



PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: SSPA 2023-III-1FC (A)
May 22, 2024

GENERAL LOCATION: North of Interstate 66, east of Stringfellow Road, west of West Ox Road, south of Greenbrier and Cedar Lakes neighborhoods.

SUPERVISOR DISTRICT: Springfield

PLANNING AREA: Area III

PLANNING DISTRICT: Fairfax Center Area

SPECIAL PLANNING AREA: Sub-unit E1

PARCEL LOCATION: 45-4 ((11)) A2

PLANNING COMMISSION PUBLIC HEARING: Wednesday, June 12, 2024 @ 7:30 PM

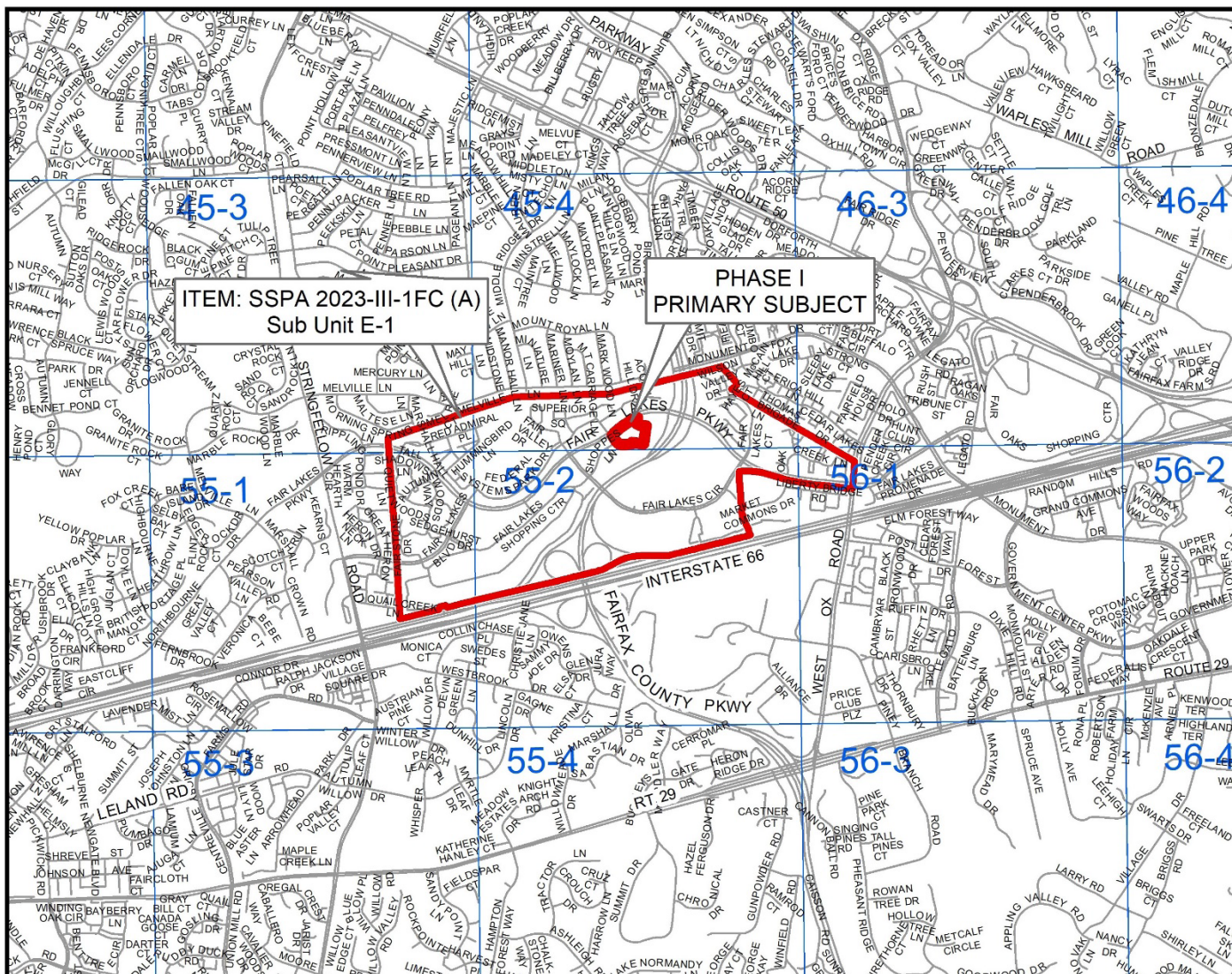
BOARD OF SUPERVISORS PUBLIC HEARING: Tuesday, July 30, 2024 @ 4:00 PM

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.



3000 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
SSPA 2023-III-1FC (A) - Fair Lakes Study





THIS PAGE INTENTIONALLY LEFT BLANK

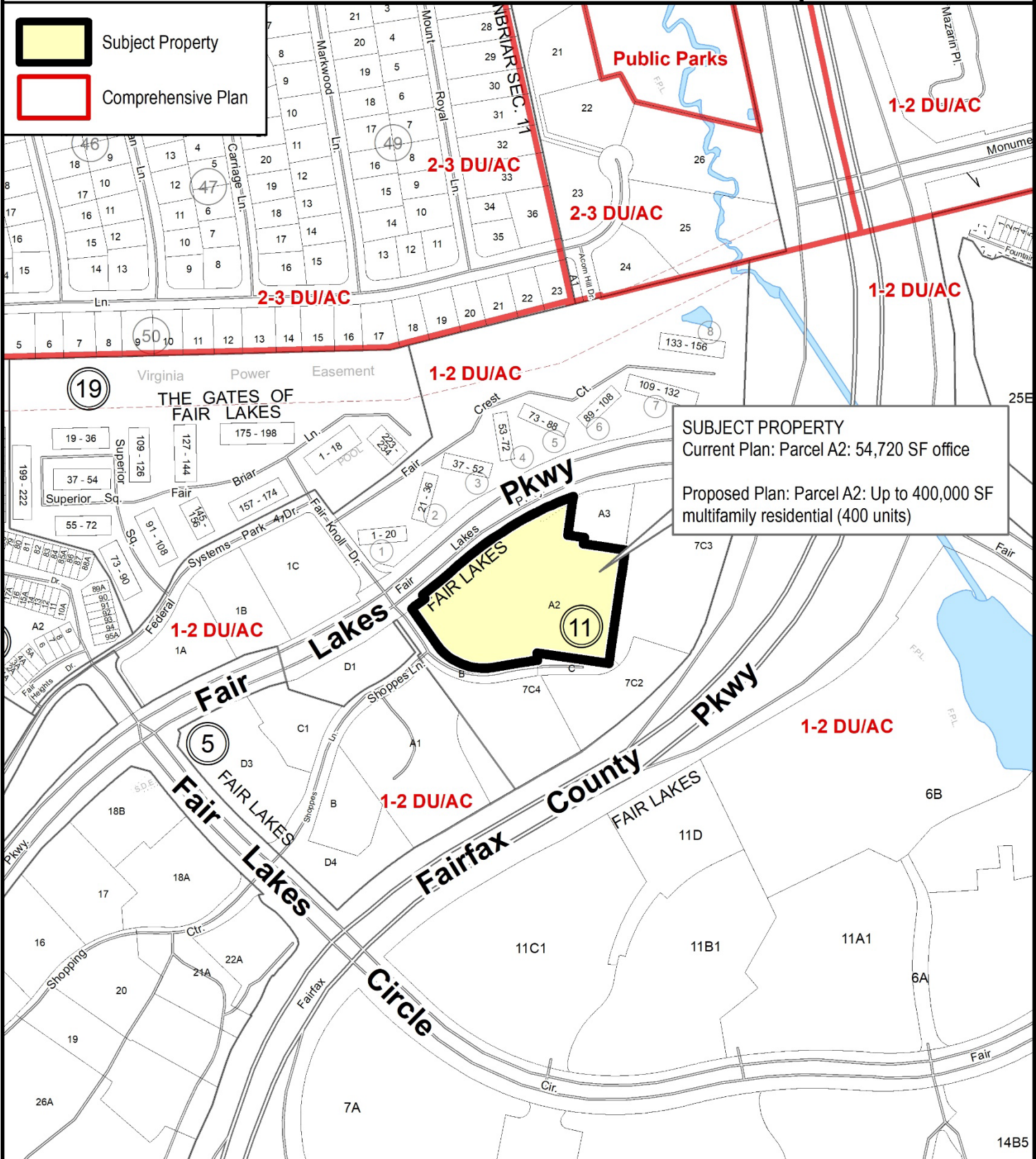
CURRENT PLAN AND PROPOSED CHANGE

PARCEL LOCATION MAP SHOWING CURRENT PLAN AND PROPOSED CHANGE FOR SUBJECT PROPERTIES AND CURRENT PLAN MAP FOR ADJACENT AREAS

**ITEM:
SSPA 2023-III-1FC (A)**

 Subject Property

 Comprehensive Plan



400 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO APRIL 2024



THIS PAGE INTENTIONALLY LEFT BLANK

STAFF REPORT FOR PLAN AMENDMENT SSPA 2023-III-1FC(A)

BACKGROUND

On April 11, 2023, the Board of Supervisors (Board) authorized a study [SSPA 2023-III-1FC] of the Comprehensive Plan recommendations for Sub-unit E1 (“Fair Lakes”) of the Fairfax Center Area in the Springfield Supervisor District in response to receiving several nominations for site-specific plan amendments in the sub-unit. On September 12, 2023, the Board re-authorized the study as a two-phase approach consisting of the following:

- Phase 1 [SSPA 2023-III-1FC(A)] was authorized to consider land use and density/intensity recommendations for two specific parcels within the Fair Lakes study area [Tax Map Parcels 45-4 ((11)) A2 and 55-2 ((1)) 9A], as well as limited editorial revisions to the sub-unit recommendations.
- Phase 2 [SSPA 2023-III-1FC(B)] will involve a larger visioning and land use study for the entire Plan sub-unit.

This staff report pertains specifically to the Phase I review. Phase II will take additional time and funding to complete and is not scheduled for hearings at this time.

The intent of the Phase I review was to simultaneously consider two separate site-specific proposals, both of which are also subject to concurrent review of associated rezoning applications, along with minor edits to the related Sub-unit E1 recommendations; however, since the Phase I review began, progress on one of the two site-specific proposals has been temporarily paused by the developers, resulting in the necessary submittals being unavailable for review within the current Phase I timeline. Therefore, the current staff report and recommendations will focus on only the site-specific proposal for Tax Map Parcel 45-4 ((11)) A2. Review of a potential site-specific amendment for Tax Map Parcel 55-2 ((1)) 9A will be considered separately in the future, at such time as sufficient progress has been made on that proposal.

The details of the site-specific proposal being considered in this report are as follows:

“Parkway Woods” Proposal:

- Tax Map Parcel 45-4 ((11)) A2
- 12801 Fair Lakes Parkway
- Concurrent Rezoning PCA 82-P-069-26/CDPA 82-P-069-03-06/FDPA 82-P-069-07-09 (PLUS # RZPA-2023-SP-00033)
- Proposes 400k square foot (sf) multi-family residential building with up to 400 units
- Requires change in planned use and 345,000 sf of additional Plan intensity

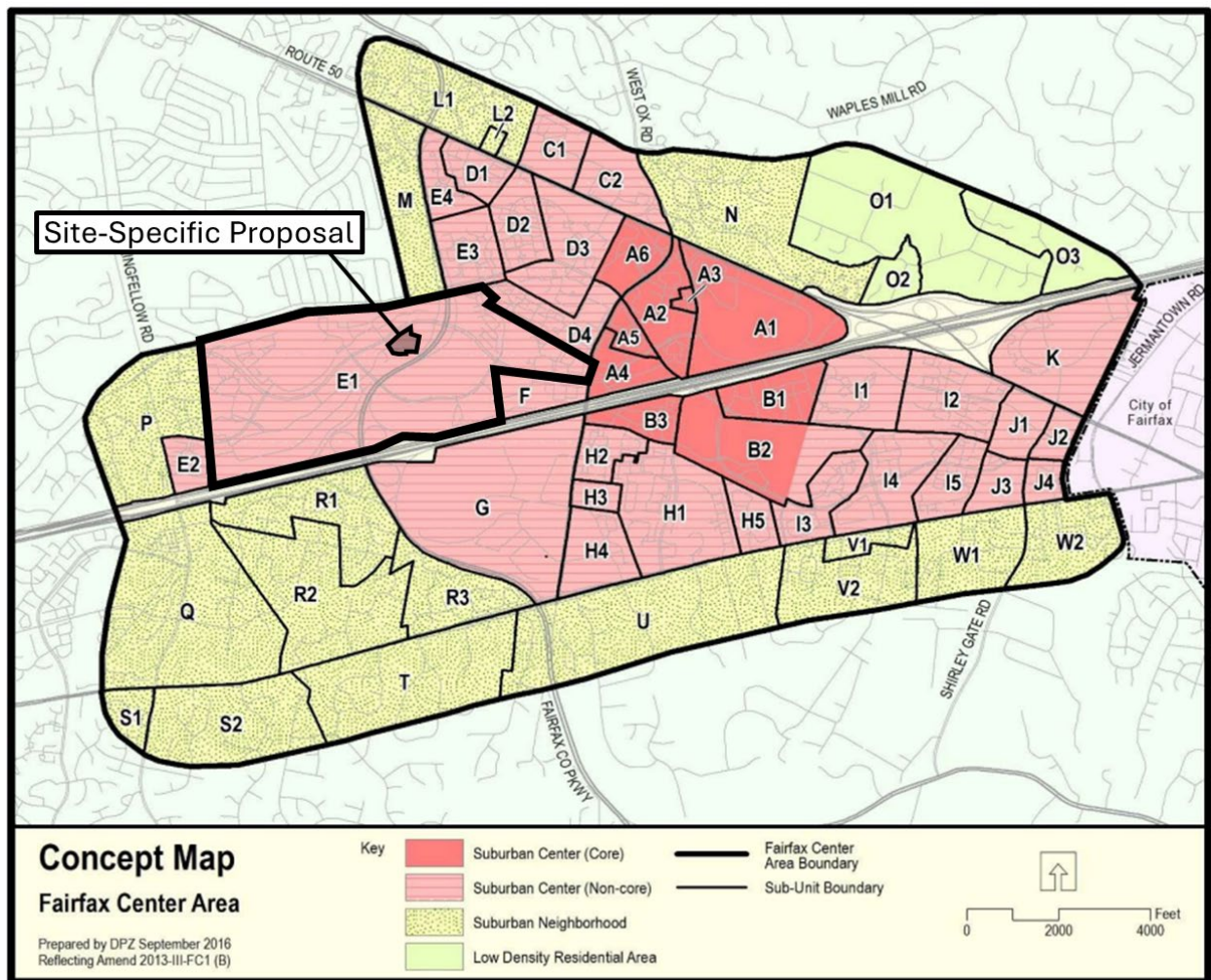
Any recommendation associated with this Plan amendment should not be construed as a favorable recommendation by the Board, the Planning Commission, or staff on the proposed

zoning application and does not relieve the applicant from compliance with the provisions of all applicable ordinances, regulations, and adopted standards.

