



# PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: PA-2021-00009  
June 2, 2021

**GENERAL LOCATION:** West of Ravensworth Road, north of McWhorter Place, and south of Little River Turnpike

**SUPERVISOR DISTRICT:** Mason

**PLANNING AREA:** Area I

**PLANNING DISTRICT:**

Annandale Planning District

**SPECIAL PLANNING AREA:**

Annandale Community Business Center

**PARCEL LOCATION:** 71-1 ((1)) 20 and 20A

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

**PLANNING COMMISSION PUBLIC HEARING:**

Wednesday, June 23, 2021 @ 7:30 PM

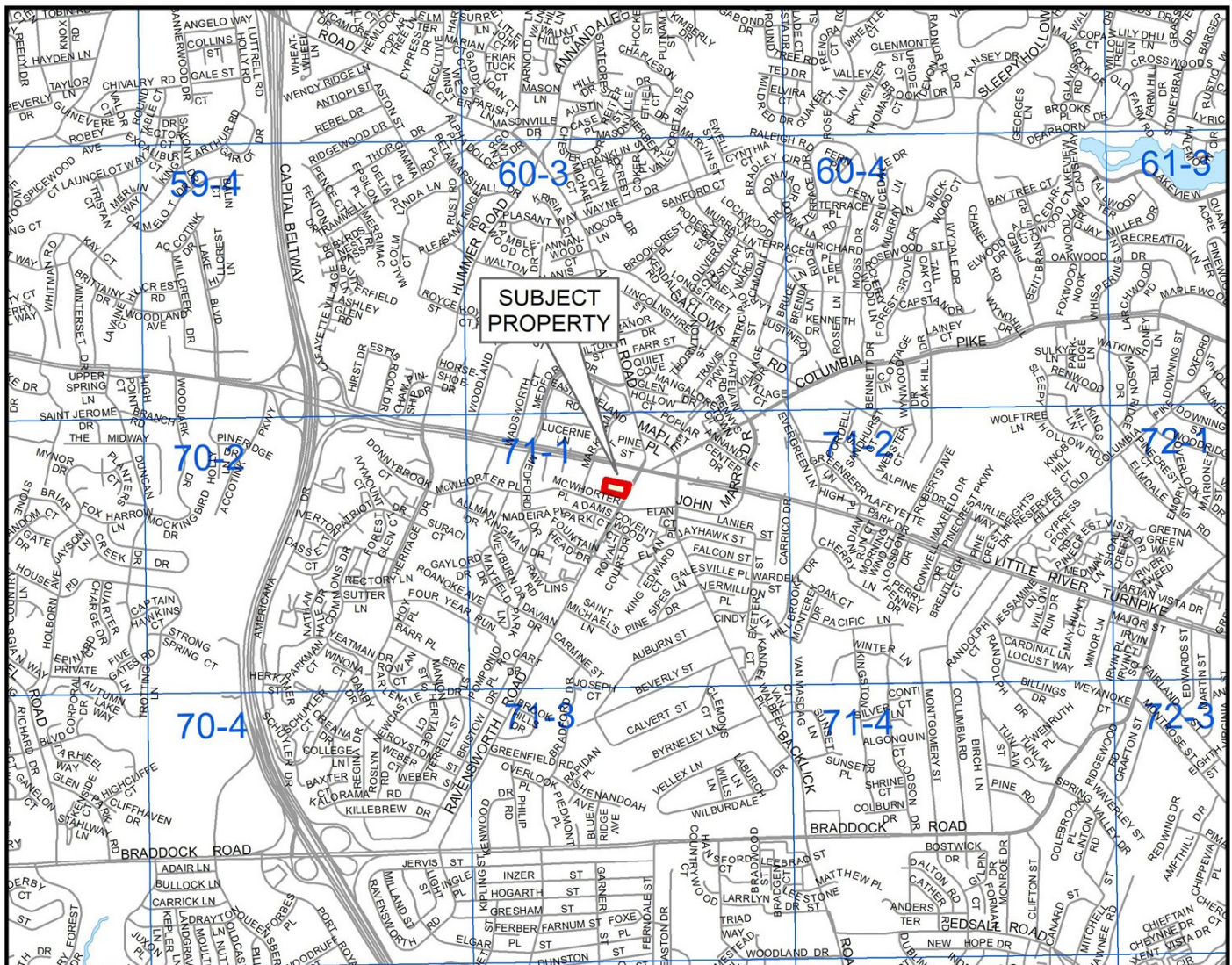
**BOARD OF SUPERVISORS PUBLIC HEARING:**

Tuesday, July 27, 2021 @ 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.



3000 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS  
PA-2021-00009 - 4312 & 4316 Ravensworth Road

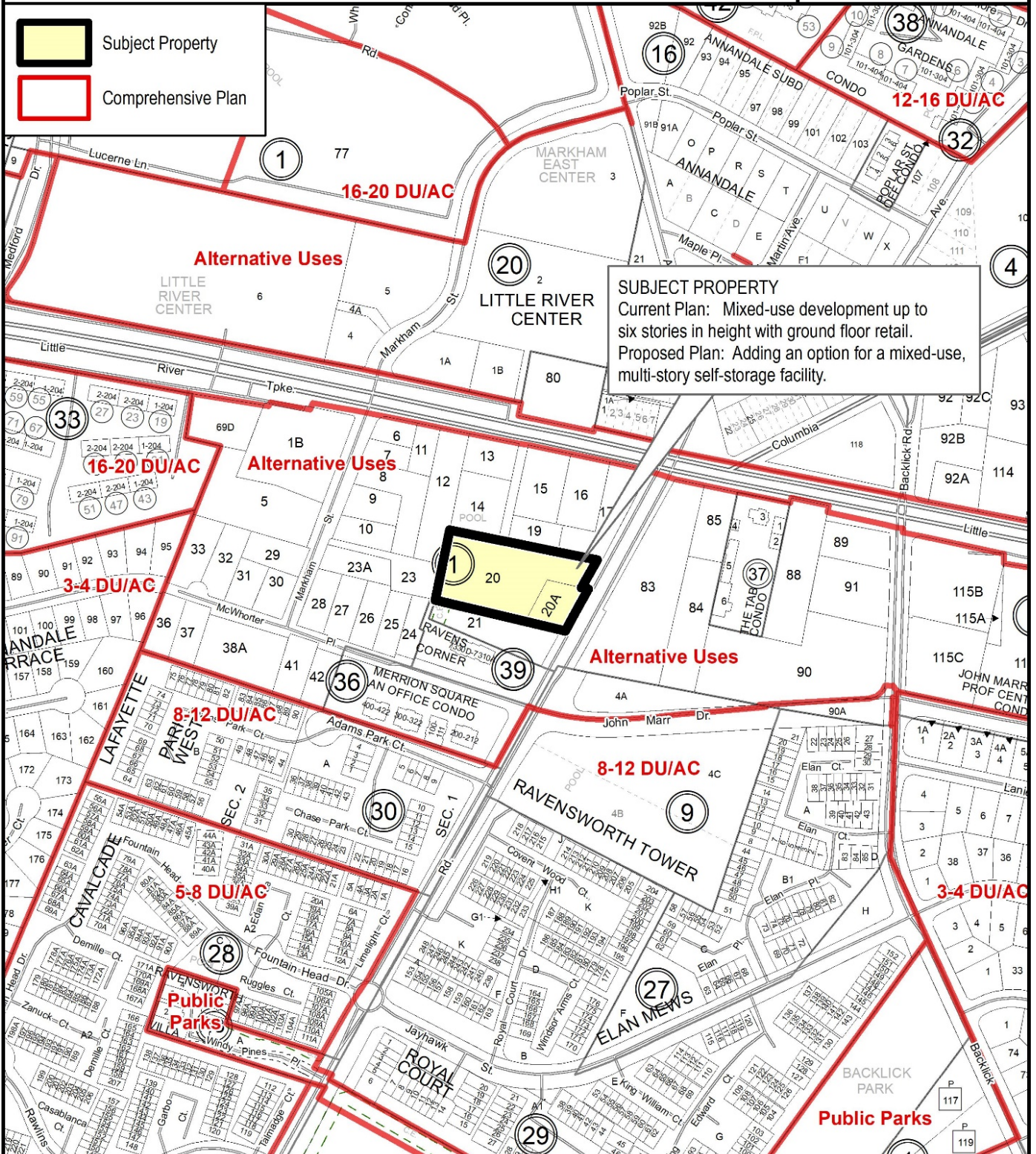
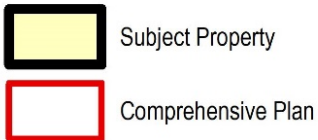


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# CURRENT PLAN AND PROPOSED CHANGE

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

ITEM:  
PA-2021-00009



**SUBJECT PROPERTY**  
Current Plan: Mixed-use development up to six stories in height with ground floor retail.  
Proposed Plan: Adding an option for a mixed-use, multi-story self-storage facility.

