



PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: PA 2015-III-FC1
November 23, 2016

GENERAL LOCATION: Generally north of Interstate 66 between Stringfellow Road and Fair Oaks Mall

SUPERVISOR DISTRICTS:
Springfield

PLANNING AREA:
Area III

SPECIAL AREA:
Fairfax Center Area

PLANNING COMMISSION PUBLIC HEARING:
Wednesday, December 7, 2016 @ 8:15 PM

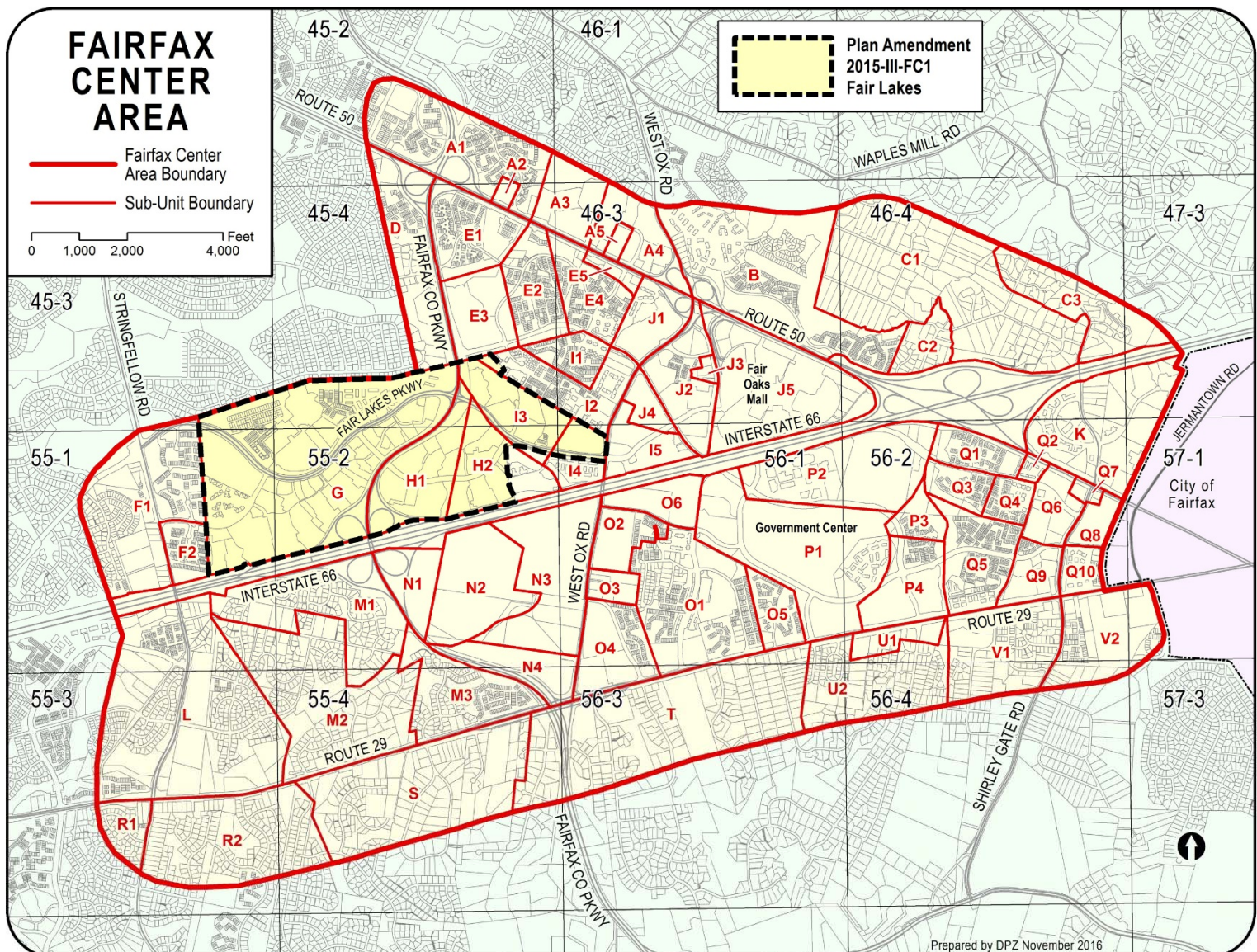
BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, January 24, 2017 @ 4:00 PM

**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.



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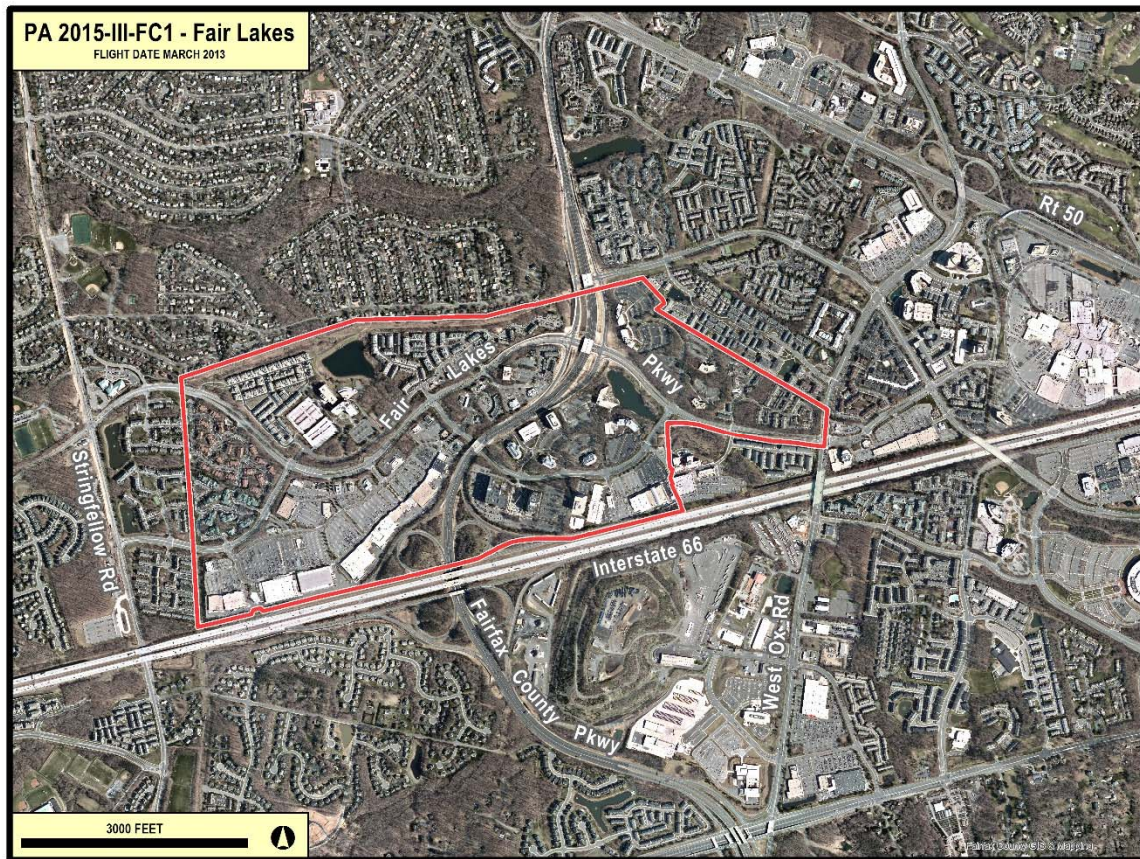
STAFF REPORT FOR PLAN AMENDMENT 2015-III-FC1

