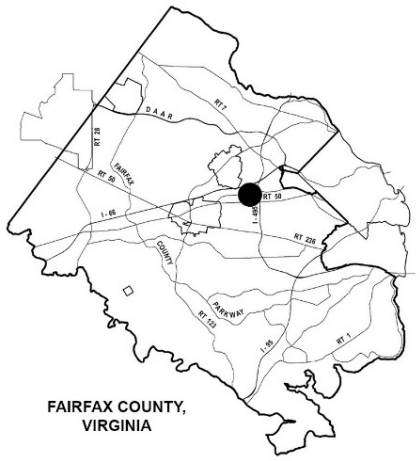
AMENDMENT NO. 2017-64



AN AMENDMENT TO

THE COMPREHENSIVE PLAN FOR FAIRFAX COUNTY, VIRGINIA 2017 EDITION

GENERAL LOCATION: South of Route 29, West of Gallows Road, East of Prosperity Avenue, North of Highway 50

PLANNING AREA AND DISTRICT:
Area I, Jefferson Planning District

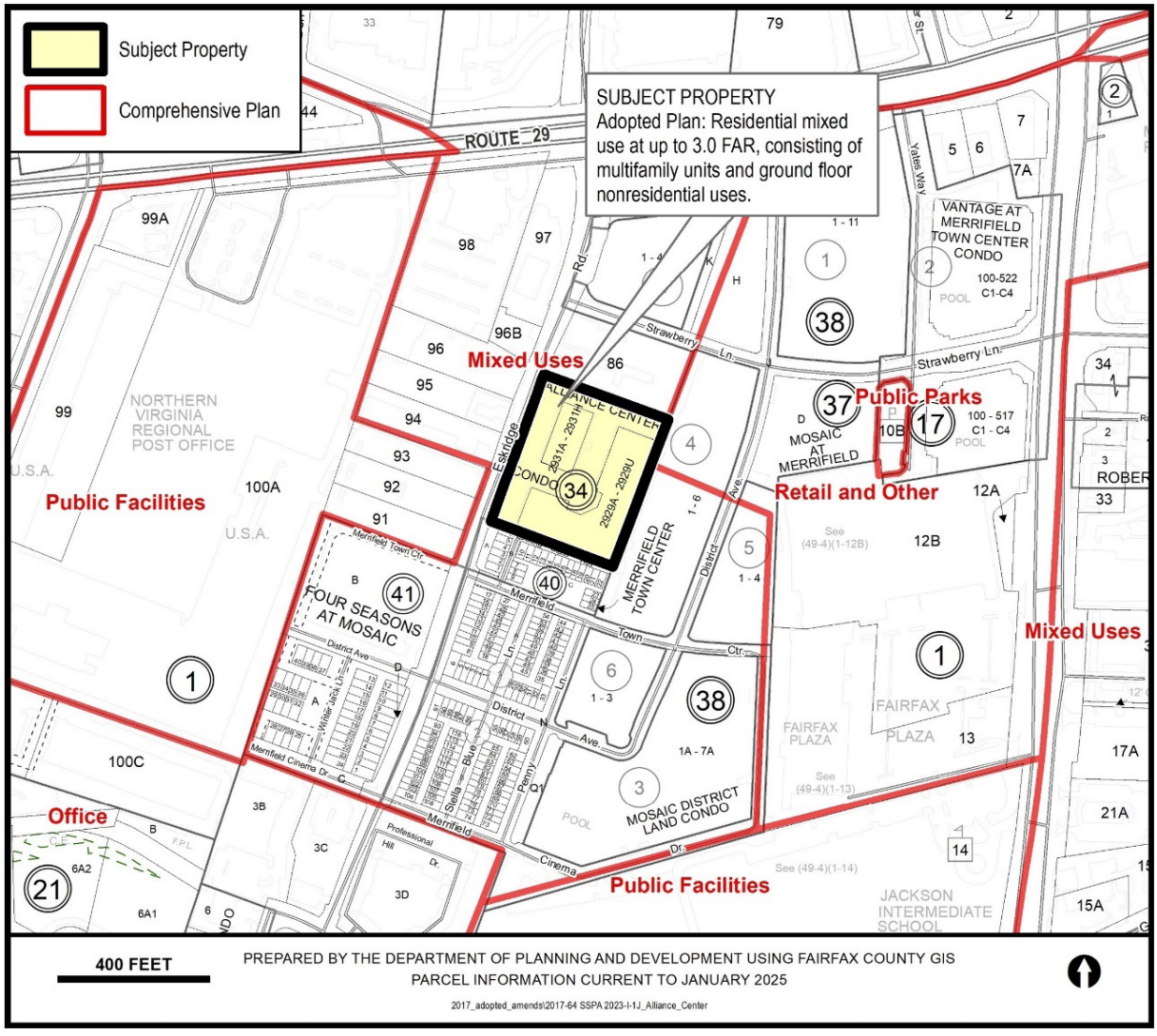
SUB-DISTRICT DESIGNATION:
Merrifield Suburban Center