400 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS  
PARCEL INFORMATION CURRENT TO APRIL 2021

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## **STAFF REPORT FOR PLAN AMENDMENT 2021-00009**

### **BACKGROUND**

On January 26, 2021, the Board of Supervisors (the Board), through adoption of the 2021 Comprehensive Plan Amendment Work Program, authorized Plan Amendment (PA) 2021-00009 as recommended by the Planning Commission to consider a four-story self-storage facility use (up to 153,332 square feet) for Tax Map Parcels (TM) 71-1((1)) 20 and 20A, with the following considerations:

- a) The sub-unit's planned new streets and pedestrian corridors should be studied as part of this plan amendment.
- b) The original nomination for TM 71-1 ((1)) 20 should be expanded to include the gas station property (TM 71-1 ((1)) 20A) to establish the planned streetscape and pedestrian-oriented design.
- c) The design for the self-storage facility should allow for conversion of the building to commercial or residential uses that are envisioned in the Annandale Community Business Center (CBC).

PA 2021-00009 was selected, along with two other Plan Amendments from the South County SSPA process, to be considered on an expedited track.

### **CHARACTER OF THE SUBJECT AREA AND SURROUNDING AREA**

The study area is composed of two parcels, totaling approximately 2.16 acres in land area. Both properties are located on Ravensworth Road, south of Little River Turnpike – the primary spine of the Annandale CBC. TM 71-1((1)) 20, which is 1.76 acres in size, is currently developed with a 36,970 square foot, single-story self-storage facility of cinderblock construction, originally built in 1978. Each unit is accessible immediately from the exterior via roll-up doors. The interior of the parcel is approximately 216 feet wide, with an approximately 90 foot-wide, 100-foot-deep stem that provides access to Ravensworth Road. TM 71-1((1)) 20A is 0.40 acres in size and is developed with a 1,682 square foot, single-story, gasoline and service station, originally constructed in 1963. While smaller in land area, the service station has approximately 140 feet of frontage along Ravensworth Road. Both parcels are zoned C-8.

The subject parcels are located in Sub-unit B-2 of the Annandale CBC, which is planned for residential, commercial, or mixed-use development. The Annandale CBC is organized under a form-based planning approach that emphasizes building location, height and form over Floor Area Ratio (FAR) for determining the appropriate intensity. Development is planned to concentrate higher intensity on the northern portion of the Sub-unit, along Little River Turnpike and nearest to the geographic core of the CBC, at the crossroads of Columbia Pike and Little River Turnpike. Building heights taper down toward the existing neighborhoods beyond the CBC boundary. The properties fronting Little River Turnpike on the northern half of Sub-unit B-2, to the north of the study area, are planned for a maximum height of eight stories, or up to 12 stories if the incentive development option which grants bonus development potential if certain

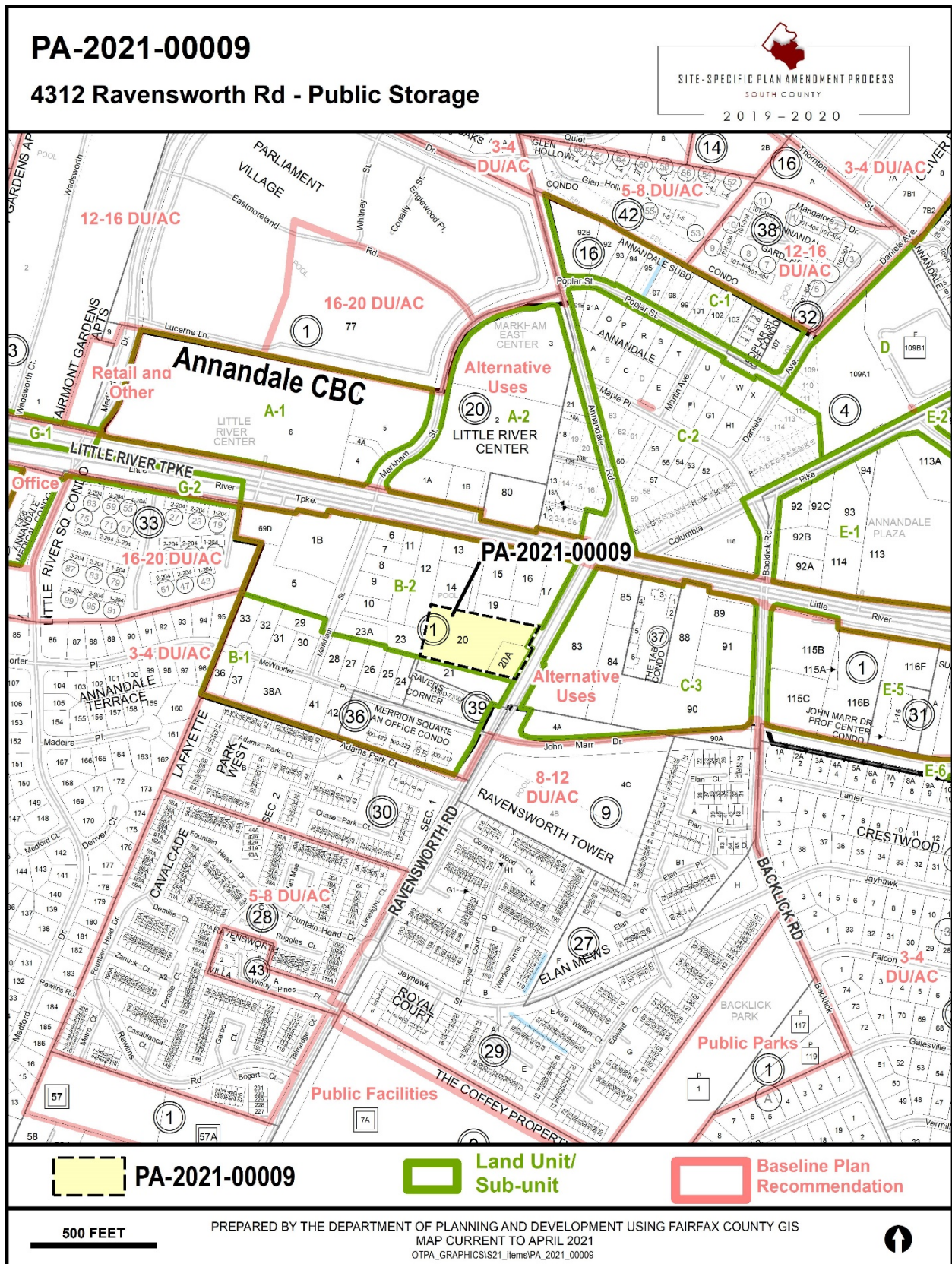


Figure 1: Study Area and Nearby Land Units

public benefits are provided is pursued. The parcels in the southern half of the block, including the subject parcels, are planned for a maximum height of six stories. For these parcels, no additional height may be granted as part of an incentive development option.

Neighboring properties within Sub-unit B-2 follow a similar pattern. Reflecting Annandale's history as a commercial area that emerged along two of the region's earliest turnpikes, Little River Turnpike and Columbia Pike, and the rapid growth that occurred in Fairfax County beginning in the 1950s, nearby properties are developed with low-rise, automobile-oriented, commercial uses with surface parking. Low-rise commercial uses abut the study area to the north and south, and across Ravensworth Road to the east. Aside from those commercial uses, the parcels immediately to the west of the subject area, fronting Markham Street, are developed as the Messiah Presbyterian Church of Washington.

In general, the northern half of the sub-unit is zoned C-8, while much of the southern half of the sub-unit is zoned C-3. In addition to self-storage use developed on the subject properties, another self-storage use, constructed in 1985, is located one block to the east.

#### *Adjacent Areas*

**South:** To the south, Sub-unit B-1 is planned primarily for residential development, with some limited commercial and office uses located north of McWhorter Place. The Plan contemplates a maximum building height of four stories that transitions down in height toward the existing neighborhoods to the south and west. This Sub-unit is almost entirely zoned C-3 and is predominantly developed with office condominiums less than four stories in height. South of the Sub-unit, outside of the CBC boundary, the area is planned for 8-12 dwelling units per acre (du/ac) and developed with townhomes.

