

AN AMENDMENT TO  
**THE COMPREHENSIVE PLAN  
 FOR FAIRFAX COUNTY, VIRGINIA  
 2017 EDITION**

**GENERAL LOCATION:** Southeast quadrant of intersection of Route 29 and Nutley Street

**PLANNING AREA AND DISTRICT:** Area II, Vienna Planning District

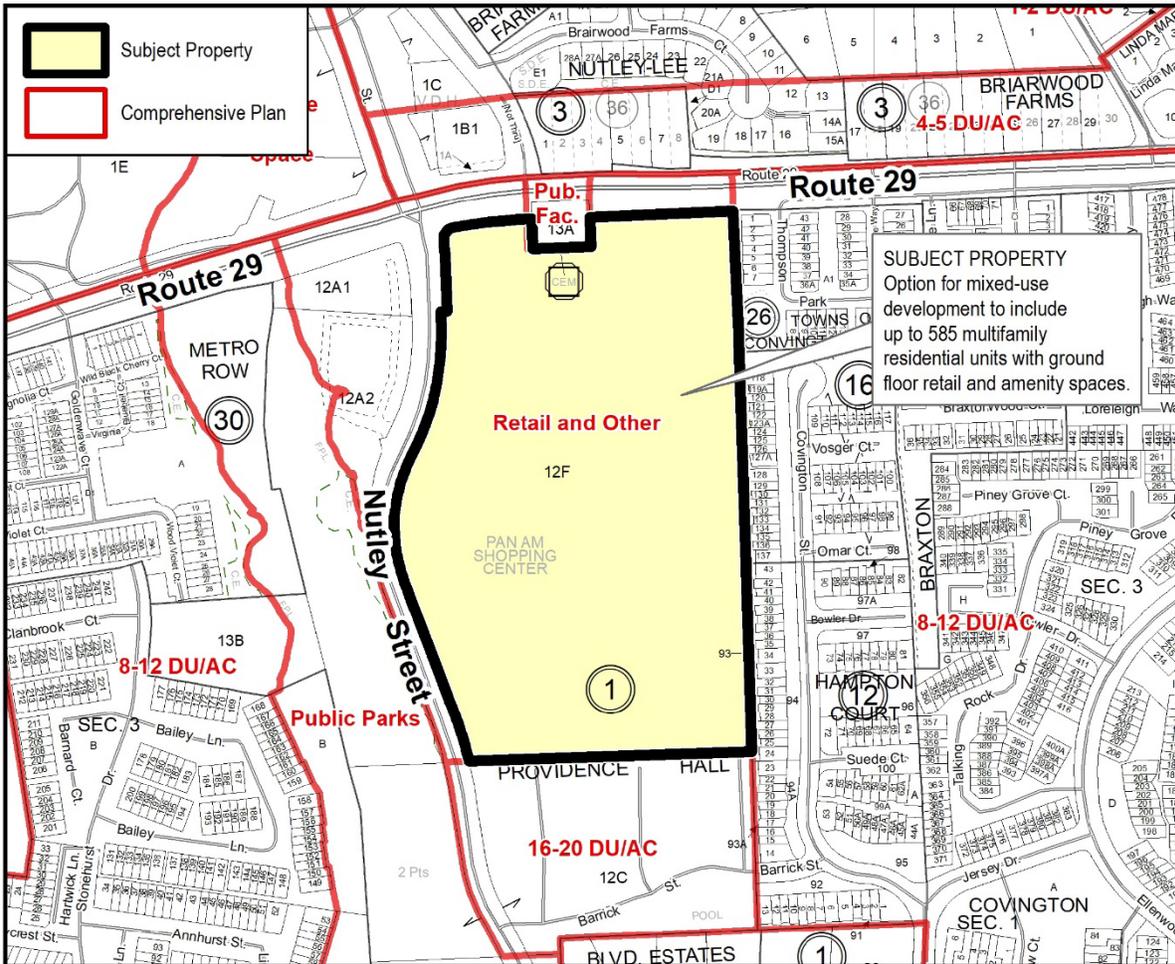
**SPECIAL PLANNING AREA:** V1 - Lee Community Planning Sector

**PARCEL LOCATION:** 48-4 ((1)) 12F

**SUPERVISOR DISTRICT:** Providence

**ADOPTED:** September 12, 2023 **ITEM NO.** PA 2021-II-VI

FOR ADDITIONAL INFORMATION CALL (703) 324-1380



400 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS  
 PARCEL INFORMATION CURRENT TO AUGUST 2023



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## AMENDMENT TO THE COMPREHENSIVE PLAN (2017 EDITION)

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

Fairfax County Comprehensive Plan, 2017 Edition, Area II, Vienna Planning District, amended through 2-23-2021, V1-Lee Community Planning Sector, page 47.

### “Transportation

Transportation recommendations for this sector are shown on Figures 15, 16 and 17. In some instances, site specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

If Lee Highway, between Cedar Lane and Nutley Street, is to be widened from four through-lanes with a center turn lane, a corridor study must be undertaken. Any widening should preserve a service drive south of Lee Highway extending from White Rose Lane east to Ellenwood Drive. There should be no encroachment on the cemetery on the south side of Lee Highway just east of the Nutley Street intersection.

Operational and safety considerations for vehicles, pedestrians, and cyclists should be evaluated and provided as development or capital projects occur taking into consideration critical intersections, such as Nutley Street and Route 29, and Nutley Street and Route 50, and to facilitate pedestrian and cyclist connectivity to transit.”

