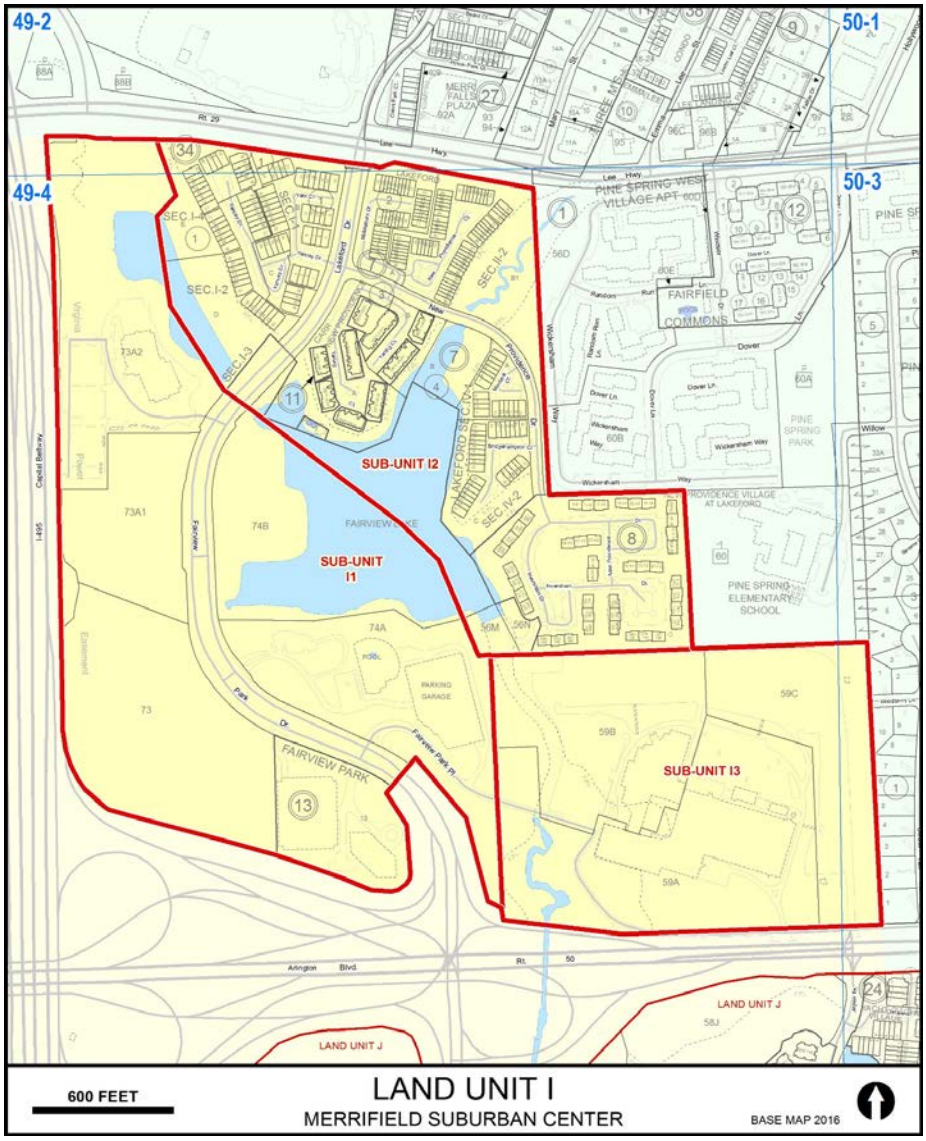


FIGURE 28~~31~~

- 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.

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

If a retail center is located adjacent to the west side of Fairview Lake, office buildings located in the southwestern portion of this sub-unit, between I-495, Fairview Park Drive and Arlington Boulevard, may be considered for a height increase of up to 18 stories or approximately 230 feet provided that the parking is an integral part of the office development and additional open space above the current approved development plan is provided. See the Building Heights Map, Figure 8~~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 Lee Highway on the north and is planned for and developed with residential use at up to 8-12 dwelling units per acre. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Height Limit: The maximum building height in this sub-unit is 40 feet. See the Building Heights Map, Figure 8~~16~~, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit I3

Sub-Unit I3 is bounded by Arlington Boulevard on the south, Pine Spring subdivision on the east, Pine Spring Elementary School on the north and sub-unit L1 on the west, and is planned for and developed with a mix of office and industrial uses up to .4 FAR. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for

Existing Uses and Buildings under the Area-Wide Land Use section, and retain existing buffer areas to the adjacent residential development.

Height Limit: The maximum building height in this sub-unit is 40 feet. See the Building Heights Map, Figure 8~~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 Arlington Boulevard and I-495 (see Figure 29~~32~~). Existing development consists of a mix of office, hotel and support retail uses on the western portion of the l~~L~~and u~~U~~nit and residential and institutional uses located on the eastern portion of the l~~L~~and u~~U~~nit. In addition, the Holmes Run Environmental Quality Corridor, which runs through the middle of this l~~L~~and u~~U~~nit, is preserved as private and public open space.

This l~~L~~and u~~U~~nit is envisioned to remain as developed~~, with the remaining undeveloped parcels to develop with office uses~~. The southern and eastern portions of this l~~L~~and u~~U~~nit 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 l~~L~~and u~~U~~nit.