BACKGROUND

On June 23, 2015 the Board of Supervisors (Board) authorized the consideration of a Plan amendment focused on Land Units G, H, and I in the Fairfax Center Area, Springfield Supervisor District. In response, the Board requested that staff consider allowing greater flexibility in development and location in this area to enable a quicker response to market demands. The subject area generally extends west of West Ox Road and Monument Drive to Stringfellow Road, and north of Interstate-66 (outlined in red in the figure below).

CHARACTER OF THE SITE

The subject area is located in the Fair Lakes development, which includes office, hotel, residential, and retail uses. These land units making up the subject area are planned for office/mix at an intensity up to .25 floor area ratio (FAR) at the overlay level, and residential at 1 dwelling unit per acre (du/ac).



Several Plan supplemental options for office, hotel, retail, and residential uses are recommended in addition to the level and type of development supported at the overlay level. The Plan options are outlined next in Table 1:

Table 1: Fair Lakes Plan Options

| Tax Map Parcels | Current Plan Option |
|--|---|
| SE Corner of Shoppes Lane and Fair Lakes Circle (no TMP specified) | Up to 110,000 SF office use or hotel use, including up to 5,000 SF support retail |
| 55-2((4))12, 19, and 26A | Up to 140,000 SF of retail use and up to 120,000 SF of office use |
| 55-2((1))8 – parking lot (now 55-2((1))8A2) | Up to 350,000 SF of residential use |
| 45-4((1))25E – parking lot (now 45-4((1))25E2) | Up to 350,000 SF of residential use |
| 55-2((1))9A | Up to 100,000 SF of hotel use or office use |
| 55-2((1))6, 11A1 and 11B1 | Up to 267,000 SF of office use |

CHARACTER OF THE AREA

The Fair Lakes Area is located south of the Greenbriar and Fair Ridge residential communities, which are planned for residential use at a density of 2-3 du/ac. Areas on the western edge of Fair Lakes, along Stringfellow Road are planned for residential uses at 3 du/ac and office mixed-use development at 0.25 FAR. The eastern boundary of Fair Lakes is identified as Land Unit J, which encompasses the highest planned intensities in Fairfax Center, ranging from 0.25 FAR to 1.0 FAR, and represents the core area of Fairfax Center.

PLANNING HISTORY

The adopted Plan for this area recommends office mixed-use at an intensity of .25 FAR at the overlay level. Several Plan options for office, hotel, retail, and residential uses above the overlay level are also recommended. These Plan options were added to the Comprehensive Plan during the 2005 South County Area Plans Review (APR) process through APR item 05-III-3FC. Proffer Condition Amendment (PCA) applications 82-P-069-15, 82-P-069-16, 82-P-069-17, 82-P-069-18, 82-P-069-19, and 82-P-069-20 were approved in 2007 and 2008 to implement these options; however, none of the approved development has been constructed.

On July 9, 2013, the Board of Supervisors authorized a study of the Fairfax Center Area in its entirety. Subsequently, the study was divided into two phases. The first phase examined the Low Density Residential Areas and the Suburban Neighborhoods at the periphery of the Fairfax Center area. This phase was completed in December 2014. The second phase of the study, in which the subject area of this Plan amendment is located, is presently underway. It is examining the Suburban Center and Area-wide Recommendations for the Fairfax Center Area.

The Planning Commission public hearing for this second phase of the Areawide study occurred on November 9, 2016 and the Board of Supervisors' public hearing is scheduled for December 6, 2016. The Board of Supervisors authorized a study of the Fairfax Center Area in its entirety on July 9, 2013.

This phase of the Fairfax Center Area Areawide study proposes to establish a new vision with guiding planning principles. The vision emphasizes the importance of the central focal point constituted by the Government Center complex, the Fair Oaks Mall, and the Fairfax Corner, as well as the planned Metrorail station generally. The draft Plan text also encourages continued development of a high quality, well-connected place that promotes environmental health and protects the stability of established residential communities within and around the area.

Recognizing the evolution of the Fairfax Center Area, the core area is proposed to be expanded to surround both north and south sides of the planned Metrorail station along Interstate-66. Concomitant with this geographic expansion is the re-visioning of the core area as a transit-oriented mixed-use place with an urban character. Modifications to the implementation strategy for the Fairfax Center Area are also proposed update areawide and use specific recommendations and remove those superseded by other policy. The three-tiered density/intensity guidance featuring a baseline, intermediate and overly level would be streamlined into baseline and overlay levels. A number of land use and intensity changes are also proposed in the Suburban Center portion of the Fairfax Center. Lastly, land unit and sub-unit boundaries would be adjusted to reflect existing development, including the consolidation of some sub-units into one.

The adoption of the Areawide study is expected prior to consideration of this amendment PA 2015-III-FC1 and would as a result, would affect the Plan guidance for the subject area. Specifically, the organizational changes mentioned previously would remove the intermediate level of development for the subject area in favor of a simplified range of baseline to overlay and Plan option recommendations. Further, the land units for the area would be redesignated as a new Subunit E1.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2013 Edition, Policy Plan, Land Use, as amended through April 29, 2014, pages 3-4,9-11:

“Objective 1: The county's land use plan should provide a clear future vision of an attractive, prosperous, harmonious and efficient community.

...

Policy b. Encourage growth and development to occur in locations and in a manner which enhances community identity and can be supported by the availability of transportation and public facilities.

Objective 2: Fairfax County should seek to establish areas of community focus which contain a mixture of compatible land uses providing for housing, commercial, institutional/public services, and recreation and leisure activities.

Policy a. Create mixed-use centers which enhance the sense of community and reduce the need to travel long distances for employment and/or services.

Policy b. Encourage, within the Tysons Corner Urban Center, cores of Suburban Centers, cores of Community Business Centers, and Transit Station Areas, and other areas within these Centers that would benefit from revitalization and redevelopment, the development of mixed-use projects.

...

