

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, text which has been added is shown as underlined. No text was deleted.

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area III, Fairfax Center Area, amended through 2-23-2021, Land Use Plan Recommendations – Suburban Center Non-Core Areas, Land Unit J, Recommendations, Land Use, page 69-72:

“Sub-unit J3

Baseline: Office use up to .15 FAR

Overlay: Office use up to .70 FAR

Sub-unit J3 consists of the area between Ridge Top Road and Waples Mill Road, north of Lee Highway. It is planned for office use at an intensity up to 0.70 FAR at the overlay level. As an option, residential/mixed-use at an intensity up to 1.2 FAR was planned and approved with consolidation of approximately 18 acres. The approved 750,000 square feet of residential, office, hotel, and ground-level retail uses are to be provided under the following conditions:

- The character of the development should be primarily mid- or high-rise buildings with retail use integrated within the ground floor of residential and office buildings. Restaurants and ground-floor retail should help create an activity center for residents, visitors, and office workers. A defined and dynamic streetscape should be created along Ridge Top Road, Government Center Parkway, and all internal streets. Pad sites are not allowed.
- Buildings at the corner of Government Center Parkway and Ridge Top Road should be designed to incorporate ground floor retail. It is anticipated that at least 20,000 square feet of a variety of retail, restaurant, and community-serving uses should be located in the vicinity of this intersection.
- A minimum of a 50 foot vegetated buffer should extend from the planned right-of-way line to minimize noise and visual impacts of development along Lee Highway;
- The office component should total at least 200,000 gross square feet. However, up to 50,000 square feet of office use may be replaced by hotel use;
- The planned extension of Government Center Parkway to Waples Mill Road is to be constructed as a four-lane divided roadway within the first phase of development. Dedication of land, construction or contribution to the Fairfax Center Area Road fund should be made for the planned transportation improvements, which includes the Lee Highway and Waples Mill Road interchange;

- Land uses along the periphery of the development should complement the design and orientation of the neighboring land uses. In general building heights should taper towards the south and east, or landscaping should offset and soften the transition of the building heights if this tapering is not feasible. Development also should provide substantial buffering and interparcel access to any unconsolidated parcels;
- A high quality, pedestrian-oriented living environment with recreation spaces, such as open lawn areas, urban parks, plazas and courtyards, should be provided to help meet the recreation needs of residents. Appropriate landscape features and pedestrian amenities, such as shading, seating, lighting, public art, bus shelters, trash cans, and other street amenities should be provided. A contribution should be made to offset the impact of this development on the active recreation facilities;
- Sidewalks and trails should safely connect the land uses within the development and to the surrounding area. These pedestrian pathways should be part of the overall circulation plan that should include continuous sidewalks, attractive pavement treatments, safe crossings, and bicycle facilities;
- An effective transportation demand management (TDM) program should be provided with each phase of development. It should encourage the use of alternative forms of transportation to reduce the number of vehicular trips. It should be based on the number and type of residential units and nonresidential square footage, as deemed appropriate by the Department of Transportation. Any development should establish and implement strategies for the centralized management of the program. The TDM program could include staffing, resources, and dedicated areas for these services. Resources for telecommuting, transit subsidies, and “live where you work” incentives could be provided. Other programs could include, but would not be limited to, rideshare, vanpool, and carpool matching services or guaranteed ride home programs;
- The majority of the required parking should be structured or underground. Attractive façade treatments that are consistent with the overall architectural design should be used for any portion of a parking structures that is visible from the street;
- A geotechnical study should be completed to identify the depth of the asbestos soils and provide appropriate abatement and public safety measures during construction;
- Prior to any development, a survey should be conducted to determine the presence of significant historic archeological resources, using the scope of services approved by the county. The sub-unit has a high potential for these resources as it is known to have contained World War II Prisoner of War camp. Should any significant resources be found, then those resources should be conserved or the adverse impacts of any development mitigated. If resources are present, the applicant should work with the History Commission to write and fund the creation and installation of a historic marker on site;

- Affordable housing should be provided through compliance with the Affordable Dwelling Unit Ordinance, an appropriate proffer of land or units for affordable housing, or a financial contribution to the Fairfax County Housing Trust Fund. In addition, the provision of workforce dwelling units to accommodate the needs of individuals or families with low and moderate incomes is encouraged consistent with the countywide WDU Policy; and,
- Any development should mitigate the impact of the residential component on public schools;

An option to replace a portion of the approved office use has been developed with single-family attached units. The remaining office component should be designed as professional office to serve the community with at least 35,000 square feet of development. The conditions achieved under the approved development should be maintained and enhanced, particularly those related to design and open space, as follows:

- The front façades of the single-family attached units are oriented toward Ridge Top Road and the Government Center Parkway or internal courtyards and pedestrian pathways. The façades should contribute to a defined and pedestrian-friendly streetscape. Internal courtyards and pedestrian pathways should be well-lit and useable with pedestrian-friendly elements such as benches and shade trees. Garages and driveways should be oriented to the rear of the units, and sufficient visitor parking should be provided. The units should be sufficiently buffered and screened year-round from the office uses and structured parking facility to the north;
- The approved pedestrian plaza at the corner of Ridge Top Road and Government Center Parkway should be maintained near the single-family attached units. The plaza should complement the park on the south side of the Parkway and function as coordinated gateway features to the development. The plazas should be useable, well-landscaped, provide seating, and include distinctive elements, such as a fountain or public art; and,
- A community park is envisioned near the office use. The park should be well-lit and well-landscaped with shade trees and include elements that encourage public usage, such as a gazebo, plaza, and playground. This park may be an appropriate location for an historic marker regarding the World War II Prisoner of War camp. Other recreational amenities and open spaces designed to serve residents and guests are encouraged, including roof-top areas.

Any remaining, unconsolidated parcels may develop at an intensity up to 1.0 FAR office/mixed-use, if all relevant conditions above are achieved and appropriate inter-parcel access is provided to the adjacent development.

With consolidation of Tax Map Parcels 56-2 ((1)) 37A & 39, expansion of the existing self-storage use may be considered on the consolidated property up to an intensity of 1.0 FAR. Any conditions of the previous options that remain applicable should be achieved, including

those related to design characteristics/intent, pedestrian and landscape amenities, and geotechnical and archaeological studies, as well as areawide guidance and the following additional conditions:

- The properties should remain consolidated with any additional future redevelopment;
- Development should include a multi-story structure up to a maximum height of 65 feet at the corner of Route 29 and Waples Mill Road, with a minimum setback of 40 feet from each right-of-way. The multi-story structure should meet established County use standards for such uses located in mixed-use areas, including screening or fully enclosing loading and unloading areas, ensuring that no storage bay doors or lighted hallways are visible from the outside of the structure, and other requirements or standards;
- The architecture of the multi-story structure would be in a highly visible and prominent location and should not present the appearance of an industrial use but should resemble an office building with high-quality building materials, façade articulation, and roof variation. Exterior building materials should consist primarily of neutral or muted colors. The use of bright colors or other architectural elements for corporate branding is discouraged. Signage should be well-integrated, contribute to the gateway character, and avoid visual impacts to adjacent residential uses. Any existing buildings to remain visible from the rights-of-way should be enhanced with similar building materials and/or public art;
- Pedestrian-oriented streetscapes and landscaped buffers should be included along the frontages of both Route 29 and Waples Mill Road, sufficient to soften the mass of any new building and to buffer the view of the remaining single-story structures, and any parking or loading areas, from the adjacent roadways. The buffers should include ornamental and screening landscaping, removal of invasive species, and preserving mature trees determined by UFMD to be in good condition along the rights of way and within the VDOT rights-of-way of both Route 29 and Waples Mill Road, to the extent permissible by VDOT. The provision of pedestrian-oriented streetscapes and landscaped buffers should include the removal of the asphalt service drive along Route 29 in favor of additional landscaping. Mature trees on the site should be preserved to the greatest extent possible, if determined to be in good condition by UFMD, and landscaping should utilize natural landscaping principles, consist of regionally appropriate native plant species, and minimize the use of turf grass. The landscape plan should also be designed to accommodate planned sidewalk, trail, and/or transportation improvements with minimal impact to vegetation.
- Major paved trails along both Route 29 and Waples Mill Road, as called for on the County Trails Plan Map, should be provided or improved to current standards, to the extent feasible, given the constraints of the site.
- A community park should be developed on the subject property as an extension of the community park located on Tax Map Parcel 56-2 ((34)) B. The new park should

include amenities such as a dog park or other community-serving features. An underground stormwater management facility to accommodate the new development may be located within the park area. A pedestrian walkway should extend from Waples Mill Road, across the subject property and the new park, and terminate at the existing off-site park. The facades of remaining single-story storage buildings adjacent to pedestrian areas, walkways, and parks should be reimagined to add visual interest and animate the pedestrian experience, through improvements such as the addition of decorative art panels to storage doors, or similar building treatments.

- Provision of or readiness for charging stations and related infrastructure for electric vehicles is encouraged, as is the provision of or readiness for roof-mounted solar charging systems.
- A contribution should be made to the Fairfax County Housing Trust Fund commensurate with non-residential use contributions in other mixed-use areas to compensate for the loss of potential affordable or workforce housing units that may have been realized with development under the alternate Plan option for the area.”

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.