Major transportation improvements, such as the construction of Fairview Park Drive and intersection improvements at Arlington Boulevard, have been completed with the development of this l~~L~~and u~~U~~nit.

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

Land Use

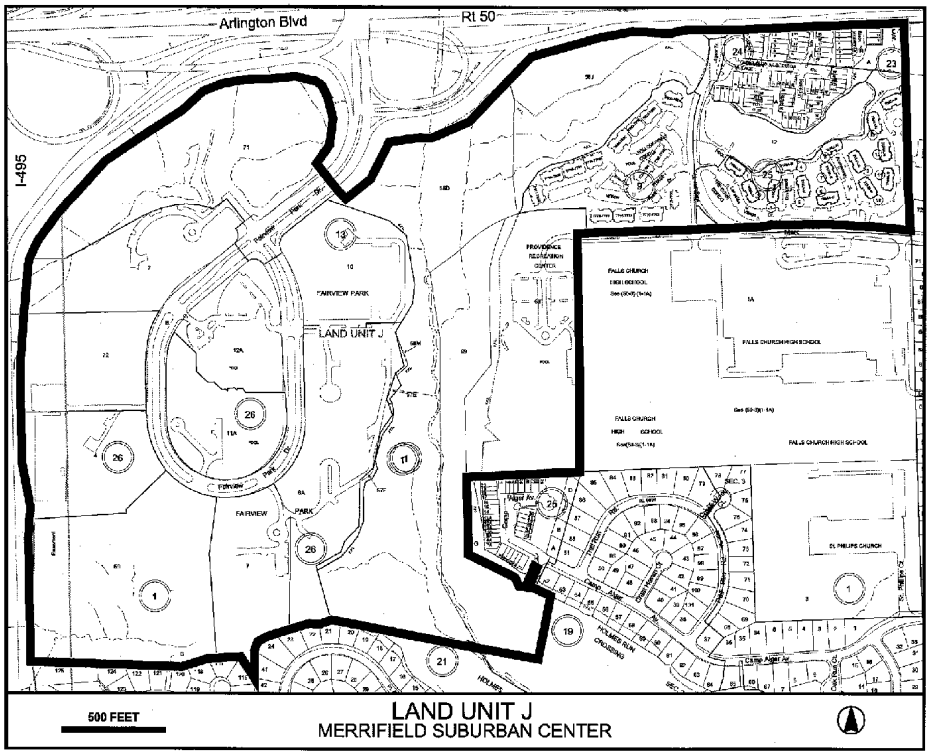
- The 178-acre southeastern quadrant of the I-495/Route 50 interchange should be consolidated for the purpose of development of an employment center and related uses, and for residential development.

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

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

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

REMOVE: Figure 32, Land Unit J:



ADD: Figure 29, Land Unit J:

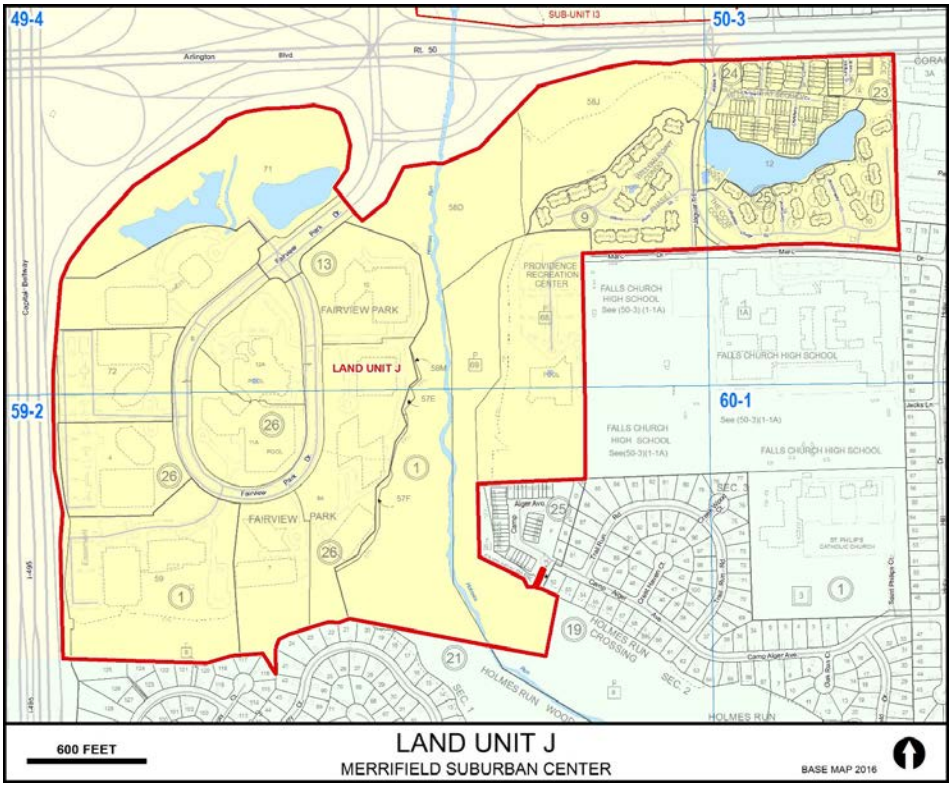


FIGURE 29~~32~~

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

- That portion of the quadrant east of Holmes Run, north and northwest of Falls Church High School is planned for residential development not to exceed 400 dwelling units. Residential uses in this area should be limited to three stories in height.~~ 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 located off of Black Hickory Drive is recommended for residential development to occur at the lower end of the proposed density range (8 dwelling units per acre) and development should be buffered from Arlington Boulevard. No direct access should be provided to Arlington Boulevard.