Objective 14: Fairfax County should seek to achieve a harmonious and attractive development pattern which minimizes undesirable visual, auditory, environmental and other impacts created by potentially incompatible uses.

...

Policy b. Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.

Policy c. Achieve compatible transitions between adjoining land uses through the control of height and the use of appropriate buffering and screening.

Policy d. Employ a density transfer mechanism to assist in establishing distinct and compatible edges between areas of higher and areas of lower intensity development, to create open space within areas of higher intensity, and to help increase use of public transportation at Transit Station Areas.

Policy e. Stabilize residential neighborhoods adjacent to commercial areas through the establishment of transitional land uses, vegetated buffers and/or architectural screens, and the control of vehicular access.

Policy f. Utilize urban design principles to increase compatibility among adjoining uses.

...

Objective 15: Fairfax County should promote the use of sound urban design principles to increase functional efficiency, unify related areas and impart an appropriate character and appearance throughout the county.

Policy a. Apply urban design principles in the planning and development process.
...”

The portions of Land Units G, H, and I in Fairfax Center subject to this amendment are planned for office mixed-use at the overlay level at an intensity of 0.25 FAR. As mentioned previously and outlined in Table 1, several options for residential, retail, office, and hotel uses exist in addition to the overlay level. Complete Plan text for these land units is appended to the staff report as Attachment I.

PROPOSED PLAN AMENDMENT

PA 2015-III-FC1 considers redistributing development potential currently planned on specific sites as options at the Overlay level within the Fair Lakes area in Land Units G, H and I of Fairfax Center across the entire subject area of this amendment. The Fair Lakes area is planned for office mixed use up to .25 FAR at the overlay level; the current Plan options recommend additional development potential (approximately 1 million square feet) to include retail, office, residential, and hotel uses.

ANALYSIS

Land Use

The subject area for the proposed amendment is developed with a mixture of land uses that are generally concentrated by use, and establish several, informal districts. The area east of the Fairfax County Parkway on the north and south sides of Fair Lakes Parkway contains primarily office development, with residential, hotel, and retail as secondary uses. The area west of Fairfax County Parkway, south of Fair Lakes Parkway comprises the Fair Lakes shopping center, developed with regional retail uses. Office and other commercial uses are located north of the Fair Lakes Parkway; townhouse and multifamily development are also present and serve as a transition to the lower density residential uses outside of the suburban center. These areas are buffered and less visible from the roadway.

The subject area is located within portions of Land Unit G, H, and I which are proposed to be consolidated as Land Unit E1 of the Fairfax Center Suburban Center Area within ongoing Plan Amendment 2013-III-FC1(B)/2016-III-FC1. As designated on the county’s Concept for Future

Development, suburban centers are primarily employment centers that may include transit station areas and town centers. General recommendations for suburban centers include:

- Encouraging a complementary mix of office, retail and residential uses in a cohesive moderate to high-intensity setting.
- Establishing a grid of streets and well-designed pedestrian connectivity in core areas. The transitional areas outside of the core should have connectivity to core area amenities. Similarly, connectivity should be provided between transitional area amenities and core areas.
- Balancing transportation and land use in core areas as the centers evolve to be less dependent on the personal vehicle as a result of transit accessibility.

The proposed amendment would reallocate up to 1.07 million square feet of future development (230,000 SF of office and/or hotel use; 140,000 SF of retail use, and 700,000 SF of residential use) now planned on specific parcels within Fair Lakes to an approximately 400-acre area. The flexibility associated with this concept suggests guidance about location of uses, mixture of uses, quantity, and character of redevelopment or infill development is needed to augment the performance-based criteria established in the Area-wide guidance and Use-specific Performance Criteria. Developing additional guidance would be consistent with long standing planning policy that supports employing building height, intensity and/or size of development to produce land use patterns that are consistent with overall vision.

Land Use Objective 1 of the Policy Plan volume of the adopted Comprehensive Plan, states the county's land use plan should provide a clear future vision of an attractive, prosperous, harmonious and efficient community. Policy b within Objective 1 encourages growth and development to occur in locations and in a manner that enhances community identity and can be supported by the availability of transportation and public facilities. A vision should be established that defines the general location and type of planned development and provides guidance about infrastructure and amenities that support a sense a place, such as urban parks and plazas, which is particularly important to creating viable residential communities. The lack of such guidance would risk piecemeal and infill development and redevelopment that may lack cohesion and reasonable relationships among land uses.

Objective 2 of the Land Use section of the Policy Plan recommends creating focused areas with a mixture of compatible land uses.. Policies a and b within this objective encourage redevelopment and the development of mixed-use projects within Suburban Centers to establish and reinforce community focus, as well as reduce the need for lengthy travel for employment and basic services. The proposed amendment should identify these areas of community focus within the subject area and ensure the achievement of the compatibility goals within the area to appropriately guide the proposed reallocation of over 1 million square feet.

Similarly, Objective 14 of the Land Use section addresses land use compatibility, with the goal of achieving an attractive and harmonious development pattern that includes measures to

minimize undesirable visual, auditory, and environmental impacts. The policies in this objective recommend a variety of measures to maintain this development pattern, but primarily stress compatible land uses and scale, compatible transitions between different land uses, the control of height, and through the use of buffering and screening (Policies b, & c, e and f). Policy d recommends employment of a density transfer mechanism to assist in establishing distinct and compatible edges between areas of higher and areas of lower intensity development, but such transfers should be defined in such a way as to create an acceptable future land use pattern. Guidance about compatibility, transitions, and minimizing impact should be developed as part of this amendment in order to detail how they would pertain to the subject area.

The Plan encourages the utilization of urban design principles to address compatibility issues, increase functional efficiency, unify related areas, and impart an appropriate character and appearance throughout the county (Objective 15, Policy a). Urban design principles can play a major role in achieving many of the referenced county objectives, while still providing flexibility. A tailored urban design program should be provided to ensure cohesive and functional development throughout the subject area.

Transportation

This Plan amendment considers allowing flexibility in changing land use and intensity within the subject area. Allowing for changes in the location of these land uses may affect the land use/transportation balance and negatively impact circulation and transportation accessibility in the area. If such land use flexibility is to be considered, transportation impacts to adjacent facilities need to be taken into consideration with any proposed shift.

Prior to zoning approval, where shifts in land use are proposed within any one land unit/sub-unit, or from one to another, a transportation analysis will need to be conducted, as per county policy. Any negative impacts from the proposed shift in land use on the transportation network, circulation and traffic operations will need to be mitigated to the satisfaction of Fairfax County . Table 2 summarizes the trip generation for the land use intensities currently planned in the options for the subject area.

