PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: PA 2019-III-FC1
August 26, 2020

GENERAL LOCATION: The northwest quadrant of the intersection of Interstate 66 and Route 50.

SUPERVISOR DISTRICT: Springfield

PLANNING AREA: Area III

PLANNING DISTRICT: Fairfax Planning District

SPECIAL PLANNING AREA:
Fairfax Center Area - Subunit A1

PARCEL LOCATION: 46-3 ((8)) 1A, 1C, 1D, 2, 4A, 5, 6, 6A, 7, 10, 11, 13; 46-4 ((9)) 8; 56-1 ((12)) 9, 14

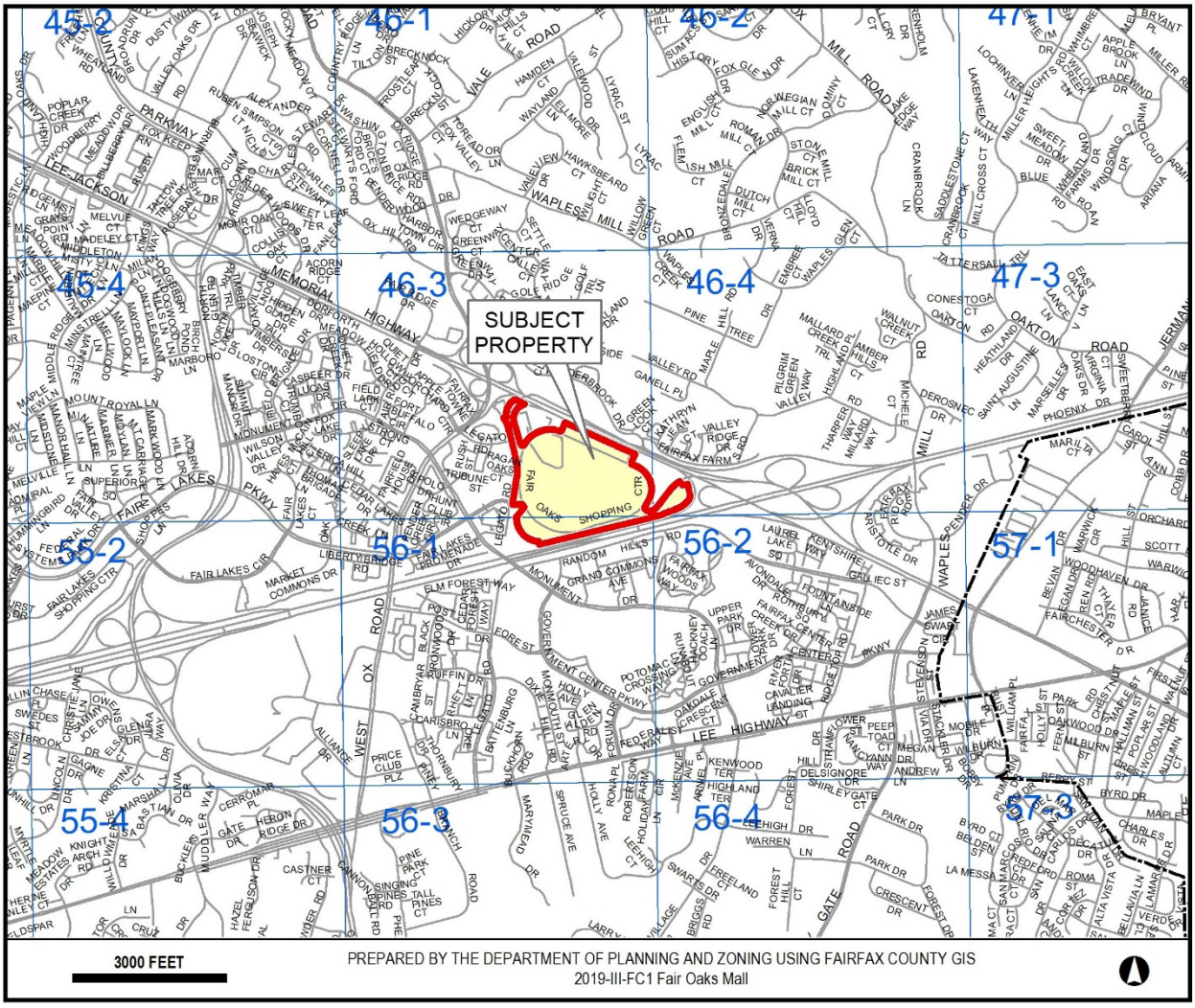
For additional information about this amendment call (703) 324-1380.

PLANNING COMMISSION PUBLIC HEARING:
Wednesday, September 16, 2020 @ 7:30 PM

BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, November 17, 2020 @ 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.



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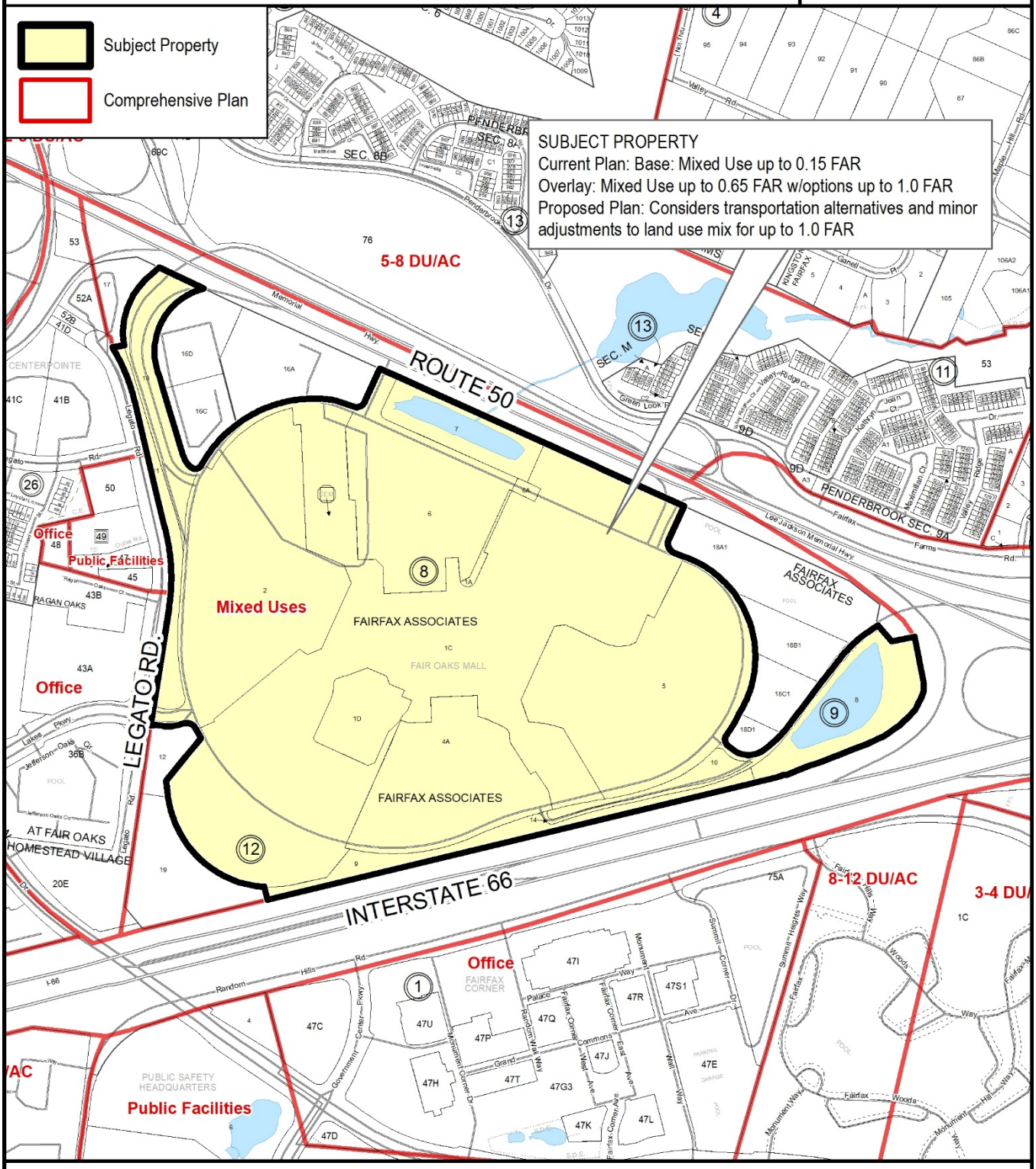
CURRENT PLAN AND PROPOSED CHANGE

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

ITEM:
PA 2019-III-FC1



PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO JUNE 2019

Document Path: G:\projects\ocp\pd\OTPA_GRAPHICS\S19_items\2019-III-FC1 Fair Oaks Mall\2019-III-FC1 Fair Oaks Mall_CURRENT_&_PROPOSED_MAP.mxd

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STAFF REPORT FOR PLAN AMENDMENT 2019-III-FC1

BACKGROUND

On February 5, 2019, the Fairfax County Board of Supervisors (Board) authorized Plan Amendment (PA) 2019-III-FC1 for Tax Map Parcels 46-3 ((8)) 1A, 1C, 1D, 2, 4A, 5, 6, 6A, 7, 10, 11, 13, 46-4 ((9)) 8, 56-1 ((12)) 9, 14, - the Fair Oaks Mall property or "mall property" - located in the northwest quadrant of the Interstate 66 (I-66) and U.S. Route 50 (Lee Jackson Memorial Highway) interchange, in the Springfield District. The adopted Plan for redevelopment of the Fair Oaks Mall envisions a more urban mix of residential, retail, hotel and office uses integrated with the mall, with multiple levels of intensity tied to the availability of roadway and transit improvements, including Bus Rapid Transit (BRT) and Metrorail extending from the Vienna Metrorail Station along I-66. The amendment considers removing the Plan conditions that link the availability of mass transit to the highest recommended redevelopment intensities. A single overlay recommendation supporting a planned intensity of 1.0 Floor Area Ratio (FAR) is evaluated as part of this Plan Amendment in lieu of the tiered approach to planned redevelopment intensity.

CHARACTER OF THE SITE

The 109.5-acre subject property is zoned C-7 and is currently developed with the regional Fair Oaks Mall, consisting of approximately 1.7 million square feet (SF) of retail and related uses, at an intensity of approximately 0.39 FAR. The site consists of all properties within the mall's Ring Road that encircles the mall building, associated parking structures, and surface parking lots, as well as associated stormwater ponds and additional surface parking lots on the periphery of the Ring Road.

The Fair Oaks Mall, with its central location in Fairfax County and proximity to the key vehicular crossroads of I-66 and Route 50, has served as a regional hub for retail activity in central and western Fairfax County since its opening in 1980. The mall continues to retain the auto-oriented character that defines regional shopping malls of that era, consisting of a centralized mall building anchored by several large retail tenants and surrounded by expansive surface parking lots. As retail trends have changed in recent years, and the demand for large-format anchor spaces has declined, the mall has adapted by retrofitting such spaces for multiple tenants and new types of uses, such as entertainment-themed restaurants.

The mall property is planned as part of Sub-unit A1 within the Core Area of the Fairfax Center Area Suburban Center. (Additional details on the Fairfax Center Area are found in the next section). The Plan recommends mixed-use development up to 0.15 FAR at the baseline level for the subject property with development intensity increasing up to a 0.65 FAR at the overlay level. There are two additional options at the overlay level for mixed-use development up to 0.80 FAR, associated with the funding of BRT, and up to 1.0 FAR, associated with the funding of Metrorail to the property.

CHARACTER OF THE AREA

The subject property is located in a 5,340-acre area designated by the Comprehensive Plan as the Fairfax Center Area, which is planned as a mixed-use center containing a mixture of high-quality office, residential, retail, public facility, and other uses complemented by a network of stream valley parks, linear parks, and pedestrian and bicycle systems that connect homes, employment locations, shopping areas, and recreational sites. Subunit A1 of the Fairfax Center Area, in which the subject property is located, comprises the 133-acre triangle of land generally formed by I-66, Route 50, and the north-south portion of Legato Road, near the Centerpointe office development, as shown on Figure 1. The subunit contains the mall property, as well as an additional 23.5 acres located along the periphery of the mall's Ring Road which are developed to their planned intensity of 0.65 FAR with office, hotel and additional commercial uses, and are not included in this Plan amendment.