CHARACTER OF THE AREA

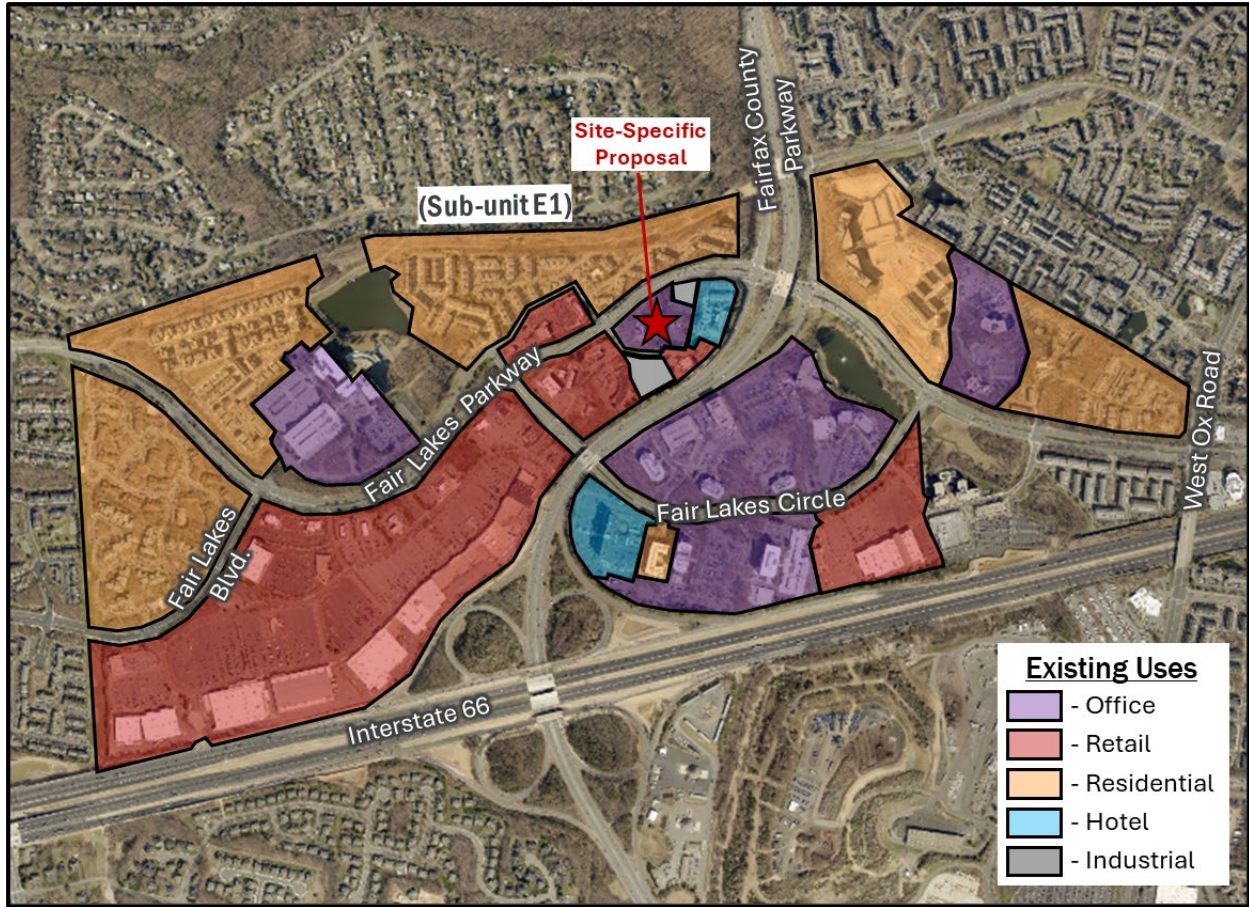
Sub-unit E1 is planned within the Suburban Center Non-Core portion of the Fairfax Center Area. Figure 3 depicts the Concept Map of the Fairfax Center Area and its associated land units and sub-units. Sub-unit E1 contains approximately 530 acres, occupying the majority of the land area bounded by Interstate 66 to the south, West Ox Road to the east, Stringfellow Road to the west, and the Greenbrier and Cedar Lakes residential developments to the north. Sub-unit E1 comprises the majority of the Fair Lakes development, which was developed per a 620-acre Planned Development Commercial (PDC) zoning approval (RZ 82-P-069), and its numerous amendments. The area developed as a high-quality, suburban-style mixed-use center within a framework of landscaped parkways, open space, recreational trails, and manmade lakes. The sub-unit has developed with areas of office and retail focus, as well as supporting residential, hotel and other uses.

Figure 3: Concept Map of the Fairfax Center Area with Sub-unit E1 and Study Site Noted



As shown in Figure 4, the area within Sub-unit E1 is divided into several discernable sub-areas by the established roadway network, which includes the Fairfax County Parkway, Fair Lakes Parkway, Fair Lakes Circle and Fair Lakes Boulevard. Office and retail uses are primarily located south of Fair Lakes Parkway, with residential uses comprising much of the area north of Fair Lakes Parkway, serving as a transition to lower density residential neighborhoods outside of Fair Lakes.

Figure 4: Existing uses in Fair Lakes



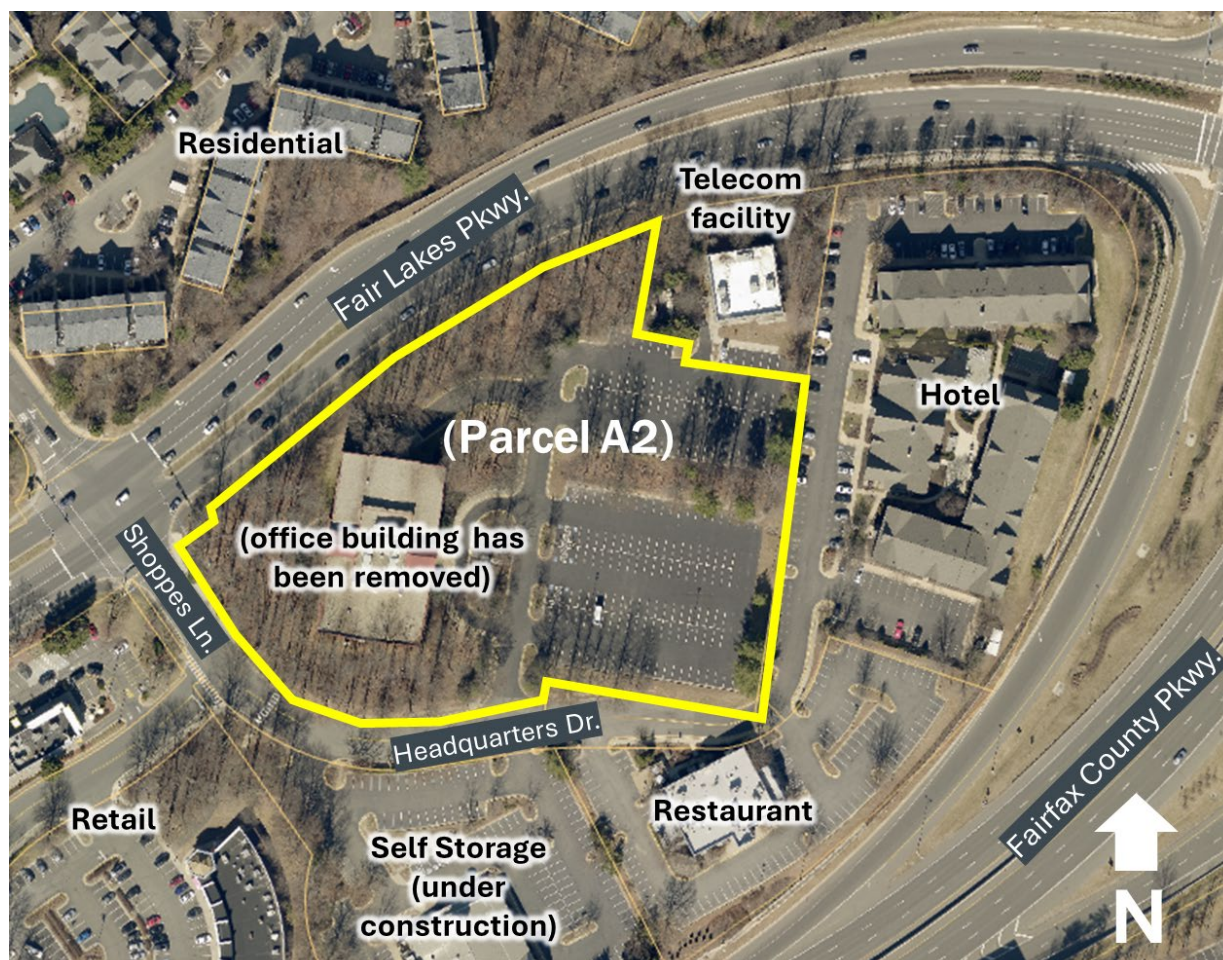
The surrounding areas consist mostly of low-to-medium density residential uses, with commercial and higher-intensity residential uses existing to the southeast in the East Market development, and both residential uses and the county waste transfer station and fire training center located across I-66 to the south.

CHARACTER OF THE SITE

The 4.3-acre Parkway Woods Site, located south of Fair Lakes Parkway at Shoppes Lane, was zoned to the PDC Zoning District with the original Fair Lakes approvals, and developed with a 3-story, 54k sf office building (Parkway Woods) and associated surface parking areas. The office

building was demolished in 2023 in anticipation of redevelopment. The proposal would redevelop the entire site with a new multifamily residential use. Adjacent uses include a 4-story hotel directly to the east, and a 1-story restaurant and new 3-story self-storage facility, which is under construction, to the south, across Headquarters Drive.

Figure 2: Parkway Woods Site



PLANNING HISTORY

In 1982, the Board of Supervisors adopted a Comprehensive Plan for the Fairfax Center Area which established the framework and initial recommendations for development of the larger area into a mixed-use suburban center. The plan established an overlay recommendation for the area now defined as Sub-unit E1 as a secondary mixed-use node within the larger Suburban Center, with an overlay recommendation for office mixed-use development up to 0.25 FAR. The overlay recommendation was entitled and developed over the subsequent two decades into the 5.7 million square foot Fair Lakes development, consisting of a mix of office, retail, hotel and residential uses.

In 2006, the Board of Supervisors amended the Plan for the Fair Lakes area to add six site-specific options for infill development in excess of the planned overlay development, for a total of 1.4 million square feet of additional mixed-use development potential. The options were all subsequently entitled by rezoning approvals on specific sites within Fair Lakes.

In 2017, the majority of the 2006 Plan options remained entitled but not yet built. The Board of Supervisors adopted an additional amendment to the Fair Lakes plan to consolidate four of the six adopted options under a single Combined Development Option "pool". Under the consolidated option, the development intensity and land use mix could be re-allocated for potential redevelopment on other sites within Fair Lakes, subject to the necessary zoning amendments. The two unconsolidated plan options remained site-specific. The Plan amendment also included a renewed Vision for Fair Lakes, which established redevelopment-oriented guidance for the area, including Design Guidelines for the evaluation of specific redevelopment proposals.

ADOPTED COMPREHENSIVE PLAN TEXT

The adopted Comprehensive Plan text for Sub-unit E1 is included in Attachment I of this report.

PROPOSED PLAN AMENDMENTS

Phase I - Editorial Revisions

The proposed editorial revisions considered with Phase 1 of the Fair Lakes study would amend the overall Sub-unit E1 guidance to acknowledge the prior buildout of the adopted overlay recommendation and to ensure that the adopted redevelopment guidance, which was originally adopted to guide projects utilizing the Combined Development Option intensity, applies consistently to all future redevelopment within the Sub-unit.

In order to ensure consistent application of the redevelopment vision and guidance of the 2017 amendment for all redevelopment in the Fair Lakes area moving forward, editorial revisions are proposed that:

- Acknowledge the past buildout of the original overlay recommendation and the evolution to redevelopment under the development options;
- Specify that the redevelopment guidance applies to any development within the sub-unit moving forward; and
- Amend the planned use limits of the Combined Development Options to eliminate minor discrepancies between the originally planned intensities and the zoning entitlements which were approved under those options.

(See the Recommendation section of this report for the full proposed editorial revisions)

Phase I – Site-Specific Proposal

The site-specific proposal to be considered as part of the Phase 1 review proposes to redevelop a site previously planned and developed for office use with new multifamily residential development. As described in Figure 5, the proposal seeks to convert previously planned office intensity to residential use, and also includes a supplemental request for net-new residential Plan intensity in excess of what is currently planned in Sub-unit E1.

Figure 5: Comprehensive Plan Quantifications

	Adopted Plan	Proposed Plan	Net Plan Change
Parkway Woods Site [Parcel 45-4 ((11)) A2]	<ul style="list-style-type: none"> 54,720 sf entitled office (recently demolished) 	<ul style="list-style-type: none"> 400,000 sf residential (approx. 400 multifamily units) 	<ul style="list-style-type: none"> 54,720 sf office to residential 345,280 sf new residential

The site previously contained a 3-story office building that was planned/developed under the overlay recommendation, which has recently been removed from the site. The current proposal would replan the 54k sf of overlay intensity that was previously allocated to the site for the office building and requests an additional 345k sf of net-new planned residential intensity to facilitate the proposed 400k sf of residential development (up to 400 units).

The proposed site-specific Plan amendment is being considered concurrently with the review of an associated rezoning application which provides additional details of the proposal. Many of the specific details are within the scope of the rezoning review to fully evaluate and address, including conformance of the proposal with the established sub-unit design guidelines and specific land use and housing criteria contained in Policy Plan appendices. The scope of the Plan amendment review is primarily concerned with the overall proposed use, intensity, and consistency with more generalized areawide guidance and land use policies; however, due to the concurrent nature of the review process, issues that emerge during the rezoning review may also inform evaluation of the Plan considerations.

ANALYSIS

[The following analysis applies to the site-specific proposal.]