Table 2 shows that this Plan amendment could ultimately facilitate shifting of up to 15,000 or more daily trips within the transportation network. This shift includes a significant number of trips during the evening (PM) peak hour, with just over 1,500 trips attributed to the four areas under consideration in this plan amendment. These trips could affect the traffic flow, level of service and delay for the traffic signals in the area, and could negatively impact the operation of Fairfax County Parkway and/or Fair Lakes Parkway, among other facilities.

Table 2: Trip Generation

| | | | AM | | | PM | | |
|---|------------|--------|-----|-----|-------|-----|-----|-------|
| Development Type | Quantities | Daily | In | Out | Total | In | Out | Total |
| | | | | | | | | |
| Current Plan: Land Unit G (SE Corner of Shoppes Lane and Fair Lakes Circle) | | | | | | | | |
| Office (710) | 110 KSF | 1,411 | 182 | 25 | 207 | 34 | 167 | 202 |
| Total Trips Generated | | 1,411 | 182 | 25 | 207 | 34 | 167 | 202 |
| | | | | | | | | |
| Current Plan: Land Unit G (Parcels 55-2((4))12, 19, and 26A) | | | | | | | | |
| Office (710) | 120 KSF | 1,508 | 194 | 27 | 221 | 36 | 177 | 213 |
| Retail (820) | 140 KSF | 8,451 | 83 | 51 | 134 | 360 | 391 | 751 |
| Total Trips Generated | | 9,959 | 278 | 77 | 355 | 397 | 567 | 964 |
| | | | | | | | | |
| Current Plan: Land Unit H2 | | | | | | | | |
| Apartments (220) | 300 DU | 1,942 | 30 | 121 | 151 | 119 | 64 | 183 |
| Total Trips Generated | | 1,942 | 30 | 121 | 151 | 119 | 64 | 183 |
| | | | | | | | | |
| Current Plan: Land Unit I3 | | | | | | | | |
| Apartments (220) | 300 DU | 1,942 | 30 | 121 | 151 | 119 | 64 | 183 |
| Total Trips Generated | | 1,942 | 30 | 121 | 151 | 119 | 64 | 183 |
| | | | | | | | | |
| Cumulative Trips | | | | | | | | |
| Apartments (220) | 600 DU | 3,884 | 60 | 241 | 301 | 238 | 128 | 366 |
| Office (710) | 230 KSF | 2,919 | 377 | 51 | 428 | 70 | 344 | 415 |
| Retail (820) | 140 KSF | 8,451 | 83 | 51 | 134 | 360 | 391 | 751 |
| Total Trips Generated | | 15,254 | 520 | 343 | 863 | 669 | 863 | 1,532 |

Note: Trip Generation derived from the Institute of Traffic Engineers (ITE), Trip Generation, 9th Edition (2013). Trip Generation estimates are provided for general order-of-magnitude comparisons, only, and do not account for pass-by, internal capture, or traffic reductions as a result of proximity to transit stations.

At the request of FCDOT staff, the developer's transportation consultant reviewed a 2005 Transportation Assessment conducted for the 2005 Area Plans Review item 05-III-3FC. The consultant concluded that the transportation improvements recommended in the Transportation Assessment of 2005 are adequate to mitigate the potential impacts of the proposed flexibility in the current plan amendment. Salient to finding was that the growth rate applied to background traffic in 2005 was overly conservative (2%) and that growth rates have been much lower than this rate. Also noted was that the 2005 study did not account for any trip reductions for transportation demand management (TDM) strategies, internal synergy and/or retail pass-by. To formalize the review, staff asked that a memo documenting and validating their assumptions from the 2005 study be prepared. The main highlights of this assessment can be summarized, as follows:

- A. Background Growth:** The analysis indicates a regional growth rate of 0.34% per year from 2005 to 2015. This rate was calculated using Virginia Department of Transportation (VDOT) historic traffic count data. The 2005 network assessment report had accounted for a growth rate of 2%, which overestimated the amount of growth when compared to

rates reflecting actual growth 2005-2015. Applying the actual growth rate, there would be a significant reduction in anticipated 2020 trips. The reduction in trips ranges from 429 fewer morning (AM) peak hour trips at the intersection of Fair Lakes Boulevard and Fair Lakes Parkway, to 2,364 fewer AM peak hour trips at the intersection of Fairfax County Parkway and Fair Lakes Parkway.

B. Trip Reductions (Transportation Demand Management (TDM), Internal Synergy, Retail Pass-By): The documentation assessed the potential impact of Travel Demand Management (TDM) reductions, as well as reductions associated with internal synergy and retail pass-by. None of these reductions were accounted for in the 2005 assessment. As a result of these reductions, trips generated by the site could decrease by 103 trips in the AM peak hour and 339 trips in the PM peak hour. The daily trips generated from the site could be reduced by 4,528 trips, from the 20,284 assumed in the original assessment to 15,756 after the trip reduction rates area applied.

The 2005 network assessment report had a very aggressive background growth rate and higher, unadjusted trip generation than would be anticipated today. The revised trip generation memo estimates that the total future traffic forecasts could be reduced at the study intersections by a range of 442 to 2,446 fewer AM peak hour trips and by a range of 692 to 2,652 fewer PM peak hour trips. The significant number of trips mitigated in the 2005 analysis shows that the flexibility and impact of shifting trips in the area should be able to be mitigated during development review.

If this Plan Amendment is considered by the Board of Supervisors for approval, more detailed commitment describing transportation mitigations would be needed at the time of zoning. A transportation analysis should be provided to evaluate the potential impacts associated with the redistribution of planned densities associated with the options.

Changing the synergies of the currently planned uses also could have impacts on pedestrian, bicycle and transit within the Fair Lakes Area. Without information on where the proposed uses would shift to, it is not possible to analyze and quantify the specific impacts of the proposed flexibility in the land use allocations at this time.

Parks and Recreation

The planned urbanization of the county's growth areas requires that the existing suburban park system in Fairfax County be supplemented by parks that are more suitable for the unique urban context and provide appropriate functions, uses, amenities, visual form, and accessibility to the variety of users typical in an urban environment. Residents in these areas most likely will have little or no private yards due to more dense residential forms and will rely on publicly accessible open space for leisure pursuits, socializing, exercising, and enjoying natural and designed landscapes. Workers and visitors to these destinations similarly will seek safe and comfortable, publicly accessible spaces for leisure and social activities. Well-defined and innovative urban parks can serve this diverse range of uses and users while also contributing to the place-making and economic strength of these urbanizing areas. Although some development will not result in

an urban character, these land uses or development options, as determined through the development review process, are expected to supplement the existing suburban park system.

For Local Parkland in urban areas, such as Fair Lakes, it is expected that new development would be expected to provide new parkland during the development review process, and would provide a minimum of 1.5 acres per 1,000 residents and 1 acre per 10,000 employees during the development review process. In urban areas, Local Parks should be within ½ to ¼ mile of nearby offices, retail, and residences.