Figure 1: Subject area and surrounding uses

The greatest mix of land uses and intensities are planned within the Suburban Center portion of the Fairfax Center Area. A future Metrorail Station is planned in the median of I-66, generally in the location at the southwest corner of the subject property. The area generally within 1/2-mile of the planned Metrorail station, including the subject property, is further defined as the Core Area of the Fairfax Center Area Suburban Center. The Core Area is intended to support the Metrorail

station by containing the most intense development within the Fairfax Center Area, with a vibrant mixture of uses that activate the area in both the daytime and evening hours and achieve the highest quality of site and architectural design.

Adjacent Areas:

South: The Core Area, shown in red in Figure 2, extends south of I-66 to include Sub-units B1, B2 and B3 of the Fairfax Center Area. Sub-Unit B1, which lies directly south of the subject property and the interstate, contains the Fairfax Corner development, which is also planned for mixed-use development up to 1.0 FAR. The Fairfax County Government Center complex, and associated county buildings, occupy Sub-unit B2, and are largely built-out to their planned intensity of 0.35 FAR. A county-owned commuter parking facility with an integrated bus terminal is currently under review for an area adjacent to I-66, in portions of Sub-units B1 and B2. The parking facility is intended to eventually connect to the planned Metrorail station near that location. Sub-unit B3, west of the Government Center complex, contains low-rise multifamily residential housing to support the non-residential uses closer to the planned station area.

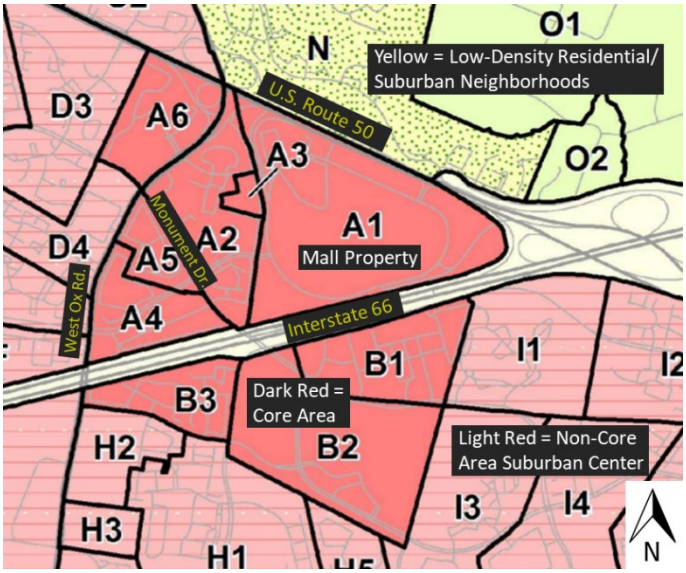


Figure 2: Fairfax Center Area Sub-Units.

West: To the west of the subject property, along Monument Drive, Legato Road and West Ox Road, are Sub-Units A2-A6, which are also within the Core Area. Those sub-units developed over time with a variety of uses including multifamily residential, office, retail, hotel, and institutional uses, at planned intensities ranging from 0.50 FAR to 1.25 FAR.

North/East: Located across Route 50 to the north and east of the subject property are areas at the periphery of the Fairfax Center Area designated by the Concept for Future Development as Suburban Neighborhoods and Low-Density Residential Areas. These areas, which are located in Sub-units N and O, are planned and developed with the Penderbrook residential development and golf course and the Fairfax Farms low-density residential community.

PLANNING HISTORY

The Fairfax Center Area Plan was adopted in 1982, shortly after the mall was opened. The plan established the Guiding Planning Principles, extensive Areawide Guidance, and the Implementation Framework for the overall area. Since its adoption, implementation of the plan has been based on a system of development intensity levels related to the provision of increasing levels of amenities and infrastructure and design improvements, with a baseline level generally

based on the Comprehensive Plan recommendations that existed prior to the adoption of the Fairfax Center Area Plan and an overlay level and associated options representing the highest levels of development intensity that achieve the overall vison for the area.

The initial Fairfax Center Area Plan established plan recommendations for the mall property and surrounding area, which was then identified as Sub-unit J5 of Land Unit J, for baseline level retail and office mixed-use at an intensity of 0.15 FAR, and overlay level redevelopment up to 0.50 FAR. The overlay recommendation represented a development potential of approximately 2.4 million SF of development for the mall property; however, the mall is limited to approximately 1,400,000 SF of gross leasable area (GLA) by the previously approved RZ 74-2-008.

Those planned intensities for the subject property remained until 2010, when the adoption of Area Plans Review item (APR) 09-III-1FC amended the plan to promote redevelopment of the mall property into a more intense, transit-oriented, mixed-use center with additional land uses planned to infill the surface parking lots surrounding the mall. The intensity of the overlay recommendation was increased for the entire sub-unit to 0.65 FAR and two options were added for development of the mall property subject to the provision of a funding agreement for either BRT or Metrorail to serve the sub-unit, with maximum intensities of 0.80 FAR or 1.0 FAR, respectively. Additional detailed guidance was included in the site-specific options for the mall property to clearly convey the vision and objectives for transit-oriented redevelopment of the site.

The Board authorized a multi-phase planning study on July 9, 2013, to revisit and update the Fairfax Center Area Plan. Phase I (PA 2013-III-FC1(A)) and Phase II (PA 2013-III-FC1(B)) of this study resulted in amendments to the Fairfax Center Area Plan on December 2, 2014, and December 6, 2016, respectively. In addition to revising several individual site recommendations, the Plan amendments generally updated the implementation aspects of the plan to reflect the transition from the greenfield development envisioned by the initial Fairfax Center Area Plan to a predominance of infill redevelopment that was occurring as the plan had built out. The overall vision and principles of the Fairfax Center Area remained largely the same, although they were supplemented by an additional Core Area Vision. The Vision contains more detailed guidance for the area centered on the planned Metrorail station at the subject property, much of which duplicates aspects of the text that was adopted in 2010 for the mall property. The Core Area Vision was intended to inform an additional Phase III of the study (PA 2013-III-FC1(C)), which was authorized by the Board upon adoption of the Phase II amendment in 2016 to further revisit specific recommendations for the Core Area (including the mall property). This amendment has been on hold due to prioritization of other Plan amendments and the need to acquire funds to conduct supportive analyses.

ADOPTED COMPREHENSIVE PLAN TEXT

Plan guidance for the subject area is found in the Fairfax Center Area Plan, in the Area III volume of the Comprehensive Plan. The Areawide Recommendations for the Fairfax Center Area, as well as the Use-Specific Performance Criteria, apply to all properties within the area. The Core Area is also subject to the additional guidance of the adopted Core Area Vision, which

is intended to guide future planning efforts within that area by specifying various elements to be considered in the future planning of such areas. Furthermore, each land unit and associated sub-units contain specific text guidance for the respective land areas. The six-page text for Sub-unit A1 and the subject property is included as Appendix 1 of this report. An excerpt containing the primary use and intensity portions of the recommendation is included below.

FAIRFAX COUNTY COMPREHENSIVE PLAN, 2017 Edition, Area III, Fairfax Center Area, Amended through 7-31-2018, Land Use Plan Recommendations – Suburban Center Core Area, page 37:

"LAND UNIT A

CHARACTER

This land unit is located west of the Lee-Jackson Memorial Highway /I-66 interchange and includes the Fair Oaks regional mall, Fair Lakes Promenade, Fairfax Towne Center, Centerpointe office development, and surrounding residential development.

RECOMMENDATIONS

Land Use

Sub-unit A1

Baseline: Mixed use up to .15 FAR
Overlay: Mixed use up to .65 FAR

Sub-unit A1 consists of approximately 133 acres and contains the Fair Oaks regional mall at its center and several office buildings and hotels around its perimeter. A Metrorail station is planned to be constructed along I-66 with a pedestrian connection to the sub-unit. Subject to adoption by the Board of Supervisors, a Bus Rapid Transit (BRT) system may be constructed as an interim or alternative transit mode. The BRT system, if deemed appropriate, would potentially extend westward toward the county line and potentially into Prince William County from the Vienna Metrorail station or points east. BRT is defined as a system operating in the median of I-66 in an exclusive lane, segregated from the public traffic on I-66. The system would be served by stations similar to Metrorail with bridge connections to adjacent parcels. Service would consist of larger buses such as articulated buses. BRT is a higher quality system than the express bus or bus priority system as recommended in the 2010 Virginia Department of Rail and Public Transit's (DRPT) I-66 Transit/Transit Demand Management (TDM) study.

Sub-unit A1 is planned at the overlay level up to 0.65 FAR overall. The 109.5-acre portion of the sub-unit that contains the Fair Oaks Mall property ("mall property"), as shown on Figure 11, is planned for residential, retail, hotel, and office uses at the overlay level, which equates to approximately 3.1 million square feet of development. The approximately 24-

acre remainder of the sub-unit is planned for retail, hotel and office uses at the overlay level. As an interim phase in the overlay level, the mall property is planned for retail and office uses up to an intensity of 0.50 FAR. Redevelopment at the interim phase should meet the development elements and the performance criteria recommended at the overlay level.

As options at the overlay level, development on the mall property may be increased up to 3.8 million square feet (an intensity of up to 0.80 FAR) subject to adoption and funding of a BRT system ("BRT Option") and increased up to 4.8 million square feet (an intensity of up to 1.0 FAR), subject to funding of the planned extension of Metrorail along I-66 in the vicinity of the mall ("Metrorail Option"). The majority of the development under the Metrorail Option should be concentrated near the planned transit station within approximately ¼ mile of the platform. As redevelopment occurs across the mall property, the cumulative total square feet should not prevent the potential for the most intense development from being located near the station.

…"

(See Appendix 1 for the remainder of the recommendation)

PROPOSED PLAN AMENDMENT

The Board directed staff to re-examine the conditions and improvements recommended in the Plan related to the redevelopment of the subject property for mixed use up to 1.0 FAR, including minor adjustments to the land use mix, and a focus on alternative transportation recommendations necessary to mitigate the transportation impacts of revised land uses. The proposed amendment consolidates the tiered intensity options conditioned on transit service and road improvements into a single overlay recommendation supporting a maximum intensity of 1.0 FAR. The overall vision of the adopted Plan is retained but the recommended percentage mix of uses is modified, as shown in Figure 3, which presents the land use comparison of the adopted and proposed plan development levels. The maximum development intensity of 1.0 FAR would not change, supporting up to 4.8 million square feet of total development on the mall property in either scenario; however the percentage mix of uses would be adjusted to result in residential becoming the dominant use on the site rather than retail use. The adopted Plan anticipates approximately 40% retail and 30% residential at full buildout, with the remainder comprised primarily of office and hotel uses. The proposed amendment would expect retail to reduce to 20% to 25% of development and would support up to approximately 45% of residential use (percent values in Figure 3 represent the specific use mix in the transportation analysis tested with each Plan recommendation). Additional design-oriented guidance and public facilities, park, and stormwater management recommendations are also proposed to be revised primarily to correct outdated information and to remove duplication with the more recent Core Area Vision and Areawide guidance.

Figure 3: Current and Proposed Plan Quantifications at Overlay Level.

Current Overlay Level (0.65 FAR)	Current BRT Option (0.80 FAR)	Current Metrorail Option (1.0 FAR)	Proposed Overlay Level (1.0 FAR)
Retail (69%): 2.1 million square feet (sf) Office (15%): 466k sf Hotel (10%): 300k sf Residential (6%): 200k sf (200 high-rise MF units)	Retail (57%): 2.2 mil. sf Office (20%): 750k sf Hotel (8%): 300k sf Resid. (16%): 600k sf (600 high-rise MF units)	Retail (45%): 2.2 mil. sf Office (19%): 900k sf Hotel (6%): 300k sf Resid. (29%): 1.4 mil sf (1,400 high-rise MF units)	Retail (23%): 1.1 mil. sf Office (26%): 1.2 mil. sf Hotel (10%): 470k sf Resid. (42%): 2.0 mil. sf (790 high-rise MF units, 1,200 low-rise MF units)
Total Dev.: 3.1 mil. sf	Total Dev.: 3.8 mil. sf	Total Dev.: 4.8 mil. sf	Total Dev.: 4.8 mil. sf

ANALYSIS

Retail market conditions have changed significantly since the Fair Oaks Mall originally opened in 1982. The internet and other technological innovations have changed how people shop and increasingly threaten the ability of traditional large retail properties to remain viable. The adopted plan for the mall property already anticipates a shift from a retail suburban shopping mall to a more vibrant, mixed-use live/work/shop environment; however, the implementation of that Plan was envisioned to occur simultaneously with extension of transit (either BRT or Metrorail) to the site. When the current plan for the property was adopted in 2010, such an extension of transit seemed likely to occur within the time horizon of the Comprehensive Plan. Regional transportation plans have since shifted with the construction of the Silver Line, and the Express Lanes along I-66 have largely replaced the notion of a BRT system being implemented along that corridor in the near future. The Express Lanes being developed along I-66 will allow for express bus service (bus service with limited stops, but not in exclusive right-of-way). There is also a park and ride garage with bus bays under review for the south side of I-66, across from the mall property. The adopted Plan options for the mall property, which require the funding of either BRT or Metrorail service to the area in order to implement higher-intensity redevelopment of the site, need to be revisited to facilitate the envisioned transformation of the mall property in the more immediate future.