On July 28, 2020, the Board approved RZ/FDP 2019-MA-018 for the development of 43 townhomes on 3.88 acres (11.1 du/ac) primarily west of Markham Street, and on both the north and south sides of McWhorter Place. The associated development plan proposed a realignment of McWhorter Place and Markham Street, so that they curve into one another instead of forming the 90-degree intersection that exists today.

**West:** To the west of the subject area, the parcels are zoned C-6 and C-8 and are developed with commercial uses and the Messiah Presbyterian Church. As part of Sub-unit B-2, these parcels are planned for mixed-use residential and commercial/retail uses. The western portion of Sub-unit B-2, beyond Markham Street, is planned for a maximum building height of four stories, with an incentive development option that allows an increase in height of up to six stories. Beyond the CBC boundary is the Little River Square Condominium development, garden apartment-style condominiums with access to Little River Turnpike that are planned for 16-20 du/ac.

**North:** Across Little River Turnpike to the north, Sub-unit A-2 is planned for residential, commercial, or mixed uses. Like Sub-unit B-2, the tallest buildings (eight stories) are envisioned along Little River Turnpike, transitioning down in height to a maximum of six stories in the northern portion of the sub-unit. An incentive development option, which encourages consolidation of the entire sub-unit, recommends a maximum building height of 12 stories along

Little River Turnpike and eight stories in the northern portion of the parcel. This sub-unit is currently developed with one- and two-story, automobile-oriented commercial uses.

**East:** Sub-unit A-3, across Ravensworth Road to the east, is planned for residential, commercial, or mixed uses. Commercial development and the tallest buildings (eight stories) are envisioned along Little River Turnpike, transitioning down in height to a maximum of six stories in the southern portion of the sub-unit, along John Marr Drive. It is also recommended that residential uses be oriented toward John Marr Drive. An urban park is recommended in this sub-unit. This Sub-unit was primarily developed between 1950 and 1980 with low-rise, automobile-oriented, commercial uses.

## **PLANNING HISTORY**

The area currently known as the Annandale CBC, was first designated as a Central Business District (CBD) in the 1980s. Since that time, the Comprehensive Plan has sought to transform the disjointed automobile-oriented development that has occurred along Little River Turnpike, into a mixed-use, community-serving commercial center. In the intervening years, the Annandale Plan has undergone multiple iterations, with differing recommendations on how to achieve that vision, but that general concept has remained.

### *Annandale Central Business District*

During the 1980s, the Comprehensive Plan noted that a lack of focus and density within the area was due to the ability of commercial development to spread along Little River Turnpike, with individual parcels wholly oriented toward automobile access. To remedy this, the Plan encouraged the consolidation of parcels within the CBC and discouraged single-use commercial structures.

### *Concept for Future Development and Community Business Centers*

On August 6, 1990, the Board adopted the Concept for Future Development (the Concept), which sets forth a vision and direction for guiding Fairfax County's future growth and development. Under the Concept, approximately 10% of the County is identified as Mixed-Use Centers and Industrial Areas within which almost all future growth should occur. In mixed-use centers that had been traditionally areas focused on employment, residential uses were encouraged to be a greater component in the mix of uses. The Concept reclassified Annandale from a Central Business District to one of 12 CBCs, where redevelopment was encouraged to create a balance of retail, residential, and offices uses focused around a core area of higher intensity in a pedestrian-oriented setting.

In 1998, the Board designated the area comprising the Annandale CBC as a Commercial Revitalization District (CRD) to improve the economic vitality of the area. Investment and redevelopment in the area was incentivized by providing additional flexibility and facilitating expedited review of development proposals, among other things.

*Present Day: 2010 Form-based Plan*

In 2010, the Annandale Plan was amended to adopt a form-based planning approach. The form-based plan continued the vision for Annandale as a pedestrian-oriented, mixed-use center, and retained much of the existing guidance, such as the encouragement of parcel consolidation and the maximum development potential for the CBC. It diverged from the prior plan by providing additional flexibility as to how that development potential was achieved by emphasizing building form and urban design over FAR, while still fulfilling the vision for walkable commercial area with a higher density core that is sensitive to existing adjacent neighborhoods.

*Urban Design Guidelines*

Since the 1980s, the Comprehensive Plan has recognized a need for the revitalization of Annandale in order to achieve the vision of the Plan. As a CRD, Annandale is subject to Urban Design Guidelines consisting of two volumes. Volume I: Urban Design Guidelines for Commercial Revitalization Districts and Areas was endorsed by the Board in 2018. Volume I provides broad recommendations and urban design ideas for streets, streetscapes, parks, landscaping, parking, building exteriors, and placemaking features.

First published in 2011, the Annandale Urban Design Guidelines, now Volume II: District Design Guidelines for Annandale, adds community specific preferences for design of streets, open space features, lighting, street furnishings, and other streetscape details. Currently an effort is underway to update the recommendations, remove redundant content that is now found in the Volume I design guidelines, and add elements related to public art, revised streetscape materials, and complete street sections provided in other design guidelines. This effort is expected to conclude by the summer of 2021.

The Board established the Economic Incentive Program (EIP) in September 2020, which provides an economic incentive to purchase, assemble, revitalize, and redevelop property for economic development purposes in six designated Economic Incentive Areas (EIA), including in the Annandale CRD. Financial incentives include a ten percent reduction of site plan fees and a partial abatement of the real estate taxes on the difference between the base value of a property and its post-development value, including any increase or decrease in the annual assessed value of the tax-exempt portion of the property. In addition to the financial incentives, there are regulatory incentives such as expedited scheduling of zoning applications, concurrent processing of a Comprehensive Plan amendment and zoning application, and concurrent processing of a site plan with a zoning application. To be eligible for the EIP, a development proposal must be:

1. Located in an EIA such as the Annandale CRD.
2. Commercial, industrial, and/or multi-family residential.
3. Contain a newly proposed assemblage, not previously submitted for rezoning or site plan approval of at least 2 contiguous parcels totaling a minimum of two acres.

4. Consistent with the consolidation and use recommendations of the Comprehensive Plan, and all laws and policies related to the provision and preservation of affordable housing.

## **TASK FORCE**

The Mason District SSPA Task Force was appointed by the Mason District Supervisor to provide recommendations to the Planning Commission and the Board on submitted nominations. The task force was composed of residents from various areas of the Mason District. Over the course of three meetings in March and April 2021, County staff and the task force discussed and evaluated the proposed plan amendment. Task force meeting dates, agendas, and recordings are available on the [2019 – 2020 South County SSPA Process Track a Plan Amendment webpage](#).

## **ADOPTED COMPREHENSIVE PLAN**

Plan guidance for the subject area is found in the Annandale CBC Plan in the Area I Volume of the Comprehensive Plan. The subject property is planned for residential, commercial, or mixed-use development with parcel consolidation encouraged for redevelopment. Planned building heights are limited to 6 stories. In the Annandale CBC, storage uses are discouraged. The Areawide Recommendations, General Land Use Guidelines, and Urban Design Guidelines apply to all properties within the CBC. The study area is also subject to additional guidance for Sub-unit B-2. Excerpts containing the Sub-unit recommendations and CBC-wide, form-based recommendations that pertain specifically to the subject area are included in Attachment I.