CONCLUSION

Staff has worked with the property owner's representatives to formulate an expanded vision for the subject area to provide flexibility and guide the re-distribution of the planned density in the options at the overlay level for specific sites. Many of the countywide policies listed in the Land Use Analysis point to creating focal points and development nodes within communities that feature enhanced connectivity, while accommodating flexibility in redevelopment and infill development proposals. Other Plan amendments in the Suburban Center of Fairfax Center, such as Fairfax Towne Center, which is located at the transitional edge of the core, and Fairfax Corner have demonstrated a commitment to specialized urban design principles, optimizing locational advantage vis-à-vis the transportation network, creating areas of community focus, and enhancing connectivity. The overall level of development should be addressed through the application of the proposed guidance related to areas of focus, urban design principles, and establishing the future character in each of the districts found within Fair Lakes. Additionally, any negative impacts from the proposed shift in land use on the transportation network, circulation and traffic operations would need to be mitigated.

RECOMMENDATION

Staff recommends the Comprehensive Plan for the subject area be replaced as shown on the following pages. Note that the Board of Supervisors' public hearing for Fairfax Center Area Study, Phase II (PA 2013-III-FC1(B)) is scheduled for December 6, 2016, following the staff report publication date of this amendment. The Areawide amendment will consolidate the subject area into one subunit Subunit E1 as mentioned previously but will not substantively modify any of the land use, intensity or related conditions for the land units. For continuity, the recommended text is based on the proposed Planning Commission-recommended land unit naming for Subunit E1, which the Planning Commission recommended on November 16, 2016.

PROPOSED COMPREHENSIVE PLAN TEXT

REPLACE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, Amended through 12-2-2014, Land Use Plan Recommendations – Overlay Level; Land Units G-I; pages 59-67 to combine Land Units G, H1, H2, and I3 into one Land Unit (proposed new "Land Unit E1" with Fairfax Center Area Phase II Study) to include a majority of the Fair Lakes development.

“LAND UNIT E

CHARACTER

This land unit located north of I-66 and south of the stable 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 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.

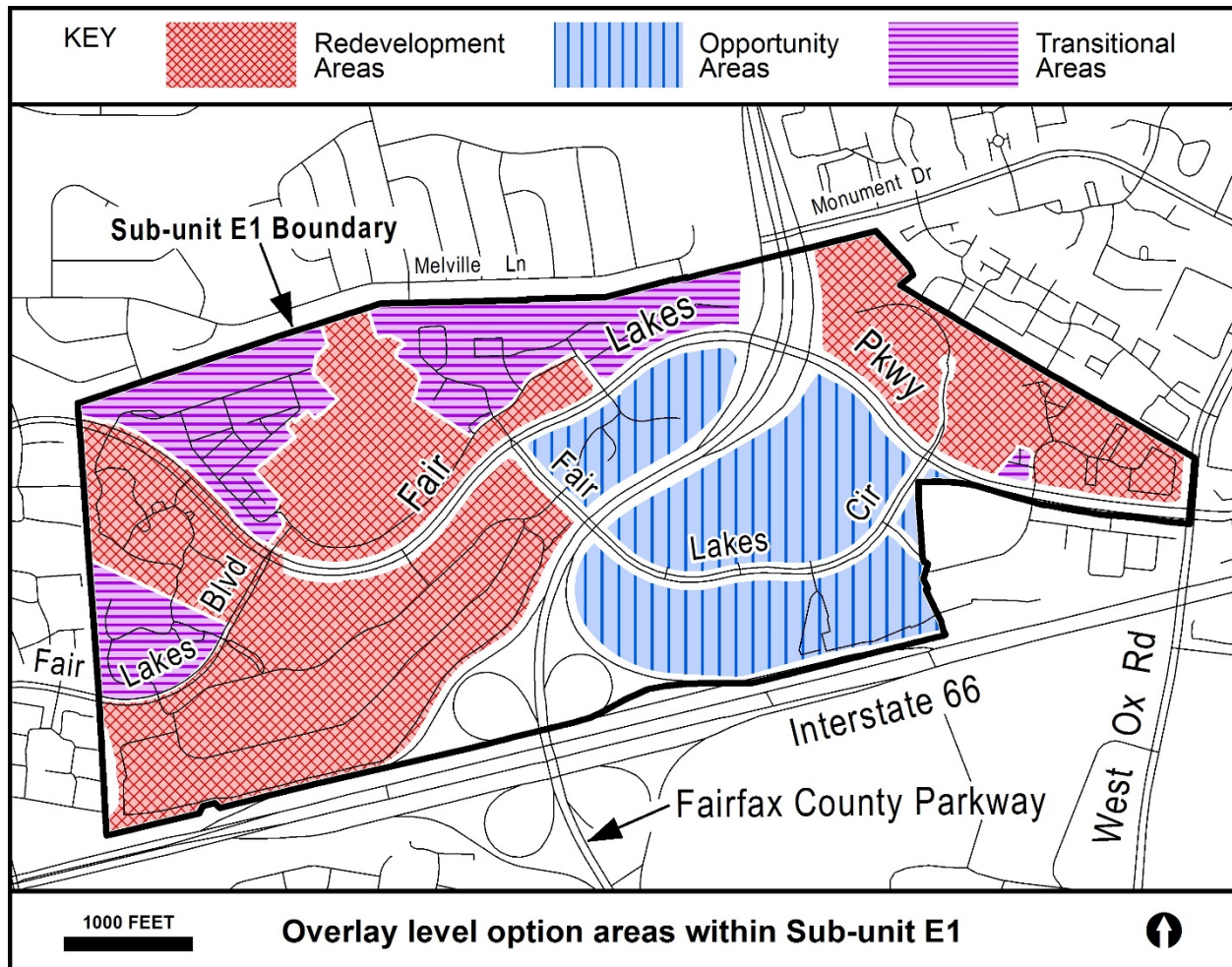
Implementation of any of the Development Options should strengthen the economic vitality and attractiveness of Fair Lakes, protect and strengthen the residential areas, and maintain the high development standards that preserve and enhance this area as a high quality destination in which to live, work, 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 ~~400~~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 13.



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

FIGURE 13

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 Fairfax County Department of Transportation.

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.

TRANSPORTATION PLAN MAP:

The Transportation Plan Map will not change.

**ATTACHMENT I
ADOPTED COMPREHENSIVE PLAN TEXT**

Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through September 20, 2018, Land Use Plan Recommendations, pages 59-70:

“LAND UNIT G

CHARACTER

This land unit is located west of the Fairfax County Parkway, north of I-66 and south of the stable Greenbriar residential community. To the west is Land Unit F. This land unit contains part of the Fair Lakes mixed-use development and includes a small retail center, several office buildings, and the Autumn Woods and Stonecroft multifamily residential developments. Fair Lakes Parkway and Fair Lakes Boulevard traverse this area.

