

AN AMENDMENT TO
**THE COMPREHENSIVE PLAN
 FOR FAIRFAX COUNTY, VIRGINIA
 2013 EDITION**

GENERAL LOCATION: South of Arlington Boulevard, and west of Graham Road

PLANNING AREA AND DISTRICT:
 Area I, Jefferson Planning District

SUB-DISTRICT DESIGNATION:
 J4-Walnut Hill Community Planning Sector

PARCEL LOCATION: 50-3 ((1)) 5, 5A, 5E, and 5G

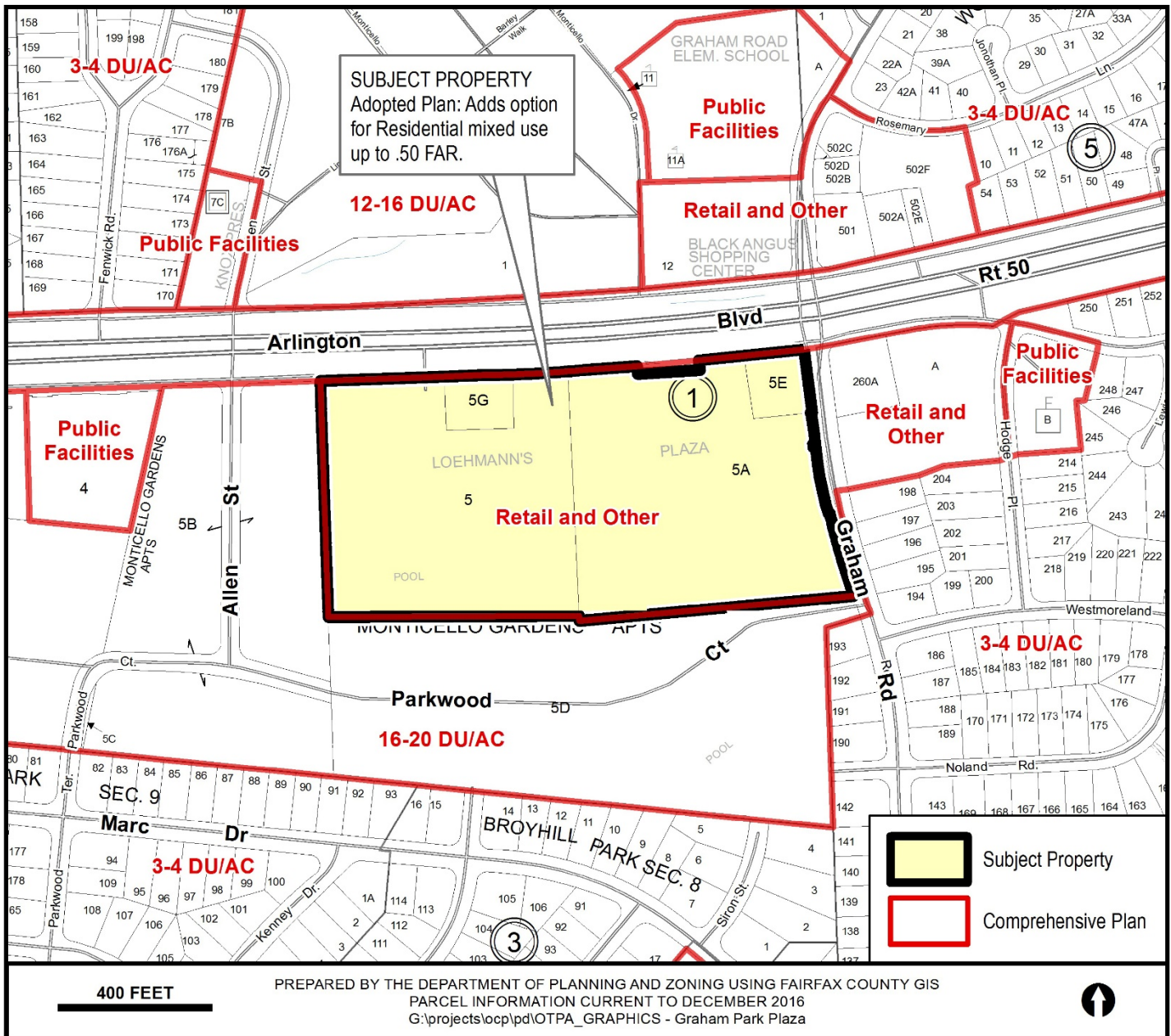
SUPERVISOR DISTRICT: Mason

ADOPTED: December 6, 2016

ITEM NO. PA 2015-I-J1

FOR ADDITIONAL INFORMATION CALL (703) 324-1380

FAIRFAX COUNTY,
 VIRGINIA



AMENDMENT TO THE COMPREHENSIVE PLAN (2013 EDITION)

The following changes to the Comprehensive Plan have been adopted by the Board of Supervisors. To identify changes from the previously adopted Plan, new text is shown as underlined and deleted text is shown with a ~~strikethrough~~.

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area I, Jefferson Planning District, amended through September 20, 2016, J4-Walnut Hill Community Planning Sector, Character, page 35:

“CHARACTER

...

The predominant development in the sector is stable single-family residential use. Existing multifamily residential units act as a transition between the ~~Loehmann’s~~ Graham Park Plaza Shopping Center at the intersection of Arlington Boulevard and Graham Road and the single-family residential areas to the south.”

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area I, Jefferson Planning District, Amended through September 20, 2016, J4-Walnut Hill Community Planning Sector, Recommendations, Land Use, page 37:

“2. The ~~Loehmann’s Plaza~~ shopping center located southwest of the intersection of Arlington Boulevard and Graham Road [Tax Map parcels 50-3 ((1)) 5, 5A, 5E, and 5G] is planned for community-serving retail uses up to 0.35 FAR. Revitalization of this area is desirable and should provide improved landscaping along Arlington Boulevard and effective screening and buffering to adjacent residential areas. As an option, residential mixed-use development up to an overall 0.50 FAR is appropriate to support revitalization, reinvestment in the shopping center, and improved vehicular and pedestrian circulation, subject to the following conditions:

- The community-serving retail uses of the shopping center should be preserved to the extent possible.