## **PROPOSED PLAN AMENDMENT**

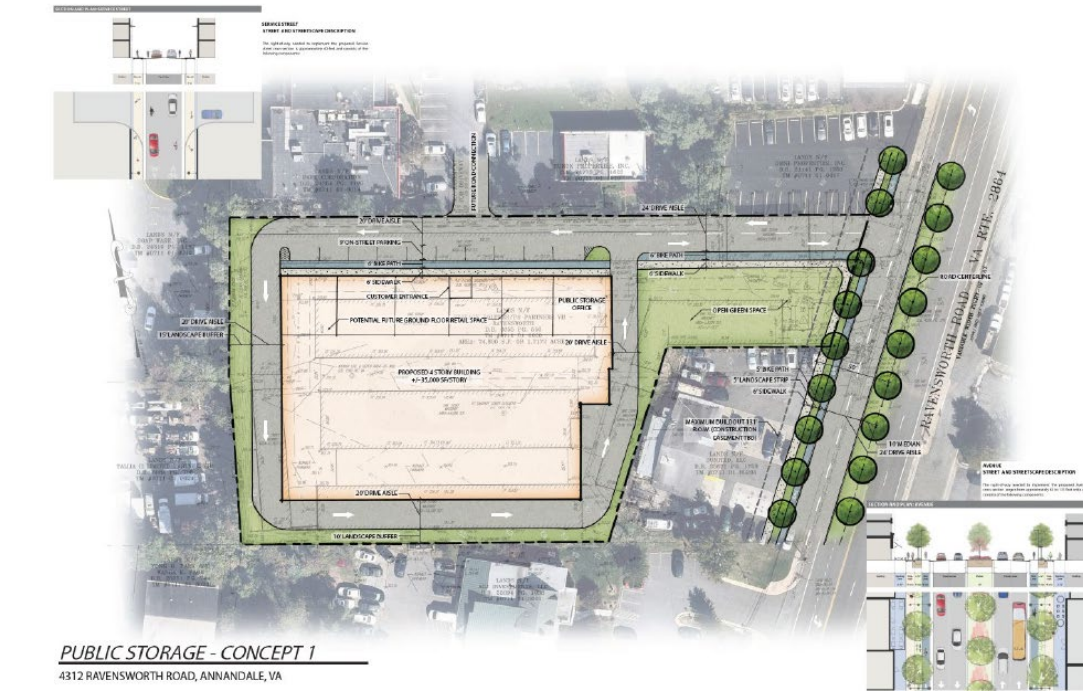
The Board directed staff to evaluate a Plan Amendment for a self-storage facility up to four stories in height and approximately 153,332 square feet in size for TM 71-1 ((1)) 20 and 20A. Additionally, the Board directed that Sub-unit B-2's planned new streets and pedestrian corridors be evaluated with this proposed amendment; that staff evaluate a potential design for the self-storage facility that allows for conversion to the commercial or residential uses envisioned for the CBC; and, that staff review adopted watershed plans to identify the need for any site-specific recommendations.

## **ANALYSIS**

The analysis was guided by the proposed amendment's conformance with Comprehensive Plan's wider vision for the Annandale CBC and other Comprehensive Plan policies including the Concept. The review also included an assessment of the impacts of the proposed amendment as compared to the current plan recommendations. Major considerations include encouraged and discouraged uses in the CBC, parcel consolidation, activation of the pedestrian realm, and opportunities for mid-block connections. This analysis primarily sought to answer two questions to determine whether the proposed amendment could contribute to the overall goals for the area. The first, if a self-storage facility can contribute to the vision of a

vibrant CBC and the second, if development of the subject area has the potential to enliven the public realm, create an engaging experience for pedestrians, and provide the streetscape amenities called for in the Plan. The analysis determined that the answers to these questions are interdependent.

During the Task Force review process, landowner representatives provided a development concept (Figure 2) of a 4-story, stand-alone, self-storage facility on TM 71-1((1)) 20 only. The concept illustrates the scale of the building and indicates where retail uses could, someday in the future, be incorporated into the northern portion of the building.



**Figure 2. Nominator Concept**

Potential impacts were assessed using the assumptions in Figure 3 below. Typically, impacts are reviewed by comparing the recommended land use and FAR of the adopted Plan with that of the proposed amendment. Because the Annandale CBC Plan emphasizes building form over FAR, a development scenario that may be possible under the current Plan was assumed. Actual Plan potential for the parcels within the subject area may be lesser or greater depending on how the form-based plan is implemented. This assumed development scenario was compared against the concept that the nominator (see Figure 2) provided for a 153,332 square foot facility with self-storage as the sole use.

Tax Map Parcel	Size (square feet and acres)	Existing Use	Zoning District	Maximum Zoned Potential (C-8, 0.5 FAR)	Adopted Plan Recommendation	Plan Potential	Proposed Plan Amendment Concept
71-1 ((1)) 20	76,666 Sq. Ft. 1.76 Ac.	Mini-warehousing establishment	C-8	38,333 Sq. Ft.	Commercial, Residential, Mixed-use up to six stories (no site FAR maximum)	57 mid-rise multifamily dwelling units 8,266 Sq. Ft. Retail	Storage facility, 153,332 Sq. Ft.
71-1 ((1)) 20A	17,640 Sq. Ft. 0.40 Ac.	Gasoline and service station	C-8	8,820 Sq. Ft.	Commercial, Residential, Mixed-use up to six stories (no site FAR maximum)	8,820 Sq. Ft. Retail	N/A
Total	94,306 Sq. Ft. 2.16 Ac.			47,153 Sq. Ft.		57 mid-rise multifamily dwelling units 17,086 Sq. Ft. Retail	Storage facility, 153,332 Sq. Ft.

**Figure 3: Comprehensive Plan Quantification****Land Use**

The proposed self-storage use was reviewed in the context of the encouraged and discouraged uses for the Annandale CBC, Plan goals related to the retention of business, and conformance with the existing guidance for building height and development potential within the CBC. In general, self-storage uses are discouraged in the Annandale CBC Plan because they detract from the overall vision for the area. This section discusses the manner in which self-storage may be incorporated with redevelopment, while still achieving Plan goals.

Encouraged and Discouraged Uses in the CBC

The adopted Plan for the Annandale CBC envisions a high-quality mixed-use center that fosters a pedestrian-oriented environment and that consists of residential, commercial, office, hospitality, civic, retail, arts and cultural, or live/work uses. Objectives 1, 2, and 7 of the CBC Plan speak to this desire to promote mixed-use, pedestrian-oriented development – in keeping with the recommendations for the CBC under the Concept. Self-storage, as an industrial use, is not among the uses specifically recommended by the Plan.

Certain uses are specifically discouraged by the Annandale CBC Plan. Notably, storage or distribution facilities are discouraged as a primary use, as they may detract from the vision of a vibrant, urban community. To the extent that storage uses are considered, the Plan recommends

that they be incorporated into a mixed-use development with an active use component. Storage as a primary use does not effectively contribute to the activation of a central business center since storage generates minimal activity, and the properties are primarily designed to maximize the warehousing of physical property and to facilitate convenient vehicular access to the site for customers. As the Plan notes, a self-storage facility with a ground-level active use component such as office or retail facing the street is preferable to a warehouse without active uses.

Sub-unit B-2, centrally located within the Annandale CBC, is planned for residential, commercial, or mixed-use development. Ground floor commercial uses that facilitate a lively and interactive street front are recommended for the sub-unit, with residential, office, or mixed-uses located on upper floors. Given existing CBC-wide guidance and Sub-unit guidance, recommending a storage facility as a sole use in the subject area runs counter to the Plan recommendations. As directed by the Board, the concept of designing a self-storage building to be adaptively re-used at a future time was explored. It was determined that merely recommending that a building be designed in such a way that would allow its conversion to a recommended use at a later date does not further the goals of the CBC. Instead, a mix of uses would more effectively realize the vision for the Annandale CBC. For the proposed self-storage use to remain consistent with the long-standing vision for the Annandale CBC, an active ground floor component with high visibility and access from major pedestrian thoroughfares should be provided for any development in the subject area, including one with a self-storage component.

#### Retention of Businesses

Despite storage being a discouraged use, self-storage on this site may be an exception because Objective 3 of the Annandale CBC plan states that the plan should “retain and enhance businesses serving the community.” The self-storage use has operated its current facility and served the nearby community from this site since it was constructed in 1978, and the ability to improve the property and keep the business in its current location would meet this Plan objective.

#### Form-Based Plan and Development Potential

Guidance for development in Annandale follows a form-based approach. The proposed plan envisions an option for a four-story self-storage facility. The subject parcels are planned for development up to six stories in height. The Comprehensive Plan recognizes that approximately 665,000 sq. ft. of office, 565,000 sq. ft. of retail, 2,620,000 residential development potential remains within the entire CBC. The proposed plan amendment does not contemplate additional development potential beyond what is recommended for the CBC and conforms with the building height recommendations for the subject parcels.

#### **Urban Design**

The Comprehensive Plan emphasizes the importance of quality urban design in the revitalization of the Annandale CBC. Urban design guidelines represent a critical component of the Annandale CBC’s form-based plan and are key to achieving the goals for revitalization in the CRD. As outlined in the Plan and Guidelines, good urban design creates a coherent streetscape along all streets, thereby providing a common identity throughout an area and animating the

public realm. To further this goal, general guidance was created to provide numerous strategies to achieve quality urban design for proposals in Commercial Revitalization Districts and Areas (CRDs/CRAs) (Volume I Guidelines) and for specific districts such as the Annandale CRD (Volume II Guidelines). The guidelines are generally divided into two broad categories: those that pertain to the pedestrian realm and those that relate to building and site design. Parcel consolidation is a key issue to implementing the design recommendations in the Plan and the Volume I and II Guidelines.