RECOMMENDATIONS

Land Use

This land unit is planned for office mixed-use with housing as a major secondary land use. Office development that incorporates architectural excellence, preservation and enhancement of natural features, uniform signing, lighting and landscaping systems and quality roadway entry treatments are development elements that must be achieved to justify the overlay level. Primary office building concentration should be oriented toward I-66 and the Fairfax County Parkway. Residential development should also incorporate high-quality design features including active recreation facilities, open space, and landscaping including street trees, site and building entry landscaping, and screening of community facilities. Impacts on existing residential neighborhoods must be mitigated through buffering and compatible land uses.

The following options exist for development above the planned and approved .25 FAR overlay level. Densities and uses specified in these options are only appropriate for the sites described. These uses and densities are not to be transferred to other locations within the Fairfax Center Area.

As an option at the overlay level, the area at the southeast corner of Shoppes Lane and Fair Lakes Circle may be appropriate for up to 110,000 SF of office use or hotel use, including up to 5,000 SF of support retail, if the following conditions are met:

- Provision of adequate pedestrian connections to the Fair Lakes Shopping Center to the south and the provision of a trail along Shoppes Lane;
- Substantial buffering and screening of any redevelopment from the Fairfax County Parkway; and

- Development should be limited, to the extent possible, to the redevelopment of the existing structure and parking area. 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, development of the northeastern portion of the Fair Lakes Shopping Center, which is generally bounded by Fair Lakes Parkway, Fair Lakes Circle and the Fairfax County Parkway, (specifically Tax Map Parcels 55-2((4))12, 19, and 26A), may be appropriate for up to 140,000 SF of retail use and up to 120,000 SF of office use if the following conditions are met:

- Any additional retail and/or office use, and related parking, should be built on the surface parking lots or in place of existing buildings;
- A pedestrian-oriented environment should be created with any new development. All building facades should be designed in a way to encourage pedestrian activity. Parking should be provided in structures which should be wrapped, to the extent possible, with nonresidential uses on the ground floor to encourage an active, walkable environment. Sidewalks should safely connect the development with the surrounding uses. Pedestrian connections should include attractive pavement treatments, safe crossings, and appropriate landscape features;
- Any additional retail and/or office use should be part of an integrated, pedestrian-oriented development; pad sites and drive-through uses are not appropriate;
- Outdoor seating, urban parks or plazas, and extensive landscaping should be provided in any new development;
- Design of the development should provide for the integration with the surrounding large-scale and stand-alone retail uses;
- Improvements are provided to address transportation impacts on internal roadway circulation patterns as well as on access to the shopping center; and
- Vehicular and pedestrian circulation should be well integrated with existing retail uses, including convenient bus access.

Transportation

Transportation improvements should be provided to mitigate the impact associated with development above the .25 FAR overlay level. The intersection of the Fairfax County Parkway and the Fair Lakes Parkway is above capacity, and a grade-separated interchange is planned and under design. Additional mitigation measures to facilitate construction of this interchange should be provided with new development above the .25 FAR overlay level. Any development should be coordinated with the Fairfax County HOV Design Study.

Improved bus service may be needed to serve additional 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.

Parks and Recreation

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

| LAND UNIT SUMMARY CHART – LAND UNIT G | | | |
|--|-----------------------------|---------------------------|-------------------------------|
| <u>Land Unit</u> | <u>Approximate Acreage</u> | | |
| G | 309 | | |
| <u>Land Unit</u> | <u>Recommended Land Use</u> | <u>Intensity/ FAR</u> | <u>Density Units/Acre</u> |
| Baseline Level | | | |
| G | RESIDENTIAL | | 1 |
| Intermediate Level | | | |
| G | OFFICE/MIX | .14 | |
| Overlay Level | | | |
| G | OFFICE/MIX | .25* | |
| * Refer to Plan text for specific recommendations at the overlay level. | | | |
| Note: This land unit is within the Water Supply Protection Overlay District. | | | |

LAND UNIT H

CHARACTER

This land unit is located east of the Fairfax County Parkway, north of I-66, and south and west of Land Unit I. It contains part of the Fair Lakes mixed-use development including office buildings, a hotel, and the Oaks multifamily residential subdivision.

RECOMMENDATIONS

Land Use

Sub-units H1, H2

These sub-units are planned for office mixed-use. Office development that incorporates architectural excellence, preservation and enhancement of natural features, uniform signing, lighting and landscaping systems and quality roadway entry treatments are development elements that must be achieved to justify the overlay level.

The following options exist for development above the planned and approved .25 FAR

overlay level. Densities and uses specified in these options are only appropriate for the sites described.

These uses and densities are not to be transferred to other locations within the Fairfax Center Area.

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 the surface parking lot associated with Tax Map 55-2((1))8 may be appropriate for up to 350,000 SF of residential development if the following conditions are met:

- Any residential development under this option will be deemed to be the high end of the Plan density range for affordable housing calculations. The provision of workforce housing to accommodate the needs of individuals or families making from 70 to 120 percent of the county's median income is encouraged;

- Pedestrian connections are provided to the surrounding land uses. This should include attractive pavement treatments, safe crossings, and high-quality landscape features;

Buffering and screening along Fair Lakes Circle should be provided to mitigate the visual impact of the existing retail commercial center on the residential use. Any new development should minimize the loss of mature trees located in existing buffer areas along public roads;

- High quality site and architectural design for buildings and parking structures, including compatibility with adjacent buildings, should be provided to acknowledge this prominent location in the Fair Lakes development;
- A publicly accessible urban park or park features should be included on the site, such as major or minor plazas, gathering spaces, athletic courts, tot lots, special landscaping, street furniture and pedestrian amenities. Impacts on Park Authority resources should be offset through the provision of or contribution to active recreation facilities in the service area of the development;
- Public, pedestrian access should be provided to the lake to the northeast of the site to allow future residents to benefit from this existing amenity; and
- Any development should mitigate the impact of the residential use on public schools.