Land Use

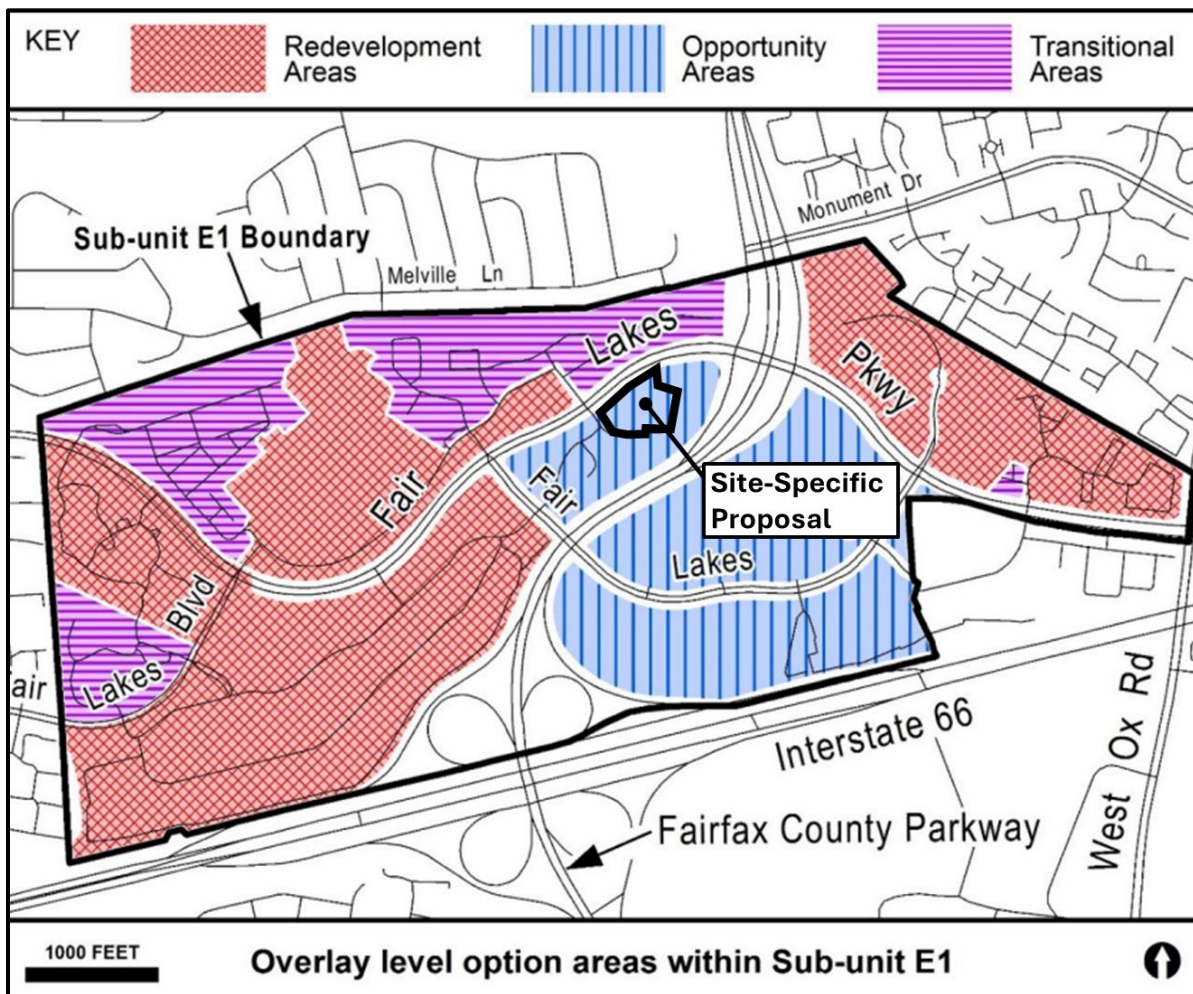
The Land Use element of the Policy Plan contains general countywide objectives and policies intended to guide the development of Area Plan recommendations. Those countywide objectives and policies informed the development of the adopted Fairfax Center Area areawide guidance and the Sub-unit E1 recommendations, which provide successive levels of detail and specificity with regards to applying the countywide policies to this particular portion of the county. The Sub-unit E1 guidance includes a redevelopment Vision for Fair Lakes and associated Design

Guidelines, which provide the most direct Plan guidance for the subject proposal, and which will be the primary focus of the land use review.

The Sub-unit E1 Vision for Fair Lakes describes a further evolution of the area from an auto-oriented suburban mixed-use center to one that contains a more vibrant mix of uses, with higher density concentrations of land use and a more pedestrian-friendly environment serving to strengthen the sense of place. Redevelopment and/or infill development should strengthen the economic vitality and attractiveness of Fair Lakes and maintain the high development standards that define the area.

The location of the subject site is within what the Fair Lakes Vision categorizes as an “Opportunity Area” (see Figure 6). The vision for these areas is for additional redevelopment or infill development primarily to integrate into the existing character of the areas, in the form of single, stand-alone buildings which introduce additional uses, including residential, in order to create a more balanced overall mix of uses, and create more walkable neighborhoods where people can live, work and play.

Figure 6: Overlay Level Option Areas within Sub-unit E1



Land Use Pattern

The site-specific proposal would re-plan currently planned office intensity to residential use, as well as add additional new residential intensity, which would affect the overall use mix of the opportunity areas. The original Fair Lakes overlay plan envisioned office or other employment uses as primary uses with residential as a secondary use, limited to approximately one-half of the intensity of the primary uses (which equates to a maximum residential ratio of 33 percent of all development, if the remaining 66 percent were all primary uses). That ratio of uses is consistent with the limitations of the Planned Development Commercial (PDC) zoning district, which was envisioned as the primary implementation mechanism for the development). As buildout of the overlay recommendation occurred over the successive decades, the residential use percentage exceeded what was originally envisioned, eventually comprising approximately 49% of all Fair Lakes development. The additional planned intensity added by the 2006 development options maintained approximately the same 49% overall residential percentage as existed at the time.

While the Fair Lakes Vision adopted in 2017 generally envisioned a more diverse future land use pattern than the original overlay recommendation, the 2017 Plan amendment did not include additional planned intensity beyond what had already been planned/entitled and did not include any specific guidance as to an appropriate future land use mix. The intent of the upcoming Phase II portion of the current Fair Lakes study is to further analyze and define those aspects of the future vision in the current context. Primary land use considerations for Phase II are anticipated to include the evolving changes in demand for certain types of office uses, the nature and age of existing development in Fair Lakes, how those considerations affect the continued viability of the currently planned and developed uses, and opportunities to consider new nodes of activity given the existing and planned transportation network. As indicated by the current site-specific proposals, there is already interest in the potential replanning and/or redevelopment of some of those office sites for other uses, such as residential uses, and an updated vision should include more specific guidance related to the potential redevelopment pattern.

While updated overall recommendations related to a future land use mix in Fair Lakes remain to be determined with Phase 2 of the study, staff finds the current site-specific residential proposal consistent with the general intent of the adopted guidance for Opportunity Areas that envisions residential as a potential infill use in these areas. The scope of change that the site-specific proposal would represent in the overall Fair Lakes land use mix is also limited; therefore, staff is comfortable considering the current proposal independently with Phase I of the study. Additionally, the site-specific proposal, if implemented, could serve as a catalyst for future redevelopment interest in the area.

Land Use Intensity

No significant additional planned development intensity is currently available beyond what is already entitled and/or developed in Fair Lakes. The subject property has previously entitled office development potential available for redevelopment but does not have enough available development intensity to support the residential development as proposed. As previously detailed in Figure 5, the proposal requires an additional 345,280 SF of planned residential intensity.

Staff acknowledges that redevelopment of older uses often requires additional development intensity, due to evolving development types, economic considerations, and other factors, and also that there is not necessarily a direct equivalency in site impacts for the same square footage of different land uses. Therefore, staff finds considering some level of additional planned development intensity to supplement what is currently available on the site, in order to facilitate redevelopment, appropriate at this time. The extent of additional planned intensity that may be appropriate depends largely on the site's context, proposed site design, and projected impacts. Those considerations are best reviewed through analysis per the established Fair Lakes Design Guidelines.

Fair Lakes Design Guidelines

The most specific redevelopment guidance for the subject property is included in the Design Guidelines that are intended to guide infill development and redevelopment in Fair Lakes. Full conformance with these guidelines will be evaluated during the review of the specific rezoning proposal; however, the applicability of the design guidelines to the site, and the degree to which the design guidelines may impact the ability of the site to accommodate the proposed use and intensity should be considered with this Plan amendment review.

1. *A pattern of land uses that promotes the stability of neighboring residential areas by establishing transitional areas that mitigate the impacts of more intense development is ensured;*

As shown in Figure 6 above, the Sub-unit E1 recommendations define transitional areas north of Fair Lakes Parkway. The site-specific proposal is not located within a transitional area, so this guideline does not directly apply.

2. *Buffer areas that are adjacent to interchanges and to existing, stable residential neighborhoods surrounding Fair Lakes should remain. Any new development should be designed in a manner that is compatible with the adjacent development with buffers and screening where necessary to protect adjacent neighborhoods or less intense uses. Noise, glare and traffic intrusion should be kept at a minimum;*

An existing residential development consisting of 4-story garden-style condominiums, approximately 50 feet in height, is located to the north, across Fair Lakes Parkway. A substantial buffer of mature trees exists along both sides of Fair Lakes Parkway in this location, which provides separation from that development to the subject property (see Figure 7). In order to maintain the established character along Fair Lakes Parkway, including the treed nature of the residential development to the north, the proposed development should maintain the treed buffer along the roadway and should be generally compatible in height with the existing residential uses. Utilizing a height step-down along Fair Lakes Parkway should be considered if a more intensive high-rise development type is proposed, in order to ensure compatibility. Landscape buffering should also be utilized along other site boundaries to ensure compatibility and/or screening to the adjacent commercial uses.

Figure 7: Section view of potential height and bulk.

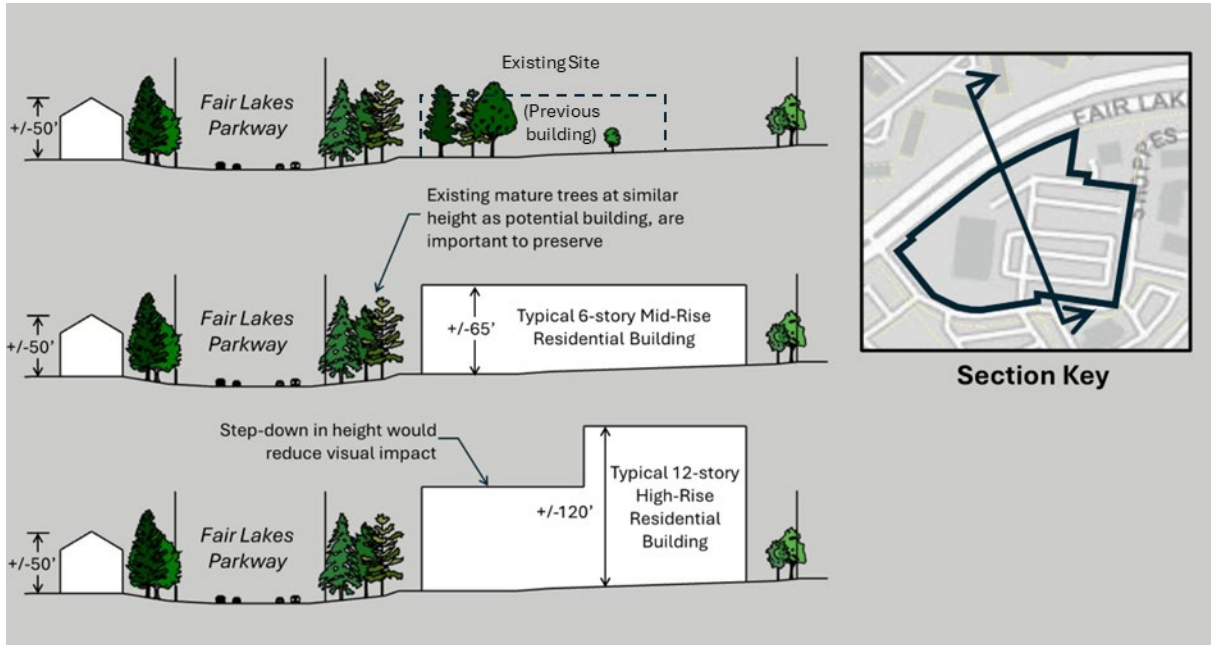
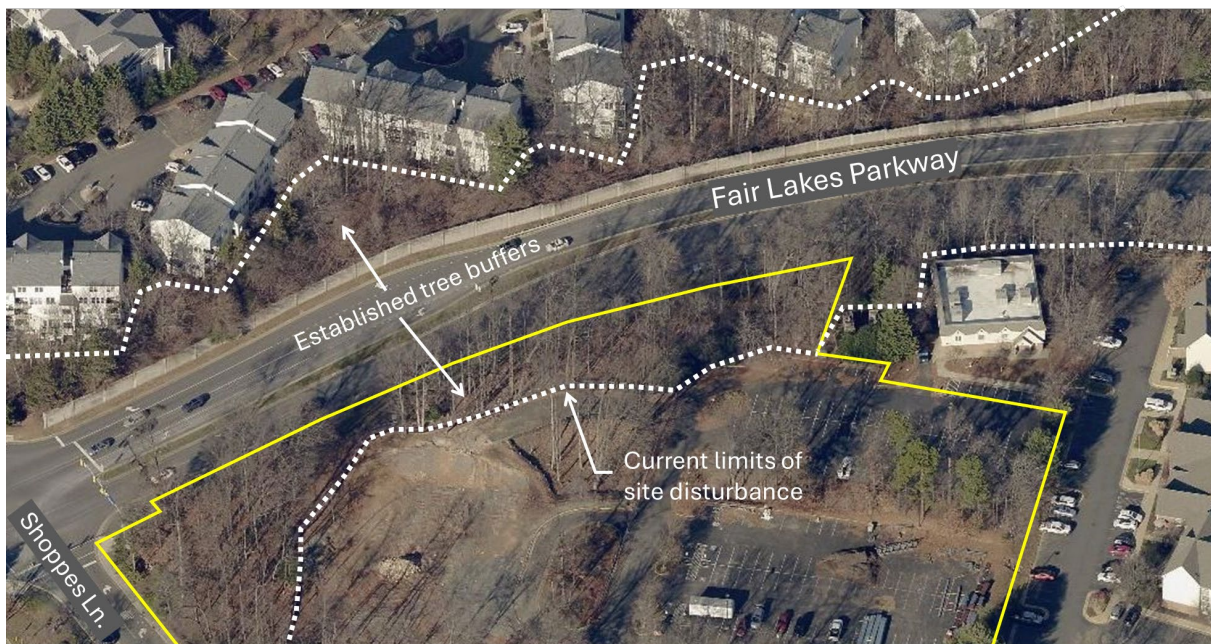


Figure 8: Aerial view of existing tree buffer areas.



3. *Development should be limited, to the extent feasible, to the redevelopment of existing structures, parking and/or utility/stormwater management areas;*

The subject property has been previously developed with an office use, surface parking areas and driveways, with substantial buffers of mature trees and landscaping remaining along Fair Lakes Parkway and its intersection with Shoppes Lane (see Figure 8). Staff

considers the existing development footprint of the site generally sufficient to accommodate the level of development that is proposed without further disturbance to the existing tree buffers along the roadways. Variations in building height as discussed in this report and other site design measures could be incorporated to minimize disturbance to this area. Significant additional disturbance to those areas should not be considered at the time of rezoning review for the subject proposal.

- 4. Building heights should generally taper down to the adjacent residential neighborhoods to minimize visual impacts and shadows, but design elements such as buffer, hardscape, softscape and/or architectural details should be considered;*

As previously discussed, and shown in Figure 7, the proposed building height should be generally compatible with the residential development north of Fair Lakes Parkway, utilizing a step down in height along that frontage, if necessary.

- 5. Landscaping within redevelopment areas should enhance their appearance and sense of place;*

This guideline will be considered in more detail with the rezoning review.

- 6. Landscape buffering should be provided between existing development and redevelopment areas to achieve visual separation between differing uses but integrate them experientially into the character of Fair Lakes as a whole;*

The proposal represents relatively high intensity infill development, which would attempt to integrate with surrounding uses rather than achieve strict separation between uses; however, attention is still required to ensure proper transitions between uses. The site is surrounded by a diverse selection of existing uses, including a hotel, restaurant, and self-storage facility. While this proposal would be seeking to create a more pedestrian-oriented mixed-use environment, the nature of the surrounding uses would suggest retaining some level of buffering between uses, rather than attempting to fully integrate activity between uses.

- 7. All primary and secondary building facades for any new development should be designed in a way to promote pedestrian activity recognizing the automobile-orientation of the area. Parking for buildout of additional density in Fair Lakes Center should be provided in structures which should be wrapped, to the extent possible, with non-residential uses on the ground floor to encourage an active, walkable environment. Sidewalks should safely connect the development with surrounding uses. Pedestrian connections should include attractive pavement treatments, safe crossings and appropriate landscape features;*

The proposal is solely for residential use and does not propose additional non-residential use; however, the proposed development should still seek to wrap parking structures with residential uses or other amenities on the ground floor, when adjacent to pedestrian areas and major surrounding roadways, and provide attractive screening or other treatments on

any parking structure facades that remain visible from public roadways or pedestrian areas. Pedestrian connections and amenities should also be provided as are necessary to achieve the objectives of this guideline. Those aspects of the proposal will be considered during the rezoning review process.