Transportation

- Vehicular access for planned nonresidential uses should be separate from access provided for residential ~~activity~~uses to the east of the Holmes Run stream valley. Specifically nonresidential uses should access the site from Route 50 only, and such access should be located west of Holmes Run stream valley. Vehicular access to residential uses in the northern portion of the site (north and northwest of the Falls Church High School) should be

via Jaguar Trail, while vehicular access to residential uses in the southeastern portion of the site should all be via Camp Alger Avenue. Jaguar Trail, Marc Drive and Camp Alger Avenue should be improved as necessary to accommodate the additional residential traffic from this site. Camp Alger Avenue should not connect with Marc Drive to the north; nor cross the Holmes Run stream valley.

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

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

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

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

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

<u>Environment</u>

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

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

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

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

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

Height Limit: For the northern and western portions this land unit, the maximum building height should be 15 stories or approximately 180 feet. For the area to the east and south of Fairview Park Drive, heights should be no more than 7 to 8 stories or 130 feet. To the south of the 130-foot area, building heights should vary with buildings no more than 75 feet or 6 stories. Along the southernmost perimeter of this land unit, a substantial open space buffer should be provided of no less than 250 feet, with 300 feet desirable. In addition to permanently preserving this open space buffer area, the Holmes Run Stream Valley, which runs between the office development on the west and the residential development on the east, should be preserved as permanent open space. The eastern portion of this land unit, which has developed with residential use, the maximum building height is 40 feet (or 3 stories). See the Building Heights Map, Figure 8~~16~~, and the Building Height Guidelines under the Area-Wide Urban Design section.

LAND UNIT K

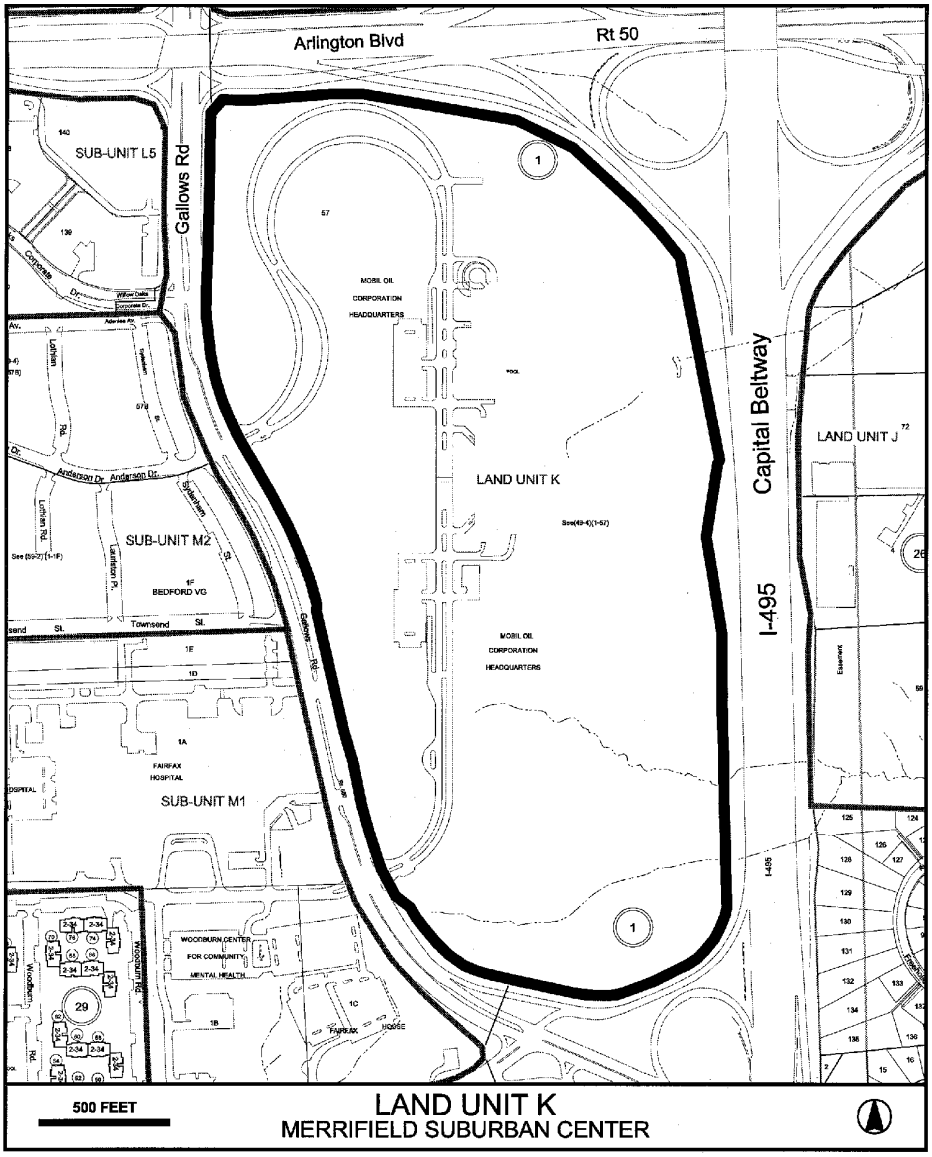
Land Unit K is approximately 130 acres, is located at the southwestern quadrant of Arlington Boulevard and I-495, and is planned for office use up to 1.75 million square feet (see Figure 30~~33~~). This l~~L~~and u~~U~~nit is envisioned to remain as developed, with some additional office potential yet to be built. This l~~L~~and u~~U~~nit 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 l~~L~~and u~~U~~nit recommendations.