Vision for Redevelopment

The adopted Plan for the mall property envisions its redevelopment into an interconnected, urban-style, transit and pedestrian-friendly mixed-use environment, by supplementing the retail uses on the site with more urban, compact mixed-use development consisting of multifamily residential, office and hotel buildings with ground-floor retail in place of many of the site's surface parking areas. That vision remains relevant, but to fully redevelop the site to the planned intensity of 1.0 FAR prior to the availability of a high-capacity transit option requires an alternative land use scenario that continues to satisfy the goals and objectives of the Fairfax Center Area Plan and Core Area Vision while remaining within the operating capacity of the planned road network- without the benefit of BRT or Metrorail service.

The proposed development scenario would retain the overall vision of the adopted Plan, but would reduce the percentage of planned retail use in favor of a higher percentage of residential

use and a more limited increase in office and hotel uses – all of which have lower vehicular impacts than does retail use. Whereas the adopted Plan anticipated a further increase in standalone retail uses on the site in addition to mixed-use infill development, resulting in over 2 million square feet of retail on the site at 1.0 FAR, the proposed Plan would result in a significant decrease in retail use on the site, to approximately 1 million square feet at the same overall intensity. The proposed Plan anticipates that the mall would downsize, and the land area occupied by retail spaces and associated surface parking may be replaced with more residentially focused mixed-use development. The resulting land use mix would continue to maintain a sound employment base, in support of transit area objectives, while providing new sources of housing for the area.

The proposed amendment would supplement many of the details contained in the adopted text with additional design-oriented guidance specific to the revised plan. Circulation and connectivity throughout the property and to surrounding uses would remain of upmost importance. A primary component of the site design would be multi-modal corridors of movement that accommodate pedestrians, bicyclists, and transit. Figure 4 provides an example concept that would achieve this goal. The recommendation to link those new corridors of movement to the existing mall also would be retained to encourage a vibrant interaction between the internal activity of the mall and the surrounding streetscapes of the new development. Prominent park features would be the focal points of a connected network of urban parks and open spaces throughout the site.

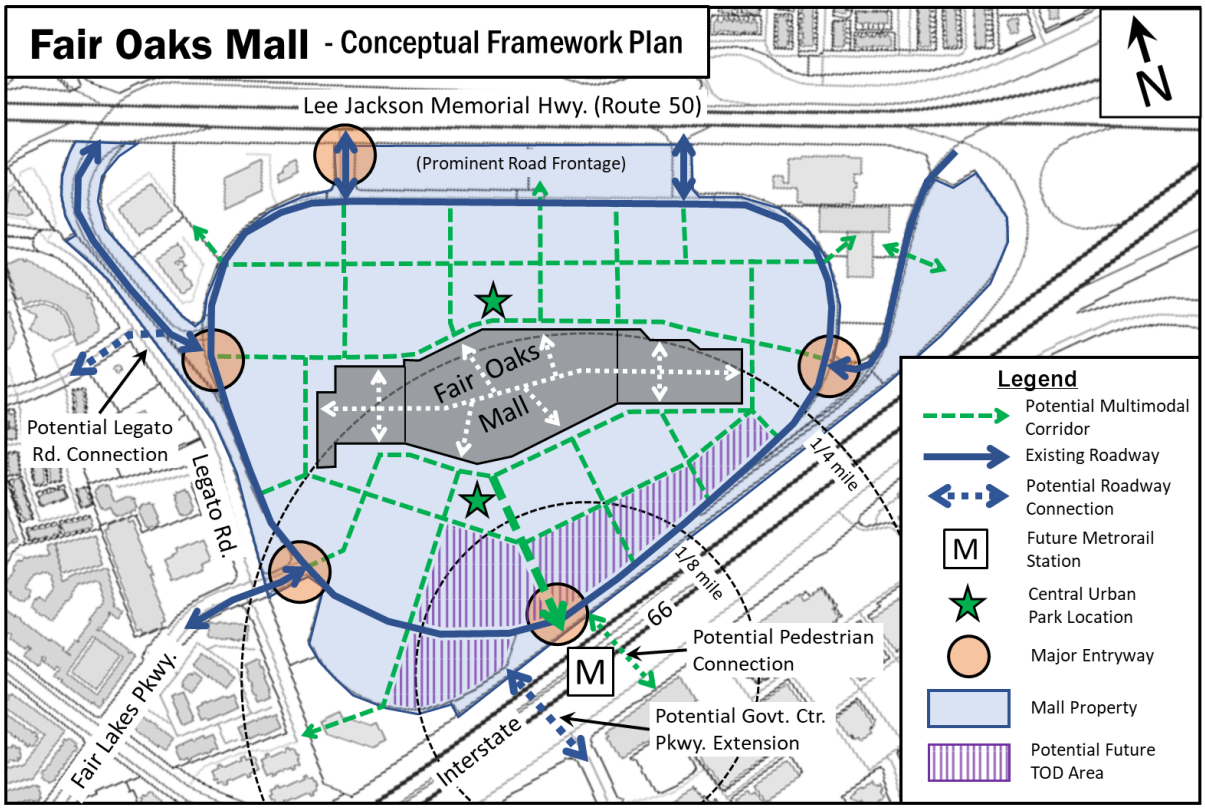


Figure 4: Potential site circulation concept.

Accommodation of Future Metrorail

Although the extension of Metrorail to this location is proposed to be decoupled from the planned redevelopment of the mall property, the eventual development of a Metrorail station remains the long-term focus of the Core Area Plan and should remain a consideration at any level of redevelopment. Additional transit-oriented development associated with a station, in excess of 1.0 FAR, may be appropriate to consider in a future Plan amendment. Redevelopment up to 1.0 FAR under the proposed Plan would be expected to identify areas critical for future Metrorail development and ensure that such transit-oriented development is not precluded. Redevelopment should also be designed to connect logically with future transit facilities, to the extent possible.

Conceptual Master Plan

The adopted Plan prioritizes major elements of redevelopment of the mall property, such as the accommodation of the future transit station and the overall circulation network, considering these features necessary to identify and plan for at the earliest phase of redevelopment. Therefore, the proposed amendment similarly expects developers to establish an overall conceptual plan for the site at the outset of redevelopment. The conceptual master plan should include elements such as the general land use mix, open space network, connectivity and site circulation, and the provision of transportation improvements. The elements would help guide the review of development applications by ensuring that the established vision is maintained throughout the development process, and that overall Comprehensive Plan goals and objectives are met.

Transportation

Study Area

Fifteen key intersections near Sub-unit A1 were selected for detailed vehicular analysis. These intersections were assumed to be indicative of overall roadway conditions in the study area. The intersections included in the analysis are shown on Figure 5 and are as follows:

1. Fair Lakes Parkway / Fair Oaks Mall Ring Road
2. Fair Lakes Parkway / Legato Road
3. Fair Lakes Parkway / Monument Drive
4. Fair Lakes Parkway / West Ox Road
5. Monument Drive / West Ox Road
6. Legato Road / West Ox Road / Fairfax Towne Center
7. Route 50 Off-Ramp / West Ox Road
8. Legato Road / Legato Road
9. Route 50 / Fair Oaks Mall Eastbound (EB) Egress Ramps
10. Route 50 / Fair Oaks Mall middle right-in, right-out (RIRO)

11. Route 50 / Fair Oaks Mall east right-in, right-out (RIRO)
12. Monument Drive / I-66 Ramps
13. Government Center Parkway / Monument Drive
14. Government Center Parkway / Random Hills Road
15. Route 50 / Fair Oaks Mall WB Ingress Ramps

Figure 5: Transportation system study area.

Existing Conditions

The existing transportation network in and around the mall property includes I-66 running along the southern boundary of the site, Route 50 running along its northern boundary, and Legato Road running along its western boundary. This network was evaluated to determine existing vehicular traffic volumes, levels of service (LOS), seconds of delay, and queue lengths for 15 key intersections. The studied intersections largely operate at an acceptable LOS (LOS "D" or better) in the critical morning (AM) and afternoon (PM) peak hours under existing conditions, with the exception of two intersections that were identified as having operating deficiencies in the PM peak hour. Those two intersections are (numbers correlate with those on Figure 5):

- Intersection #4: West Ox Road / Fair Lakes Parkway – LOS "E" during the PM Peak Hour
- Intersection #6: West Ox Road / Legato Road / Fairfax Towne Center – LOS "F" during the PM Peak Hour

Several individual turning movements were also identified as having excessive queueing levels. Those intersections are:

- Intersection #3: Monument Drive / Fair Lakes Parkway – WBL (westbound left turn) during AM and PM peak hours
- Intersection #4: West Ox Road / Fair Lakes Parkway – WBL and NBL (northbound left turn) during PM peak hour
- Intersection #5: West Ox Road / Monument Drive – EBL (eastbound left turn) during AM peak hour
- Intersection #6: West Ox Road / Legato Road / Fairfax Towne Center – EBL, WBL, and NBL during PM peak hour

Travel demand forecasting and traffic operations modeling tools were then used to assess changes in traffic volumes and travel patterns for the year 2045, by integrating the projected 25-year increase in baseline traffic volume, the currently planned network improvements, and projected land use changes at and around the mall property. The scope and assumptions of the traffic assessment were agreed upon by both the Fairfax County Department of Transportation and the Virginia Department of Transportation (VDOT).

For the 2045 scenario, build out of retail use at 0.5 FAR (approximately 2.4 million square feet), which is the adopted interim Plan recommendation for the site, was the assumed level of development on the mall property. Intersection operations, traffic queues and LOS at the 15 key intersections were then estimated at the year 2045 conditions. Evaluation of the 2045 land uses and transportation network, which includes currently planned improvements, produced similar results as the existing network, with the same two study area intersections projected to have deficiencies. The Monument Drive intersection with direct access from the I-66 Express Lanes that is planned as part of the ongoing I-66 improvement project was also projected to be deficient. The ramps were not the focus of the assessment, but the deficiency was captured as part of the larger assessment of the area.

Assessment of Impacts

To estimate the impact of the proposed Plan amendment on the roadway network, the proposed land use scenario of 1.0 FAR on the site (4.8 million square feet of total development intensity, including 1.1 million square feet of retail use) was assumed in the transportation assessment and subjected to the same network analysis. Trips generated by the proposed 1.0 FAR scenario (with increased residential) are compared to the baseline 0.50 FAR scenario (all retail) in Figure 6.

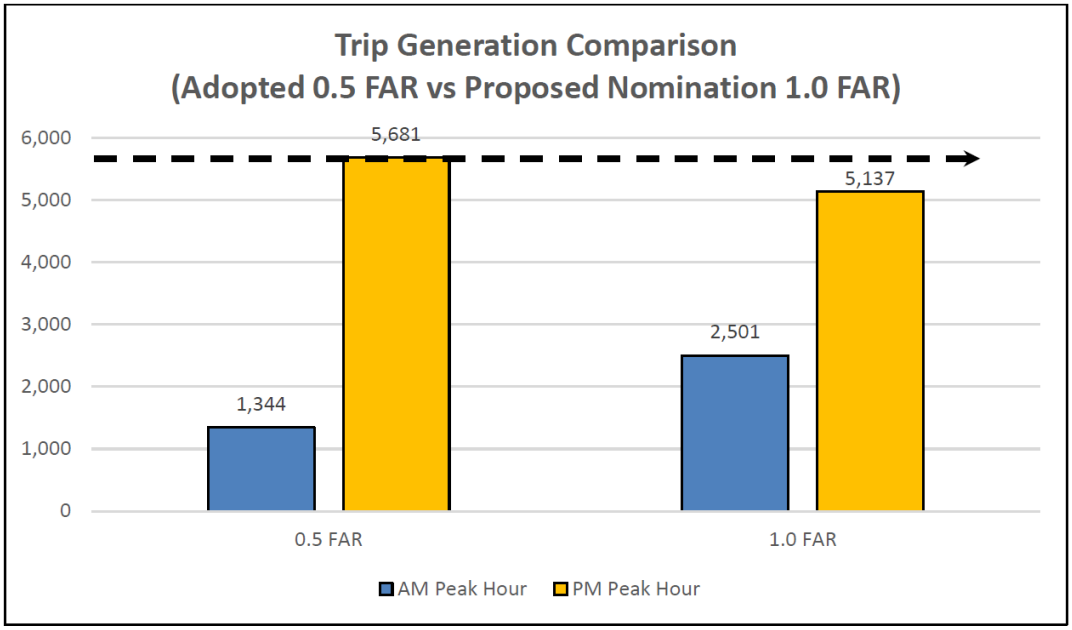


Figure 6: Vehicular Trip Generation Comparison.