### Public Realm

The public realm is generally identified as the area between buildings and the street and includes sidewalks and amenities such as exterior lighting, street trees and other plantings, and street furnishing. Implementation of the recommended streetscape occurs through development proposals that address both the private property and the adjacent public right-of-way. Shade trees, ornamental plantings, seating, bike racks, transit shelters, litter receptacles, and bollards are expected to be provided at appropriate locations throughout the CBC. In general, the public realm should include all elements of “complete streets” that serve all roadway users. With parcel consolidation of the subject properties, there is an opportunity to implement the recommended streetscape in a way that is not possible were TM 71-1 ((1)) 20 to redevelop on its own, given the narrow street frontage of that parcel.

### Site Design

A goal of the design recommendations is to create a more urban relationship between buildings and their surroundings. Building orientation and form, site access, parking and loading, and signage all play a role in creating this relationship. Strategies for achieving the goal outlined in the Plan and Design Guidelines include consolidation of parcels, maximizing building frontage on the main street, providing easily identifiable primary building entrances on main streets, and locating parking and loading away from the main street. Absent parcel consolidation, any building on parcel 71-1 ((1)) 20 would be set back by more than 100 feet given that the stem of the parcel that connects to Ravensworth Road is only 90 feet wide but 100 feet long and would primarily serve as access to the new development. Parcel consolidation of the subject properties would make it possible for the site to be designed with a stronger relationship to Ravensworth Road.

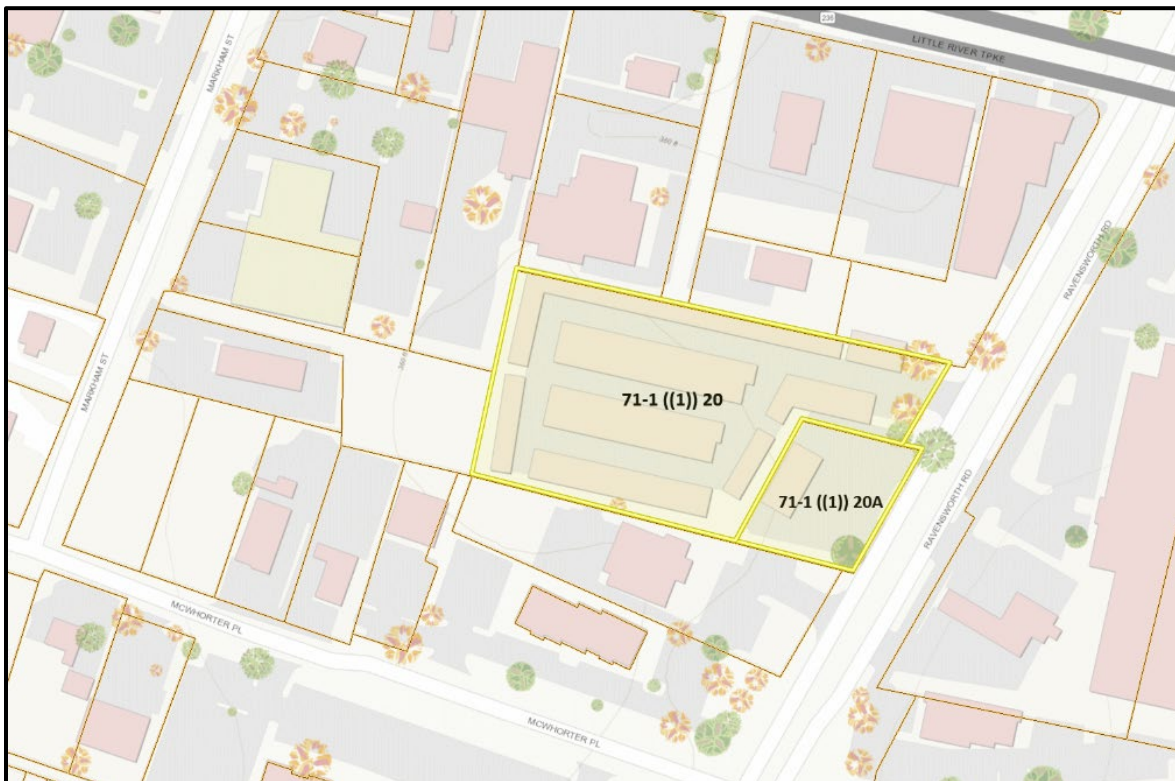
### Building Design and Architecture

A goal of the design recommendations is to facilitate high-quality building design and architecture in redevelopment. Height, massing, and varying roof lines, appropriate façade treatment and articulation, and the cohesive use of materials and colors help create character. Any buildings constructed on the site should be consistent with these guidelines. In addition, carefully located and sized building-mounted lighting, signage and properly screened equipment (e.g., HVAC equipment, electrical boxes, etc.) is critical. Blank facades should be avoided, public art is encouraged, and windows in the facility may require special consideration given the proposed use. As stated, the building’s relationship with the street and its ground floor design are paramount to facilitating street vitality. This includes an active ground floor with human-scale

building elements that produce visual interest and help enliven the street. Ultimately, the building form, materials and signage of the site should reflect the high quality, urban community character envisioned for Annandale rather than a typical self-storage building with standard warehouse form and branded architectural components and colors. Building-mounted signage is preferred over other types, and should be limited, coordinated, and constructed of durable materials. Recommendations enumerated in both Volume I and Volume II design guidance should be clearly reflected in the building design.

### Parcel Consolidation

In its authorization, the Board directed that consideration of the plan amendment include both TM 71-1 ((1)) 20 and 20A, pictured in Figure 4. Staff evaluated the proposed use solely on the site of the existing self-storage facility, as well as on both parcels. The analysis determined that, because of the irregular shape and limited frontage of TM 71-1 ((1)) 20, it would be very difficult to meet most of the planning goals of the CBC if parcel consolidation was not achieved. Among the General Land Use Guidelines within the CBC, the Plan explicitly states that parcel consolidation is highly encouraged for all redevelopment proposals to realize the vision for the CBC. Furthermore, it states that an assemblage of parcels should be logical and of sufficient size to allow projects to function in an efficient and well-designed manner. The guidance also states that any unconsolidated parcels should be able to redevelop in conformance with the plan. In addition to the CBC-wide guidance, parcel consolidation for redevelopment is highly recommended for Sub-unit B-2.



**Figure 4: Subject Parcels**

Consolidation of both subject parcels is necessary for redevelopment to achieve most of the goals set forth in the Annandale CBC Plan and to meet the urban design guidelines outlined in the Annandale CBC Plan and the Volume I and II Guidelines. These documents emphasize creating a high-quality urban environment that is comfortable, engaging, and intuitive for pedestrians. They do so by establishing standards for design of the private and public realms.

Redevelopment without consolidation presents major obstacles for the implementation of the Annandale CBC plan. First, a significant portion of the frontage of both properties would be devoted to vehicular access – in contradiction to the plan’s goals of pedestrian-oriented development. The stem of Tax Map Parcel # 71-1 ((1)) 20 is used for vehicular access to the parcel, so limited space remains for streetscape. Limited space is available for the development of the pedestrian realm amenities recommended by the design guidelines due to vehicular access to both parcels.

For TM 71-1 ((1)) 20, redevelopment would be set back from Ravensworth Road by approximately 100 feet. The Annandale CBC Plan recommends minimal setbacks. Locating buildings close to the sidewalk is a key component of pedestrian-oriented design that helps to activate the street frontage and provides an engaging environment for pedestrians. Finally, inclusion of an active ground floor use such as retail would further activate the street frontage. The viability of such a ground floor use would depend greatly on its visibility and access from the street frontage. Redevelopment without consolidation limits access and visibility from Ravensworth Road, constraining the viability of an active ground floor use. Finally, the service station parcel (TM 71-1 ((1)) 20A) may be too small in land area to redevelop as recommended by the Comprehensive Plan. No other adjacent parcel offers the opportunity for logical consolidation.

Consolidation and coordinated redevelopment of both parcels would produce several positive effects which align with the objectives for the Annandale CBC. First, consolidation would produce a logical, regular, rectangular-shaped assemblage of parcels with the frontage that is necessary to orient development TM 71-1 ((10)) 20 to the street. Doing so would provide approximately 230 feet of combined frontage along Ravensworth Road, which creates an opportunity for the implementation of the public realm and streetscape design recommendations. Combined redevelopment would provide the opportunity to consolidate vehicular access for both parcels, limiting curb cuts and vehicular incursion into the pedestrian realm and create the space necessary for internal connections that are recommended by the current plan. Finally, redevelopment may be a possible candidate for the County’s newly approved Economic Incentive Program, which could make it more financially feasible to provide the desired streetscape and achieve other plan goals.