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

Height Limit: The maximum building height is 180 feet. Open space should be preserved on this site to include the environmentally sensitive areas associated with branches of Holmes Run, as well as mature stands of trees along Gallows Road and Arlington Boulevard which screen and buffer the office development from Bedford Village. See the Building Heights Map, Figure 8~~16~~, and the Building Height Guidelines under the Area-Wide Urban Design section.

REMOVE: Figure 33, Land Unit K:



ADD: Figure 30, Land Unit K:

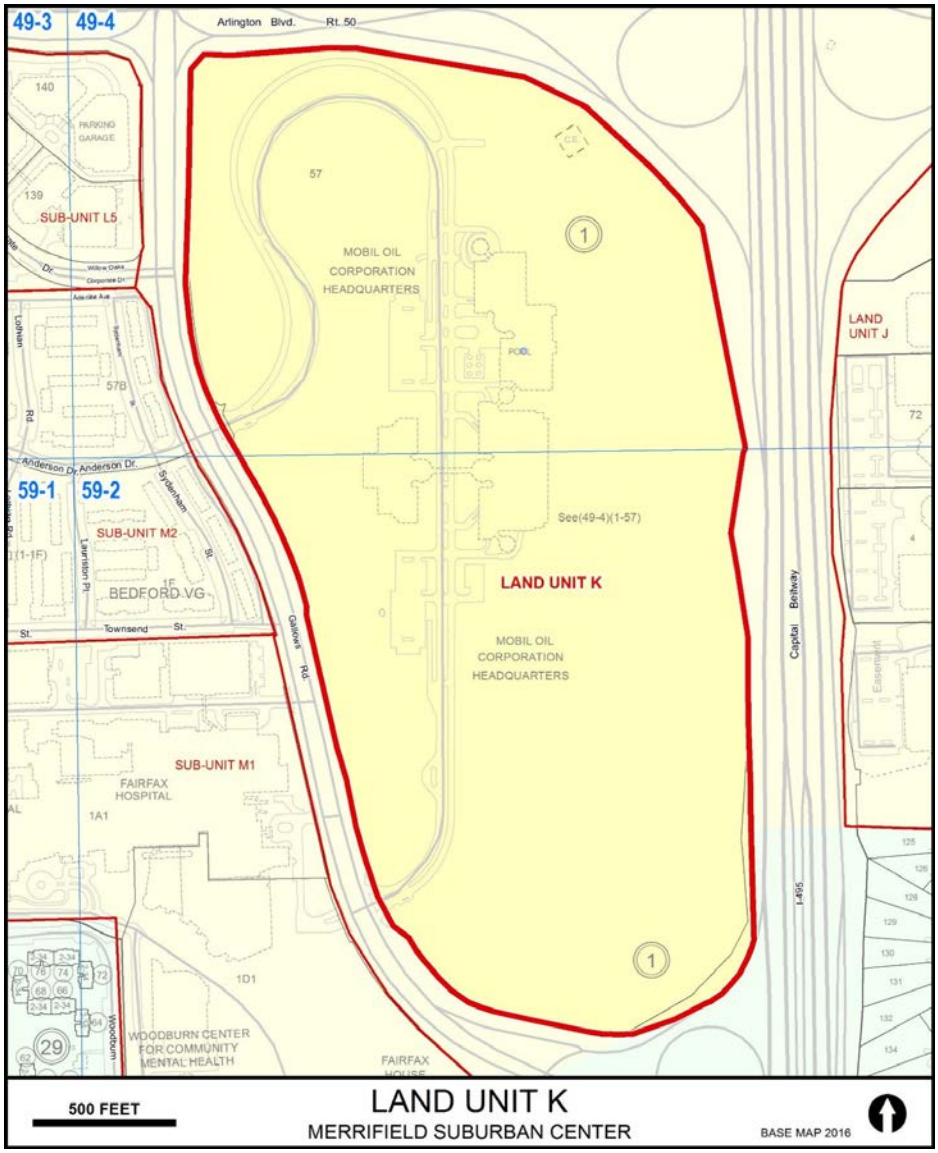


FIGURE 30~~33~~

LAND UNIT L

Land Unit L is approximately 64 acres and is located south of Arlington Boulevard between Prosperity Avenue and Gallows Road (see Figure 31~~34~~). Existing development within this l~~L~~and u~~U~~nit is predominantly office ~~with the exception of the Elks Lodge and the area known as Pennell Street which is currently vacant~~and institutional uses.

This l~~L~~and u~~U~~nit 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 l~~L~~and u~~U~~nit 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 l~~L~~and u~~U~~nit include interparcel access that connects Pennell Street to the Arlington Boulevard service road~~ through Sub-Unit L2~~. Another opportunity for better circulation within this l~~L~~and u~~U~~nit is the extension of the service road along Arlington Boulevard to Sub-U~~u~~nit L1. (See Area-wide Transportation section for additional guidance.)

