

**Appendix III: SSPA Summary Comprehensive Plan Considerations, Prioritization
Reports, and Nomination Maps**

Braddock District	Page 1
Dranesville District	Page 13
Franconia District	Page 39
Hunter Mill District	Page 77
Mason District	Page 134
Mount Vernon District	Page 155
Providence District	Page 186
Springfield District.....	Page 226
Sully District.....	Page 252



FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-BR-001
Evergreen
Investment Co. LLC

Address/Tax Map Parcels: 11301 Lee Jackson Memorial Highway
Tax Map Parcel 56-2 ((1)) 29A

Nominator: Evergreen Investment Company, c/o Lynne Strobel of Walsh, Colucci, Lubeley & Walsh, P.C.

Supervisor District: Braddock
Planning Area: Area III
Planning District: Fairfax Planning District, Fairfax Center Area Suburban Center, Sub-unit J1
Acreage: 2.1 acres

Current Plan Map/Text: Baseline: Office use up to 0.15 Floor Area Ratio (FAR); Overlay: Office use up to 0.70 FAR.
This area contains office uses and is planned for medium/high intensity office use. A portion of the sub-unit may be used to accommodate the planned interchange at Waples Mill Road and Lee-Jackson Memorial Highway. This area should be dedicated.

Nomination: Residential use up to 1.9 FAR consisting of up to 200 multifamily units.

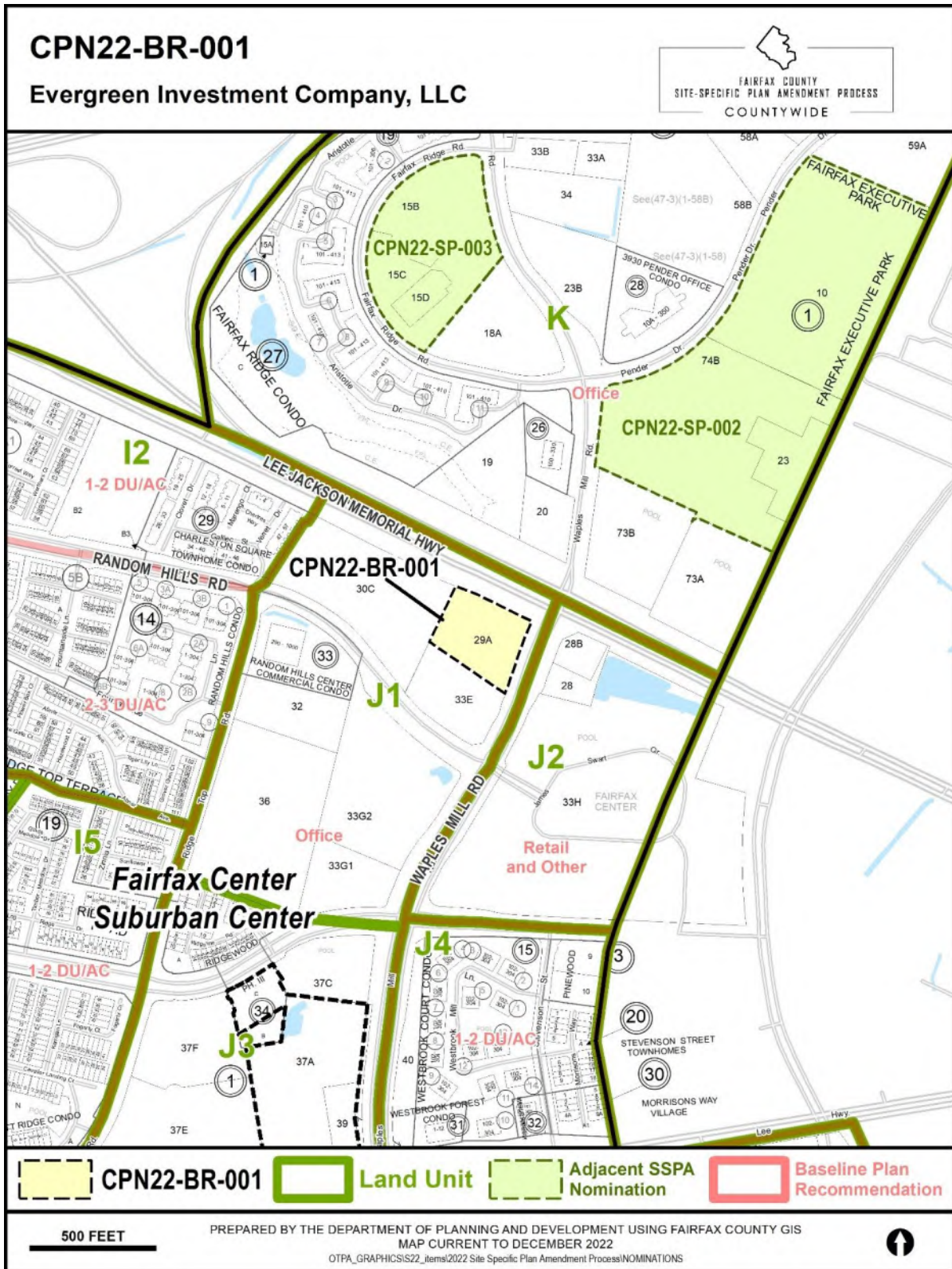
Comprehensive Plan Considerations:

The subject site is located on the southwest corner of Waples Mill Road and Lee-Jackson Memorial Highway (Route 50) and contains undeveloped, wooded land. The site and surrounding properties to the south and west are planned within the Fairfax Center Area for office use up to 0.7 FAR, and adjacent development includes a six-story office building to the south, and an eight-story office building and associated parking structure to the west. Areas to the east, across Waples Mill Road, is planned for and developed with community-serving retail use at 0.35 FAR. The area to the north, across Route 50, is planned for and developed with the Fairfax Ridge mid-rise multifamily apartment community at a density of 20 to 25 dwelling units per acre, and low-rise office uses. Further to the north, nominations are also proposed for residential use on Fairfax Ridge Road ([CPN22-SP-003](#)) and for residential mixed-use at the intersection of Pender Road and Waples Mill Road ([CPN22-SP-002](#)).

The site and surrounding properties within the County are located within the Suburban Center (Non-core) portion of the Comprehensive Plan’s Fairfax Center Area Special Plan Area, in an area further designated as Sub-unit J1. The Plan’s Concept for Future Development classifies the Fairfax Center Area as a mixed-use Suburban Center, a land use category envisioned as a place to live, work, and play, with the greatest development intensity focused around a planned transit station in the median of I-66 near the Fair Oaks Mall, Fairfax Corner, and the County’s Government Center Complex. This core area is planned for intensities ranging from 0.35 to 1.0 FAR. Non-core areas of the Suburban Center, such as the subject area, are planned for a variety of uses but generally at lower intensities than the core area.

The nomination proposes residential use at 1.9 FAR, which would support Countywide goals for increasing the production of housing within activity centers, including in a midrise form that would provide for affordable and workforce dwelling units, and at a similar height to surrounding office uses. The size of the parcel, and any future development on it, may be influenced by the plan recommendation for an interchange at the Route 50/Waples Mill Road interchange. If the nomination is advanced for formal review on the Work Program, careful consideration should be given to the appropriate level of density, the provision of supporting open spaces and recreation amenities to support