PARCEL LOCATION: 49-3 ((34)) 2929A-U & 49-3 ((34)) 2931A-H

SUPERVISOR DISTRICT: Providence

ADOPTED: January 14, 2025 **ITEM NO.** SSPA 2023-I-1J

FOR ADDITIONAL INFORMATION CALL (703) 324-1380



AMENDMENT TO THE COMPREHENSIVE PLAN (2017 EDITION)

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

ADD: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield Suburban Center, Amended through 9-24-2019, Land Unit Recommendations, Land Unit Sub F2, Page 83

LAND UNIT F

Land Unit F is comprised of approximately 107 acres and is bounded by ~~Gallows Road on the east~~, ~~Lee Highway~~ Route 29 on the north, Gallows Road on the east, Prosperity Avenue on the west and adjoins Land Unit G on the south (see Figure 25). In Sub-Units F1 and F2, ~~E~~ existing development generally consists of residential, ~~and~~ retail, ~~uses in the eastern portion primarily along~~ office and hotel uses with residual industrial uses between Gallows Road~~, residential, hotel, retail, industrial, and office uses in the central portion, and the~~ and Eskridge Road. The Merrifield Regional Post Office comprises the largest site in Sub-Unit F3 at ~~in~~ the western ~~portion~~ end of the land unit.

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

Land Unit F1 primarily consists of the Town Center Core Area, also known as the "Mosaic District", adjacent to the Core Area of the Merrifield Suburban Center. To achieve the adopted Plan vision for a town center at the size and scale of the Mosaic District, several smaller commercial and industrial sites were consolidated and replanned with a walkable mix of residential, retail, office uses, hotels, and other uses. Urban character and form in the Mosaic District are established by mid-rise, mixed-use buildings that include ground floor retail and service uses located below upper floors of multifamily residential and office uses. The internal circulation pattern forms a gridded streetscape oriented around a community plaza that serves as a focal point to the Mosaic District's activities and connects to a comprehensive network of wide walkways and integrated wayfinding that prioritizes pedestrian comfort and safety.

The primary points for vehicular access to the Town Center are at the intersection of Eskridge Road and Route 29, and the intersection of Gallows Road and Strawberry Lane. District Avenue and Merrifield Cinema Drive provide access into the Mosaic District for residents of the single-family attached townhomes and mid-rise multifamily residential uses in the Adjacent to Core Area between Eskridge Roads and District Avenue, as well as other visitors from areas to the south.

Strawberry Lane and District Avenue in particular have a concentration of retail and pedestrian activity (i.e., plazas, retail browsing areas and outdoor dining) while a majority of parking needs are accommodated in structured parking facilities that are oriented away from the Town Center Core. Additional parking is provided with on-street parking spaces provided throughout the Mosaic District.

The extension of Eskridge Road to Williams Drive ~~has~~ was completed ~~the~~ to provide a 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 Route 29 ~~Lee Highway~~ and an east/west road that connects Prosperity Avenue with Eskridge Road or Williams Drive. The major arterial improvements include the widening of Route 29 ~~Lee Highway~~ and Gallows Road, ~~and the planned~~ as well as improvements to the intersection of the two roads. ~~Redevelopment should address the~~ A conceptual grid of streets to accommodate planned redevelopment is provided in ~~(shown on~~ Figure 16~~)~~.

Sub-Units F1 and F2 (Town Center Area)

The eastern portion of Land Unit F consists of Sub-Unit F1, which ~~that~~ is oriented to Gallows Road and ~~is~~ planned for community-serving retail up to .35 FAR. Additional auto-oriented, 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~~ and is generally located between the Post Office property and Sub-Unit F1. Sub-unit F2 is planned at the

base level for industrial and office uses up to a .5 FAR. Any new development should be designed in a manner consistent with the town center concept.

Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section. Any additional development in Sub-unit F1 and F2 at this base level should ~~have~~ plan for parcel consolidation and/or provide a coordinated development plan with ~~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 on property abutting Sub-Unit G1, inter-parcel access between these sub-units should be considered and provided if needed to improve access to the school.