## **Environment**

Stormwater from the subject area drains into Backlick Run, a tributary within the Cameron Run Watershed. The Cameron Run Watershed has a long history of urbanization prior to the advent of stormwater best management practices and green stormwater infrastructure. Much of Annandale, and the watershed, was developed by the early 1970s. Today, only an

estimated 5% of the land within the watershed remains vacant. Such a large proportion of impervious surface area has had significant impacts on streams within the watershed, including erosion, flooding, and channel alteration due to the increased volume and rate of flow.

At present, the Annandale CBC Plan emphasizes the need for low-impact development (LID) techniques that evapotranspire water, filter water through vegetation and/or soil, return water into the ground or reuse it in all redevelopment projects and within new and redesigned streets and parking lots. The study area is nearly 100% impervious; as such, redevelopment using today's standards, such as LID techniques, would be a significant improvement and would be a component of future review. A plan that allows redevelopment of the subject properties presents an opportunity to improve stormwater management in the area.

## **Parks**

The proposed Plan Amendment will have no impacts to the land, resources, facilities, or service levels of the Park Authority.

## **Schools**

The subject area is served by Annandale Terrace Elementary School, Poe Middle School, and Annandale High School. The proposed plan amendment does not contemplate residential uses. Therefore, no additional students are expected to be generated and no schools-related impacts would be expected to result from the proposed Plan Amendment.

## **Transportation**

The transportation analysis examined the existing and planned roadways, transit service, sidewalks, bicycle facilities, site access, and linkages internal to the block.

### Internal Connections

The Annandale Plan indicates that “new streets and pedestrian corridors should be utilized to create separate blocks within the sub-unit”. Achieving a north-south vehicular, bicycle and pedestrian connection to Little River Turnpike provides access to regional multimodal corridor and bus routes. Due to resulting block sizes and impacts, additional connections may best be focused on accommodating pedestrians and bicycle traffic. Additional connections depend on redevelopment of other parcels around the subject properties.

If the internal connections are designed to accommodate vehicles, the Service Street type defined in the Annandale Plan and associated design guidelines indicate the appropriate minimum right-of-way of 40 feet. This includes a 10-foot travel lane and 5-foot sidewalk per direction and no median. If the internal connections are to accommodate only bicycle and pedestrian traffic, the right-of-way width can be narrower to establish shared use paths with appropriate buffers.

Staff identified the northern and western edges of the study area as ideal locations for such mid-block connections. First, the northern and western property lines roughly intersect with the block mid-points. Second, planning for internal connections along these routes would align with existing property boundaries within the block.

## Roadways

### *Existing*

Little River Turnpike is a four-lane principal arterial<sup>1</sup> that carries 54,000 daily trips (2019)<sup>2</sup>. Ravensworth Road is a three-lane minor arterial<sup>1</sup> with two northbound lanes and one southbound lane that carries 14,000 daily trips (2019)<sup>2</sup>. McWhorter Place is a two-lane local road<sup>1</sup> that carries 2,900 daily trips (2019)<sup>2</sup>. Markham Street is a two-lane local road<sup>1</sup> that carries 2,600 daily trips (2019)<sup>2</sup>.

### *Future*

The Comprehensive Plan recommends the widening of Little River Turnpike to six lanes, and the 4-lane widening and realignment of the planned connection of Markham Street and McWhorter Place. The Comprehensive Plan's vision is to create a more multimodal network that better disperses and accommodates traffic anticipated with local and regional growth. Ravensworth Road, Markham Street and McWhorter Place are expected to be avenues in this vision, taking pressure off boulevards, like Little River Turnpike, by diverting vehicular traffic and accommodating transit riders, bicyclists, and pedestrians.

The land use proposal would be anticipated to result in an estimated reduction in trips as compared to the currently adopted Plan. Given that the current transportation recommendations are intended to accommodate growth from land uses approved in the current Plan, no additional improvements would be anticipated to be needed with the estimated reduction in trips.

## Transit

### *Existing*

MetroBus (3A, 16A, 29G, 29K, 29N) and Fairfax Connector (401, 402) bus routes pass by and make stops along Little River Turnpike on the north side of the sub-unit within which the subject properties are located. Bus stops are located approximately 500 feet (eastbound) to 1000 feet (westbound) from the subject properties.

### *Future*

The Fairfax County Transit Development Plan recommends a potential flexible-route Annandale Circulator to provide better walk-up transit access for the residents of Annandale neighborhoods that are a long walk to the major arterials that currently have the nearest transit

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<sup>1</sup> Fairfax County Comprehensive Plan, Transportation Policy Plan

<sup>2</sup> Virginia Department of Transportation 2019 Annual Average Daily Traffic Volume Estimates

routes. The new route would pass by Ravensworth Road to the south of the subject properties. Capacity enhancements for Fairfax Connector Routes 401 and 402 are also expected.

The site should be planned to accommodate adequate multimodal connections and access to and from area bus stops on Little River Turnpike, John Marr Drive and Ravensworth Road (to the south). Employees and customers should be provided with improved streetscape amenities, wider sidewalks and mid-block connections as recommended in the Plan.

### Sidewalks

#### *Existing*

Sidewalks are present on both sides of Little River Turnpike, McWhorter Place, Ravensworth Road, and Markham Street. Some gaps exist in the current sidewalk coverage on McWhorter Place and Markham Street. There is a high density of connectors, or conflict points, crossing roadways and/or driveways.

#### *Future*

The Fairfax County Countywide Trails Plan, adopted in 2014, calls for Major Paved Trails along Little River Turnpike and Ravensworth Road, and Minor Paved Trails along McWhorter Place and Markham Street. The recently commenced Active Fairfax Transportation Plan effort will update the Countywide Trails Plan and current pedestrian needs and recommendations will be re-evaluated.

The site should be planned to accommodate adequate multimodal facilities that can connect to the area pedestrian network and should preserve adequate frontage along the west side of Ravensworth Road for a 6-foot sidewalk.

### Bicycle Facilities

#### *Existing*

On-road, standard bike lanes are present on both sides of Little River Turnpike, McWhorter Place, and Ravensworth Road. Markham Street contains a segment with standard bike lanes on both sides and a segment with sharrows only.

#### *Future*

The Fairfax Countywide Bicycle Master Plan, adopted in 2014, recommends sharrows on McWhorter Place and bike lanes on Markham Street and Ravensworth Road. The recently commenced Active Fairfax Transportation Plan effort will update the Bicycle Plan and current bicycle needs and facility recommendations will be re-evaluated.

The site should be planned to accommodate adequate multimodal connections to the area bicycle network. This can be achieved with mid-block bicycle facilities and by preserving adequate frontage along the west side of Ravensworth Road for a 5-foot raised bicycle lane, per the Annandale Urban Design Guidelines.

### Access and External Connections

#### *Existing*

The subject properties' only vehicular and pedestrian accesses are to Ravensworth Road. Currently Ravensworth Road has two northbound lanes and one southbound lane, along with northbound and southbound left turn lanes at Little River Turnpike and John Marr Drive. Ravensworth Road also includes 5-foot on-road bicycle lanes, 4-5-foot sidewalks, and approximately 2-foot utility strips in each direction, accounting for a total of 65-85-foot right-of-way width.

#### *Future*

The Annandale Plan defines Ravensworth Road's street type as an Avenue, which has a right-of-way width of 83-101 feet. An Avenue's right -of-way includes two 11-foot-wide travel lanes, 5-foot raised bike lane, 5-foot landscaping panel, 6-foot sidewalk per direction and a 20-foot median. Additionally, a building zone of 4-12 feet is recommended outside the right-of-way of an Avenue.

The achievement of potential internal connections, as set forth in the current plan text within the sub-unit B2 should not be precluded. The subject properties should provide adequate area along their northern, western, and eastern boundaries to accommodate half of the right-of-way needs for appropriate internal connections and external street types.

The site should be planned to accommodate enhanced access and external connections. Adequate frontage along the west side of Ravensworth Road should be preserved for a 6-foot sidewalk, 5-foot landscaping panel, and 5-foot raised bicycle lane and a building zone up to 12 feet in width, per the Annandale Plan.

### Transportation Needs Assessment

#### *Trip Generation Comparison*

The trip generation for existing development, the adopted plan, and the proposed plan amendment land use scenarios are calculated for the two subject properties: the existing self-storage site (TM 71-1 ((1)) 20) and the adjacent site fronting Ravensworth Road (TM 71-1 ((1)) 20A).