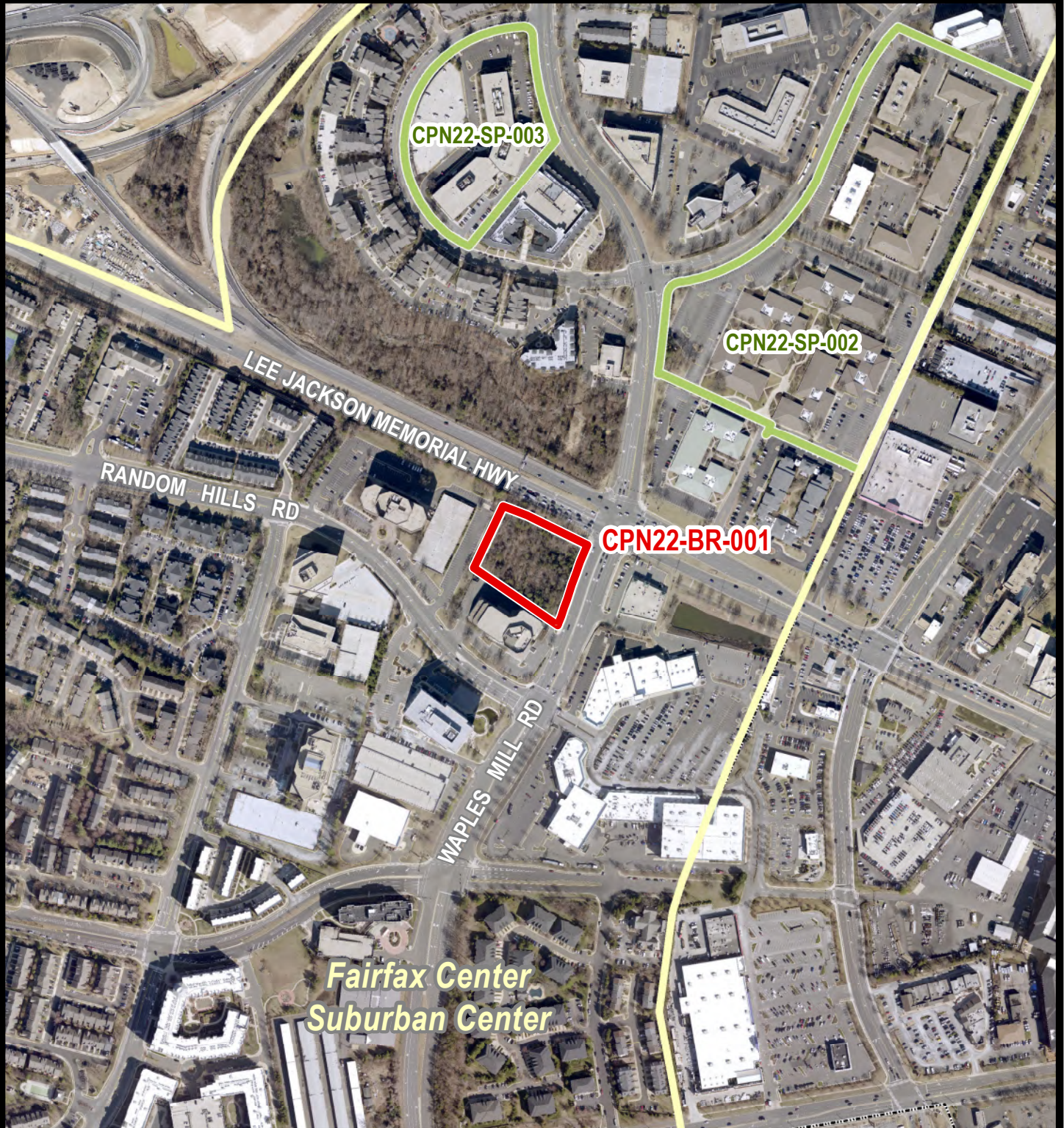
the residential use, and adequate and safe site access, including any opportunities to coordinate access through interparcel connection with surrounding properties.