The eastern portion of Sub-unit H2 is planned for office mixed-use at a maximum intensity of .45 FAR. It should be part of a unified development with the entire Government Center tract. (See text under Sub-unit P1.) The .45 FAR intensity of the development on this portion of the Government Center complex should be compensated for by a concurrent square footage reduction on the remaining portion of the property located south of I-66 for an overall FAR of .35. As an option, residential use not to exceed .45 FAR may be considered for this portion of the sub-unit. If the residential alternative is exercised, the two-to-one ratio of primary to residential uses recommended within office mixed-use areas may be modified for the Government Center complex, including this portion of Sub-unit H2, to include a greater proportion of residential uses to encourage increased housing opportunities in this area. As another option, a furniture, home furnishings, home décor, home-design center, apparel or general merchandise store or other retail use with similar trip generation characteristics may be developed on Tax Map 55-2((1))15 if the following conditions are met:

- Retail development should be located on the western portion of the site in order to be oriented with existing retail uses to the west of the site.
- Retail development should be compatible with existing retail uses to the west of the site with respect to high-quality design, building height, building materials and signage. Inappropriate uses include but are not limited to: home improvement store with a nursery, lumber yard or other large raw building material components; high volume, large discount store (e.g., Costco, Sam's Club); and restaurant park.
- Retail development requiring uses in outside areas are not desirable and are not in keeping with the character of existing retail uses in the area. In the event retail development requires outside area(s) such as for storage, display and sales, the area(s) should be screened on all sides with walls which are similar in architecture and building

materials as the principal structure.

- Retail use should not exceed 172,000 square feet.

Office use should not exceed 75% of the gross square feet of development, excluding space for the forensics facility.

- The total square feet of development should not exceed 668,000 square feet (including an approximately 38,000 square foot forensics facility) for an overall .45 FAR.
- Access is provided to the site from both Fair Lakes Parkway and the extension of Roger Stover Drive.
- Internal circulation improvements are provided to ensure access of all uses on the site to the median break at Fair Lakes Parkway.
- Reservation for future dedication of right-of-way along I-66 for planned improvements to I-66 is provided, including a flyover ramp from the HOV lanes to the mainline lanes.
- The following improvements are provided as deemed appropriate by the Fairfax County Department of Transportation:
 - Extension of the existing eastbound right turn lane between the primary site entrance and West Ox Road;
 - Extension of the existing left turn lane and addition of a second left turn lane at the Fair Lakes Parkway approach to West Ox Road;
 - Separate right turn lane northbound on Fair Lakes Circle at Fair Lakes Parkway; and
 - Turn lanes into the site as determined appropriate at the time of rezoning.

Transportation

Transportation improvements should be provided to mitigate the impact associated with development above the .25 FAR overlay level. The intersection of the Fairfax County Parkway and the Fair Lakes Parkway is above capacity, and a grade-separated interchange is planned and under design. Additional mitigation measures to facilitate construction of this interchange should be provided with new development above the .25 FAR overlay level. Any development should be coordinated with the Fairfax County HOV Design Study.

Improved bus service may be needed to serve additional 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.

Public Facilities

Construct an approximately 38,000-square foot forensics facility for the Fairfax County Police Department on Tax Map 55-2((1))15 west of the EQC along the southern property boundary near I-66.

| LAND UNIT SUMMARY CHART – LAND UNIT H | | | |
|--|-----------------------------|---------------------------|-------------------------------|
| <u>Sub-units</u> | <u>Approximate Acreage</u> | | |
| H1 | 96 | | |
| H2 | 62 | | |
| <u>Sub-units</u> | <u>Recommended Land Use</u> | <u>Intensity/ FAR</u> | <u>Density Units/Acre</u> |
| Baseline Level | | | |
| H1, H2 | RESIDENTIAL | | 1 |
| Intermediate Level | | | |
| H1, H2 | OFFICE/MIX | .14 | |
| <u>Sub-units</u> | <u>Recommended Land Use</u> | <u>Intensity/ FAR</u> | <u>Density Units/Acre</u> |
| Overlay Level | | | |
| H1, West Portion H2 | OFFICE/MIX | .25 * | |
| EAST Portion H2 | OFFICE/MIX | .45 * | |
| * Refer to Plan text for recommendations on options. | | | |
| Note: These sub-units are within the Water Supply Protection Overlay District. | | | |

LAND UNIT I

CHARACTER

This land unit is located north of I-66 on either side of West Ox Road and generally south of Monument Drive. It contains the Fair Oaks Gables, the Oaks, and the Fairfield House multifamily residential developments, the southern portion of the Fair Ridge townhouse development, and part of the Fair Lakes mixed-use development. Ox Hill Battlefield Memorial Park, which preserves and highlights the Ox Hill Memorial Markers, is located in the southwestern quadrant of Monument Drive and West Ox Road.

RECOMMENDATIONS

Land Use

Sub-unit I1

This sub-unit is planned for residential mixed-use at 8 dwelling units per acre at the overlay level and contains part of the stable townhouse and multifamily subdivision of Fair Ridge built at a density of approximately 8 dwelling units per acre. Development is oriented to Monument Drive and the linear park along it.

Sub-unit I2

This sub-unit is planned for a maximum overall density of 20 dwelling units per acre at the overlay level to serve as a compatible transitional use to surrounding planned uses. To achieve the overlay level, development should reflect the following recommendations:

- Parcels should be consolidated to the greatest extent possible and developed in a cohesive unified design;
- Multifamily units are appropriate and rental units are highly desirable;
- Substantial buffering is essential in areas adjoining the stable Fair Ridge subdivision to the north;
- Building heights should not exceed four stories to ensure compatibility with adjacent residential uses;
- Outdoor recreational facilities should be provided which adequately serve the residents of this community;
- An intra-site trail system should connect on-site residential uses, the Ox Hill Park, as well as provide linkages to the Countywide Trails System;
- The environmental quality corridors (EQCs) that traverse this sub-unit should remain as undisturbed open space and any roads crossing them should be perpendicular; and
- Clustering is important to maximize open space and to enhance the two EQCs.

Sub-units I3, I4

Sub-unit I3 contains low-rise office buildings and is part of Fair Lakes, developed under the same criteria as Land Units G and H. Office mixed-use development is planned for these sub-units. Architectural excellence, preservation and enhancement of natural features, uniform signing, lighting and landscaping systems and quality roadway entry treatments are expected.

The following option exists for development above the planned and approved .25 FAR overlay level. The density and use specified in this option is only appropriate for the site described. This use and density is not to be transferred to other locations within the Fairfax Center Area.

As an option at the overlay level, the redevelopment of the surface parking lot associated with Tax Map 45-4((1))25E may be appropriate for up to 350,000 SF of residential uses if the following conditions are met:

- Any residential development under this option will be deemed to be the high end of the Plan density range for affordable housing calculations. The provision of workforce housing to accommodate the needs of individuals or families making from 70 to 120 percent of the county's median income is encouraged;
- Pedestrian connections are provided to the surrounding land uses. Sidewalks should safely connect any new development with the surrounding uses, including the commercial uses across Fair Lakes Parkway. These pedestrian connections should be coordinated with VDOT and should include attractive pavement treatments, safe crossings, and high-quality landscape features. Pedestrian connections should also provide for access to the lake to the southwest of Fair Lakes Parkway from the site;
- Buffering and screening should be provided to mitigate the visual impact of the existing adjacent office uses on the residential use;
- Any new development should minimize the loss of mature trees located in existing buffer areas along public roads;
- High quality site and architectural design for buildings and parking structures should be provided, including compatibility with adjacent buildings;
- A publicly accessible urban park or park features should be included on the site, such as major or minor plazas, gathering spaces, athletic courts, tot lots, special landscaping, street furniture and pedestrian amenities. Impacts on Park Authority resources should be offset through the provision of or contribution to active recreation facilities in the service area of the development; and
- Any development should mitigate the impact of the residential use on public schools.