The reduction of approximately 1.4 million square feet of shopping center retail use, and an associated increase in residential uses, would result in about the same number of average daily weekday vehicular trips to and from the site. The number of trips (inbound and outbound) during the critical weekday PM peak hour would be slightly less under the proposed scenario, as shown in Figure 6. It should be noted that trips in the peak direction would increase with the proposed land use change, which could exacerbate the peak hour, peak direction flow of traffic. The projected number of total weekday AM peak hour trips would be more than the interim 0.50 FAR scenario with the proposed mixture of uses, and would continue to be significantly lower than in the total weekday PM peak hour.

The overall delay at the eight key signalized study intersections would remain essentially the same during the critical weekday PM peak hour, while there would be some increase in overall delay during the weekday AM peak hour, as shown in Figure 7. Resulting cumulative delays are provided for the currently-planned network ("without mitigation") and with additional intersection improvements ("with mitigation"). The mitigation strategies are described below.

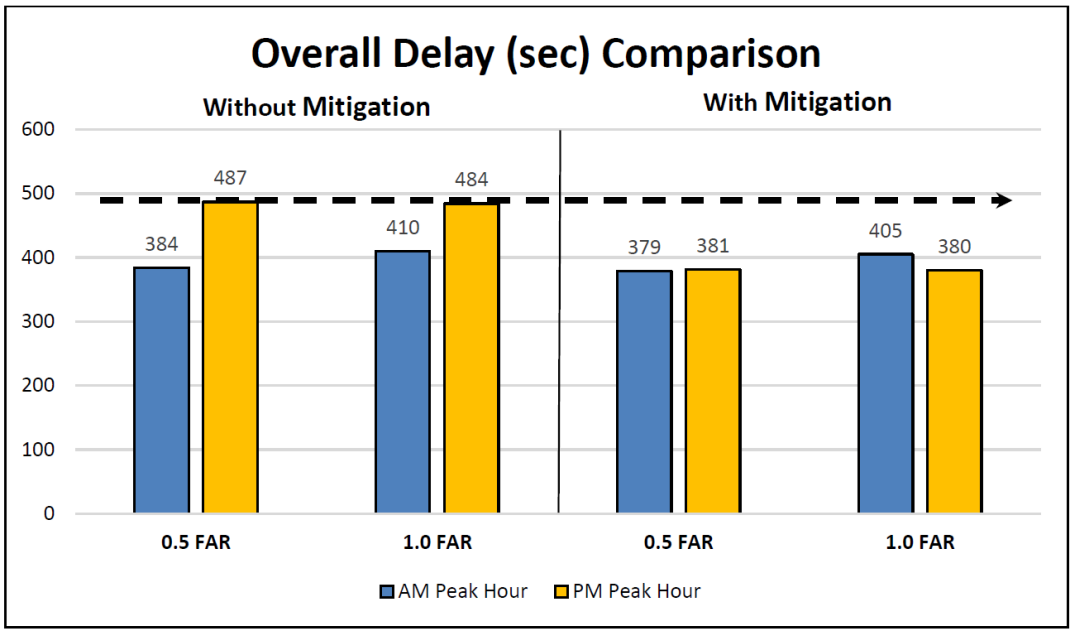


Figure 7: Intersection Delay Comparison.

The overall findings of the transportation analysis are that the proposed reduction of retail vehicular trips on the mall property would offset the addition of new residential and other trips to and from the site up to the proposed 1.0 FAR, with the exception of minor impacts in the AM peak hour and a potential peak period, peak direction impact.

Potential Mitigation Strategies

The proposed change in the mix of uses on the mall property, which would result in a slight reduction in PM peak hour trips, would not exacerbate the regional network issues. The additional AM peak hour trips of the proposed scenario would also be accommodated by the currently planned network with no critical decline in operating conditions. To address the regional network deficiencies that were identified, the transportation analysis tested and recommended several potential intersection improvements, consisting of additional turn lanes in select locations, that would bring the performance of the network up to acceptable operating standards. More detailed and updated transportation analysis will be required with the review of any specific development proposals in the area, at which time potential mitigation strategies should be further considered.

Other Potential Long-Term Connections

In addition to the availability of mass transit, the adopted Plan recommendation also includes the construction of at least one additional major roadway connection to the subunit as a condition of developing at the 0.80 FAR or 1.0 FAR levels of intensity.

The recommendation identifies two specific roadway connections that should be studied and included in the planning of the site:

- Extension of Legato Road to the Ring Road; and,
- Extension of Government Center Parkway over I-66 to connect to the Ring Road.

In lieu of the Government Center Parkway extension, a possible pedestrian connection across I-66 to Sub-Unit B1 is also identified as a potential connection. In the case of the Government Center Parkway or possible pedestrian bridge connections, it is understood that such projects would likely require both private and public funding, as well as coordination with the planning and/or development of a BRT or Metrorail station. The transportation analysis for this amendment did not indicate that the proposed redevelopment of the mall property to 1.0 FAR would generate the need for such major improvements on its own. Therefore, the Plan condition pairing the improvements to the mall redevelopment has been removed from the proposed Plan text, but the network connections remain specified as potential local and regional improvements. Any redevelopment of the mall property is expected to reserve the land necessary to accommodate and not preclude such connections in the future.

Multimodal Considerations

Within the study area, sidewalks or asphalt paths are provided along both sides of most sections of West Ox Road, Monument Drive and Fair Lakes Parkway. Sidewalks are provided on one side of the bridges over I-66 and Route 50. In the vicinity of the site, an asphalt pedestrian path is provided that connects the Fair Lakes Parkway/Legato Road intersection to the western portion of the mall's Ring Road, but the connection is not direct and required the installation of an all-way stop at the Ring Road to accommodate a pedestrian crossing. The section of Fair Lakes Parkway between the Legato Road and the Ring Road has no sidewalks on either side. Pedestrians at that location are routinely observed being forced to walk in the road, which is exacerbated by strained sight distances due to grades and vegetation.

Redevelopment of the mall property provides an opportunity to improve missing pedestrian connections and expand the pedestrian network with new sidewalks, trails, or other improvements. The proposed Plan recommendation brings forward the vision of the adopted Plan for a comprehensive network of multi-modal corridors throughout the property, providing full intra- and inter-parcel pedestrian circulation to and from all buildings, parking, recreational facilities, and to or through open space areas. New development would be expected to provide adequate multimodal connections to serve the needs of all users including transit, vehicles, pedestrians, and bicyclists, with consideration given to safety and security, providing direct pathways, bicycle parking and other amenities, and the achievement of a balance between traffic delay and a pedestrian friendly environment. Intersections are to be given special consideration to enhance pedestrian safety and convenience, and specific improvements are recommended to provide a better and more logical pedestrian connection at the intersection of Fair Lakes Parkway and the Ring Road.

The future I-66 express lanes will transform I-66 into a multimodal corridor through the use of dynamic tolled travel lanes. A park-and-ride facility is planned on the south side of I-66 and

immediately west of Government Center Parkway and is expected to be complete by 2022 coincident with the completion of the I-66 express lanes.

Parks and Recreation

Fairfax County has adopted additional parks-related policies in the Comprehensive Plan since the current Plan recommendation for the mall property was adopted. The new policies include an Urban Parks Framework (UPF) in the Parks and Recreation element of the Policy Plan. The UPF provides guidance for all development within the county's mixed-use centers, including the Fairfax Center Suburban Center, and seeks to ensure that development in those areas provides parks that are suitable for urban contexts. Standards and criteria are included for determining the appropriate types and levels of park and recreation services for proposed development projects.

Based on the Fairfax County Park Authority's analysis, the proposed residential development would generate the need for just over 6 acres of public urban parks and several other active recreation facilities, such as sport courts and playgrounds on the mall property. Parks, recreational amenities, and open spaces should offer convenient access to residents, employees, and visitors of the site. The adopted Plan, as well as the Core Area Vision, recommends that a central plaza or park be included in the development on the mall property to serve as a focal point for development, the circulation system of the site, and a network of other urban parks throughout the development. The proposed amendment would continue the recommendation for such a park feature, which would activate street-level uses and cafes, serve as a community gathering space, and provide a location for public events. The possibility of creating an additional central plaza or park on the opposite side of the mall building should also be considered, if it is necessary to create an additional focal point to ensure convenient access to such an amenity for residents and visitors on all portions of the site. A recreation-focused neighborhood park would also be desirable on the site to provide play and fitness opportunities for residents and visitors. A recreational trail system connecting the park network, and to off-site trail connections, would encourage active movement throughout the area.

Impacts of the development on surrounding parks and recreation facilities are expected to be addressed by contributions to the construction of new athletic fields and/or upgrading existing fields at parks within the service area, the construction of master planned park facilities, the replacement or improvement of aging park facilities at nearby parks, or similar improvements, per applicable county policies at the time any future development application is reviewed.

Environmental Considerations

County environmental policies and the Fairfax Center Areawide Recommendations expect any development at the high end of the planned intensity range to include high-quality, innovative green building practices, noise mitigation, stormwater management, and other environmental practices. The Core Area Vision recommends that any expansion or substantial renovations of existing structures also incorporate green building features to a significant extent and encourages such features to be incorporated into existing buildings where feasible. Any residential development located adjacent to either Route 50 for I-66 may be subject to high

levels of transportation-related noise and should be designed and located in a manner that reduces such impacts, per the guidance contained in Objective 4 of the Environment element of the Policy Plan.

Areawide guidance recommends that stormwater management be an integral element of any site design, which is considered at the conceptual stage and included in each phase of development. The Plan also emphasizes the reduction of impervious cover and encourages the reuse, retention, extended filtration, or infiltration of stormwater where possible, with the overall goal of reducing the total runoff volume and/or significantly delaying its entry into the stream system. The mall property is located at the headwaters of Difficult Run, which is in poor condition with significant portions exhibiting incised channels and unstable banks. The property contains a significant amount of impervious area and the two existing wet ponds that serve as the only stormwater management for the site do not meet the current minimum water quality and quantity control standards required of new development. Redevelopment of the mall property provides an opportunity to significantly improve the water quality and reduce the quantity of stormwater leaving the site.

The plan to redevelop the site from a nearly 100% paved, auto-oriented shopping center to a more balanced, livable mixture of uses, with integrated areas of parks and open space, should result in a significant reduction in the amount of impervious cover on the site and provide ample opportunities to integrate creative stormwater solutions into the site design. The proposed revisions to the plan anticipate the eventual removal and/or replacement of the two existing wet ponds and the incorporation of adequate stormwater management with each phase of development to reduce the dependency on those features by treating stormwater closer to its source.

Schools

The schools serving this area are Fairfax High School (HS), Lanier Middle School (MS), and Eagle View Elementary School (ES). The high school is currently approaching a capacity deficit, and the middle and elementary schools are considered to have sufficient capacity for current programs and future growth. At the five-year projected membership levels, the high school would be at capacity, the middle school would be approaching a capacity deficit, and the elementary school would be considered to have a capacity surplus. The projected school capacities represent just a snapshot in time, however, and the impact of a Plan amendment may occur beyond the five-year projection horizon.

Fairfax County Public Schools (FCPS) estimated the numbers of potential elementary, middle, and high school students that could result from the proposed residential development on the site (40% of total development at 1.0 FAR, or approximately 1,990 multifamily units), which were also compared to the estimated student yields of the maximum overlay of the adopted Plan option (30% of total development at 1.0 FAR, or approximately 1,400 multifamily units), in order to determine the additional impact on school facilities represented by this Plan amendment. The total number of potential students estimated for the proposed development scenario are 131 high school, 69 middle school, and 262 elementary school students, which represents a potential

increase from the adopted Plan of 88 high school, 42 middle school, and 175 elementary school students.

While any increase in planned residential development on the site would increase the membership at these schools when it is realized, conditions of a school and/or school boundaries may change by the time any planned residential density is constructed. Additional analysis would be required at the time any future development application is reviewed to determine the impacts to school capacities at that time.