8. *New development should be compatible with existing and/or planned surrounding land uses and well-integrated through pedestrian connections, landscaping and amenities;*

As described previously, the proposed development has the potential to be compatible with the surrounding environment, if the appropriate transitions, buffering, pedestrian connections, and/or integration with neighboring uses are included.

9. *High quality site and architectural design for buildings and parking structures should be provided;*

This guidance will be considered during review of the specific rezoning proposal.

10. *Buffering and screening along adjacent roadways should be provided to mitigate the visual impact of existing retail uses on residential uses, where applicable. Substantial buffering and screening of any redevelopment from the Fairfax County Parkway and Fair Lakes Parkway, where applicable. Any new development should minimize the loss of mature trees located in existing buffer areas along public roads to the extent feasible;*

As mentioned previously, the subject site includes substantial existing buffers of mature trees along the Fair Lakes Parkway (which is specifically referenced in this guideline), and its intersection with Shoppes Lane, which are essential to maintaining the established character of the roadways. Minimizing the loss of mature trees within the buffer areas should be of high priority during consideration of the rezoning proposal.

11. *Non-residential uses may be located on the ground floor of a predominantly residential structure to activate the streetscape;*

The proposal does not include non-residential uses so this guideline is not applicable.

12. *Public pedestrian access should be provided to nearby lake(s) to allow future residents and visitors to benefit from these existing amenities for any development proposals located in close proximity to these areas; and*

The proposal is not adjacent to a nearby lake so this guideline is not applicable.

13. *Design of the redevelopment in Fair Lakes Center should provide for the integration with surrounding large-scale and stand-alone retail uses.*

The proposal is not directly adjacent to Fair Lakes Center or the area's other retail uses, so there is no opportunity to directly integrate with those uses; however, ensuring adequate pedestrian connectivity to such areas is an important consideration on the site.

The site has access to an existing paved trail along the Fair Lakes Parkway frontage, as well as a pedestrian crosswalk across Headquarters Drive to access the nearby retail uses to the west. Further analysis of the pedestrian and bicycle networks in the vicinity of the site is included in the Transportation Analysis section of this report.

Other Land Use Policies and Criteria

As previously described, the Land Use element of the Policy Plan contains general countywide objectives and policies intended to guide the development of Area Plan recommendations. Particularly relevant countywide policies include concentrating development intensity in areas of transportation advantage, providing a variety of housing opportunities in close proximity to employment and services, ensuring infill development is compatible in scale and character, and utilizing development intensity to forward other county objectives. Residential Development Criteria are included as an appendix to the Land Use element of the Policy Plan, which are intended to be evaluated at the time of rezoning review.

Land use policies also direct that development be limited to that which may be reasonably accommodated by planned public facilities and transportation systems and locating and limiting development intensity to avoid adverse environmental impacts. Analysis of the projected impacts of the proposed site-specific proposals was performed by the appropriate county agencies, with some of the findings summarized in the following sections of this report.

Transportation

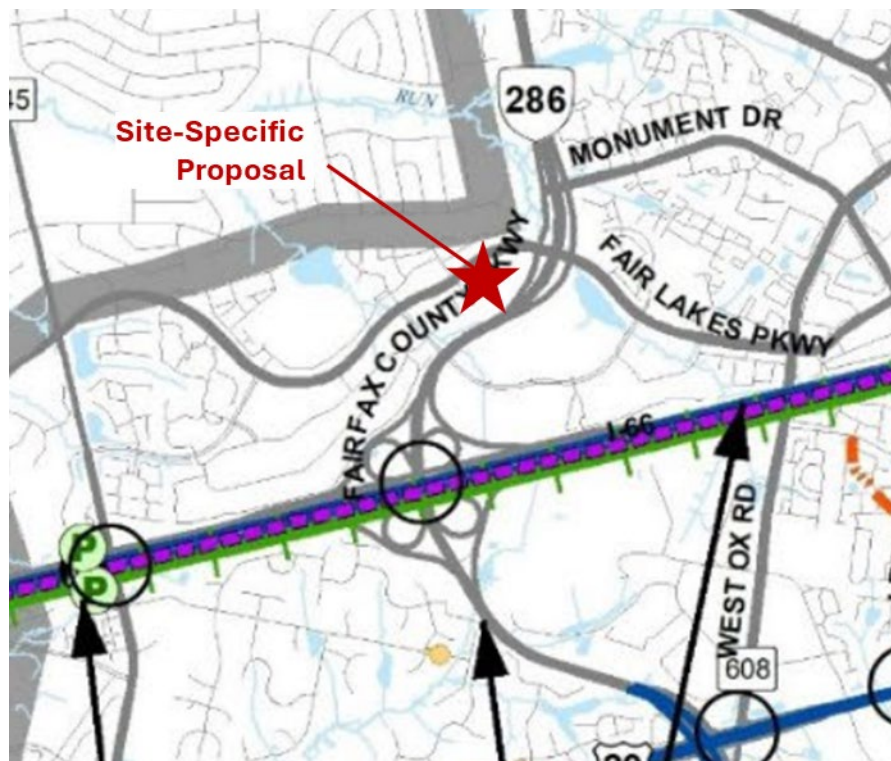
The principal resources for the County's future transportation plan are the Comprehensive Plan's Countywide Transportation Plan Map, which depicts the locations of planned roadway and transit infrastructure and improvements, as well as the Countywide Trails Plan Map and Countywide Bicycle Master Plan Map, which provide recommendations for planned multi-use trails and bicycle-specific infrastructure. Additional specifications related to planned transportation facilities are located in the Appendices of the Transportation Element of the Policy Plan.

The Fairfax Center Area Plan includes additional supplementary transportation-related guidance specific to implementing the vision for the planning area. The guiding principles of the plan include improving the multimodal connectivity of the area by connecting and enhancing existing pedestrian and bicycle facilities as well as providing increased transit access, ensuring that the transportation network supports current and future travel demands, providing recreation opportunities for all ages and abilities, and recognizing that development should be phased with the provision of infrastructure components such as transportation facilities. The plan directs that impact studies should ensure that all modes are being served well by the new development, by quantifying the level of service or level of comfort/stress for all applicable modes, and that multimodal connections are adequate to serve the needs of all users, including transit, vehicles, pedestrians, and bicyclists.

Current Transportation Recommendations

The transportation recommendations within the Comprehensive Plan for the Fair Lakes Area include a number of major street improvements that would add capacity and enhance accessibility to the area, all or nearly all of which have been implemented. The County's Comprehensive Plan Transportation Plan Map shows no planned transportation recommendations in the immediate vicinity of the Phase 1 site-specific proposal.

Figure 9: Comprehensive Plan Transportation Plan Map



The Countywide Trails Plan, as shown in Figure 10, recommends a Major Paved Trail (8-10' shared-use path) along the north side of Fair Lakes Parkway. A major regional trail is planned along the Fairfax County Parkway, which should connect with the shared use path recently constructed on Fair Lakes Circle. The Bicycle Master Plan, as shown in Figure 11, recommends buffered bike lanes on Fair Lakes Parkway and on-road bike lanes on Fair Lakes Circle. The appropriateness of on-road bicycle facilities should be re-evaluated, based on current best practices. Figure 12 shows the Comprehensive Transit Plan in the vicinity of the area, which notes the current and proposed Fairfax Connector bus services in the area and connections to the Vienna Metrorail station.

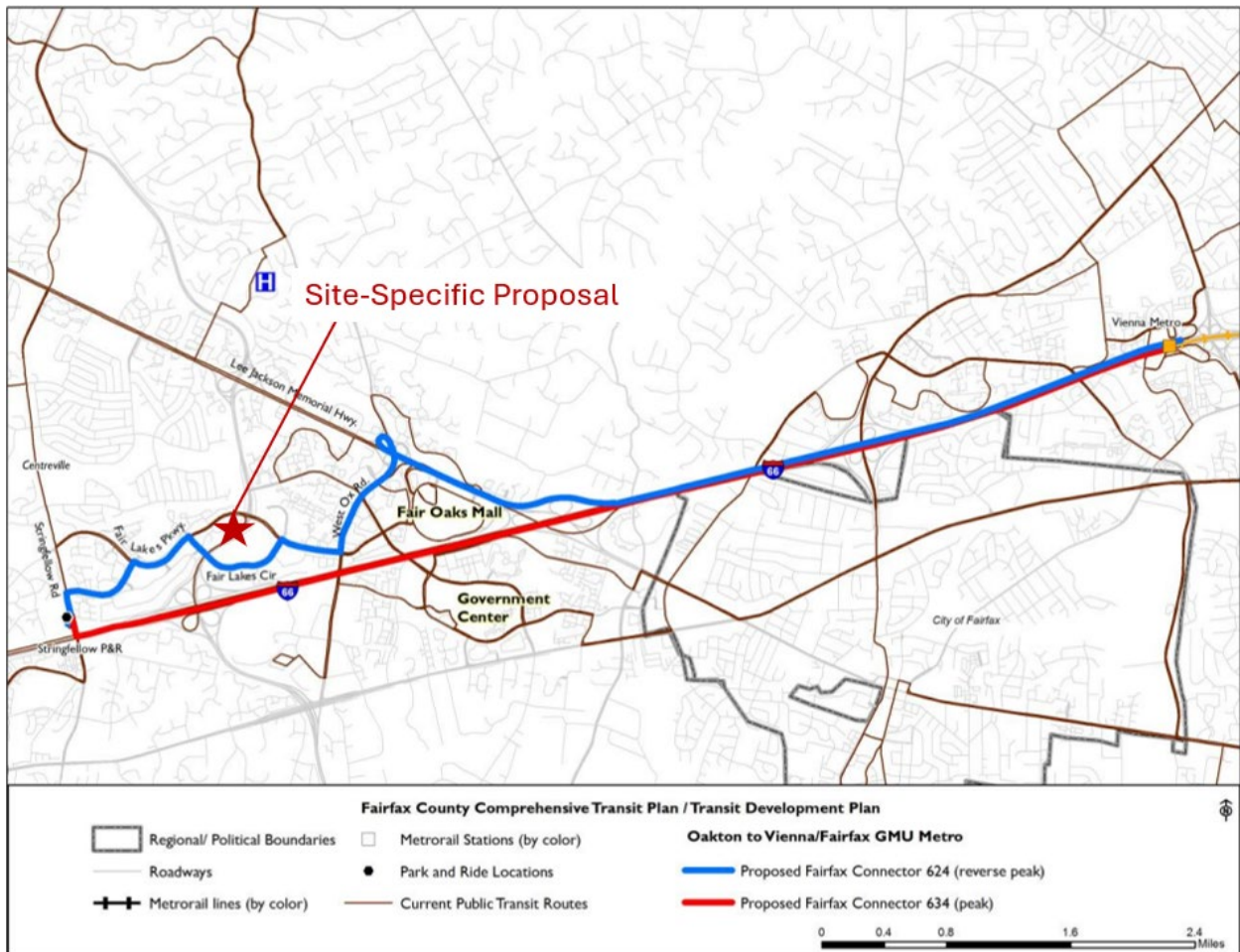
Figure 10: Countywide Trails Plan



Figure 11: Countywide Bicycle Master Plan Map



Figure 12: Transit Development Plan



The Fairfax Center Area is planned as a mixed-use center, surrounded by lower-density suburban neighborhoods. An important characteristic of these types of areas is the provision of an interconnected, multi-modal transportation system. Multimodal transportation systems are best suited to support mixed land uses in densely clustered arrangements. A multimodal transportation system includes a balanced transportation system that serves automobiles, pedestrians, bicyclists and transit. The Fairfax Center Area is served by a robust roadway system and a growing bicycle network. Improvements to the multi-modal transportation system, including the enhancement of the bus system and enhanced connection into the regional transit network, through Express Bus Service or Metrorail, will be necessary to serve the needs of the area.

Pedestrian and bicycle travel constitute major forms of transportation in the Fairfax Center Area, providing access among residential, employment, commercial, and community land uses. Walking and biking, as modes of transportation, provide benefits for both the user and the larger community, including improved health, fuel savings, reduced air pollution, and reduced traffic congestion.

In the Fairfax Center Area, impact studies should ensure that all modes are being served well by the new development, and that multimodal connections are adequate to serve the needs of all users, including transit, vehicles, pedestrians, and bicyclists. To achieve this, consideration should be given to safety and security, direct pathways, topography, and the achievement of a balance between traffic delay and a pedestrian friendly environment. Impact studies should quantify the level of service or level of comfort/stress for all applicable modes by applying up-to-date standard techniques.

Local Transportation Network

Vehicular access to Parcel A2 is via Headquarters Drive, which is a privately-owned local road connecting to Shoppes Lane (also a private road) and Fair Lakes Parkway, which is a public 4-lane divided minor arterial roadway. A shared use trail exists along the south frontage of Fair Lakes Parkway, rather than the north frontage as depicted on the Countywide Trails Plan. Along this site's frontage the trail consists of an 8' wide asphalt trail with approximately 2' of separation from the roadway. No bike lanes currently exist along Fair Lakes Parkway, as recommended on the Bicycle Master Plan Map. The site is currently served by several Fairfax Connector bus routes, providing both weekday and weekend service to locations such as the Fair Oaks Mall, Fair Oaks Hospital, Vienna Metrorail, and various Park and Ride locations.

Transportation Analysis

To facilitate assessment of the existing transportation network as well as the potential impacts of the proposed Plan amendment, the prospective rezoning applicant prepared a Plan-level transportation analysis for review by county staff. A separate, additional transportation analysis will be required for the rezoning review. The Plan amendment transportation analysis assessed the existing and projected future roadway conditions, both with and without the proposed development, as well as evaluation of the pedestrian and bicycle networks, including assessments

of Pedestrian Level of Comfort (PLOC) and Bicycle Level of Traffic Stress (BLTS) based on established metric systems.

Bicycles and Pedestrians

Fair Lakes Parkway has continuous pedestrian pathways, 5' to 8' in width, on the south (eastbound) side of the road. The north side (westbound) of Fair Lakes Parkway has 5' pathways between the northbound and southbound ramps to the Fairfax County Parkway, as well as along the frontage of the Chick-fil-A Restaurant on the northwest corner of Fair Lakes Parkway and Knoll Drive. Otherwise, there are no pedestrian pathways. There are currently no exclusive bicycle facilities, separate from the previously mentioned pedestrian pathways.

Two of the four legs of the intersection of Fair Lakes Circle (west) have low visibility crosswalks and no refuge islands. Three of the four legs at Knoll Drive/Shoppes Lane have low visibility crosswalks and no refuge islands. Three of the four legs at Fairfax County Parkway southbound ramps have low visibility crosswalks with the west leg having a refuge island. The southbound and eastbound free flow right turn lanes have high visibility crosswalks. Three of the four legs at Fairfax County Parkway northbound ramps have low visibility crosswalks with the east leg having a refuge island. The northbound free flow right turn lane has a high visibility crosswalk. Three of the four legs at Fair Lakes Circle (east) have low visibility crosswalks and no refuge islands.

The north side of Fair Lakes Circle, from Fair Lakes Parkway to Fair Lakes Parkway, currently has a 7' shared use path. A recent road diet, associated with the Transform 66 Outside the Beltway project, has resulted in the construction of a 10' shared use path on most of the south side of Fair Lakes Circle (Shoppes Lane to Fair Lakes Parkway), with buffers of various widths. There are no exclusive bicycle facilities, separate from the previously mentioned pedestrian pathways.