- Full parcel consolidation is encouraged. If full consolidation cannot be achieved, an overall circulation plan should demonstrate improved access and connectivity. Any unconsolidated parcels are planned for a 0.35 FAR.
- High-quality architecture, site and landscape design, and pedestrian amenities should be provided.

- The Urban Parks Framework should be utilized to promote the integration of urban parks such as pocket parks, plazas, and common greens, offset park service level impacts, and help foster a sense of place. Appropriately scaled, well-located public spaces should be provided to support casual recreation uses.
- Compatible building height and massing, augmented by adequate buffering and screening landscaped with year-round vegetation should be provided on-site to minimize any adverse visual impact from new development (including parking structures) on adjacent residential uses. In addition, enhancements or expansion of the existing open space located to the south and west of the site should be explored to improve this amenity and connection to the adjacent development.
- Internal and external pedestrian sidewalks should be provided that create direct and accessible routes to destinations for all users. Site design, building orientation and lighting should support improved pedestrian circulation. Surface parking lots should provide continuous, attractive and safe pedestrian routes, as part of an overall circulation plan. Consolidation of drive aisles and curb cuts should be explored as a means of improving the pedestrian environment and vehicular circulation.
- Automobile circulation should be improved within the site and at access points from the service drive and Graham Road through improved design and enhanced signage. Opportunities to close portions or all of the service drive and/or to provide alternative access to the site should be explored. These improvements should be balanced with the need to encourage and accommodate pedestrian activity in the site.
- A variety of water quality control measures is strongly encouraged to contribute to improved conditions within Cameron Run. The measures should result in nutrient reduction beyond the typically required PFM minimum 20 percent phosphorous reduction. In additional, the volume of runoff from the impervious surfaces should be controlled through the addition of one or more detention facilities.”

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.