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

Sub-Unit L1

Sub-Unit L1 is located at the southeastern quadrant of Prosperity Avenue and Arlington Boulevard and is planned for and developed with office use up to .65~~2~~ FAR~~ (or 250,700 square feet)~~. Development proposals should be consistent with applicable Area-Wide recommendations as well as the following guidance:

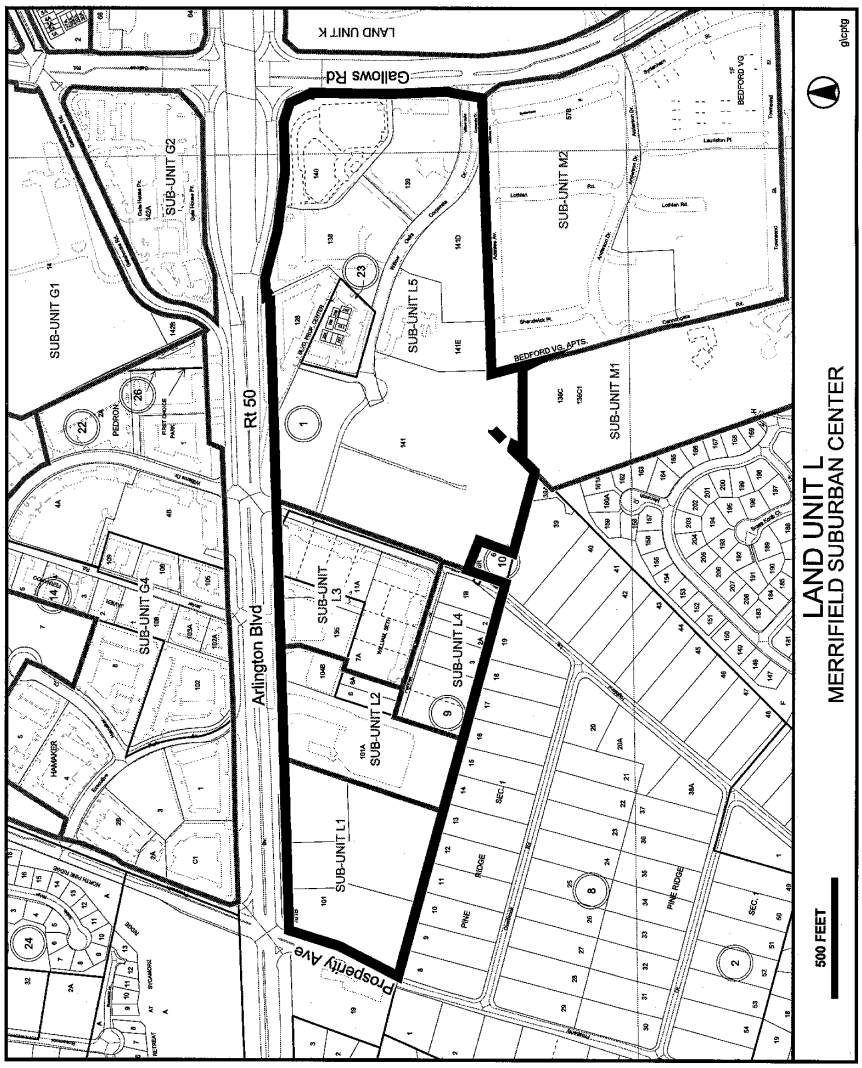
- A landscape buffering and screening area of at least 70 feet should be provided on the southern portion of the sub-unit adjacent to residential development. Within the buffer area, existing mature trees should be retained and additional supplemental plantings should be provided to ensure adequate screening. 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 Arlington Boulevard that is designed in a manner that provides interparcel access from this sub-unit to the east.

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

Height Limit: The maximum building height in this sub-unit is 75 feet. The tallest buildings should be in adjacent to Arlington Boulevard, away from the residential areas. See the Building Heights Map, Figure 8~~16~~, and the Building Height Guidelines under the Area-Wide Urban Design section.

REMOVE: Figure 34, Land Unit L:



ADD: Figure 31, Land Unit L:

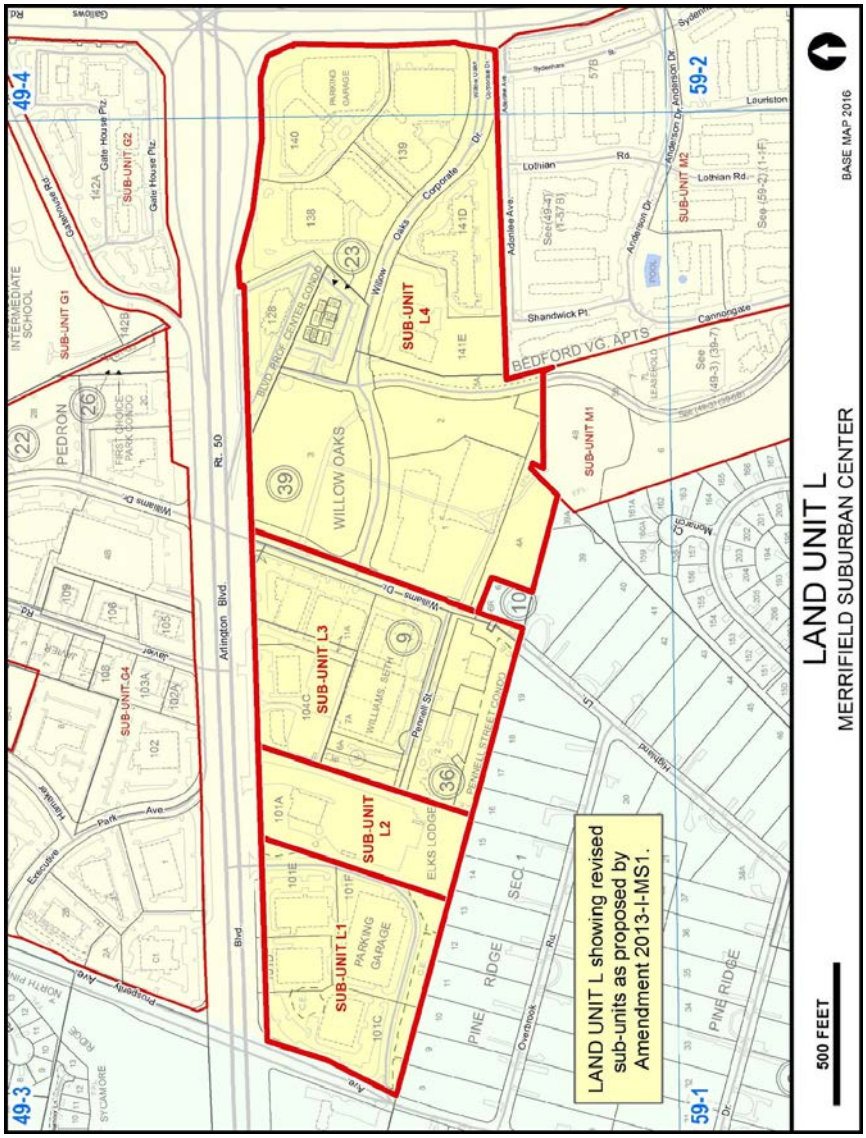


FIGURE 31~~34~~

Sub-Unit L2

Sub-Unit L2 is located east of Sub-Unit L1 and~~,~~ south of Arlington Boulevard, and consists of~~is planned with office and institutional uses.~~ Parcel 49-3((1))101A, which is developed and planned with institutional use. ~~up to .15 FAR.~~ Any expansion of existing institutional use or new institutional use up to .15 FAR should retain a substantial vegetative buffer area (i.e., a minimum of 75 feet in width) adjacent to the residential area to the south. ~~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. As an option, ~~Options: i~~If ~~P~~parcel 101A consolidates with Parcels ~~,~~ 6 and 6A in Sub-Unit L3~~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.~~

Commented [VM19]: Moved to L3

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

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

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

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

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

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

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

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

within 130 feet of the adjacent residential area~~, as well as parcels 49-3((9))6 and 6A~~, should be limited to 35 feet. See the Building Heights Map, Figure 8~~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, and the Pine Ridge subdivision to the south. This Sub-Unit is planned for office uses with support retail and service uses. The area south of Pennell Street between Sub-Unit L2 and Williams Drive is planned for and developed with office use up to .25 FAR. Parcels 49-3((9))6 and 6A, if consolidated with each other, are planned for office use up to .25 FAR; without consolidation of the two parcels, office use should not exceed .15 FAR. ~~Parcel 49-3((1))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.

Any development proposal must address all applicable Area-Wide recommendations as well as the following guidelines:

- Development proposals in this sub-unit should provide for interparcel access that connects Pennell Street to the Arlington Boulevard service road.

- 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.

- For Parcels 49-3((9))6 and 6A, 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.

- For Parcels 49-3((9))6 and 6A, development should be designed with parking structures behind and/or under buildings.

- Drive-through commercial facilities are not appropriate.

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

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

Commented [VM20]: Moved from L4

Commented [VM21]: Moved from L2

Commented [VM22]: Consolidated conditions for options previously listed in L2 and L4

- The style of office structures south of Pennell Street 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.

- Development of the parcels south of Pennell Street should include on-site stormwater detention facilities sufficient to address flooding problems in the Pine Ridge community; or as an alternative, off-site stormwater management that utilizes the nearby regional stormwater management facility may be considered, if BMPs are provided. To achieve that objective, it may be necessary to design such facilities to meet standards in excess of those normally required under Fairfax County Ordinances and the Public Facilities Manual.

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

Option: As an option, if a development proposal consolidates all parcels in this sub-unit~~ with the majority of property south of Pennell Street~~, with the exception of Parcels 49-3((9))6 and 6A, ~~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; T~~the total building area under this option should not exceed 343,124~~00,000~~ 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 363,124~~20,000~~ square feet. In all cases, the portion south of Pennell Street is limited to an intensity not to exceed .2~~1~~5 FAR. In addition, all applicable Area-wide recommendations should apply.

Under all the above options, all applicable area-wide recommendations should apply as well as guidelines for development at the base Plan which include a minimum 75-foot buffer with a barrier wall or fence, access limitations, and structures having a residential appearance.

Height Limit: The maximum building height in this sub-unit is 35 feet for the parcels south of Pennell Street and on Parcels 49-3((9))6 and 6A, 75 feet on parcel 49-3((9))7A, and 90 feet on parcels 49-3((1))104C~~35~~ and 49-3((9))11A. See the Building Heights Map, Figure 8~~16~~, and the Building Height Guidelines under the Area-Wide Urban Design section.