Three of the four legs of the signalized intersection of Fair Lakes Circle and Shoppes Lane have low visibility crosswalks with no refuge islands. The road diet project will upgrade the east leg crosswalk to high visibility. The unsignalized intersections at the Julian at Fair Lakes and the CGI Federal office building currently have no crosswalks. The unsignalized intersection at the Starbucks/Kohls currently has no crosswalks, but a high visibility crosswalk will be provided on the south leg as part of the road diet. The signalized intersection at Roger Stover Drive currently has a high visibility crosswalk on the east leg. An additional high visibility crosswalk will be provided on the south leg as part of the road diet.

The east side of Shoppes Lane currently has a 5' sidewalk with minimal buffer, from Fair Lakes Circle to Headquarters Drive. The west side has a 6' sidewalk with no buffer along the frontage of the CVS on the northwest corner of Fair Lakes Circle and Shoppes Lane. The north and south sides of Shoppes Lane, from Fair Lakes Parkway to Headquarters Drive, have 5' sidewalks with minimal buffers. Both sides of Headquarters Drive have 5' sidewalks and minimal buffers. Two of the three legs of the unsignalized intersection of Shoppes Lane and Headquarters Drive have high visibility crosswalks.

Pedestrian Level of Comfort

Pedestrian Level of Comfort (PLOC) is a measure that provides an assessment of the pedestrian experience with the area sidewalks and pathways, with respect to their safety and comfort level. PLOC helps to identify where pedestrian facilities are inadequate or incomplete and helps to quantify how different investments will increase connectivity.

The goal is to have PLOC scores of 1 or 2 on all or most area pedestrian facilities, indicating greater pedestrian comfort. Efforts should be made to address locations with PLOC scores of 3, 4 or 5 (absence of pedestrian facility). This can be accomplished by providing wider pedestrian facilities, buffers, or wider buffers, between the roadway and walkway, on-street parking and/or street trees. If feasible, pedestrian comfort can be improved by slowing the speeds of vehicles on the adjacent roadways.

The property owners will be expected to provide multimodal assessments with recommendations on how to improve the bicycle and pedestrian environment at and around each of their sites. Multimodal access to and from area jobs, shopping, and restaurants will be critical.

A preliminary assessment by staff reveals the following:

Fair Lakes Parkway: Fair Lakes Parkway, posted at 45 mph, with no on-street parking, provides east-west access and circulation through the Fair Lakes portion of the Fairfax Center Area, From Stringfellow Road to the Fair Oaks Mall. Pathways of 5-8' in width, with varying buffer widths, are provided on some portions of the roadway, while absent from others, between Fair Lakes Circle (W) and Fair Lakes Circle (E). This equates to PLOC scores of 4 ("uncomfortable"), where pathways exist, and 5 ("Unmarked"), where they do not.

The key to achieving acceptable PLOC scores of 2, or better, on a roadway posted at high speeds, like Fair Lakes Parkway, is providing continuous, wider pathways, with buffers wide enough to plant street trees. Planning for the long-term, 6-8' foot pathways with 4' buffers capable of growing street trees are preferred.

Fair Lakes Circle: Fair Lakes Circle, from Fair Lakes Parkway W to Fair Lakes Parkway E, provides additional east-west access and circulation for local businesses and offices in the Fair Lakes area. The roadway, posted at 35 mph, with no on-street parking, currently has a 7-10' shared use path along the north side, with buffers of various widths. The resulting PLOC score for the north side ranges from 2-3. The pathways and buffers become wider, to the east, with street trees, which improves the scores from 3 to 2. To achieve a PLOC of 2 or better for the rest of the north side, maintaining at least a 6-8' pathway with buffers wide enough for street trees is key.

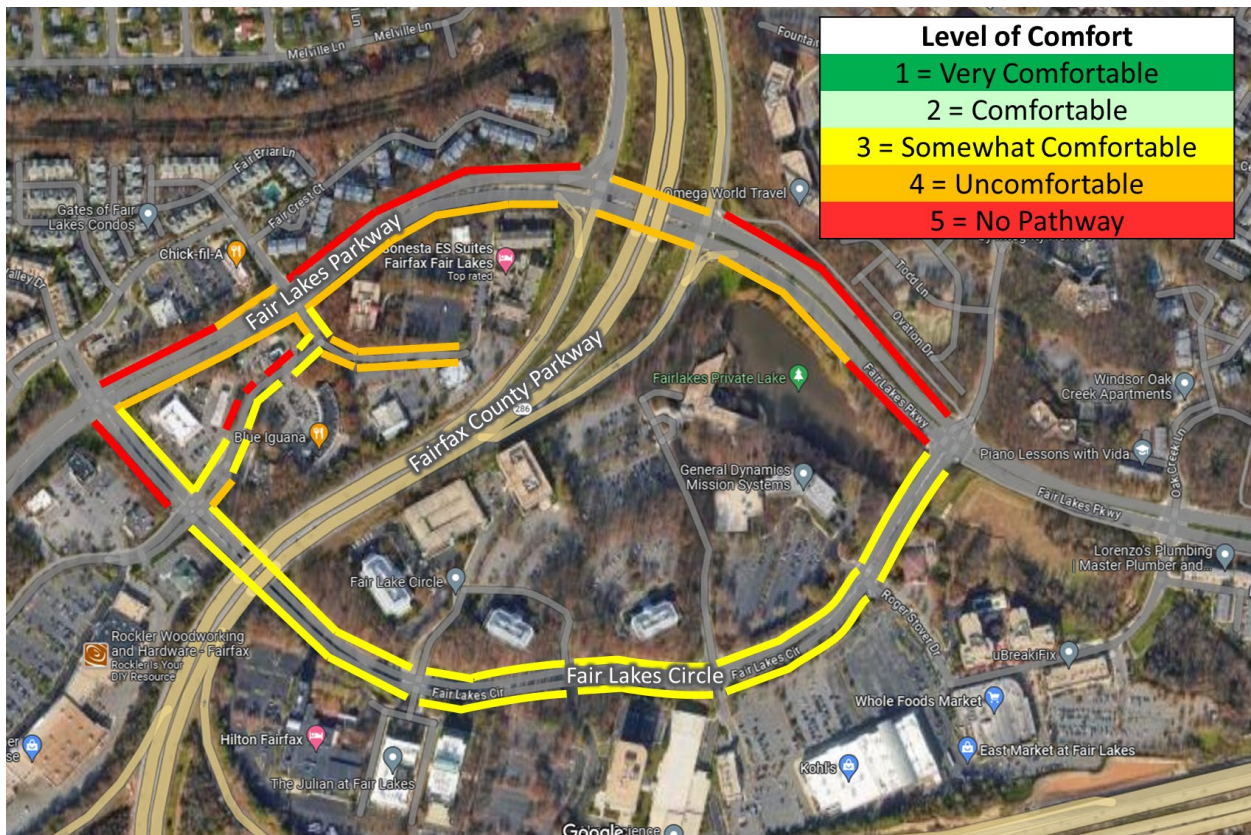
There is a recently constructed 10' shared use path along most of the south side (east of Shoppes Lane), with buffers of various widths. There are no exclusive bicycle facilities, separate from the previously mentioned pedestrian pathways. The resulting PLOC scores for the south side are 3, east of Shoppes Lane, and 5 west of Shoppes Lane. The 10' pathway is a positive facility,

however the buffer widths vary and there are no street trees. Creating a more continuous buffer, wide enough for street trees, would allow the south side to achieve a PLOC of 2, as well.

Shoppes Lane: Shoppes Lane, posted at 25 mph, provides further access and circulation for additional local businesses within the Fair Lakes area. The east and north sides of the roadway, with no parking lanes, 5' sidewalks and minimal buffers (no street trees) have PLOC scores of 3. The west and south sides have similar characteristics, where pathways exist, with the same resulting PLOC score of 3. There are two segments on the west side, where pathways do not exist. In order to achieve an acceptable PLOC score of 2, the 5' pathways should be maintained but with wider buffers to include street trees, or the pathways should be widened to 6' with 4' buffers.

Headquarters Drive: Sidewalk coverage on Headquarters Drive, northeast of Shoppes Lane, providing additional access for local businesses and hotels, is inconsistent. Where sidewalks do exist, they are similar to those on Shoppes Lane, generally 5' in width with minimal buffers, resulting in a PLOC score of 3. In order to achieve an acceptable PLOC score of 2, the 5' pathways should be maintained but with wider buffers to include street trees, or the pathways should be widened to 6' with 4' buffers.

Figure 13: Existing Pedestrian Level of Comfort (PLOC)



PLOC – Crossings

While comfortable pathways are critical to providing pedestrians with comfortable mobility, adequate crossings at major intersections are also key. If pedestrians do not feel comfortable crossing busy streets, then they may elect to drive, rather than walk. For that reason, consideration should be given to providing four crossings at each intersection. Controlled intersections (signalized) should, where feasible and needed, provide a raised median, or refuge island.

Bicycle Level of Traffic Stress

The Fairfax County Bicycle Map (<https://www.fairfaxcounty.gov/transportation/bike/map>) depicts current biking conditions, with respect to the level of comfort and safety issues on all the roadways within the County. The bike map shows that biking along Fair Lakes Parkway requires caution, Fair Lakes Circle is “less comfortable,” and Shoppes Lane and Headquarters Drive are “most comfortable.”

Bicycle Level of Traffic Stress (BLTS) is a similar metric to PLOC, also scored 1-4 (5=no facility), that measures how much stress a bicyclist may encounter due to traffic on the associated roadway. BLTS inputs are used to help determine ways to improve the cyclist’s experience.

Fair Lakes Parkway: In order to provide bicyclists with a less stressful route along Fair Lakes Parkway, a continuous shared use path should be incorporated, on both sides, with a 5’ buffer. This would help to achieve an acceptable BLTS score of 2. This is consistent with, or can be synthesized with, the previous PLOC recommendation for 8’+ pathways with buffers and street trees.

Fair Lakes Circle: Shared use paths already exist on both sides of Fair Lakes Circle. Building off the previous PLOC recommendation, incorporating consistent 8-10’ pathways with consistent buffers and street trees will help us to achieve an acceptable BLTS score of 2 or better.

Shoppes Lane: Shoppes Lane is a lower speed, lower volume roadway where the provision of 5.5’ on-road bicycle lanes would result in an acceptable BLTS score of 2.

Headquarters Drive: Similarly, Headquarters Drive is a lower speed, lower volume roadway where the provision of 5.5’ on-road bicycle lanes would result in an acceptable BLTS score of 2.

Vehicles

Vehicle trip generation results, shown in Figure 14, indicate that Parkway Woods will result in increases of 1,175 daily trips, 64 AM peak hour trips, and 55 PM peak hour trips compared to the current 54,000 square feet of office potential under the adopted Plan. Given the change from office (employment) to residential, there will be a shift in trip direction, with less AM arrivals and more AM departures, as well as more PM arrivals and less PM departures.

Figure 14: Projected Vehicular Trip Generation of Site-Specific Proposal

Scenario	Land Use (ITE Code)	Quantities	Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Current Plan									
Parkway Woods	Office Unbuilt (ITE 710)	54.72 KSF	687	88	12	100	17	84	101
Current Plan Total			687	88	12	100	17	84	101
Proposed Plan									
Parkway Woods	Multifamily Residential (ITE 221)	400 DU	1,862	38	126	164	95	61	156
Proposed Plan Total			1,862	38	126	164	95	61	156
(Parkway Woods) Trip Delta			1,175	-50	114	64	78	-23	55
Proposed Plan Compared to Current Plan									

The assessment of the intersections in close proximity to the site indicates that they would continue to operate at acceptable overall levels of service through at least the year 2045, with or without the proposed development. Two individual turn movements at the intersection of Shoppes Land and Fair Lakes Parkway are currently not operating up to what are considered acceptable levels of service but would not be projected to be significantly worse in a proposed scenario.

The following intersections were assessed under 2023 (existing), 2045 (current plan) and 2045 (proposed) conditions, including level of service (LOS), delay (seconds) and queuing:

1. Fair Lakes Parkway at Shoppes Lane (signalized)
2. Shoppes Lane at Headquarters Drive (stop-controlled)
3. Headquarters Drive at Site Entrance (stop-controlled)

Intersection 1 was found to operate at LOS C, overall, in both the AM and PM peak hours, under 2023 (existing), 2045 (current plan) and 2045 (proposed) conditions.

- The northbound left, from Shoppes Lane, and southbound left, from Fair Knoll Drive, were found to operate at LOS E, in both the AM and PM peak hours, under 2023 (existing), 2045 (current plan) and 2045 (proposed) conditions.
- Note that this is a “good” LOS E, only slightly worse than the LOS D/E threshold.
- This is also an existing deficiency, where the Parkway Woods site is projected to have a minimal/insignificant impact.

All movements with Intersections 2 and 3 were found to operate at LOS B, or better, in both the AM and PM peak hours, under 2023 (existing), 2045 (current plan) and 2045 (proposed) conditions.

The analysis of the bicycle and pedestrian network in the vicinity of the site identified some improvements that could be made to facilities in the area. Some improvements, such as completing missing sidewalk segments along the site’s Headquarters Drive frontage, would already be expected at the time of rezoning based on existing policies and regulations. Other

potential improvements, especially those related to pedestrian and bicycle comfort, are currently being reviewed as part of a countywide Active Transportation update process and will also be considered during Phase II of the Fair Lakes study, including specific recommendations noted in the **Conclusions** section of this staff report. No additional site-specific recommendations have been identified for Plan text at this time.

Public Utilities

The proposal was assessed for impacts to county utility facilities, including wastewater and freshwater systems. The capacity of the current water and wastewater systems are adequate to accommodate the proposed increase in development potential.

Public Schools

The schools serving the subject site are Fairfax High School (HS), Katherine Johnson Middle School (MS), and Greenbrier East Elementary School (ES), some of which are located within the City of Fairfax. The Fairfax County Public Schools (FCPS) current and projected five-year enrollment and capacities (not including the proposed development) for those schools are shown in Figure 15.

Figure 15: FCPS current student enrollments and capacities

School	Program Capacity SY 2022-23	Membership SY 2022-23	Capacity Utilization SY 2022-23	Projected Membership SY 2027-28	Projected Capacity Utilization SY 2027-28
Fairfax HS ¹	2,390	2,359	99%	2,327	97%
Katherine Johnson MS ¹	1,144	1,069	93%	1,142	100%
Greenbrier East ES	977	888	91%	882	90%

¹ School located within the City of Fairfax.

Source: FCPS, *Adopted Capital Improvement Program FY 2024-28*, February 2023.

Based on the FCPS projections, the high school would be approaching a capacity deficit, the middle school would be at capacity, and the elementary school would be considered to have sufficient capacity for current programs and future growth, prior to consideration of any plan amendment or rezoning.

While the current Plan recommendations for the subject site are non-residential and would yield no students for the local school system, the site-specific proposal includes up to 400 new mid-to-high-rise multifamily residential units, which would yield an estimated 44 total new students for the local schools (11 HS, 8 MS, 25 ES). The proposed increase in students has the potential to exceed capacity at these schools; however, the FCPS adopted Capital Improvement Program for FY 2024-28 includes potential solutions to alleviate current and projected school capacity deficits, including potential reassignment of instructional spaces within a school, possible program changes, and/or minor interior facility modifications to create additional instructional space. The impacts of the proposed amendment to the Plan may also occur beyond the current

five-year projection horizon and conditions of a school and/or school boundaries may change by the time the proposed residential density is realized.