CONCLUSION

As discussed in the report, the background conditions associated with the plan for the mall property have changed since the adoption of the current recommendation in 2010, and at the same time an urgency has arisen in the state of the retail market that may require the mall property to begin the process of re-inventing itself much sooner than the arrival of BRT and Metrorail transit. The Fairfax Center Plan and Core Area Vision support the transformation of the mall property to a more diversified mix of uses that contribute to the overall goals for the area, and the general concepts of the adopted overlay recommendations for the mall property remain valid and in support of those goals.

The proposal to modify the planned mixture of uses would be accommodated by the planned road network and enhanced by spot road/intersection improvements. A future Metrorail station remains planned for the area, and several major transportation connections also remain options to improve roadway network connectivity in the area and should be accommodated. The thoughtful interface of the planned redevelopment with the future station and any future additional redevelopment remains one of the highest priorities for the proposed redevelopment.

Staff recommends modifying the Plan conditions associated with future transit availability, in conjunction with the revised mixture of uses that enable the transition. The overall vision of the currently adopted Plan remains valid, and much of the adopted recommendation for the mall property should be largely retained in the modified scenario. The elements of the adopted recommendation that detail design-oriented recommendations that have since been incorporated into the Core Area Vision may be removed from the site-specific guidance for the mall property. Several other recommendations, such as stormwater and urban parks guidance are also proposed to be updated to reflect changes in county policies that have occurred since the current Plan was adopted.

RECOMMENDATION

Staff recommends the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~strikethrough~~. Text shown to be replaced is noted as such.

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area III, Fairfax Center Area, as amended through 7-31-2018, Fairfax Center Area-Wide Recommendations,

page 8, to delete strikethrough text:

"The core area near the first Metrorail station is planned for a mix of uses at a variety of intensities~~, some of which are tied to the funding of the Metrorail extension, or in the interim, funding of a Bus Rapid Transit System~~. Any development or redevelopment occurring prior to the funding of the Metrorail extension should not preclude higher-intensity transit-oriented development that is envisioned in the future. …"

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area III, Fairfax Center Area, Amended through 7-31-2018, Land Use Plan Recommendations – Suburban Center Core Area, Land Unit A, Land Use Recommendations, page 37:

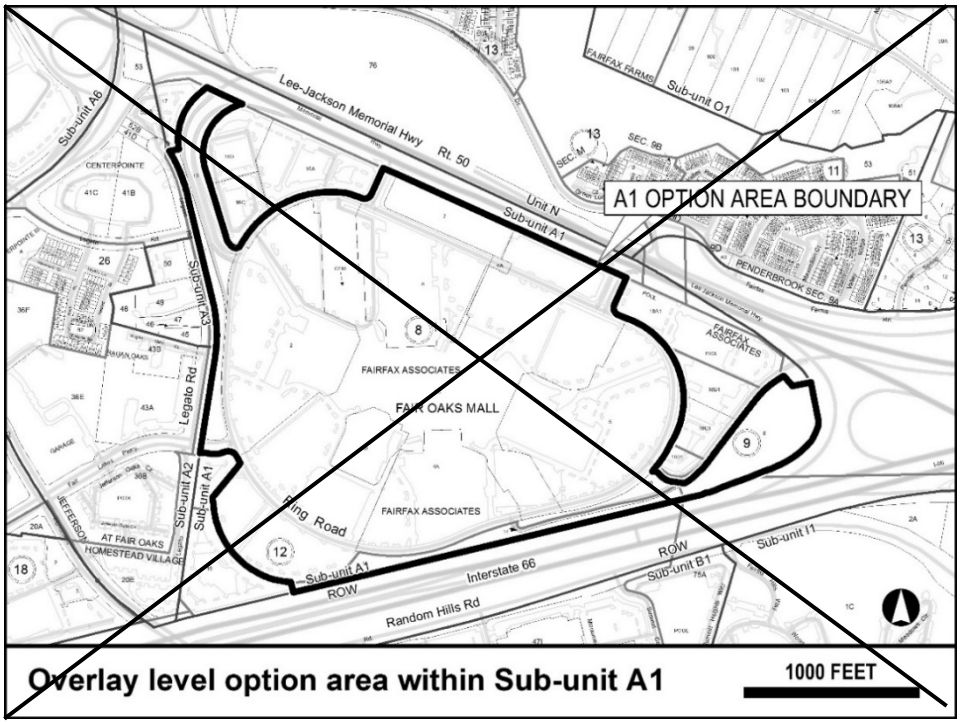
"Sub-unit A1

Baseline: Mixed use up to .15 FAR
Overlay: Mixed use up to .65 FAR; 1.0 FAR

Sub-unit A1 consists of approximately 133 acres, including a 109.5-acre portion that ~~and~~ contains the Fair Oaks ~~regional mall~~ Regional Mall at its center ("Mall Property" or "Mall"), as shown on Figure 11. ~~and several~~ Several office buildings, ~~and~~ hotels, and other commercial uses around ~~its~~ the perimeter of the Mall Property occupy the approximately 24-acre remainder of the sub-unit. There is a long-range vision to extend Metrorail to the area and a ~~A~~ Metrorail station is planned to be ~~constructed~~ located along I-66 with a pedestrian connection to the sub-unit. Prior to a Metrorail extension, a major I-66 Express Lane project (slated for completion in 2022) is underway, and there is potential for interim transit mode improvements, such as enhanced Express Bus service or~~Subject to adoption by the Board of Supervisors,~~ a Bus Rapid Transit (BRT) system. ~~may be constructed as an interim or alternative transit mode. The BRT system, if deemed appropriate, would potentially extend westward toward the county line and potentially into Prince William County from the Vienna Metrorail station or points east. BRT is defined as a system operating in the median of I-66 in an exclusive lane, segregated from the public traffic on I-66. The system would be served by stations similar to Metrorail with bridge connections to adjacent parcels. Service would consist of larger buses such as articulated buses. BRT is a higher quality system than the express bus or bus priority system as recommended in the 2010 Virginia Department of Rail and Public Transit's (DRPT) I-66 Transit/Transit Demand Management (TDM) study.~~

~~Sub-unit A1~~The Mall Property is planned at the overlay level ~~up to 0.65 FAR overall. The 109.5-acre portion of the sub-unit that contains the Fair Oaks Mall property ("mall property"), as shown on Figure 11, is planned~~ for residential, retail, hotel, and office uses ~~at the overlay level~~ up to an intensity of 1.0 FAR, which equates to approximately ~~3.1~~ 4.8 million square feet of development. The ~~approximately 24-acre~~ remainder of the sub-unit is planned at the overlay level for retail, hotel and office uses ~~at the overlay level~~ up to an intensity of .65 FAR overall. Any redevelopment at the overlay level

should address the applicable Areawide Recommendations for the Fairfax Center Area, including the Core Area Vision, and applicable Use-Specific Performance Criteria. As an interim phase in the overlay level, the ~~mall property~~ Mall Property is planned for retail and office uses up to an intensity of ~~0.50~~ .50 FAR. ~~Redevelopment at the interim phase should meet the~~ The development elements and the performance criteria recommended ~~at the~~ for overlay ~~level~~ development should also be applicable to any interim phase of development.



~~FIGURE 11~~

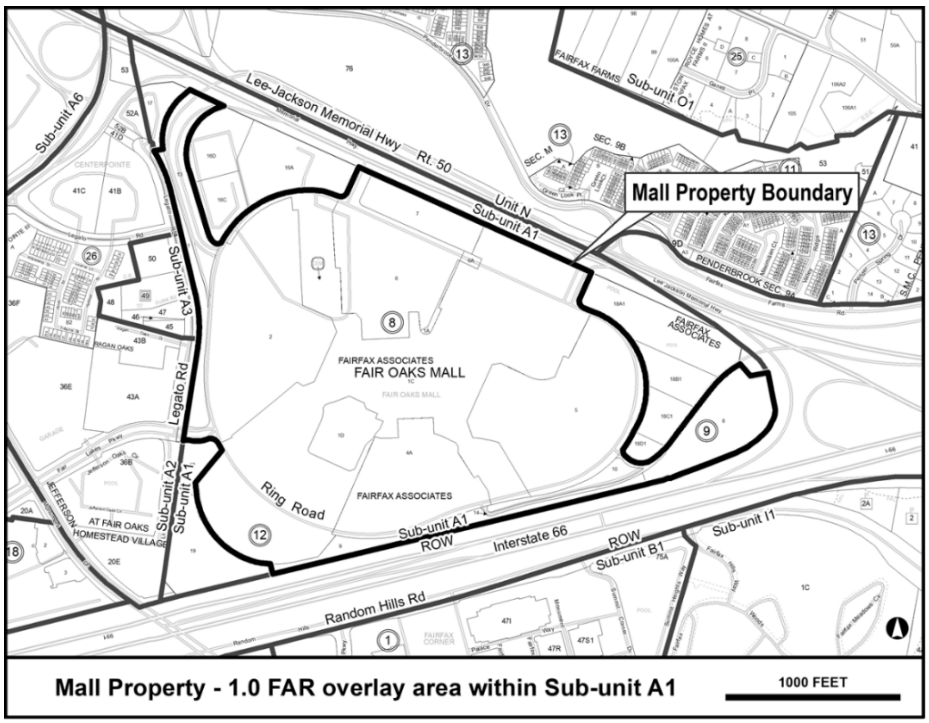


FIGURE 11

At such future time as the planned extension of Metrorail to the area is funded, areas of the Mall Property may be appropriate for additional transit-oriented development (TOD) at an intensity above 1.0 FAR. Such additional intensity will require additional planning studies, including a transportation analysis demonstrating that the transportation network will support the additional development potential, and studies to ensure that the TOD is integrated with previously-planned development, in support of the Core Area Vision and Areawide Guidelines. Development at the overlay level of up to 1.0 FAR should be designed to accommodate the future Metrorail station and supporting TOD by identifying those areas which may be critical to accommodating those uses and intensity, and ensuring that those areas remain suitable for the future development.

~~As options at the overlay level, development on the mall property may be increased up to 3.8 million square feet (an intensity of up to 0.80 FAR) subject to adoption and funding of a BRT system ("BRT Option") and increased up to 4.8 million square feet (an intensity of up to 1.0 FAR), subject to funding of the planned extension of Metrorail along I-66 in the vicinity of the mall ("Metrorail Option"). The majority of the development under the Metrorail Option should be concentrated near the planned transit station within approximately ¼ mile of the platform. As redevelopment occurs across the mall property, the cumulative total square feet should not prevent the potential for the most intense development from being located near the station.~~

Redevelopment of the Mall Property

~~While preserving the sub-unit's role as a regional retail center, redevelopment~~ Redevelopment of the sub-unit, and the ~~mall property~~ Mall Property, in particular, presents an opportunity to transform the auto-oriented, suburban-style character of the sub-unit into an inter-connected, urban-style, multi-modal, transit and pedestrian-friendly place. The vision for such redevelopment is encapsulated in the Core Area Vision contained in the Areawide Guidance of the Fairfax Center Area. The elements of the Core Area Vision describe the redevelopment of surface parking lots and older lower-intensity uses into a modern, more urban mixture of residential and commercial land uses with a coordinated, pedestrian and transit-friendly design.

~~In order to~~ To achieve this goal, the ultimate vision for redevelopment of the Mall Property should be defined at the earliest phase of redevelopment through the creation of a conceptual ~~circulation~~ master plan for the entire site. The master plan should reflect the intent and guidance of the adopted Core Area Vision and represent ~~ensure that any redevelopment works toward achieving~~ the ultimate goal of an integrated, multi-modal, transit-oriented development. ~~If redevelopment includes~~ As individual development phases occur, the master plan may be subject to modification, but should continue to serve as an overall conceptual framework to guide elements such as the coordination of land uses, connectivity and site circulation, the provision of transportation improvements, and the creation of a connected open space network, to ensure ~~a logical phasing plan should be part of any redevelopment proposal to demonstrate how ultimate development at the greatest planned intensity will achieve~~ the ultimate achievement of Comprehensive Plan goals. Each phase of development should provide planned infrastructure, parks, open space, and other amenities proportionate to the intensity of the development proposal and as is necessary to fully serve the residents and users at that phase of development.