~~**Sub-Unit L4**~~

Commented [VM23]: Most of this text relocated and consolidated under L3

~~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 Arlington Boulevard. Williams Drive should not connect to Highland Lane.~~

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

- ~~Drive-through commercial facilities are not appropriate.~~

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

- ~~Development of these parcels should include on-site stormwater detention facilities sufficient to address flooding problems in the Pine Ridge community; or as an alternative, off-site stormwater management that utilizes the nearby regional stormwater management facility may be considered, if BMPs are provided. To achieve that objective, it may be necessary to design such facilities to meet standards in excess of those normally required under Fairfax County Ordinances and the Public Facilities Manual.~~

- ~~Consideration should be given to the vacation or abandonment of Pennell Street provided that, at a minimum, an ingress/egress easement is granted to any unconsolidated properties fronting on Pennell Street as well as parcel 49-3((1))101A. Intensity (FAR) credit may be considered for the land area of the vacation or abandonment as long as the maximum building area square footages as set forth 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 L4~~5~~

Sub-Unit L4~~5~~ is located at the southwest quadrant of Arlington Boulevard and Gallows Road and is planned for and developed with office and public/institutional uses up to .7 FAR. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section. New office development should provide a 100-foot minimum buffer area adjacent to the Pine Ridge community.

Option: As an option, a portion of this s~~S~~ub-u~~U~~nit may be appropriate for development as an assisted living and medical care facility. Any development proposal under this option must address all applicable Area-Wide recommendations.

Height Limit: The maximum building height for the eastern portion (i.e., Parcels 138, 139 and 140) in this sub-unit is 105 feet or 8 stories. Heights should vary between 50 and 90 feet (4 to 7 stories) for the remainder of this sub-unit. The area immediately adjacent to single-family detached residential use should provide a buffer area of 100 feet as noted above, and the building immediately adjacent to this buffer area and Parcel 49-3((10))6 should be no more than 4 stories in height in order to ensure that the tallest buildings are away from the adjacent residential areas. See the Building Heights Map, Figure 8~~16~~, and the Building Height Guidelines under the Area-Wide Urban Design section.

LAND UNIT M

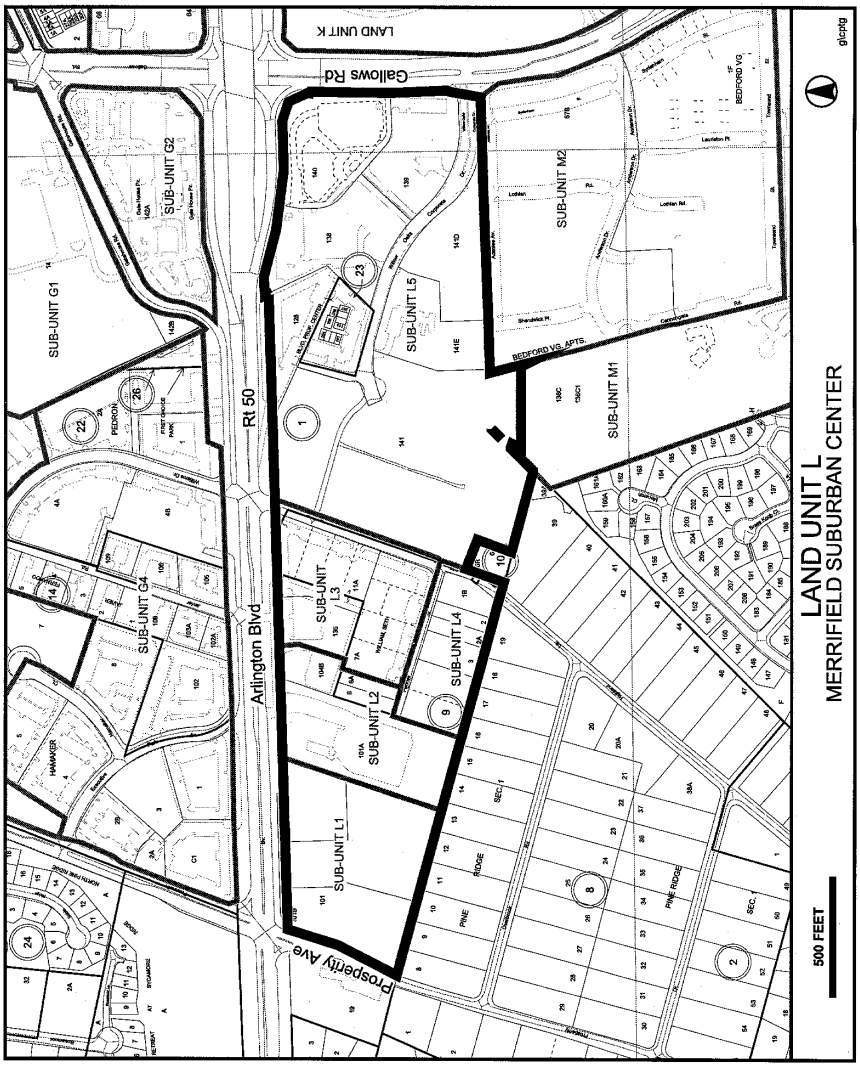
This l~~L~~and u~~U~~nit is approximately 109 acres and is located south of Land Unit L, west of Gallows Road, and north of Woodburn Road (see Figure 32~~5~~). The northern portion of the land unit consists of Bedford Village, which is multi-family residential development. The southern portion consists of the Inova Fairfax Hospital, Northern Virginia Mental Health Institute, ~~Woodburn Mental Health Center, and the Fairfax House~~and Woodburn Place.