Parks and Recreation

Fairfax County Park Authority (FCPA) analysis of the proposed amendment finds that existing parks in the Fair Lakes area meet only a portion of the demand for parkland generated by residential development in the service area, and recreational facilities are in particular need. The subject proposal would represent a projected increase of about 700 individuals in the Bull Run Planning District, which will all need access to nearby park and recreation facilities. FCPA also encourages development of urban parks, such as pocket parks, plazas, common greens and recreation-focused parks, as well as integration of publicly accessible urban parks in the design of the proposed developments.

The Parks and Recreation element of the Policy Plan includes an Urban Parks Framework that provides an urban parkland standard and detailed guidance on urban park development. Both the Fairfax Center Area areawide guidance and Sub-unit E1 guidance recommend that development include park elements per the Urban Parks Framework guidance, which would require approximately 1 acre of urban park spaces be provided on the subject site, based on the projected number of residents. Sub-unit E1 guidance also specifically encourages the creation of pedestrian-oriented public spaces and design elements along building frontages, as well as well-integrated pedestrian connections, landscaping and amenities, and recommends that impacts on Park Authority resources for residential development should be offset through the provision of or a contribution to active recreation facilities in the service area.

Staff considers the adopted Plan guidance sufficient to ensure that Parks and Recreation needs are addressed with the rezoning review of the subject proposal.

Noise Impacts

The Comprehensive Plan recommends minimizing human exposure to unhealthful levels of transportation-related noise and contains thresholds and standards for the appropriate levels of noise in residential developments and noise mitigation measure that may be required in certain circumstances. The proposal is located along an arterial roadway, which could result in transportation-related noise on the property. To further evaluate the potential impacts of roadway-generated noise on the subject property, a specific noise study has been requested of the applicant for review with the concurrent rezoning application, and will be evaluated in that context; however, staff is comfortable that no additional noise impact mitigation recommendations are necessary in the Plan to address the issue.

Tree Cover and Landscaping

The Environment element of the Policy Plan generally encourages conservation and restoration of tree cover on developed and developing sites. The maximum amount of tree cover should be provided on developed and developing sites consistent with planned land use and good silvicultural practices. The Fairfax Center Area areawide guidance also emphasizes the

importance of tree preservation and landscaping to the overall character of the area, and the Sub-unit E1 Design Guidelines expect development to preserve mature trees within buffer areas and include additional high-quality landscaping to achieve visual separation between differing uses and to integrate new development into the established character of Fair Lakes.

As previously discussed, the subject property contains mature trees that are especially important to maintaining the established character of Fair Lakes Parkway. Preserving the maximum amount of existing mature trees within the buffer areas of the property as is practical and necessary to retain the buffer area's function and character, will be an important consideration with the rezoning review of the proposal, as will additional supplemental landscaping to create a high-quality, active pedestrian realm and to integrate the proposed use with the surrounding development.

Green Building Practices

Countywide policy recommends formal green building certification for new and redevelopment within Suburban Centers through the LEED rating system or equivalent. The Plan further recommends the incorporation of electric vehicle charging stations for new and redevelopment, and considerations such as design/construction techniques to limit bird collision hazards. In addition to the Policy Plan, the Fairfax Center Area-wide recommendations place an emphasis on sustainability through achieving LEED certification and high quality, innovative green building practices.

Water Quality and Stormwater Management

The subject property is located within the Water Supply Protection Overlay District (WSPOD), where additional water quality control measures are required by County Ordinance. The Comprehensive Plan contains additional stormwater-related guidance that encourages new development or redevelopment to improve water quality and reduce runoff beyond what is required by minimum stormwater regulations, by utilizing elements of site design to reduce the amount of impervious areas, preserve undisturbed areas, incorporate low-impact development and other innovative techniques to address stormwater management goals. In addition to countywide guidance found in the Environment element of the Policy Plan, the Fairfax Center Area areawide and Sub-unit E1 guidance contain additional recommendations related to water quality and stormwater management that apply to the subject property.

The subject property was originally developed as part of the larger Fair Lakes Plan/zoning approvals that included regional stormwater management facilities to both control the volume of stormwater runoff as well as to provide water quality improvements for the overall area, per WSPOD requirements. The extent to which the proposal may continue to rely on the regional facilities versus new on-site stormwater management controls will be determined by further evaluation of the applicable requirements, and Plan guidance, with the associated rezoning review.

Housing

As noted in the Housing element of the Policy Plan, increasing the supply of housing in appropriate locations helps respond to the County's housing goals. For private developments, the two main tools the County has for securing commitments to affordable housing are the Affordable Dwelling Unit (ADU) Ordinance and the Workforce Dwelling Unit (WDU) policy. It is likely that the construction type of the proposed residential structure will exempt the development from the ADU Ordinance; however, the county's WDU policy applies to any residential development in Suburban Centers and other mixed-use centers within the county. The WDU policy includes expectations for the number, size, and affordability level of units that should be provided at the time of rezoning.

CONCLUSION

The editorial revisions proposed to the Sub-unit E1 recommendations acknowledge the past buildout of the original overlay recommendation and shift to infill development and redevelopment of previously developed sites. The proposed revisions also ensure consistent application of the previously adopted Fair Lakes Vision and Design Guidelines for any future development or redevelopment in the sub-unit.

The site-specific amendment being considered would replan 55k sf of previously planned office intensity to residential use and add an additional 345k sf of net-new planned residential intensity. Staff considers the proposed residential use consistent with the intent of the adopted guidance for Opportunity Areas. The proposed residential density may be appropriate on the subject site, subject to the ability of the proposal to satisfy the relevant Fair Lakes Design Guidelines and other applicable policies and regulations.

Due to the comprehensive nature of the Fair Lakes Design Guidelines, staff finds no need to restate most expectations via additional site-specific Plan conditions; however, staff expects that the proposed development be thoroughly evaluated with regards to conformance with the Design Guidelines during review of the concurrent rezoning application. Design Guidelines that have been identified as especially important to consider on the sites are those pertaining to:

- Preserving the existing buffer of mature trees along Fair Lakes Parkway by confining proposed development to previously developed portions of the site
- Integrating the proposed use, connections and amenities with neighboring uses, or ensuring appropriate transitions/buffering where more appropriate

In addition to the proposed plan recommendations contained in the next section, the following multimodal transportation recommendations were identified for consideration during the Fair Lakes Study Phase II effort, and are included here for tracking purposes:

- 1. Pedestrians:** Pedestrians and cyclists use trails and pathways for health, recreation and transportation. A network of trails and pathways should safely and conveniently connect neighborhoods, retail centers, open space, and other destinations. Trail facilities should include the separation of transportation modes, where practical.

Sidewalks, pathways or trails should be included along both sides of all area roadways, providing access to area attractions, such as the Fair Lakes Shopping Center and area fast food, including McDonalds, Chick-fil-A and Taco Bell. In order to encourage walking to, from, and within the Fair Lakes area, pedestrian facilities should be continuous and convenient, of adequate width, sufficiently buffered from vehicular modes on the adjacent roadway. Street trees and parking lanes should also be considered.

Intersections should be given special consideration to enhance pedestrian safety and convenience. Crosswalks, with high-visibility paint, should be provided on all legs of each intersection. Medians or refuge islands should be provided, where feasible.

- 2. Bicycles:** Bicycling is an important form of transportation that provides another mobility option for short and medium-distance trips, as well as for recreation. Bicycle access to transit enables people to travel farther distances to their destinations and it improves transportation options. Bicycle facilities planned for this area can be found in the Countywide plan for active transportation (currently in the Bicycle Master Plan).

To encourage bicycling within the Fair Lakes area, separate bicycle facilities or shared use paths with adequate buffers and limited driveway crossings should be provided. Secure and convenient bicycle parking should be provided, consistent with the Fairfax County Bicycle Parking Guidelines. Other amenities to encourage biking could include installation of showering and changing facilities in office buildings, bicycle-related signage as part of an overall wayfinding system, and installation of electric charging stations.

- 3. Transit:** Bus stops with adequate amenities, such as shelters and benches, should be provided along existing and planned transit routes within the Fair Lakes area.
- 4. Fair Lakes Parkway:** In order to provide pedestrians with a higher level of comfort, and bicyclists with a less stressful route, along Fair Lakes Parkway, a continuous shared use path should be incorporated, on both sides, 6-8' in width, with at least a 4' buffer and street trees.

A high-visibility crosswalk should be provided on the east leg of the intersection of Fair Lakes Parkway with Shoppes Lane/Fair Knoll Drive. The other three legs should be

upgraded from standard-visibility to high-visibility. The raised median on Fair Lakes Parkway should be extended to the east and west leg crossings, providing added refuge.

- 5. Fair Lakes Circle:** The shared use paths that already exist on both sides of Fair Lakes Circle could be widened to 6-8' and need to be supplemented with consistently wider buffers, at least 4' in width, with street trees.

The east and west legs of the intersection of Fair Lakes Circle and Shoppes Lane/Fair Lakes Shopping Center Driveway should be upgraded from standard-visibility to high-visibility crosswalks, and the raised medians on Fair Lakes Circle should be extended to the crossings to provide added refuge. Consideration could also be given to upgrading the north and south leg crosswalks to high-visibility paint.

- 6. Shoppes Lane:** Shoppes Lane is a privately owned, lower speed, lower volume roadway, but still serves an important purpose for circulating bikes and pedestrians through Fair Lakes. Continuous and consistent 5' pathways with buffers wide enough to include street trees, or 6' pathways with 4' buffers, should be provided. In either case, a 5.5' on-road bicycle lanes should also be accommodated to provide cyclists with a lower stress ride.
- 7. Headquarters Drive:** Headquarters Drive is another privately-owned, lower speed, lower volume roadway where consistent 5' pathways but with buffers wide enough to include street trees, or 6' pathways with 4' buffers, should be provided. In either case, a 5.5' on-road bicycle lane should also be accommodated.
- 8. Right-of-Way:** Right-of-way dedication should accommodate future sidewalks, bicycle facilities, transit service, roadway improvements and associated easements as part of the rezoning process.

RECOMMENDATIONS

Staff recommends the Comprehensive Plan be modified as shown below. 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.

MODIFY: **Fairfax County Comprehensive Plan, 2017 Edition, Area III, Fairfax Center Area, Amended through 3-21-2023, Land Use Plan Recommendations – Suburban Center Non-Core Areas:**

“LAND UNIT E

CHARACTER

This land unit located north of I-66 and south of the ~~stable-established~~ Greenbriar residential community, bisected by the Fairfax County Parkway, contains the majority of the Fair Lakes mixed-use development and includes Fair Lakes Center, the Shoppes at Fair Lakes, other retail, restaurant and hotel uses, numerous office buildings, and multifamily and single family attached

residential developments. Fair Lakes Parkway, Fair Lakes Circle and Fair Lakes Boulevard traverse this area. The Fairfax County Parkway bisects Fair Lakes from Route 50 to Interstate 66.

RECOMMENDATIONS

Land Use

Sub-unit E1

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Office mixed use up to .25 FAR. Refer to Plan text for recommendations ~~on~~ for additional development options.

Fair Lakes Sub-unit E1 consists of approximately 530 acres, which is was planned in 1984 for mixed use development at the an overlay level of .25 FAR. The overlay recommendation was fully entitled by a series of zoning approvals and includes developed as Fair Lakes over the following two decades, with a mixture of office, retail and hotel uses with and housing as a major secondary land use. Development of the overlay plan also included the major roadways, infrastructure, and landscape that now define the area. Fair Lakes has been developed with architectural excellence, preservation and enhancement of natural features, uniform signing, lighting and high quality landscaping and roadway entry treatments in order to achieve the overlay level. Primary office building concentration is oriented toward I-66, the Fairfax County Parkway, Fair Lakes Parkway and Fair Lakes Circle. Residential development includes high quality design features, active recreation facilities, open space, and landscaping including street trees, site and building entry landscaping, and screening of community facilities. Impacts on residential neighborhoods adjacent to Fair Lakes are mitigated through buffering and compatibility with adjoining land uses. Regional serving retail uses are located along Fair Lakes Parkway and consist of Fair Lakes Center and the Shoppes at Fair Lakes ("Shoppes"). Additional neighborhood retail uses and department stores are located along I-66 and along the north side of Fair Lakes Parkway.

In 2006, the Plan was amended to add six site-specific development options in addition to the original overlay recommendation, totaling 1.4 million square feet of additional office/hotel, retail, and residential development potential. Subsequent zoning approvals entitled the additional option uses on specific sites within Sub-unit E1.

In 2017, the majority of the entitled option uses remained unbuilt and an additional Plan amendment combined four of the six site-specific options into one Combined Development Option. The recommendation provided the flexibility to relocate the unbuilt Combine Development Option uses to other sites within Fair Lakes. The remaining two Plan options were not included in the Consolidated Development Option and continue to be parcel specific.

With the original overlay recommendation for Fair Lakes being fully built out, future development within Sub-unit E1 is limited to the continued buildout of the development options or potential repurposing or redevelopment of previously built overlay development.

The 2017 Plan amendment also introduced an updated Vision and Design Guidelines for Fair Lakes, which recognized the shift from the initial buildout of Fair Lakes per the original overlay recommendation to future development consisting of infill opportunities and redevelopment of existing uses. The Vision and Design Guidelines now serve as guidance for any new development or redevelopment proposal within Sub-unit E1, including development per the various development options, or redevelopment of uses previously developed under the original overlay recommendations.

Vision for Fair Lakes

Since its initial development in 1984, the Fair Lakes area ~~within Sub-unit E1~~ has evolved from its original vision as a suburban office park with less significant but supporting secondary uses to an area with a mixture of uses with significant office, residential and retail components that have an extensive network of trails, lakes, parks, plazas and treed areas. The retail uses and transportation infrastructure support residential and employment uses within Fair Lakes and well beyond. Fair Lakes has been developed with architectural excellence, preservation and enhancement of natural features, uniform signage, lighting and high-quality landscaping and roadway entry treatments. Residential development includes high-quality design features, active recreation facilities, open space, and landscaping, including street trees, site and building entry landscaping, and screening of community facilities. Impacts on residential neighborhoods adjacent to Fair Lakes are mitigated through buffering and compatibility with adjoining land uses.

~~Options above the overlay level may be appropriate subject to the Design Guidelines set forth below. The following Development Options~~ Redevelopment within Sub-unit E1 represents an opportunity to transform some areas of Fair Lakes from an auto-oriented, suburban center to a more vibrant urban mix of uses with higher density concentrations of land use. Further Ddevelopment under the following Development Options should contribute to a stronger sense of place within a pedestrian friendly environment, through infill or redevelopment that is designed to be compatible with adjacent land uses with mitigation of negative impacts on the transportation network or community facilities.

~~Land uses for the following Development Options above an intensity of 0.25 FAR should be apportioned as follows:~~

- ~~• Up to an additional 230,000 SF of office and/or hotel use;~~
- ~~• Up to an additional 140,000 SF of retail use; and/or~~
- ~~• Up to an additional 700,000 SF of residential use.~~

~~In 2007, these Development Options above an intensity of 0.25 FAR were entitled on specific parcels in Fair Lakes. However, these Development Options may be developed on any parcel in Fair Lakes subsequent to zoning approval(s) that transfer such densities and uses provided the development proposals are consistent with the vision and Design Guidelines set forth below. Any modification to the entitlements should not exceed any of the established maximum land uses nor be consolidated into one single redevelopment area.~~

~~Implementation of any of the Development Options~~ should strengthen the economic vitality and attractiveness of Fair Lakes, protect and strengthen the existing residential areas, and maintain the high development standards that preserve and enhance this area as a high quality destination in which to live, work, shop, visit and recreate. Any residential development will be deemed to be at the high end of the Plan density range for affordable housing calculations. Pad sites and drive-thru facilities are discouraged but may be considered if the site size and configuration is adequate to achieve safe pedestrian and vehicular circulation, and does not negatively affect pedestrian connectivity.