The existing land use for the self-storage site is considered mini warehouse use (ITE Land Use Code 151). The land uses according to the adopted plan recommendations are 57 mid-rise multifamily dwelling units (ITE Land Use Code 221) and 8,266 square feet of retail (ITE


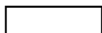
Land Use Code 820). The land use that this plan amendment proposes is 153,332 square feet of mini warehouse (ITE Land Use Code 151).

The adjacent site fronting Ravensworth Road currently serves as gasoline and service station (ITE Land Use Code 944) with four pumping units. Both the adopted plan and this plan amendment proposes this site to be used for retail purposes (ITE Land Use Code 820) in the future.

Figure 5 shows the weekday, AM peak period, and PM peak period trip generation for the existing, planned, and plan amendment proposed land uses for both sites.

Development Type	Quantity	Unit	Daily	In	AM Out	Total	In	PM Out	Total
<b>Existing</b>									
Mini-Warehouse (151)	36.97	KSF	56	2	2	4	3	3	6
Gasoline and Service Station (944)	4	VFP	688	20	21	41	28	28	56
<b>Total</b>			<b>744</b>	<b>22</b>	<b>23</b>	<b>45</b>	<b>31</b>	<b>31</b>	<b>62</b>
<b>Current or Existing Plan</b>									
(Mid-Rise)Multifamily Housing (221)	57	DU	309	5	15	20	16	10	26
Shopping Center (820)	8.266	KSF	1,103	97	59	156	41	45	86
Shopping Center (820)	8.820	KSF	1,153	97	59	156	43	47	90
<b>Total</b>			<b>2,565</b>	<b>199</b>	<b>133</b>	<b>332</b>	<b>100</b>	<b>102</b>	<b>202</b>
<b>Proposed Plan</b>									
Mini-Warehouse (151)	153.332	KSF	232	9	6	15	12	14	26
Shopping Center (820)	8.820	KSF	1,153	97	59	156	43	47	90
<b>Total</b>			<b>1,385</b>	<b>106</b>	<b>65</b>	<b>171</b>	<b>55</b>	<b>61</b>	<b>116</b>
<b>Net (Versus Plan Potential)</b>			<b>-1,180</b>	<b>-93</b>	<b>-68</b>	<b>-161</b>	<b>-45</b>	<b>-41</b>	<b>-86</b>
<b>Net (Versus Existing)</b>			<b>641</b>	<b>84</b>	<b>42</b>	<b>126</b>	<b>24</b>	<b>30</b>	<b>54</b>

\* Trip generation estimates are derived from the Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition (2018). Trip Generation estimates are provided for general, order-of-magnitude comparisons only, and do not account for pass-by, internal capture, or mode-share traffic reductions.

 Self Storage Site (Proposal)  Adjacent Site fronting Ravensworth Road

### Figure 5: Trip Generation

When compared to the existing land uses, the proposed uses for this plan amendment generate approximately 641 additional daily trips, 126 additional AM peak hour trips, and 54 additional PM peak hour trips.

When compared to the land uses recommended in the adopted plan, the proposed uses for this plan amendment generate 1,180 fewer daily trips, 161 fewer AM peak hour trips, and 86 fewer PM peak hour trips. The proposed uses, based on ITE vehicle trip estimates, will increase trips compared to the existing uses and decrease trips compared to the adopted Comprehensive Plan recommendations. The adjacent gas station property's proposed land use change to retail use is the main reason for the trip increase over existing uses.

## **Heritage Resources**

Neither of the properties in the subject area are listed on The Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register, or The National Register of Historic Places, or are located within a Historic Overlay District, or given any other official historic designation.

The service station is of an iconic design from the Shell Oil Company during the time the Annandale CBC was rapidly developing to accommodate the car-centric suburban expansion of the Washington metropolitan area. It retains most, if not all, of the character-defining architectural features of this building type's form. A Phase I architectural survey is recommended with any redevelopment proposal to document the building and structures located on sites older than 50 years of age.

## **CONCLUSION**

As stated previously, the evaluation of the proposal primarily sought to answer two questions to determine whether the proposed amendment could contribute to the overall goals for the area. The first, if a self-storage facility can contribute to the vision of a vibrant CBC and the second, if development of these properties with self-storage use has the potential to enliven the public realm, create an engaging experience for pedestrians, and provide the streetscape amenities called for in the Plan.

While storage is a discouraged use, the Annandale CBC plan was written with flexibility in mind. From a land use perspective, the existing CBC-wide guidance provides a path forward for the development of storage facilities as part of a mixed-use development. In this case, self-storage may be appropriate given that development as envisioned in the proposed plan option represents reinvestment by a long-time, community-serving business.

However, a self-storage facility should also realize the rest of the vision for the Annandale CBC, specifically as related to the provision of active ground floor uses that foster street-level activity. A successful active ground floor use requires a strong relationship with, and presence on, the primary roadway. Without consolidation, development of a storage facility with an active ground floor use would have no presence on Ravensworth Road. Given the shape of TM # 71-1- ((1)) 20, the street presence necessary for the viability of a ground floor active use would only be achieved through consolidation and the coordinated redevelopment that both subject parcels would provide.

Staff was tasked by the Board with examining the recommended internal connections within the block. To that end, the proposed Plan Amendment guidance recommends that any redevelopment provide pedestrian and bicycle connections on the northern and western boundaries of the parcel, as those are nearest to midpoints of the block.

The recommendation that would permit self-storage, but only if both parcels are consolidated, strikes a balance between the need and desire to see reinvestment in the CBC and

ensuring that a redevelopment option for the subject area establishes a pattern for Sub-unit B-2 that is consistent with the Plan's vision for Annandale.

On April 14, 2021, the task force voted 8-1 to concur with the preliminary staff recommendation to add an option for mixed-use development that includes multi-story self-storage with the consolidation and combined redevelopment of both subject parcels, as reflected in the recommendation below.

## RECOMMENDATION

The staff recommendation proposes an option for both subject parcels to develop with a self-storage facility as one component of a mixed-use development provided that parcel consolidation and coordinated development are pursued. In addition, streetscape, high-quality architecture with a strong relationship to the street, and mid-block connections should be provided for pedestrians and cyclists. Special effort will be needed to achieve the objectives of the Annandale CBC, as they relate to high-quality design and the activation of the public realm.

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 ~~strike through~~. Text shown to be replaced is noted as such.

**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area I, Annandale Community Business Center, Sub-unit B1, Land Unit Recommendations, page 33, as amended through 9-24-2019:

“Sub-unit B-2

This sub-unit is planned for residential, commercial, or mixed-use development. The tallest buildings should be located along Little River Turnpike. New streets and pedestrian corridors should be utilized to create separate blocks within the sub-unit. Communal surface or structured parking should be considered to address parking needs. Parcel consolidation for redevelopment is highly recommended. Ground floor commercial uses are recommended, with residential, office or mixed-use above.

Under the incentive development option, a minimum consolidation of approximately three acres is recommended. Under this option, a majority of any abutting street frontage should be consolidated to address access management issues, especially along Little River Turnpike and Markham Street. No parcels should be isolated from consolidation so as to preclude development in accordance with the Comprehensive Plan. An urban park should be located in the sub-unit. This park should be located to provide for utilization by the residents of both Sub-units B-1 and B-2. Sub-unit C-1 This sub-unit is planned for residential and office development.

Tax Map Parcels 71-1 ((1)) 20 and 20A are located in the eastern part of the Sub-Unit along Ravensworth Road and are developed with a self-storage facility and service station. To encourage redevelopment that advances Annandale CBC objectives, as an option, mixed-use development that includes multi-story self-storage and other uses planned for the sub-unit may be appropriate under the following conditions:

- Consolidation of Tax Map Parcels 71-1 ((1)) 20 and 20A is provided, to enable a single, coordinated development;
- Development should, at a minimum, include ground floor uses such as retail, office, and/or community serving uses that activate the street frontage and enhance the pedestrian realm;
- Mid-block interparcel pedestrian and bicycle facilities should be provided in the northern and western sides of the development; and
- Building design should include a ground floor that has a strong relationship with the street, and a building form, character and façade treatment, including signage, that is consistent with that of an office use rather than one that visually distinguishes itself as a storage facility.
- The site layout should be designed consistent with District Design Guidelines for Annandale.