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 multifamily 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.

REMOVE: Figure 35, Land Unit M:



ADD: Figure 32, Land Unit M:

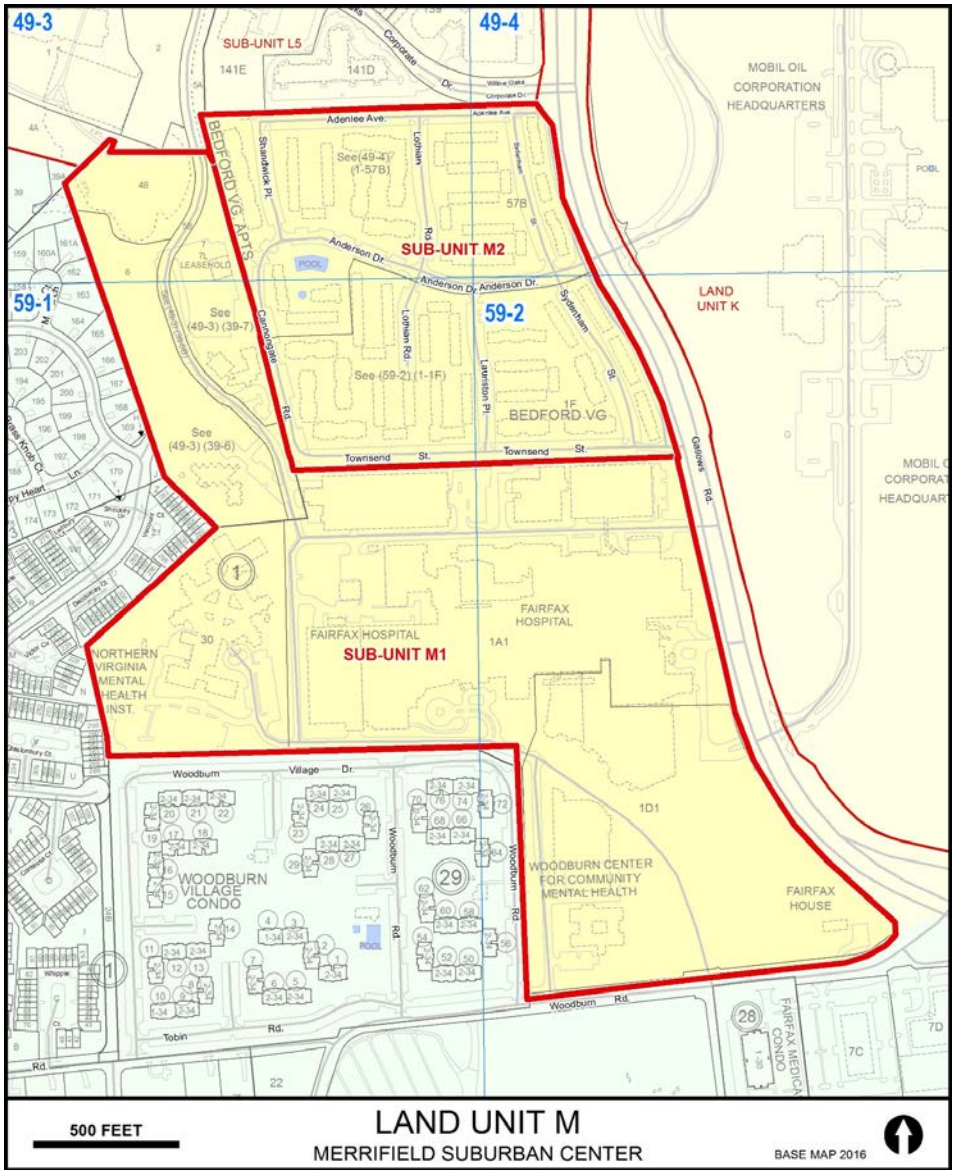


FIGURE 32~~5~~

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 former Woodburn Mental Health Center, and Woodburn Place [Parcels 59-2((1)) 1A1, 1D1] is planned for up to .8 FAR (or approximately 2.3 million square feet) of medical care facility and public facility uses. In order to provide a transition between the more intense medical care facility uses and single-family neighborhoods, the portion of the medical care facility property on Parcels 49-3((39))4B, 6 and 7~~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 Parcels 49-3((39))4B, 6 and 7~~136C~~ (up to.8 FAR) may occur on the remainder of the medical care facility property. The Northern Virginia Mental Health Institute [Parcel 59-1((1))30], which is also adjacent to single-family neighborhoods, is planned for institutional use up to .25 FAR.

Any development of Parcels 49-3((39))4B, 6 and 7~~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 s~~S~~tation in order to maximize the use of transit by those traveling to and from the hospital campus.

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

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

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

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

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

- Transportation Demand Management programs should build on previous commitments and include carpooling and improving access to transit and Metro. The use of information and communications technology for remote appointments, teleconferencing, and other opportunities to minimize vehicular trips to the site is encouraged.

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

Height Limit: The maximum building height in this sub-unit is 165 feet. In order to provide a transition in height away from residential development, Parcels 49-3((39))4B, 6 and 7~~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 8~~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 8~~16~~, and the Building Height Guidelines under the Area-Wide Urban Design section.