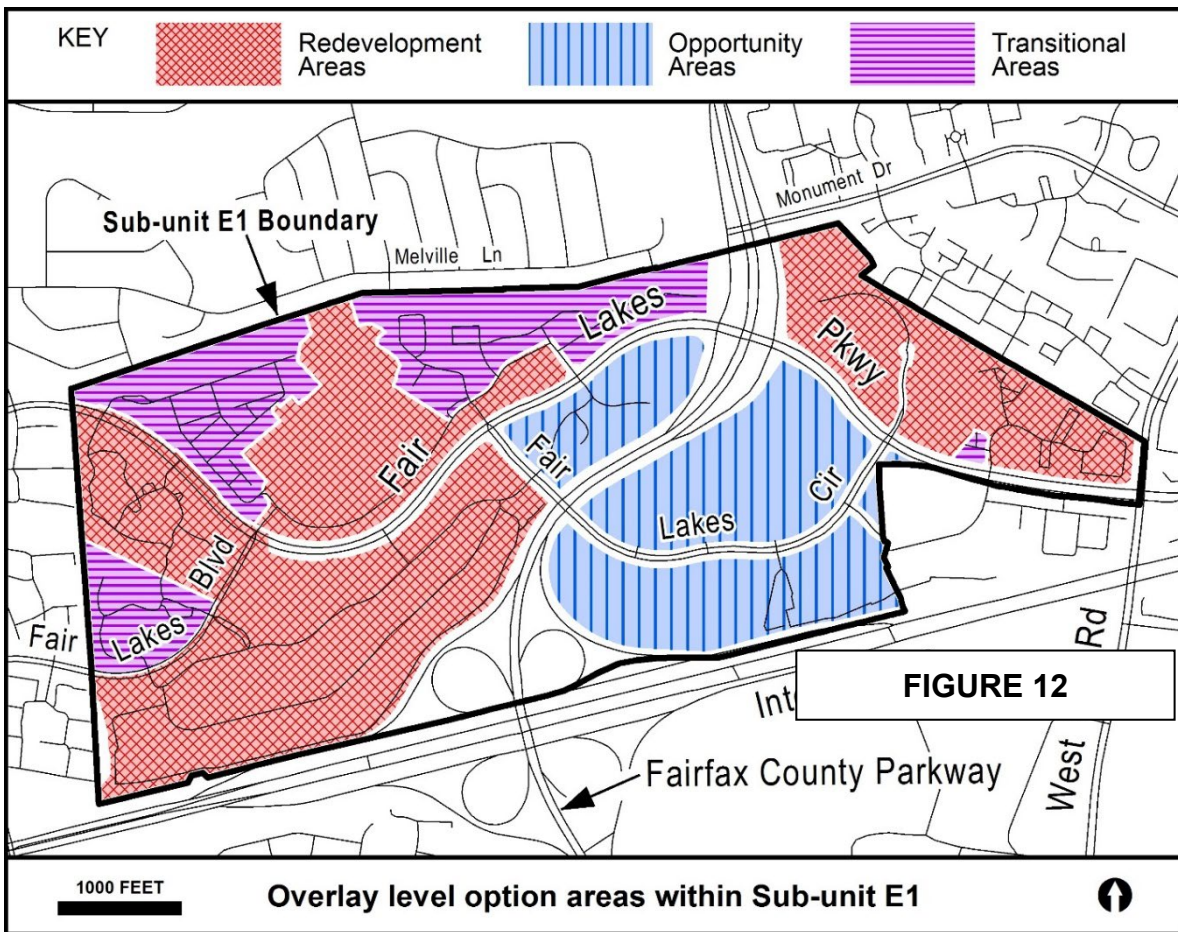
~~Sub-unit E1 consists of approximately 530 acres.~~ The vision for the Development Options future development within Sub-unit E1 ~~are~~ is based on the development formats below:

- 1) Mixed-Use Development – Redevelopment consists of "mixed-use" with multiple uses integrated into one or more buildings that are located along and oriented toward street frontages, whose cumulative mass establishes an "urban" character. To accommodate

this type of development, it may be necessary to redevelop existing parking lots and/or replace existing buildings. Parking should be structured and/or below-grade; however, limited amounts of surface parking where necessary may be appropriate. Where parking structures are visible, architectural treatments should be used to minimize the visual impact on the surrounding uses. Walkable blocks should be created with buildings oriented toward street frontages with a significantly pedestrian-oriented configuration reflected by street level retail where possible, narrow streets (potentially including parallel parking), and public spaces (hardscape or softscape), and other design elements established in the Mixed-Use Performance Criteria.

- 2) In-Fill Development – Redevelopment that may be integrated with existing development with a single, stand-alone building. Although this development may typically be singular in use, a complementary relationship is expected with adjoining properties and surrounding neighborhoods; parking should be structured and/or below-grade; however, limited amounts of surface parking where necessary may be appropriate.

The location of the Development Options are not site-specific but are Redevelopment is envisioned to occur in a number of sub-areas, as identified on Figure 12, consistent with the Design Guidelines and the Fairfax Center Area Use Specific Performance Criteria. These sSub-areas are classified as Redevelopment, Opportunity, and Transitional Areas and are identified on Figure 12.



The Redevelopment Areas are those that are most likely to change and are primarily concentrated along Fair Lakes Parkway. These areas consist of existing office buildings, Fair Lakes Center, apartment complexes, and individual freestanding retail uses. Fair Lakes Center is a dominant focal point and is considered the "center" of Fair Lakes. Large parcels under single ownership, smaller and/or older buildings, and large expanses of parking lots characterize these Redevelopment Areas. They provide opportunities to establish a stronger image within Fair Lakes as a day-night activity center with a broader mix of uses such as, but not limited to, retail, office, hotel and/or mid- to high rise residential uses. Over time, the area is intended to transition into a more pedestrian-oriented district with a diverse mix of neighborhood and regional retail stores, jobs, and housing. Additionally, senior housing such as independent living and/or assisted living facilities may be appropriate. Infill development may also occur in these areas if it is demonstrated that infill development is appropriate in relation to existing uses, character, and location.

The Opportunity Areas represent developed areas consisting primarily of office uses, but include neighborhood retail uses (Shoppes), hotels, childcare, and restaurants. Market forces have increased development pressures and are encouraging a transition from a suburban mixed-use commercial center into a more urban-style regional mixed-use center. Over time, the Opportunity Areas should create a balanced environment through the creation of walkable neighborhoods where people can work, live, and play. New infill development and/or redevelopment is envisioned with the highest intensity concentrated around key intersections in these areas. These areas may include a mix of uses such as, but not limited to retail, office, residential, senior housing and hotel uses. Development within the Opportunity Areas will typically be single, stand-alone buildings that may include secondary uses.

The Transitional Areas represent primarily single-family residential neighborhoods as well as the buffer area adjacent to the Greenbriar community that are not planned for redevelopment. These areas are not envisioned to change.

~~Any use proposing a redevelopment option within Sub-unit E1~~ should be designed so that it is compatible with adjacent properties in terms of use, building scale, design and height and satisfies the Design Guidelines below and the Use-Specific Performance Criteria for the Fairfax Center Area.

Design Guidelines

~~Development Options above the overlay level are within Sub-unit E1~~ is only appropriate if the following Design Guidelines are met:

1. A pattern of land uses that promotes the stability of neighboring residential areas by establishing transitional areas that mitigate the impacts of more intense development is ensured;
2. Buffer areas that are adjacent to interchanges and to ~~existing, stable established~~ residential neighborhoods surrounding Fair Lakes should remain. Any new development should be designed in a manner that is compatible with the adjacent development with buffers and screening where necessary to protect adjacent neighborhoods or less intense uses. Noise, glare and traffic intrusion should be kept at a minimum;
3. Development should be limited, to the extent feasible, to the redevelopment of existing structures, parking and/or utility/stormwater management areas;

4. Building heights should generally taper down to the adjacent residential neighborhoods to minimize visual impacts and shadows, but design elements such as buffer, hardscape, softscape and/or architectural details should be considered;
5. Landscaping within redevelopment areas should enhance their appearance and sense of place;
6. Landscape buffering should be provided between existing development and redevelopment areas to achieve visual separation between differing uses but integrate them experientially into the character of Fair Lakes as a whole;
7. All primary and secondary building facades for any new development should be designed in a way to promote pedestrian activity recognizing the automobile-orientation of the area. Parking for buildout of additional density in Fair Lakes Center should be provided in structures which should be wrapped, to the extent possible, with non-residential uses on the ground floor to encourage an active, walkable environment. Sidewalks should safely connect the development with surrounding uses. Pedestrian connections should include attractive pavement treatments, safe crossings and appropriate landscape features;
8. New development should be compatible with existing and/or planned surrounding land uses and well-integrated through pedestrian connections, landscaping and amenities;
9. High quality site and architectural design for buildings and parking structures should be provided;
10. Buffering and screening along adjacent roadways should be provided to mitigate the visual impact of existing retail uses on residential uses, where applicable. Substantial buffering and screening of any redevelopment from the Fairfax County Parkway and Fair Lakes Parkway, where applicable. Any new development should minimize the loss of mature trees located in existing buffer areas along public roads to the extent feasible;
11. Non-residential uses may be located on the ground floor of a predominantly residential structure to activate the streetscape;
12. Public pedestrian access should be provided to nearby lake(s) to allow future residents and visitors to benefit from these existing amenities for any development proposals located in close proximity to these areas; and
13. Design of the redevelopment in Fair Lakes Center should provide for the integration with surrounding large-scale and stand-alone retail uses.

Development Options Above 0.25 FAR

The following development options represent additional development/redevelopment potential in excess of the overlay recommendation, unless otherwise noted. All such development is expected to conform to the Vision and Design Guidelines for Fair Lakes, as well as applicable Fairfax Center Area Areawide Guidance and Use-Specific Performance Criteria.

Combined Development Option:

A 2017 Plan amendment combined several previously adopted development options under a single recommendation:

Land uses for the Combined Development Options ~~above an intensity of 0.25 FAR~~ should be apportioned as follows:

- Up to an additional 230,000 SF of office and/or hotel use;
- Up to an additional 140,000 SF of retail use; and/or
- Up to an additional 700,000 SF of residential use.

Site Specific Development Options

Site-Specific Development Options:

~~In addition to land uses detailed under the Combined Development Options, described previously, several additional Site-Specific Development Options above the 0.25 FAR overlay recommendation in Fair Lakes are also recommended within Sub-unit E1 have already been entitled and include the following for specific land uses/intensities on specific sites. These site-specific recommendations are not transferable to other sites within Fair Lakes:~~

As an option at the overlay level, the redevelopment of the surface parking lot associated with Tax Map 55-2((1))9A may be appropriate for up to 100,000 SF of hotel or office uses provided that the following conditions are met:

- Amenities such as the inclusion of a restaurant or an indoor recreation facility should be provided if a hotel is constructed. If an office building or hotel is constructed, major or minor plazas, gathering spaces or other urban park features should be provided within or adjacent to the hotel or office use to promote activity between the existing office, hotel and residential uses;
- Pedestrian connections are established along Fair Lakes Circle to the east and west to existing retail areas;
- High quality site and architectural design for buildings and parking structures is provided, including compatibility with adjacent buildings; and
- Extensive landscaping should be provided, and any new development should minimize the loss of mature trees located in existing buffer areas along public roads.

As an option at the overlay level, Tax Map Parcels 55-2((1))6, 11A1 and 11B1 may be appropriate for up to 267,000 SF of office use, provided that the following conditions are met:

- Pedestrian connections are provided to the surrounding uses;
- Appropriate buffering and screening should be provided and impacts to existing buffer areas should be minimized. Any new development should minimize the loss of mature trees located in existing buffer areas along public roads;
- Development is well integrated with existing uses through pedestrian connections, landscaping, and amenities;

- High quality site and architectural design for buildings and parking structures is provided, including compatibility with adjacent buildings; and
- Provision of a centrally located, publicly accessible urban park or plaza with extensive landscaping.

As an option at the overlay level, the redevelopment of Tax Map Parcel 45-4 ((11)) A2 may be appropriate for up to 400,000 SF of multifamily residential use, including up to 400 dwelling units, inclusive of approximately 54,000 SF of planned overlay intensity previously entitled on the parcel for office development. The extent to which the maximum planned level of density/intensity may be realized on the site is contingent on development reasonably addressing applicable areawide and sub-unit recommendations, including the Sub-unit E1 Design Guidelines, and the following additional conditions:

- Development should be generally compatible in height with existing residential uses north of Fair Lakes Parkway. A step down in building height along that frontage should be considered if a high-rise construction type is proposed.
- As is directed by the Fair Lakes Design Guidelines, the existing buffer of mature trees along Fair Lakes Parkway, and its intersection with Shoppes Lane, should be preserved to the extent that is feasible in order to provide screening of the proposed development and to maintain the established character of the roadway frontage.

Transportation

Transportation improvements should be provided to address potential impacts on internal roadway circulation patterns and access points associated with ~~the Development Options above the 0.25 FAR overlay level~~ any development within Sub-unit E1. If requested by the Fairfax County Department of Transportation, a transportation analysis should be provided to evaluate the potential impacts associated with the redevelopment of previously implemented Plan intensity or transfer of planned densities associated with the Combined Development Options. Identified impacts from the proposed ~~shift~~ changes in land use on the transportation network, circulation and traffic operations should be mitigated to the satisfaction of the county.

Improved bus service should be considered as a TDM strategy for any new development. A safe and efficient pedestrian system should link the key areas in Fair Lakes to provide appropriate connections between office, retail, hotel and residential uses.

Vehicle and pedestrian circulation should be well integrated with existing uses, including convenient bus access.

Ensure pedestrian and bicycle links to surrounding uses and existing trail systems are provided in order to allow the movement of people on foot and bicycle across Fair Lakes, both as a quality-of-life feature and as way of enhancing the area's cohesiveness, sense of place, and recreational amenities. Pedestrian connections should include attractive pavement treatments, safe crossings, and appropriate landscape features.

Parks and Recreation

Identify and develop a safe pedestrian/bikeway trail connection from the Big Rocky Run Stream Valley Park to Fair Lakes Parkway near its westernmost intersection with Fair Lakes Circle.

Open space and recreation areas should be provided to help meet the recreation needs of residents and others. These should include features such as, but not limited to, urban parks, plazas, gathering spaces, courtyards, athletic courts, tot lots, special landscaping, street furniture and pedestrian amenities per the Urban Parks Framework.

Impacts on Park Authority resources for residential development should be offset through the provision of or contribution to active recreation facilities in the service area of the development.”

COMPREHENSIVE LAND USE PLAN MAP:

The Comprehensive Land Use Plan Map will not change.

COUNTYWIDE TRANSPORTATION PLAN MAP:

The Countywide Transportation Plan Map will not change.

ATTACHMENT 1

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Fairfax Center Area, Amended through 3-21-2023, Land Use Plan Recommendations – Suburban Center Non-Core Areas:

“Sub-unit E1

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Office mixed use up to .25 FAR. Refer to Plan text for recommendations on options.