~~Circulation into, around, and through the mall property, connecting to land uses on the periphery of the mall property and outside the land unit, should be the primary component of conceptual plan. The central location of the mall in the sub-unit and its spoke-like design present a challenge for movement, particularly for pedestrians. The future vision should identify multi-modal corridors of movement and how connections will be improved or enhanced to safely accommodate pedestrians, bicyclists, and transit in the sub-unit. Vehicular and pedestrian conflicts at intersections should be identified, and the needs balanced or prioritized. The design should bring the internal activity and vibrancy of the mall outward to the surrounding streetscapes of the new development by extending mall corridors outward to the new roadways. The circulation pattern should be logical and cohesive and recognize that the most direct connection across the site will occur through the mall building.~~

Vision for Redevelopment

The vision should be realized through a synergistic mixture of land uses and a coordinated design. ~~The retail use in the mall may expand up to two million square feet under the overlay or overlay option levels.~~ Initially, the ~~mall's~~ Mall's retail use ~~should~~ will comprise ~~the majority~~ most of the total

development on the Mall Property. As redevelopment occurs ~~under the options on the mall property~~, the land use components should shift such that the ~~mall~~ Mall square footage ~~should become~~ becomes less of the total development, and ~~the~~ new uses ~~development on the mall property at the Metrorail Option becomes~~ occupy the majority of the total square feet. ~~Under the Metrorail Option, the residential component should be generally 30 percent of the total development, and the retail use of the mall should be generally 40 percent of the total development.~~

It is anticipated that residential uses will comprise a large percentage of redevelopment and residential will eventually become the primary use on the site. Retail uses, which typically generate a high number of vehicular trips to and from a site, should be reduced as necessary to adequately offset the transportation impacts of new development on the roadway network. At full buildout, retail is expected to comprise 20 percent to 25 percent of total development. Residential uses may comprise as much as 35 percent to 45 percent of total site development, while office, hotel, and other non-residential/non-retail uses make up the remainder. As redevelopment occurs, development plans should be reviewed to ensure that the proposed mixture of uses is consistent with the overall concept for the site, continues to satisfy Plan objectives, and would not exceed the capacity of the planned transportation network.

The addition of residential uses is intended to transform the existing auto-oriented retail environment into a 24-7, vibrant, livable community. Multifamily buildings that are five stories and greater have the design characteristics necessary to create the desired compact, walkable environment when thoughtfully integrated with supporting non-residential uses. Townhomes and stacked townhomes ("2-over-2" townhomes) are not considered appropriate for the intended type of urban, mixed-use development, except when they are physically integrated into other structures to activate the streetscape. ~~Residential uses should be designed and located in a manner that reduces the traffic-related noise impact on such uses, as per county policy.~~ Retail uses, exclusive of the ~~mall~~ Mall, and other active uses should be ~~conveniently~~ strategically located in the ground-floor of buildings ~~in order~~, as is necessary to serve ~~the~~ residents and employees, animate the street, and promote pedestrian activity ~~The retail uses also should be located strategically to take advantage of visibility and promote walkability,~~ at such areas as prominent entryways, corridors, or public plazas. ~~Residents, employees, and visitors should have convenient access to urban parks, open space, recreational space, and other services. A network and hierarchy of open spaces and urban parks should be established per county policy.~~

Urban Design

Redevelopment of the Mall Property should be consistent with the design guidance included in the Areawide Recommendations and Core Area Vision, which emphasize the creation of a vibrant, pedestrian-scaled environment with a distinctive character. A central plaza or park should be provided on the site to serve as a main attraction, contribute to the distinct identity of the place, and to serve as a foundation for a network and hierarchy of open spaces and urban parks located throughout the development, consistent with the recommendations of the County's Urban Parks Framework. Development

proposals should demonstrate high quality in terms of site and building design, landscaping, materials, and urban park spaces, and should prioritize comfort and accessibility for persons of a variety of ages and abilities.

Parking for new development should be consolidated into structures, above-ground or underground. New freestanding parking structures and surface parking lots are not envisioned. If any existing surface lots remain on an interim or permanent basis, they should be redesigned to accommodate the addition of trees and other landscaping features, as well as pedestrian walkways.

~~The building orientation and site layout should contribute to the connectivity internal to the mall property, encourage walkability, and create a pedestrian-scaled environment. Block sizes should be compact with buildings located close to one another and aligned with and oriented to the street. A variety of building heights, massing, and articulation should be provided to create visual interest along the street and minimize sun shading of the street or adjacent parcels by tall structures. Loading areas, blank walls, and rear facades should be treated in ways that do not detract from an urban street experience. Redevelopment along the perimeter of the mall property should be inviting and designed to relate to the neighboring uses.~~ Entryways, including the Fair Lakes Parkway and the planned transit station, should contain notable gateway features, such as public art, plazas, landscape features, or interesting architecture~~ to mark the threshold of the development~~. Signage or other wayfinding devices should be~~ incorporated as gateways features and~~ installed as part of a comprehensive wayfinding plan to facilitate easy movement around the property. The architecture, landscaping, signage, and materials should establish unified design themes at the earliest phase of development.

Parks and Recreation

A comprehensive network of onsite urban parks, playgrounds, and recreational amenities should be integrated into the open space network included on the conceptual master plan, consistent with the recommendations of the Urban Parks Framework. Any phase of development should also address its impacts on surrounding parks and recreation facilities. A contribution to the construction of new athletic fields and/or upgrading existing fields at parks within the service area, the construction of master-planned park facilities, and the replacement or improvement of aging park facilities at nearby parks should be made when each phase of development is implemented.

Transportation

~~Improvements to roadways, streetscapes, and intersections may be phased as development builds out. These improvements should enhance non-motorized physical connections and to ensure safe usage for pedestrians, bicyclists, drivers, and transit riders of all ages and abilities. Sidewalks, bicycle lanes, or bicycle signage indicating that the road is shared with bicyclists should be constructed in accordance with the circulation plan as implemented through the phasing plan. Streetscapes should be animated and attractive through the usage of storefront windows with browsing areas, entrances, landscaping, plazas, unique paving materials, outdoor cafes, seating areas, and other street~~

~~furniture or amenities. Roads that are privately owned and/or maintained should be designed to provide mobility for vehicle, pedestrians, and cyclists. The ability of transit service to operate within the sub-unit should remain.~~

~~Parking should be consolidated into structures, under-ground or above ground, and integrated into the streetscape in order to minimize, if not eliminate, surface parking lots. On-street and underground parking with short-term on-street parking for the retail stores should be given preference over other forms of parking. Structured parking should be located behind buildings or, if visible from the street, screened or treated in a manner that contributes to the visual appeal of the streetscape. If surface lots must be utilized, redesign and consolidation is encouraged to accommodate space for trees and other landscaping features. Creative approaches to reduce the amount of required parking provided, such as shared parking strategies or parking maximums should be considered.~~

Circulation into, around, and through the Mall Property should be a primary component and organizing element of the conceptual master plan.~~In anticipation of the transit station, the design and circulation on the mall property~~ The plan should promote connectivity throughout the~~ mall property~~ Mall Property, to adjacent properties, and to the location of the future~~ transit~~ Metrorail station. In anticipation of the future Metrorail station, ~~Redevelopment should provide~~ a prominent connection should be planned from the station~~ platform~~ location to the~~ mall~~ Mall, while additional multi-modal corridors of movement should connect logically and cohesively to land uses on the periphery of the Mall Property and outside of the land unit. The central location of the Mall building in the sub-unit presents a challenge for movement, particularly for pedestrians. The design should connect the activity within the Mall to the new development by aligning Mall corridors with pedestrian connections to and along the new roadways, and should consider providing appropriate public access through the Mall building (while recognizing the Mall's property rights), since the most direct connection across the site may occur through the Mall building itself.~~ with the highest intensities located near the station platform and this connection. The connection should include street-level retail uses, cafes, or an urban park. A central plaza or park also may be a component of this linkage or located elsewhere on the site. This central feature should contribute to the distinct identity of the place and serve as a main attraction and foundation for a network of urban parks throughout the development. Facilities for the transit station users such as shelters, real time information displays, bus bays, bicycle racks, kiss and ride, or other related facilities and improvements, should be provided. When the BRT or Metrorail station becomes operational, the mall should provide a level of access through the building taking into account the operational aspects of the mall and the transit station. The mall will retain full control over its private property and may continue to enforce its access and other policies and rights.~~

In accordance with the Core Area Vision, multimodal accessibility should be the primary component of the transportation analysis for any development proposal. New multimodal infrastructure and facilities should be provided while improving existing infrastructure and connectivity to ensure safe facilities for pedestrians, bicyclists, drivers, and transit riders of all ages and abilities. Necessary improvements to roadways, streetscapes, and

intersections should be identified on the conceptual master plan and may be phased as development builds out according to an associated phasing plan. Off-site opportunities to improve pedestrian, bicycle, and transit access in the general vicinity of the Mall Property, and to provide missing connections that could serve the area and/or the Mall, should also be considered, in coordination with FCDOT and the Virginia Department of Transportation.

Several major transportation connections have been identified as potential long-term future improvements that would increase accessibility to and from the sub-unit from surrounding areas within the Fairfax Center Core Area. The potential connections are:

- Extension of the east-west section of Legato Road (Route 7967) to the Ring Road;
- Extension of Government Center Parkway across I-66 to the Ring Road; or, if not feasible:
  - A pedestrian bridge across I-66 to the commuter parking/bus transit facility in Subunit B1.

The locations/landing areas of the potential future connections should be identified on the initial conceptual master plan and any redevelopment that interacts with or would impede those landing areas should include an evaluation of the feasibility of the relevant connection(s). Feasibility studies should include preliminary design and/or conceptual engineering as is necessary to determine the interface of the connections with the proposed redevelopment and the overall master plan for the property to ensure that the potential connections are not precluded by planned redevelopment, and that they may be designed to safely accommodate transit, pedestrians, bicyclists, and other users of the site.

Non-motorized connections into and through the sub-unit, across the Ring Road, and to the ~~mall~~ Mall building should be enhanced to ensure safe usage for pedestrians, bicyclists, drivers, and transit riders. ~~The Ring Road is shown on Figure 11.~~ To alert drivers to ~~Crossings~~ crossings of the Ring Road, those crossings should ~~be improved with~~ include pedestrian-activated signals and crosswalks, ~~at a minimum. Crosswalk design should alert drivers of the crossing~~ and may include special paving materials and striping. Crossings should ~~be complemented by a designated walkway to the mall building and should~~ be designed ~~with sufficient width~~ to avoid ~~conflict~~ conflicts with vehicles and should connect logically to the circulation system established by the master plan. Above an intermediate level intensity of .25 FAR, ~~the pedestrian pathway from Legato Road, where the north-south section of Legato Road meets the east-west section of Legato Road, should be improved to increase safety for the pedestrian and potentially accommodate bicyclists with any redevelopment. As an alternative,~~ a new pedestrian connection from Legato Road (Route 656) to the crosswalk where ~~the Lee-Jackson Memorial Highway~~ Route 50 ramps meet the Ring Road ~~may~~ should be considered.

In addition, redevelopment above an intermediate level of .25 FAR should accommodate a safe pedestrian crossing from Fair Lakes Parkway, across the Ring Road, and to the ~~mall~~ Mall. An extension of the sidewalks~~,~~ from Legato Road along both sides of Fair Lakes Parkway is the preferred option. At a minimum, the sidewalk on at least one side of the Parkway should be extended

to the Ring Road. However, if the preferred option cannot be immediately accommodated, then an interim option may be explored, involving an improvement to the existing pedestrian connection from Fair Lakes Parkway to the Ring Road, which aligns with the existing sidewalk to the mall. If neither of these options is feasible with development up to an intensity of .50 FAR, then another option, which accomplishes the objective of a safe, signalized, pedestrian crossing at a crosswalk in the vicinity of the Fair Lakes Parkway and the Ring Road, may be considered as an interim improvement. Redevelopment above .50 FAR should improve the intersection of Fair Lakes Parkway and the Ring Road and provide a pedestrian connection from the Ring Road to the Mall to facilitate safe pedestrian movement.

Redevelopment ~~also~~ should also consider ~~the~~ its impacts on nearby roadways. Fair Lakes Parkway is considered the major western access, and this roadway is anticipated to continue to function as such for all modes of travel in the future. As a result, redevelopment at the earliest phase should study Fair Lakes Parkway from the Ring Road to West Ox Road, to identify ways to improve ~~traffic operations, and~~ pedestrian safety, access and mobility, ~~should be balanced with~~ while balancing vehicular needs. Furthermore, ~~above the .50 FAR, evaluation, including~~ any new development should include a weave analysis~~, should be conducted for both right-in and right-out ramps on~~ for traffic entering eastbound ~~Lee Jackson Memorial Highway at Fair Oaks Mall~~ Route 50 from either of the right-out exists, or the eastbound egress ramp from the Mall Property, and traveling to the westbound ~~and~~ or eastbound I-66 on-ramps. ~~This movement~~ The development should be ~~monitored~~ evaluate and potentially ~~mitigated~~ mitigate these movements, if a need is indicated by the analysis ~~as development exceeds .50 FAR and builds out to the 1.0 FAR~~. The operations of ~~each Lee Jackson Memorial Highway~~ Route 50 and Ring Road ~~intersection~~ intersections ~~also~~ should avoid queuing onto ~~Lee Jackson Memorial Highway for~~ Route 50 with any redevelopment.