Fairfax County Comprehensive Plan, 2017 Edition, Area II, Vienna Planning District, amended through 2-23-2021, V1-Lee Community Planning Sector, Recommendations, Land Use #3, page 42.

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3. Pan Am Shopping Center, located north of Providence Hall apartments, west of Covington/Hampton Court townhouses, and east of Hunters Branch is planned for community-serving retail uses up to 0.35 FAR. Any development or improvements should respect the adjacent Thompson Cemetery (Tax Map 48-4((1))13A) as well as the floodplain.

“As an option, mixed-use redevelopment up to 0.72 Floor Area Ratio that integrates residential and commercial uses with the shopping center through a logical

site design, pedestrian circulation pattern, and consolidated, useable open spaces may be appropriate subject to the following conditions:

- Redevelopment should consist of multifamily residential uses up to 609,000 square feet (consisting of up to 585 dwelling units), inclusive of affordable and workforce housing and bonus density, with activated ground floor uses such as retail. In order to reflect the importance of and maintain the viability of the shopping center as a community asset and destination that provides community-serving retail uses to the surrounding neighborhoods, a minimum of 140,000 square feet of retail uses should be retained. Existing retail should be updated to maintain a high-quality retail presence on the site, and may be expanded. Up to 47,000 square feet of new retail uses, should be provided with the residential uses and in stand-alone retail buildings. Additional retail use above 187,000 square feet for the site may be considered with a commensurate reduction in proposed residential uses in order to maintain the overall recommended intensity level.
- Residential development should comply with the County's Affordable Dwelling Unit (ADU) Ordinance and/or the Workforce Dwelling Unit (WDU) policy, as applicable.
- New development should include high-quality and distinctive architecture consistent with Volume 1 of the Urban Design Guidelines for Commercial Revitalization Districts and Areas, including window treatments, ground-floor unit entrances, building articulation, landscape design, and pedestrian amenities. Wayfinding signage and gateway architecture should be provided at the northwest and southwest corners of the site along Nutley Street to invite visitors into the subject property. Parking structures should be wrapped with residential units and/or include architectural treatments. Structures should not include blank facades facing the street or surrounding uses.
- Building heights for residential buildings should be limited to 80 feet along the Nutley Street frontage of the property and to 70 feet along the eastern property line. Building heights and setbacks should be designed to ensure compatibility with surrounding uses and to mitigate the visual impact of new buildings on the apartments and townhouses to the south and east respectively. Grading and landscape screening and street trees should also be utilized along the Nutley Street frontage to define the pedestrian realm and open spaces and reduce the visual impact of taller building heights. Utility and service connections should be relocated to the maximum extent possible to limit conflicts with landscape.
- Existing transitional screening should be maintained, and adequate buffering and screening landscaped with year-round vegetation should be provided. The forested area on the eastern edge of the property should be actively managed as a preserved natural buffer to the greatest extent possible with minimal land disturbing activities. Buffer areas should be supplemented with appropriate native, evergreen

and deciduous trees, and understory vegetation to provide year-round screening. Removal of invasive species and regeneration of the vegetated understory should be implemented as deemed appropriate in coordination with the county. An existing interparcel pedestrian connection in the southeast corner should be maintained and enhanced through appropriate paving, lighting, and seating as a potential location for a context-appropriate urban park.

- The multi-modal connectivity of the site should be enhanced through the addition of sidewalks, streetscaping, and bicycle facilities that create logical development blocks. Safe pedestrian and bicycle connections should provide access to transit, parks, amenities and retail uses and the design of these facilities should avoid conflicts between different modes of travel within the site and on exterior roadways. Vehicular and/or bicycle and pedestrian inter-parcel access between the subject area and the apartments to the south should be provided.
- Connected, well designed, and appropriately located and sized publicly accessible urban park(s), including at least one consolidated, common green that can provide flexible open spaces and accommodate a broad spectrum of active recreation and leisure activities and integrate the new uses with the existing shopping center, should be included to create a sense of place and provide recreational opportunities for residents and visitors, per the guidance found in the Urban Parks Framework.
- Additional landscaping and pedestrian amenities should be added to integrate commercial and residential uses and create a comfortable, north-south pedestrian connection from Route 29 to the south end of the site. Wherever feasible, consideration should be given to reducing the amount of impervious surface in favor of additional park and open spaces, landscaping, and pedestrian walkways. Opportunities to enhance the appearance and stormwater function of the surface parking field through the use of landscape strips with trees and other plantings should be considered.
- A contiguous, off-road, combined bicycle and pedestrian facility with appropriate street buffers and tree shading is recommended along the entire site frontage on the east side of Nutley Street.
- Bus shelters should be provided along the periphery of the site along Route 29 and Nutley Street.
- Those areas subject to land disturbances should provide stormwater quality and quantity management controls to reduce runoff to good-forested conditions and minimize impacts to Accotink Creek. If the attainment of good-forested conditions is demonstrated not to be fully achievable, all available measures should be implemented to the extent practical in order to support this goal. The identification of partnership opportunities with Fairfax County is encouraged to provide additional or enhanced stormwater management facilities to address the Accotink Creek Total Maximum Daily Loads.

- A survey using ground penetrating radar should be conducted on the surrounding driveways and parking areas adjacent to the Thompson Cemetery where existing conditions are being disturbed.