Fair Lakes is planned for development at the overlay level of .25 FAR and includes office, retail and hotel uses with housing as a major secondary land use. Fair Lakes has been developed with architectural excellence, preservation and enhancement of natural features, uniform signing, lighting and high quality landscaping and roadway entry treatments in order to achieve the overlay level. Primary office building concentration is oriented toward I-66, the Fairfax County Parkway, Fair Lakes Parkway and Fair Lakes Circle. Residential development includes high-quality design features, active recreation facilities, open space, and landscaping including street trees, site and building entry landscaping, and screening of community facilities. Impacts on residential neighborhoods adjacent to Fair Lakes are mitigated through buffering and compatibility with adjoining land uses. Regional-serving retail uses are located along Fair Lakes Parkway and consist of Fair Lakes Center and the Shoppes at Fair Lakes ("Shoppes"). Additional neighborhood-retail uses and department stores are located along I-66 and along the north side of Fair Lakes Parkway

Vision for Fair Lakes

Since its initial development in 1984, the Fair Lakes area within Sub-unit E1 has evolved from its original vision as a suburban office park with less significant but supporting secondary uses to an area with a mixture of uses with significant office, residential and retail components that have an extensive network of trails, lakes, parks, plazas and treed areas. The retail uses and transportation infrastructure support residential and employment uses within Fair Lakes and well beyond. Options above the overlay level may be appropriate subject to the Design Guidelines set forth below. The following Development Options present an opportunity to transform some areas of Fair Lakes from an auto-oriented, suburban center to a more vibrant urban mix of uses with higher density concentrations of land use. Development under the following Development Options should contribute to a stronger sense of place within a pedestrian friendly environment through infill or redevelopment that is designed to be compatible with adjacent land uses with mitigation of negative impacts on the transportation network or community facilities.

Land uses for the following Development Options above an intensity of 0.25 FAR should be apportioned as follows:

- Up to an additional 230,000 SF of office and/or hotel use;
- Up to an additional 140,000 SF of retail use; and/or

- Up to an additional 700,000 SF of residential use.

In 2007, these Development Options above an intensity of 0.25 FAR were entitled on specific parcels in Fair Lakes. However, these Development Options may be developed on any parcel in Fair Lakes subsequent to zoning approval(s) that transfer such densities and uses provided the development proposals are consistent with the vision and Design Guidelines set forth below. Any modification to the entitlements should not exceed any of the established maximum land uses nor be consolidated into one single redevelopment area.

Implementation of any of the Development Options should strengthen the economic vitality and attractiveness of Fair Lakes, protect and strengthen the residential areas, and maintain the high development standards that preserve and enhance this area as a high quality destination in which to live, work, shop, visit and recreate. Any residential development will be deemed to be at the high end of the Plan density range for affordable housing calculations. Pad sites and drive-thru facilities are discouraged but may be considered if the site size and configuration is adequate to achieve safe pedestrian and vehicular circulation, and does not negatively affect pedestrian connectivity.

Sub-unit E1 consists of approximately 530 acres. The vision for the Development Options in Sub-unit E1 are based on the development formats below:

- 1) Mixed-Use Development – Redevelopment consists of "mixed-use" with multiple uses integrated into one or more buildings that are located along and oriented toward street frontages, whose cumulative mass establishes an "urban" character. To accommodate this type of development, it may be necessary to redevelop existing parking lots and/or replace existing buildings. Parking should be structured and/or below-grade; however, limited amounts of surface parking where necessary may be appropriate. Where parking structures are visible, architectural treatments should be used to minimize the visual impact on the surrounding uses. Walkable blocks should be created with buildings oriented toward street frontages with a significantly pedestrian-oriented configuration reflected by street level retail where possible, narrow streets (potentially including parallel parking), and public spaces (hardscape or softscape), and other design elements established in the Mixed-Use Performance Criteria.
- 2) In-Fill Development – Redevelopment that may be integrated with existing development with a single, stand-alone building. Although this development may typically be singular in use, a complementary relationship is expected with adjoining properties and surrounding neighborhoods; parking should be structured and/or below-grade; however, limited amounts of surface parking where necessary may be appropriate.

The location of the Development Options are not site-specific but are envisioned to occur in a number of sub-areas consistent with the Design Guidelines and the Fairfax Center Area Use-Specific Performance Criteria. These sub-areas are classified as Redevelopment, Opportunity, and Transitional Areas and are identified on Figure 12.

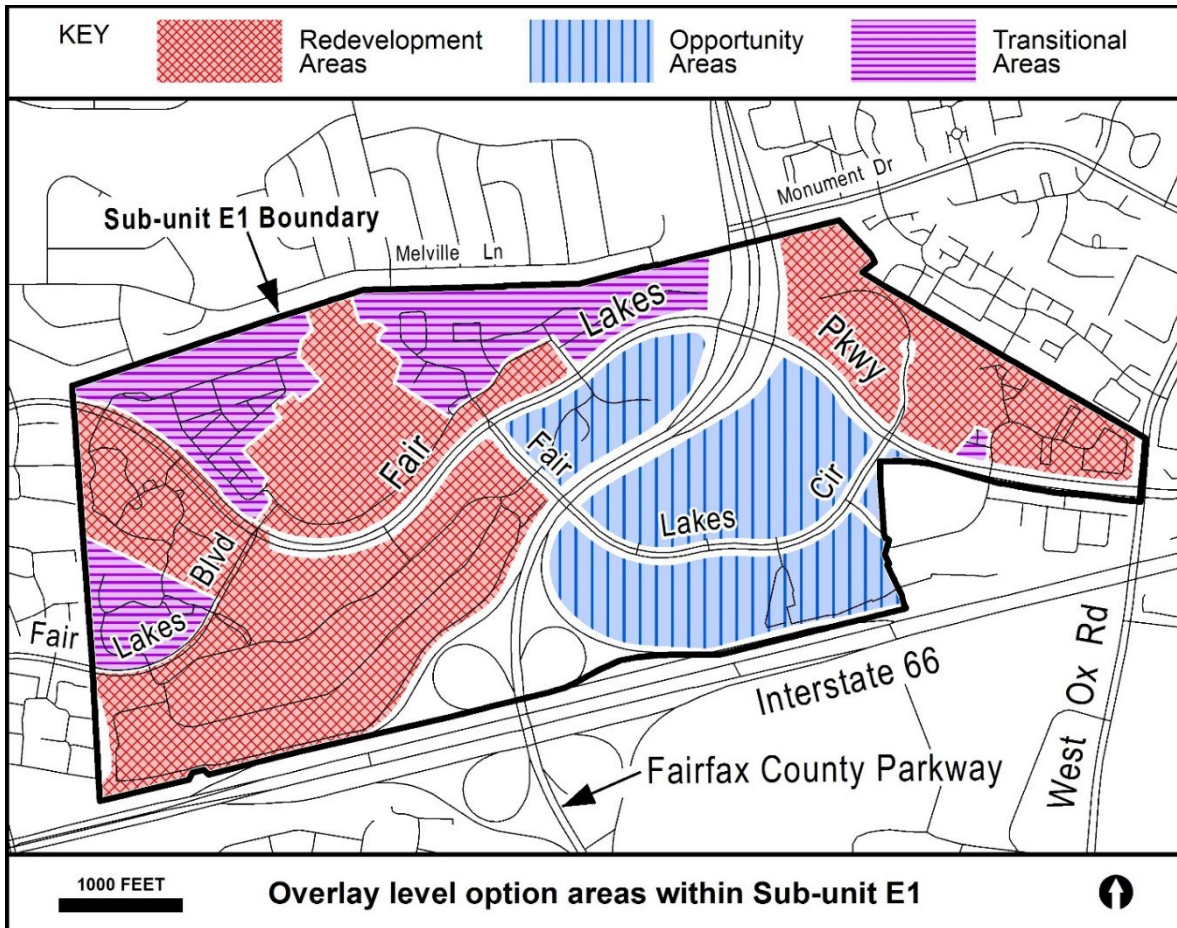


FIGURE 12

The Redevelopment Areas are those that are most likely to change and are primarily concentrated along Fair Lakes Parkway. These areas consist of existing office buildings, Fair Lakes Center, apartment complexes, and individual freestanding retail uses. Fair Lakes Center is a dominant focal point and is considered the "center" of Fair Lakes. Large parcels under single ownership, smaller and/or older buildings, and large expanses of parking lots characterize these Redevelopment Areas. They provide opportunities to establish a stronger image within Fair Lakes as a day-night activity center with a broader mix of uses such as, but not limited to, retail, office, hotel and/or mid- to high rise residential uses. Over time, the area is intended to transition into a more pedestrian-oriented district with a diverse mix of neighborhood and regional retail stores, jobs, and housing. Additionally, senior housing such as independent living and/or assisted living facilities may be appropriate. Infill development may also occur in these areas if it is demonstrated that infill development is appropriate in relation to existing uses, character, and location.

The Opportunity Areas represent developed areas consisting primarily of office uses, but include neighborhood retail uses (Shoppes), hotels, childcare, and restaurants. Market forces have increased development pressures and are encouraging a transition from a suburban

mixed-use commercial center into a more urban-style regional mixed-use center. Over time, the Opportunity Areas should create a balanced environment through the creation of walkable neighborhoods where people can work, live, and play. New infill development and/or redevelopment is envisioned with the highest intensity concentrated around key intersections in these areas. These areas may include a mix of uses such as, but not limited to retail, office, residential, senior housing and hotel uses. Development within the Opportunity Areas will typically be single, stand-alone buildings that may include secondary uses.

The Transitional Areas represent primarily single family residential neighborhoods as well as the buffer area adjacent to the Greenbriar community that are not planned for redevelopment. These areas are not envisioned to change.

Any use proposing a redevelopment option should be designed so that it is compatible with adjacent properties in terms of use, building scale, design and height and satisfies the Design Guidelines below and the Use-Specific Performance Criteria for the Fairfax Center Area.

Design Guidelines

Development Options above the overlay level are only appropriate if the following Design Guidelines are met:

1. A pattern of land uses that promotes the stability of neighboring residential areas by establishing transitional areas that mitigate the impacts of more intense development is ensured;
2. Buffer areas that are adjacent to interchanges and to existing, stable residential neighborhoods surrounding Fair Lakes should remain. Any new development should be designed in a manner that is compatible with the adjacent development with buffers and screening where necessary to protect adjacent neighborhoods or less intense uses. Noise, glare and traffic intrusion should be kept at a minimum;
3. Development should be limited, to the extent feasible, to the redevelopment of existing structures, parking and/or utility/stormwater management areas;
4. Building heights should generally taper down to the adjacent residential neighborhoods to minimize visual impacts and shadows, but design elements such as buffer, hardscape, softscape and/or architectural details should be considered;
5. Landscaping within redevelopment areas should enhance their appearance and sense of place;
6. Landscape buffering should be provided between existing development and redevelopment areas to achieve visual separation between differing uses but integrate them experientially into the character of Fair Lakes as a whole;
7. All primary and secondary building facades for any new development should be designed in a way to promote pedestrian activity recognizing the automobile-orientation of the area. Parking for buildout of additional density in Fair Lakes Center should be provided in structures which should be wrapped, to the extent possible, with non-residential uses on the ground floor to encourage an active, walkable environment. Sidewalks should safely connect the development with

- surrounding uses. Pedestrian connections should include attractive pavement treatments, safe crossings and appropriate landscape features;
8. New development should be compatible with existing and/or planned surrounding land uses and well-integrated through pedestrian connections, landscaping and amenities;
 9. High quality site and architectural design for buildings and parking structures should be provided;
 10. Buffering and screening along adjacent roadways should be provided to mitigate the visual impact of existing retail uses on residential uses, where applicable. Substantial buffering and screening of any redevelopment from the Fairfax County Parkway and Fair Lakes Parkway, where applicable. Any new development should minimize the loss of mature trees located in existing buffer areas along public roads to the extent feasible;
 11. Non-residential uses may be located on the ground floor of a predominantly residential structure to activate the streetscape;
 12. Public pedestrian access should be provided to nearby lake(s) to allow future residents and visitors to benefit from these existing amenities for any development proposals located in close proximity to these areas; and
 13. Design of the redevelopment in Fair Lakes Center should provide for the integration with surrounding large-scale and stand-alone retail uses.”

Site Specific Development Options

In addition to land uses detailed under Development Options, described previously, additional Site Specific Development Options above the 0.25 FAR in Fair Lakes within Sub-unit E1 have already been entitled and include the following:

As an option at the overlay level, the redevelopment of the surface parking lot associated with Tax Map 55-2((1))9A may be appropriate for up to 100,000 SF of hotel or office uses provided that the following conditions are met:

- Amenities such as the inclusion of a restaurant or an indoor recreation facility should be provided if a hotel is constructed. If an office building or hotel is constructed, major or minor plazas, gathering spaces or other urban park features should be provided within or adjacent to the hotel or office use to promote activity between the existing office, hotel and residential uses;
- Pedestrian connections are established along Fair Lakes Circle to the east and west to existing retail areas;
- High quality site and architectural design for buildings and parking structures is provided, including compatibility with adjacent buildings; and
- Extensive landscaping should be provided, and any new development should minimize the loss of mature trees located in existing buffer areas along public roads.

As an option at the overlay level, Tax Map Parcels 55-2((1))6, 11A1 and 11B1 may be appropriate for up to 267,000 SF of office use, provided that the following conditions are met:

- Pedestrian connections are provided to the surrounding uses;
- Appropriate buffering and screening should be provided and impacts to existing buffer areas should be minimized. Any new development should minimize the loss of mature trees located in existing buffer areas along public roads;
- Development is well integrated with existing uses through pedestrian connections, landscaping, and amenities;
- High quality site and architectural design for buildings and parking structures is provided, including compatibility with adjacent buildings; and
- Provision of a centrally located, publicly accessible urban park or plaza with extensive landscaping.

Transportation

Transportation improvements should be provided to address potential impacts on internal roadway circulation patterns and access points associated with the Development Options above the 0.25 FAR overlay level. If requested by the Fairfax County Department of Transportation, a transportation analysis should be provided to evaluate the potential impacts associated with the transfer of densities associated with the Development Options. Identified impacts from the proposed shift in land use on the transportation network, circulation and traffic operations should be mitigated to the satisfaction of the county.

Improved bus service should be considered as a TDM strategy for any new development. A safe and efficient pedestrian system should link the key areas in Fair Lakes to provide appropriate connections between office, retail, hotel and residential uses.

Vehicle and pedestrian circulation should be well integrated with existing uses, including convenient bus access.

Ensure pedestrian and bicycle links to surrounding uses and existing trail systems are provided in order to allow the movement of people on foot and bicycle across Fair Lakes, both as a quality of life feature and as way of enhancing the area's cohesiveness, sense of place, and recreational amenities. Pedestrian connections should include attractive pavement treatments, safe crossings, and appropriate landscape features.

Parks and Recreation

Identify and develop a safe pedestrian/bikeway trail connection from the Big Rocky Run Stream Valley Park to Fair Lakes Parkway near its westernmost intersection with Fair Lakes Circle.

Open space and recreation areas should be provided to help meet the recreation needs of residents and others. These should include features such as, but not limited to, urban parks, plazas, gathering spaces, courtyards, athletic courts, tot lots, special landscaping, street furniture and pedestrian amenities per the Urban Parks Framework.

Impacts on Park Authority resources for residential development should be offset through the provision of or contribution to active recreation facilities in the service area of the development.”

The Fairfax Center Special Area Plan also contains areawide guidance, which can be found in the **Fairfax County Comprehensive Plan, 2017 Edition, Area III, Fairfax Center Area, Amended through 3-21-2023, Fairfax Center Area-Wide Recommendations.**

The Fairfax Center Area Plan’s Use-Specific Performance Criteria pertaining to Residential/Multifamily-Elevator Housing can be found in the **Fairfax County Comprehensive Plan, 2017 Edition, Area III, Fairfax Center Area, Amended through 3-21-2023, Use-Specific Performance Criteria.**