~~Redevelopment above the .65 FAR should be predicated on at least one new vehicular connection into the sub-unit. In preparation for this connection(s), any redevelopment that interacts with or impedes the landing area of the potential connection(s) should include an evaluation of the feasibility of the extensions of 1) the east-west section of Legato Road to the Ring Road; and 2) Government Center Parkway across I-66 to the Ring Road. The study should consist of the preliminary design and/or conceptual engineering, (as appropriate depending on where and what level of development is proposed), the overall site concept, the interface of development with the extension, the connection into the Ring Road, and the safe accommodation of transit, pedestrians, and bicyclists. The connections should integrate into the circulation plan for the property, and the extension of Government Center Parkway should complement and not interfere with the location of the transit station. The Government Center Parkway extension should be considered a regional and a local improvement and would require both public and private investment. The addition of this improvement to the Fairfax Center Area Road Fund listed improvements should be considered, if the study deems the improvement feasible.~~

~~If the Government Center Parkway extension is not feasible, a pedestrian bridge from the mall property to Sub-unit B1 should be considered as part of a transit system improvement as a connection for pedestrians across I-66. A~~

~~pedestrian bridge would not satisfy the need for a new vehicular connection elsewhere, such as Legato Road. The bridge should not interfere with the location of the transit station and should integrate into the circulation plan for the property. The study of the bridge should take into account the timing of the construction of the BRT or the Metrorail station, which may serve a similar purpose and deem the bridge unnecessary. The addition of this improvement to the Fairfax Center Area Road Fund listed improvements should be considered.~~

In addition to roadway improvements and enhancements to the pedestrian environment, other strategies to reduce vehicular trips should be employed. A ~~Transit~~ Transportation Demand Management program should be developed and implemented ~~in order~~ to reduce vehicular trips that result from ~~with~~ any redevelopment. Overall peak-hour trip reductions at the overlay level should be at least 20 percent. ~~with redevelopment above an intermediate level of .25 FAR must be at least 16%. The overall trip reductions under the BRT Option and the Metrorail Option should be 21% and 30%, respectively. The Virginia Department of Rail and Public Transit has recommended a bus priority system along the I-66 corridor as short-term transit improvement. A TDM measure could include a contribution to the bus priority system or other measures to encourage the use of the bus priority system.~~

Redevelopment on the ~~mall property~~ Mall Property ~~also~~ should also continue to allow direct local bus access to and through the site to support the existing and planned local bus ~~service~~ services that ~~accesses~~ access the sub-unit. On-site facilities should be improved by constructing an enhanced transit stop to serve the local bus services. The transit stop should be located ~~as close as possible~~ so that it is accessible and convenient to existing or future development ~~in a convenient and accessible area~~. Facilities for the transit riders, such as shelters, real time information displays, bus bays, bicycle racks, or other related improvements, should be provided. The enhanced transit stop should be incorporated into the phasing plan that will be established in the initial phases of redevelopment.

Affordable and Workforce Housing

~~Any redevelopment also should address impacts to other county priorities.~~ Redevelopment on the Mall Property should provide affordable and workforce housing through compliance with the Affordable Dwelling Unit Ordinance, Workforce Dwelling Unit Policy, and other applicable county policies. For proposals that exceed ~~the overlay levels~~ .65 FAR, any redevelopment should exceed the base recommendations ~~of the overlay level in regards to~~ for affordable and workforce housing. ~~For example, the total percentage of affordable housing, both Affordable Dwelling Units plus Workforce Dwelling Units may exceed the county policy of 12% plus applicable bonus density.~~ Furthermore, any new nonresidential development ~~at the overlay option levels~~ should also make a per-square foot financial contribution to the Fairfax County Housing Trust Fund that will be used to create affordable and workforce housing opportunities. The amount and period of time should be determined at the time of rezoning development review. If nonresidential floor area is achieved through a bonus for providing affordable and workforce dwelling units, the bonus floor area should not be included when calculating the contribution amount. Existing retail square

footage being retained in the Mall and new ground ~~Ground~~ level retail located in office, hotel, and residential buildings should also not be included when calculating the contribution amount.

Environment

Redevelopment of the Mall Property provides an opportunity to reduce impervious surface, achieve better control over stormwater runoff by managing stormwater at its source, and minimize downstream impacts to the streams in the area. In order to adapt to the increased intensity, duration, and frequency of storm events and resulting rainfall volumes, detention measures that reduce the volume, peak flow, and velocity of runoff to good forested conditions are expected to be pursued to the maximum extent practicable with any phase of development, as determined by Land Development Services. Runoff reduction may be achieved through the conversion of impervious areas to green space, implementation of green stormwater infrastructure such as bioretention facilities, green roofs, rainwater cisterns, and other creative measures. Stormwater management measures should be phased-in with those portions of the site being redeveloped and achieved by the time of and with the ultimate redevelopment of the Mall Property.

Any redevelopment should incorporate green building practices ~~and~~, including elements such as energy conservation, water conservation, and stormwater management measures in new buildings as per county policy within designated activity centers. New development should commit to ~~county~~ County policy on green building, including certification through established green building rating systems, such as Leadership in Energy and Environmental Design program or other equivalent programs with third party certification. Any expansion or substantial renovations of ~~the~~ existing ~~structure~~ structures should incorporate green building features to a significant extent~~. Incorporation~~, and incorporation of green building features for the existing ~~mall~~ Mall building should also be encouraged. ~~Redevelopment should reduce impervious surface, achieve better control over stormwater runoff, and minimize or eliminate downstream degradation to the streams in the area. Low Impact Development practices of stormwater management (e.g., bioretention facilities; vegetated swales) should be utilized towards this end. Any redevelopment above the 0.65 FAR should include exceptional commitments that exceed the county policy for stormwater management and green building.~~ Adequate measures should be provided to mitigate negative transportation-related noise impacts on noise-sensitive uses, especially from Route 50 and Interstate 66, consistent with Objective 4 of the Environment element of the Policy Plan.

~~Any redevelopment also should address the impacts of the development on surrounding parks, recreation facilities, and schools. A contribution to the construction of new athletic fields and/or upgrading existing fields at parks within the service area, the construction of master planned park facilities, and the replacement or improvement of aging park facilities at nearby parks should be made when the overlay options are implemented. The impact to schools by the residential uses that are included in the overlay and the overlay options should be mitigated at each phase of development.~~"

COMPREHENSIVE LAND USE PLAN MAP:

The Comprehensive Land Use Plan Map will not change.

COUNTYWIDE TRANSPORTATION PLAN MAP:

The Countywide Transportation Plan Map will not change.

ATTACHMENT 1

FAIRFAX COUNTY COMPREHENSIVE PLAN, 2017 Edition, Area III, Fairfax Center Area, Amended through 7-31-2018, Land Use Plan Recommendations – Suburban Center Core Area, pages 37-42:

"LAND UNIT A

CHARACTER

This land unit is located west of the Lee-Jackson Memorial Highway /I-66 interchange and includes the Fair Oaks regional mall, Fair Lakes Promenade, Fairfax Towne Center, Centerpointe office development, and surrounding residential development.

RECOMMENDATIONS

Land Use

Sub-unit A1

Baseline: Mixed use up to .15 FAR
Overlay: Mixed use up to .65 FAR

Sub-unit A1 consists of approximately 133 acres and contains the Fair Oaks regional mall at its center and several office buildings and hotels around its perimeter. A Metrorail station is planned to be constructed along I-66 with a pedestrian connection to the sub-unit. Subject to adoption by the Board of Supervisors, a Bus Rapid Transit (BRT) system may be constructed as an interim or alternative transit mode. The BRT system, if deemed appropriate, would potentially extend westward toward the county line and potentially into Prince William County from the Vienna Metrorail station or points east. BRT is defined as a system operating in the median of I-66 in an exclusive lane, segregated from the public traffic on I-66. The system would be served by stations similar to Metrorail with bridge connections to adjacent parcels. Service would consist of larger buses such as articulated buses. BRT is a higher quality system than the express bus or bus priority system as recommended in the 2010 Virginia Department of Rail and Public Transit's (DRPT) I-66 Transit/Transit Demand Management (TDM) study.

Sub-unit A1 is planned at the overlay level up to 0.65 FAR overall. The 109.5-acre portion of the sub-unit that contains the Fair Oaks Mall property ("mall property"), as shown on Figure 11, is planned for residential, retail, hotel, and office uses at the overlay level, which equates to approximately 3.1 million square feet of development. The approximately 24-acre remainder of the sub-unit is planned for retail, hotel and office uses at the overlay level. As

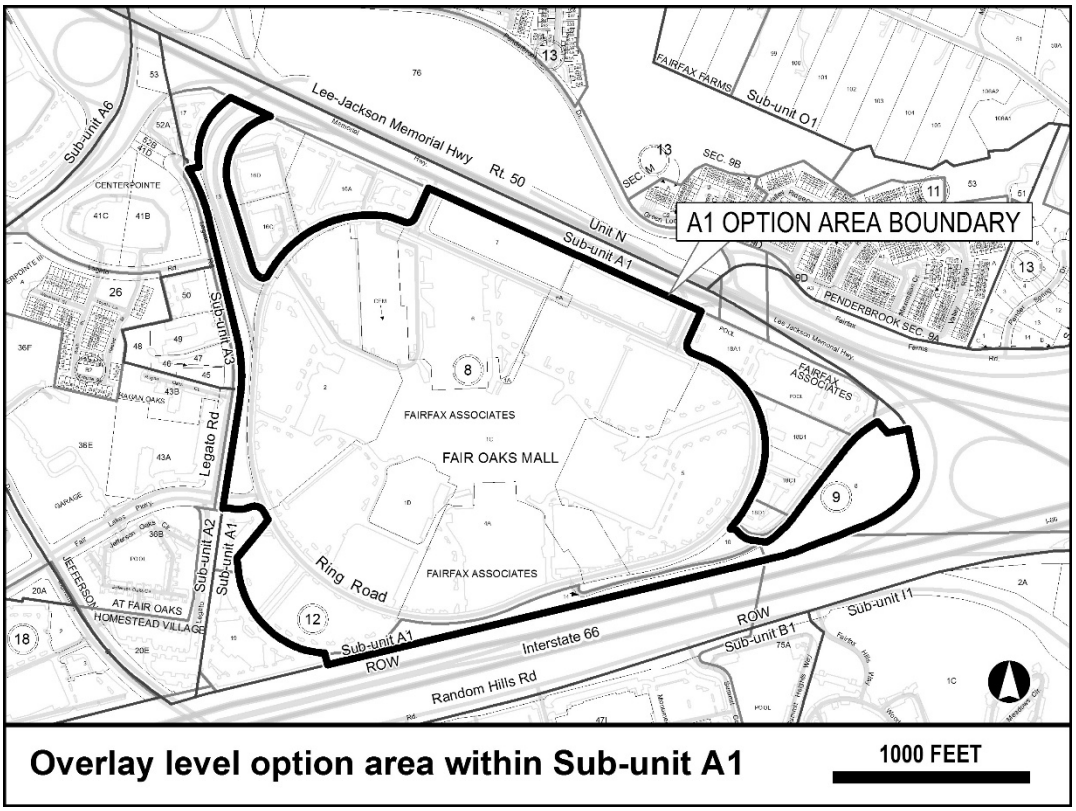


FIGURE 11

an interim phase in the overlay level, the mall property is planned for retail and office uses up to an intensity of 0.50 FAR. Redevelopment at the interim phase should meet the development elements and the performance criteria recommended at the overlay level.

As options at the overlay level, development on the mall property may be increased up to 3.8 million square feet (an intensity of up to 0.80 FAR) subject to adoption and funding of a BRT system ("BRT Option") and increased up to 4.8 million square feet (an intensity of up to 1.0 FAR), subject to funding of the planned extension of Metrorail along I-66 in the vicinity of the mall ("Metrorail Option"). The majority of the development under the Metrorail Option should be concentrated near the planned transit station within approximately ¼ mile of the platform. As redevelopment occurs across the mall property, the cumulative total square feet should not prevent the potential for the most intense development from being located near the station.