The portion of Sub-unit I4 located north of Fair Lakes Parkway contains the Oaks multifamily residential subdivision and is part of the Fair Lakes mixed-use development.

The portion of Sub-unit I4 located south of Fair Lakes Parkway is planned for office mixed-use at a maximum intensity of .45 FAR. It should be part of a unified development with the entire Government Center tract. (See text under Sub-unit P1.) The .45 FAR intensity of the development on this portion of the Government Center complex should be compensated for by a concurrent square footage reduction on the remaining portion of the property located south of I-66 for an overall FAR of .35. As an option, residential use not to exceed .45 FAR may be considered for this portion of the sub-unit. If the residential alternative is exercised, the two-to-one ratio of primary to residential uses recommended within office mixed-use areas may be modified for the Government Center complex, including this portion of Sub-unit I4, to include a greater proportion of residential uses to encourage increased housing opportunities in this area. As another option, a furniture, home furnishings, home décor, home-design center, apparel or general merchandise store or other retail use with similar trip generation characteristics may be developed on Tax Map 55-2((1))15 if certain conditions are met as specified in the land use recommendations section for Sub-units H1, H2.

Sub-unit I5

This sub-unit is planned for office mixed-use at .50 FAR and is part of the core area of Fairfax Center. As the primary mixed-use development in the area, this area should exemplify the overall planning philosophy of the Fairfax Center Area. The highest quality of site and architectural design is expected for the proposed development in this area. In addition, landscaping, lighting, and sign design should be well-integrated. Urban plazas must be accommodated in development plans for this area.

As an option, notwithstanding the .50 FAR office mixed use recommendation above, approximately 125,000 gross square feet of retail/commercial use with a maximum of three additional free standing commercial uses may be appropriate south of Fair Lakes Parkway if the highest quality of site and architectural design is provided; landscaping, lighting, and site design are well-integrated; an urban plaza is accommodated and the following additional conditions are met:

- Tax Map Parcels 56-1((18))1, 2, 3, and 4 are consolidated;
- A design which integrates free-standing uses results in a pedestrian-friendly environment. Drive-thru restaurants are not appropriate; and
- Berming and/or landscaping along Fair Lakes Parkway, I-66 and West Ox Road should reflect the high standards envisioned for Fairfax Center and continue the parkway-like landscaping along these arterials. Parking lot landscaping should exceed Zoning Ordinance requirements by an amount which will demonstrably mitigate the visual impact of surface parking and thereby further the high quality design objective. Hardy, major shade trees with a minimum 3" caliper should be planted.

As an alternative to the approved office development, commercial use, not to exceed a total of 10,000 gross square feet, may be appropriate between the Fair Oaks Gables apartments and the Fair Lakes Parkway (Tax Map 56-1((1))15C). A single use is preferred, but two uses may be provided if the scale of the use and the activities involved can be demonstrated to be compatible with the adjacent residential community. Compatibility can be demonstrated by:

- Providing a high quality site and architectural design;
- Designing a development plan with well-integrated landscaping, and lighting;
- Buffering the commercial use along the northern part of the parcel with an ample screen of existing mature trees supplemented with additional vegetation to buffer the adjacent residential community;
- Minimizing adverse impacts on the residential area (including, but not limited to, those caused by extended hours of operation, noise or lights); and
- Landscaping the perimeter of the site with the same high quality treatment as that which is recommended south of Fair Lakes Parkway.

Transportation

Transportation improvements should be provided to mitigate the impact associated with development above the .25 FAR overlay level. The intersection of the Fairfax County Parkway and the Fair Lakes Parkway is above capacity, and a grade-separated interchange is planned and under design. Additional mitigation measures to facilitate construction of this interchange should

be provided with new development above the .25 FAR overlay level. Any development should be coordinated with the Fairfax County HOV Design Study.

Improved bus service may be needed to serve additional 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.

Parks and Recreation

A park is the most appropriate use for the northeastern corner of Sub-unit I2. Land for the park should be dedicated to the Fairfax County Park Authority. The Ox Hill Memorial Markers shall remain undisturbed and be designed as the focal point for this park. Particular attention should be given to the relationship of the historic park to Monument Drive. Design should ensure that the park is visible from the roadway, but at the same time not negatively impacted by vehicular traffic. This park should be designed with adequate linkages to the linear park along the north side of Monument Drive and the multifamily residential uses to the south.

| LAND UNIT SUMMARY CHART – LAND UNIT I | | | |
|---------------------------------------|-----------------------------|---------------------------|-------------------------------|
| <u>Sub-units</u> | <u>Approximate Acreage</u> | | |
| I1 | 24 | | |
| I2 | 58 | | |
| I3, I4 | 93 | | |
| I5 | 32 | | |
| <u>Sub-units</u> | <u>Recommended Land Use</u> | <u>Intensity/ FAR</u> | <u>Density Units/Acre</u> |
| Baseline Level | | | |
| I1 | RESIDENTIAL | | 2 |
| I2 | RESIDENTIAL | | 2 |
| I3, I4 | RESIDENTIAL | | 1 |
| I5 | RESIDENTIAL | | 8 |
| Intermediate Level | | | |
| I1 | RESIDENTIAL/MIX | | 5 |
| I2 | RESIDENTIAL | | 10 |
| I3, I4 | RESIDENTIAL | | 10 |
| I5 | OFFICE/MIX | .35 | |

| LAND UNIT SUMMARY CHART – LAND UNIT I (continued) | | | |
|---|-----------------|--------|----|
| Overlay Level | | | |
| I1 | RESIDENTIAL/MIX | | 8 |
| I2 | RESIDENTIAL | | 20 |
| I3, North Portion I4 | OFFICE/MIX | .25 * | |
| South Portion I4 | OFFICE/MIX | .45 * | |
| I5 | OFFICE/MIX | .50 | |
| | RETAIL OPTION | .21 ** | |
| <p>* Refer to Plan text for recommendations on options.</p> <p>** Option does not apply to existing Fair Oaks Gables residential development and Kaiser Permanente office building.</p> <p>Note: These sub-units are within the Water Supply Protection Overlay District.</p> | | | |

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