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

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

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

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

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

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

- Development should provide or contribute to the purchase of one to two acres of land for a public park within Sub-Units F1 and F2. This urban park should function as a public meeting and gathering place and should have a focal point such as a pavilion and/or fountain. As an alternative, this open space amenity could be a private facility if the space has public access and is available for public activities.

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

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

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

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

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

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

- Any proposed residential development should demonstrate that it is an integral component of the Town Center through design, architecture, materials, access and parking and should create a viable living

environment by providing recreation and other amenities for the residents as indicated under the Land Use Section of the Area-Wide Recommendations.

Option 3: Applicable to the Alliance Center properties in Sub-Unit F2 which comprises 24 individually owned commercial condominiums on an approximately 3.2-acre site with frontage on Eskridge Road between Strawberry Lane and Looking Glass Way and identified as Tax Map Parcels 49 ((34)) 2929 – Parcels A, B, C, D, E, F, G, H, J, K, L, M, N, S, T, and U and Tax Map Parcels 49 ((34)) 2931 – Parcels A, B, C, D, E, F, G, and H. Existing development at the Alliance Center site includes a variety of wholesale, warehousing, storage and service uses at the adopted Plan's base level recommendations for industrial and office uses up to an intensity of 0.5 FAR. As a third alternative for infill development that advances the adopted Plan vision for the Town Center Core Area, the Alliance Center site has an option for multifamily residential mixed-use redevelopment up to 3.0 FAR. Any development proposal under this option must address all applicable Area-Wide recommendations and the following conditions:

- The ground floor level should include a mix of non-residential uses that serve a variety of needs for local residents and businesses, as well as visitors of the Town Center in addition to the on-site residential amenities. Non-residential uses that generate employment or provide services to the public on-site should be oriented towards the north and west sides of the building to encourage pedestrian access from Eskridge Road and to create separation of commercial uses from the attached single-family development to the south. These uses should contribute to site activation and street animation that can contribute to pedestrian activity along Eskridge Road.

- Public facilities, non-profit, or private uses, such as, but not limited to child-care, shared workspace, community meeting or gathering space, and/or similar uses should be considered as part of the non-residential ground floor space.

- Buildings should incorporate attractive urban design elements such as articulation and fenestration on the northern, southern, and western facades to establish compatibility with mixed-use development in the Mosaic District to the east and residential uses to the south along Eskridge Road.

- Building design and heights should be compatible with the existing Town Center to the east.

- Onsite urban parks should be provided consistent with the Urban Parks Framework to an extent that is feasible to support an intensity up to a 3.0 FAR with 358 multifamily dwelling units. Given the site's small size

relative to the allowable development potential, any onsite urban parks concepts should be designed in consultation with the Fairfax County Park Authority and other relevant county staff to ensure that the function, design, programming, and access goals of the Urban Parks Framework are met. Site design should include pedestrian access from Eskridge Road and adequate area for a publicly accessible urban park space, that could include community playground, outdoor furniture, and/or similar amenities to align with the intent of the Urban Parks Framework.

- Bicycle and pedestrian facilities should be provided with adequate separation and safety buffers from vehicular traffic along Eskridge Road to improve circulation and connections to the surrounding area and enhance access to transit. The streetscape facilities should continue and complement adjacent Mosaic development areas with enhanced lighting, landscaping, and street trees.

- Parking structures and loading and trash service areas should be designed to minimize the visual impacts and be oriented towards the alley along the eastern portion of the site, and of a compatible design with the existing parking structures on the east side of the alley. Any portion of the parking structure that is visible from the adjacent site should have facade treatments or screening that provide visual interest or increases compatibility with nearby structures. Pedestrian facilities should be provided from Eskridge Road to the parking structure and to the alley to the east of the site. Additional considerations should be made to provide a driveway connection from Eskridge Road with pedestrian facilities. Connectivity around the site and to adjacent properties is encouraged.

- Considerations should be made to provide contributions to support future road improvements on Eskridge Road including but not limited to traffic control and calming measures such as a road diet or roundabout. Upgrades should be considered at the intersections along Eskridge Road, providing for safer and more comfortable pedestrian crossings, including at Strawberry Lane.

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

- Building height should establish compatibility with the existing residences to the south and a shadow study should be provided to assess the impacts

of the proposed building on adjacent residences and the proposed mitigation measures.

- Site design adjacent to the residences to the south should incorporate an appropriate combination of architectural design, building setbacks or tapering, open space and landscaping to mitigate the potential for visual impacts on the adjacent residential neighborhood.

COMPREHENSIVE LAND USE PLAN MAP:

The Comprehensive Land Use Plan map will not change.

TRANSPORTATION PLAN MAP:

The Countywide Transportation Plan Map will not change.