While preserving the sub-unit's role as a regional retail center, redevelopment of the sub-unit and the mall property, in particular, presents an opportunity to transform the auto-oriented, suburban-style character of the sub-unit into an inter-connected, urban-style, transit and pedestrian-friendly place. In order to achieve this goal, the ultimate vision for redevelopment should be defined at the earliest phase of redevelopment through a conceptual circulation plan. The plan should ensure that any redevelopment works toward achieving the ultimate goal of an integrated, transit-oriented development. If redevelopment includes individual development phases, a logical phasing plan should be part of any redevelopment proposal to demonstrate how ultimate development at the greatest planned intensity will achieve Comprehensive Plan goals.

Circulation into, around, and through the mall property, connecting to land uses on the periphery of the mall property and outside the land unit, should be the primary component of conceptual plan. The central location of the mall in the sub-unit and its spoke-like design present a challenge for movement, particularly for pedestrians. The future vision should identify multi-modal corridors of movement and how connections will be improved or enhanced to safely accommodate pedestrians, bicyclists, and transit in the sub-unit. Vehicular and pedestrian conflicts at intersections should be identified, and the needs balanced or prioritized. The design should bring the internal activity and vibrancy of the mall outward to the surrounding streetscapes of the new development by extending mall corridors outward to the new roadways. The circulation pattern should be logical and cohesive and recognize that the most direct connection across the site will occur through the mall building.

The vision should be realized through a synergistic mixture of land uses and a coordinated design. The retail use in the mall may expand up to two million square feet under the overlay or overlay option levels. Initially, the mall's retail use should comprise the majority of the total development. As redevelopment occurs under the options on the mall property, the land use components should shift such that the mall square footage should become less of the total development, and the new development on the mall property at the Metrorail Option becomes the majority of the total square feet. Under the Metrorail Option, the residential component should be generally 30 percent of the total development, and the retail use of the mall should be generally 40 percent of the total development.

Residential uses should be designed and located in a manner that reduces the traffic-related noise impact on such uses, as per county policy. Retail uses, exclusive of the mall, should be conveniently located in the ground-floor of buildings in order to serve the residents and employees, animate the street, and promote pedestrian activity. The retail uses also should be located strategically to take advantage of visibility and promote walkability, at such areas as prominent entryways, corridors, or public plazas. Residents, employees, and visitors should have convenient access to urban parks, open space, recreational space, and other services. A network and hierarchy of open spaces and urban parks should be established per county policy.

The building orientation and site layout should contribute to the connectivity internal to the mall property, encourage walkability, and create a pedestrian-scaled environment. Block sizes should be compact with buildings located close to one another and aligned with and oriented to the street. A variety of building heights, massing, and articulation should be provided to create visual interest along the street and minimize sun shading of the street or adjacent parcels by tall structures. Loading areas, blank walls, and rear-facades should be treated in ways that do not detract from an urban street experience. Redevelopment along the perimeter of the mall property should be inviting and designed to relate to the neighboring uses. Entryways, including the Fair Lakes Parkway and the planned transit station, should contain notable gateway features, such as public art, plazas, landscape features, or interesting architecture to mark the threshold of the development. Signage or other wayfinding devices should be incorporated as gateways features and installed as part of a comprehensive wayfinding plan to facilitate easy movement around the property. The architecture, landscaping, signage, and materials should establish unified design themes at the earliest phase of development.

Improvements to roadways, streetscapes, and intersections may be phased as development builds out. These improvements should enhance non-motorized physical connections and to ensure safe usage for pedestrians, bicyclists, drivers, and transit riders of all ages and abilities. Sidewalks, bicycle lanes, or bicycle signage indicating that the road is shared with

bicyclists should be constructed in accordance with the circulation plan as implemented through the phasing plan. Streetscapes should be animated and attractive through the usage of storefront windows with browsing areas, entrances, landscaping, plazas, unique paving materials, outdoor cafes, seating areas, and other street furniture or amenities. Roads that are privately owned and/or maintained should be designed to provide mobility for vehicle, pedestrians, and cyclists. The ability of transit service to operate within the sub-unit should remain.

Parking should be consolidated into structures, under-ground or above ground, and integrated into the streetscape in order to minimize, if not eliminate, surface parking lots. On-street and underground parking with short-term on-street parking for the retail stores should be given preference over other forms of parking. Structured parking should be located behind buildings or, if visible from the street, screened or treated in a manner that contributes to the visual appeal of the streetscape. If surface lots must be utilized, redesign and consolidation is encouraged to accommodate space for trees and other landscaping features. Creative approaches to reduce the amount of required parking provided, such as shared parking strategies or parking maximums should be considered.

In anticipation of the transit station, the design and circulation on the mall property should promote connectivity throughout the mall property to the transit station. Redevelopment should provide a prominent connection from the station platform to the mall with the highest intensities located near the station platform and this connection. The connection should include street-level retail uses, cafes, or an urban park. A central plaza or park also may be a component of this linkage or located elsewhere on the site. This central feature should contribute to the distinct identity of the place and serve as a main attraction and foundation for a network of urban parks throughout the development. Facilities for the transit station users such as shelters, real time information displays, bus bays, bicycle racks, kiss and ride, or other related facilities and improvements, should be provided. When the BRT or Metrorail station becomes operational, the mall should provide a level of access through the building taking into account the operational aspects of the mall and the transit station. The mall will retain full control over its private property and may continue to enforce its access and other policies and rights.

Non-motorized connections into the sub-unit, across the Ring Road, and to the mall should be enhanced. The Ring Road is shown on Figure 11. Crossings of the Ring Road should be improved with pedestrian-activated signals and crosswalks at a minimum. Crosswalk design should alert drivers of the crossing and may include special paving materials and striping. Crossings should be complemented by a designated walkway to the mall building and should be designed with sufficient width to avoid conflict with vehicles. Above an intermediate level intensity of .25 FAR, the pedestrian pathway from Legato Road, where the north-south section of Legato Road meets the east-west section of Legato Road, should be improved to increase safety for the pedestrian and potentially accommodate bicyclists with any redevelopment. As an alternative, a new pedestrian connection from Legato Road to the crosswalk where the Lee-Jackson Memorial Highway ramps meet the Ring Road may be considered.

In addition, redevelopment above an intermediate level of .25 FAR should accommodate a safe pedestrian crossing from Fair Lakes Parkway, across the Ring Road, and to the mall. An extension of the sidewalks, from Legato Road along both sides of Fair Lakes Parkway is the preferred option. At a minimum, the sidewalk on at least one side of the Parkway should be extended to the Ring Road. However, if the preferred option cannot be immediately accommodated, then an interim option may be explored, involving an improvement to the existing pedestrian connection from Fair Lakes Parkway to the Ring Road, which aligns with

the existing sidewalk to the mall. If neither of these options is feasible with development up to an intensity of .50 FAR, then another option, which accomplishes the objective of a safe, signalized, pedestrian crossing at a crosswalk in the vicinity of the Fair Lakes Parkway and the Ring Road, may be considered as an interim improvement. Redevelopment above .50 FAR should improve the intersection of Fair Lakes Parkway and the Ring Road to facilitate safe pedestrian movement. Redevelopment also should consider the impacts on nearby roadways. Fair Lakes Parkway is considered the major western access, and this roadway is anticipated to continue to function as such for all modes of travel in the future. As a result, redevelopment at the earliest phase should study Fair Lakes Parkway from the Ring Road to West Ox Road to improve traffic operations, and pedestrian safety should be balanced with vehicular needs. Furthermore, above the .50 FAR, evaluation, including a weave analysis, should be conducted for both right-in and right-out ramps on eastbound Lee-Jackson Memorial Highway at Fair Oaks Mall to the westbound and eastbound I-66 on-ramps. This movement should be monitored and potentially mitigated as development exceeds .50 FAR and builds-out to the 1.0 FAR. The operations of each Lee-Jackson Memorial Highway and Ring Road intersection also should avoid queuing onto Lee-Jackson Memorial Highway for any redevelopment.

Redevelopment above the .65 FAR should be predicated on at least one new vehicular connection into the sub-unit. In preparation for this connection(s), any redevelopment that interacts with or impedes the landing area of the potential connection(s) should include an evaluation of the feasibility of the extensions of 1) the east-west section of Legato Road to the Ring Road; and 2) Government Center Parkway across I-66 to the Ring Road. The study should consist of the preliminary design and/or conceptual engineering, (as appropriate depending on where and what level of development is proposed), the overall site concept, the interface of development with the extension, the connection into the Ring Road, and the safe accommodation of transit, pedestrians, and bicyclists. The connections should integrate into the circulation plan for the property, and the extension of Government Center Parkway should complement and not interfere with the location of the transit station. The Government Center Parkway extension should be considered a regional and a local improvement and would require both public and private investment. The addition of this improvement to the Fairfax Center Area Road Fund listed improvements should be considered, if the study deems the improvement feasible.

If the Government Center Parkway extension is not feasible, a pedestrian bridge from the mall property to Sub-unit B1 should be considered as part of a transit system improvement as a connection for pedestrians across I-66. A pedestrian bridge would not satisfy the need for a new vehicular connection elsewhere, such as Legato Road. The bridge should not interfere with the location of the transit station and should integrate into the circulation plan for the property. The study of the bridge should take into account the timing of the construction of the BRT or the Metrorail station, which may serve a similar purpose and deem the bridge unnecessary. The addition of this improvement to the Fairfax Center Area Road Fund listed improvements should be considered.

In addition to roadway improvements and enhancements to the pedestrian environment, other strategies to reduce vehicular trips should be employed. A Transit Demand Management program should be developed and implemented in order to reduce vehicular trips with any redevelopment. Overall trip reductions with redevelopment above an intermediate level of .25 FAR must be at least 16%. The overall trip reductions under the BRT Option and the Metrorail Option should be 21% and 30%, respectively. The Virginia Department of Rail and Public Transit has recommended a bus priority system along the I-66 corridor as short-term transit improvement. A TDM measure could include a contribution to the bus priority system or other measures to encourage the use of the bus priority system.

Redevelopment on the mall property also should continue to allow direct local bus access to and through the site to support the existing and planned local bus service that accesses the sub-unit. On-site facilities should be improved by constructing an enhanced transit stop to serve the local bus services. The transit stop should be located as close as possible to existing or future development in a convenient and accessible area. Facilities for the transit riders, such as shelters, real time information displays, bus bays, bicycle racks, or other related improvements, should be provided. The enhanced transit stop should be incorporated into the phasing plan that will be established in the initial phases of redevelopment.

Any redevelopment also should address impacts to other county priorities. Redevelopment should provide affordable and workforce housing through compliance with the Affordable Dwelling Unit Ordinance and other county policies. For proposals that exceed the overlay levels, any redevelopment should exceed the recommendations of the overlay level in regards to affordable and workforce housing. For example, the total percentage of affordable housing, both Affordable Dwelling Units plus Workforce Dwelling Units may exceed the county policy of 12% plus applicable bonus density. Furthermore, any new nonresidential development at the overlay option levels should also make a per-square foot financial contribution to the Fairfax County Housing Trust Fund that will be used to create affordable and workforce housing opportunities. The amount and period of time should be determined at the time of rezoning development review. If nonresidential floor area is achieved through a bonus for providing affordable and workforce dwelling units, the bonus floor area should not be included when calculating the contribution amount. Ground level retail located in office, hotel, and residential buildings should also not be included when calculating the contribution amount.

Any redevelopment should incorporate green building practices and energy conservation, water conservation, and stormwater management measures in new buildings as per county policy within designated activity centers. New development should commit to county policy on green building, including certification through established green building rating systems, such as Leadership in Energy and Environmental Design program or other equivalent programs with third party certification. Any expansion or substantial renovations of the existing structure should incorporate green building features to a significant extent. Incorporation of green building features for the existing mall building should be encouraged. Redevelopment should reduce impervious surface, achieve better control over stormwater runoff, and minimize or eliminate downstream degradation to the streams in the area. Low Impact Development practices of stormwater management (e.g., bioretention facilities; vegetated swales) should be utilized towards this end. Any redevelopment above the 0.65 FAR should include exceptional commitments that exceed the county policy for stormwater management and green building.

Any redevelopment also should address the impacts of the development on surrounding parks, recreation facilities, and schools. A contribution to the construction of new athletic fields and/or upgrading existing fields at parks within the service area, the construction of master planned park facilities, and the replacement or improvement of aging park facilities at nearby parks should be made when the overlay options are implemented. The impact to schools by the residential uses that are included in the overlay and the overlay options should be mitigated at each phase of development."