## **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 I

### **Adopted Comprehensive Plan Citations**

#### **FAIRFAX COUNTY COMPREHENSIVE PLAN, 2017 Edition, Area I, Annandale Planning District, Amended through 9-24-2019, Annandale Community Business Center – Concept for Future Development and Areawide Recommendations, pages 18-19**

##### **“CONCEPT FOR FUTURE DEVELOPMENT**

The Comprehensive Plan for the Annandale CBC encourages redevelopment that will increase the residential population and promotes high-quality, pedestrian-oriented development. The Plan for the Annandale CBC envisions a vibrant mix of land uses that significantly enhances the quality of life for its own and neighboring residents, while enabling businesses to prosper and actively contribute to the economic and social vitality of Annandale. The concept will result in a series of focal points within the Annandale area in which people can live, work, and walk to shopping and entertainment uses in a pedestrian-oriented environment. The higher-density, mixed-use development will strengthen the street edge and reinforce a sense of place. By encouraging the highest quality development, the full potential of the area can be attained while protecting and strengthening the residential communities that surround the CBC. People in nearby residential areas will have attractive walking access to the CBC where their retail and entertainment needs can be satisfied, and their lives enriched by local community activities.

Planning objectives for achieving this vision include:

- Objective 1:** Promote attractive, high-quality development that exhibits the best in design and contributes to the overall vision of Annandale as a premiere place to live, work, and play.
- Objective 2:** Encourage revitalization and redevelopment throughout the Annandale CBC that creates a more attractive and functionally efficient community-serving commercial and mixed-use area that emphasizes pedestrian amenities and circulation.
- Objective 3:** Retain and enhance businesses serving the community and promote new residential development within the Annandale CBC.
- Objective 4:** Ensure a pattern of land uses that promotes the stability of neighboring residential areas by establishing transitional areas and preventing commercial encroachment into such areas.
- Objective 5:** Establish civic gathering spaces, green spaces, and other public amenities such as a community center, cultural center, public parks, and transit facility which will contribute to a sense of place in the Annandale CBC where the diverse communities represented by Annandale residents, businesses, and property owners can interact.

- Objective 6: Encourage mixed-use development, where appropriate, and pedestrian-oriented “destination type uses,” including restaurants and boutique retail which promote pedestrian movement and facilitate human interaction.
- Objective 7: Incorporate planned roadway improvements which reflect context sensitive design principles and include elements of “complete streets.”
- Objective 8: Create focal points using the potential traffic circle at the intersection of Backlick Road, Columbia Pike and Maple Place; the Toll House Park; and existing historic sites to foster a sense of place.

## AREAWIDE RECOMMENDATIONS

### Planning Approach

This Plan moves away from traditional techniques in favor of a form-based approach that emphasizes the form and function of future development while providing flexibility with respect to specific land uses and intensities. This flexibility is promoted in two ways:

- 1) *Providing a Variety of Uses* – In lieu of single land-use recommendations, the Plan provides for multiple uses and a mix of uses in a majority of the area. Properties are typically not limited to any one use - residential or retail for example but are recommended to create mixed-use development where appropriate. Such mixed-use development is appropriate to enhancing the community business center of Annandale.
- 2) *Emphasizing Form Instead of FAR* – The Plan utilizes building form, design, and height to inform the development potential of properties within the CBC in lieu of more traditional FAR limitations. As such, the amount of building area allocated to any given property or assemblage will be prescribed by building height and the urban design guidelines instead of FAR, so long as the project meets the building height, urban design guidelines, parking requirements, and other criteria which may further impact the amount of buildable area.

This approach recognizes that FAR is not always a good indicator of building form or project viability. With this form-based approach, potential developers will have flexibility to design a project which meets their needs, while conforming to the vision of the community.”

**FAIRFAX COUNTY COMPREHENSIVE PLAN, 2017 Edition, Area I, Annandale Planning District, Amended through 9-24-2019, Annandale Community Business Center – General Land Use Guidelines, page 30-31**

**“GENERAL LAND USE GUIDELINES**

General and specific guidance is essential to implementing the vision of the Annandale CBC. The following guidelines are intended to supplement the land unit recommendations.

Supported Uses

In general, mixed-use development is planned throughout the CBC, with a few limitations, as addressed in the land unit recommendations. Residential, commercial, office, hospitality, civic and retail uses, or a mixture of those uses are expected within the Annandale CBC. Arts and cultural uses are generally supported throughout the CBC. Live-work uses, as well as shared on-site sales and arts development spaces should also be promoted.

Discouraged Uses

Uses that detract from the vision of the CBC should be discouraged. These include, but are not limited to:

- Storage and Distribution - Storage or distribution as primary use should be discouraged. These uses detract from the vision of a vibrant, urban community. If these kinds of uses are considered, they should be incorporated into a mixed-use development. For example, a self-storage facility which includes office and retail facing the street would be preferable to a warehouse without an active use component. Facilities for the storage of lumber, building materials, and similar contractor yards, should also be discouraged.
- Auto-oriented Uses – New auto-oriented uses should be discouraged. Uses which include drive-thrus, including fast-food restaurants, dry cleaners, and others, do not contribute to a pedestrian-friendly environment. Drop-off areas or porte-cocheres should also be discouraged as they disrupt pedestrian and vehicular traffic flow. The creation of “pad” sites should also be limited. -Outdoor Sales and Storage
- Outdoor sales of equipment and material as a primary use should be discouraged. This includes motor vehicle sales, trailer sales, and other equipment. This does not include materials typically stored indoors, but displayed outdoors for sidewalk sales or similar limited events. Unscreened outdoor storage of equipment or materials should be highly discouraged. Industrial and industrially-commercial oriented uses
- Industrial and industrially-commercial oriented activities that are not compatible with the vision of Annandale should be discouraged. Some manufacturing and assembling

of products may raise potential land use conflicts with existing and planned residential and mixed-use developments.

### Alternative Land Uses

Alternative uses are those uses which may not be specifically recommended in an area, but which may be consistent with the vision of the Plan, and which would not have impacts which exceed those uses which otherwise would have been allowed. When an alternative land use can be demonstrated to be supportive of the desired urban form and compatible with the surrounding development and when the Plan's transportation needs, pedestrian orientation, and other urban design aspects called for in the Plan are adequately addressed, such uses may be considered. For example, a hotel use may be compatible in areas planned for office and retail use provided that such use conforms to the desired form, contributes to the pedestrian orientation, and provides needed public amenities. In addition, the Plan is flexible and encourages future opportunities for institutional, cultural, recreational, and governmental uses which enrich community life, improve the provision of public services, and enhance the area's business competitiveness. Such uses may be considered where the use and scale are compatible with planned uses. Generally, community-serving institutional uses, such as a community center, may be considered in any land unit if the use is of a similar scale and character as other uses planned for the sub-unit.

### Other General Guidelines

- Affordable Housing - For all development proposals with a residential component, affordable housing should be provided in accordance with the Affordable Dwelling Unit Ordinance and the Guidelines for the Provision of Workforce Housing set forth in the Policy Plan. Per county policy, any residential use should provide at a minimum 12 percent of new units as affordable housing. The residential use should accommodate a variety of households such as families, senior housing, and residential studio units. To the extent feasible, the units should meet ADA requirements and accommodate universal design.
- Parcel Consolidation – For all redevelopment proposals, parcel consolidation is highly encouraged as a way to achieve the planning objectives for the CBC. Parcel consolidations should be logical and of sufficient size to allow projects to function in a well-designed, efficient manner, and address transportation needs, particularly related to access management. In general, any unconsolidated parcels should be able to redevelop in conformance with the Plan.
- Telecommunications– New buildings should be designed to accommodate telecommunications antennas and equipment cabinets on rooftops. Such design should be compatible with the building's architecture and should conceal antennas and equipment from surrounding properties and roadways by flush mounting, screening antennas, and/or concealing related equipment behind screen walls or building features.”

**FAIRFAX COUNTY COMPREHENSIVE PLAN, 2017 Edition, Area I, Annandale Planning District, Amended through 9-24-2019, Annandale Community Business Center – Sub-unit B-2, page 33.**

“Sub-unit B-2

This sub-unit is planned for residential, commercial, or mixed-use development. The tallest buildings should be located along Little River Turnpike. New streets and pedestrian corridors should be utilized to create separate blocks within the sub-unit. Communal surface or structured parking should be considered to address parking needs. Parcel consolidation for redevelopment is highly recommended. Ground floor commercial uses are recommended, with residential, office or mixed-use above.

Under the incentive development option, a minimum consolidation of approximately three acres is recommended. Under this option, a majority of any abutting street frontage should be consolidated to address access management issues, especially along Little River Turnpike and Markham Street. No parcels should be isolated from consolidation so as to preclude development in accordance with the Comprehensive Plan. An urban park should be located in the sub-unit. This park should be located to provide for utilization by the residents of both Sub-units B-1 and B-2.”