Supervisor District / Nomination Number / Common Name	Braddock / CPN22-BR-001 / Evergreen Investment Co. LLC
Is the site in a Development Center?	Yes, Suburban Center
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-BR-001
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Housing Element, Board of Supervisors Goal: "Opportunities should be available to all who live or work in Fairfax County to purchase or rent safe, decent, price-appropriate housing within their means in accordance with the One Fairfax policy and Communitywide Housing Strategic Plan. Housing affordable for all income levels should be located as close as possible to employment opportunities while maximizing quality of life standards. The provision of affordable housing should be a vital element in high density and mixed-use developments and [sic] should be encouraged in revitalization areas and mixed-use centers, and stimulated through flexible zoning wherever possible.</p> <p>Comprehensive Plan, Housing Element, Objective 2, Policy a: Expand for-sale and rental housing opportunities in or near Mixed-Use Centers as a way of providing the opportunity for persons to live and work within the county.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	Yes, however, opportunities for access should be considered from adjacent properties.
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Tier 2
Comments	Expand study area to include balance of Sub-unit J2 of the Fairfax Center Suburban Center.

CPN22-BR-001

Evergreen Investment Company, LLC



500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
MAP PREPARED DECEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
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FAIRFAX COUNTY
 SITE-SPECIFIC PLAN AMENDMENT PROCESS
 COUNTYWIDE

SCREENING
 CPN22-BR-002
 EQR FAIRFAX CORNER

Address/Tax Map Parcels: 11727 Fairfax Woods Way / Tax Map Parcel 56-2 ((1)) 1C

Nominator: EQR Fairfax Corner, LLC, c/o Lynne Strobel of Walsh, Colucci, Lubeley & Walsh, P.C.

Supervisor District: Braddock
 Planning Area: Area III
 Planning District: Fairfax Planning District, Fairfax Center Area Suburban Center, Sub-unit II
 Acreage: 45.35 acres

Current Plan Map/Text: Map: Residential use at 8-12 dwelling units per acre (du/ac); Baseline: Residential use at 4 du/ac; Overlay: Office mixed use up to 0.35 Floor Area Ratio (FAR) as part of the adjacent Fairfax Corner development (the Comprehensive Plan recognizes that Reserve at Fairfax Ridge is developed with approximately 650 units).

Nomination: Residential use up to 0.42 FAR to accommodate a new multifamily building with 405 units and a net increase of 335 units.

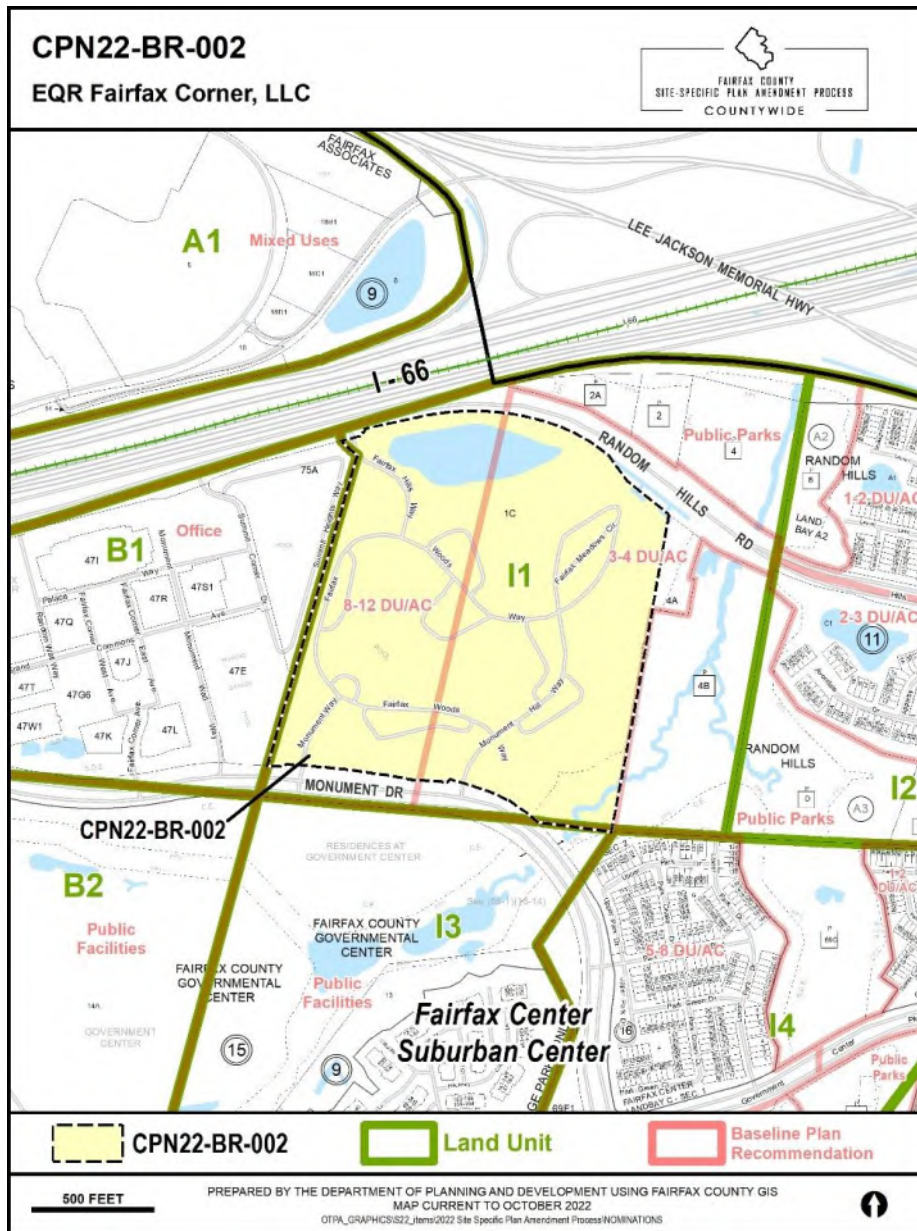
Comprehensive Plan Considerations:

The subject site is the Reserve at Fairfax Corner, a 650-unit multifamily residential community located between Monument Drive and Random Hills Road. The site is planned within Sub-Unit II of the Fairfax Center Area, which provides an office-mixed use overlay recommendation, while also recognizing that the Reserve at Fairfax Corner site is developed with multifamily residential use. To the west is the four-story Camden at Fairfax Corner development, which is planned for office-mixed use up to 0.35 FAR, and the Fairfax Corner mixed-use development which is planned and developed under a Plan option for 0.5 to 1.0 FAR. To the south is the Fairfax County Government Center and the four-story Residences at Government Center, planned for office mixed-use up to 0.35 FAR and public facilities.

The site and surrounding properties within the County are located within the Suburban Center (Non-core) portion of the Comprehensive Plan’s Fairfax Center Area Special Plan Area, in an area further designated as Sub-unit II. The Plan’s Concept for Future Development classifies the Fairfax Center Area as a mixed-use Suburban Center, a land use category envisioned as a place to live, work, and play, with the greatest development intensity focused around a planned transit station in the median of I-66 near the Fair Oaks Mall, Fairfax Corner, and the County’s Government Center Complex. This core area, which is adjacent to the west of the subject site, is planned for intensities ranging from 0.35 to 1.0 FAR. Non-core areas of the Suburban Center, such as the subject area, are planned for a variety of uses but generally at lower intensities than the core area.

The nomination proposes an increased residential intensity of 0.42 FAR to accommodate a new multifamily building with approximately 405 units and structured parking. Construction of the new building is proposed in the location of two existing residential buildings on the site containing 70 units, which would be demolished. The illustrative concept plan submitted with the nomination includes site sections, which indicate that the area of the proposed building is lower in elevation than the immediate surroundings, and as a result, the building would be similar in apparent height to the adjacent Reserve apartment building to the east and Camden at Fairfax Corner building to the west. In isolation, the nomination raises significant considerations for infill, as the buildings to be demolished appear to share the same characteristics and age (circa 2001) as the others at the Reserve which are not proposed for change. The overall increase in development potential presents a middle ground between the developed intensity on the site (approximately

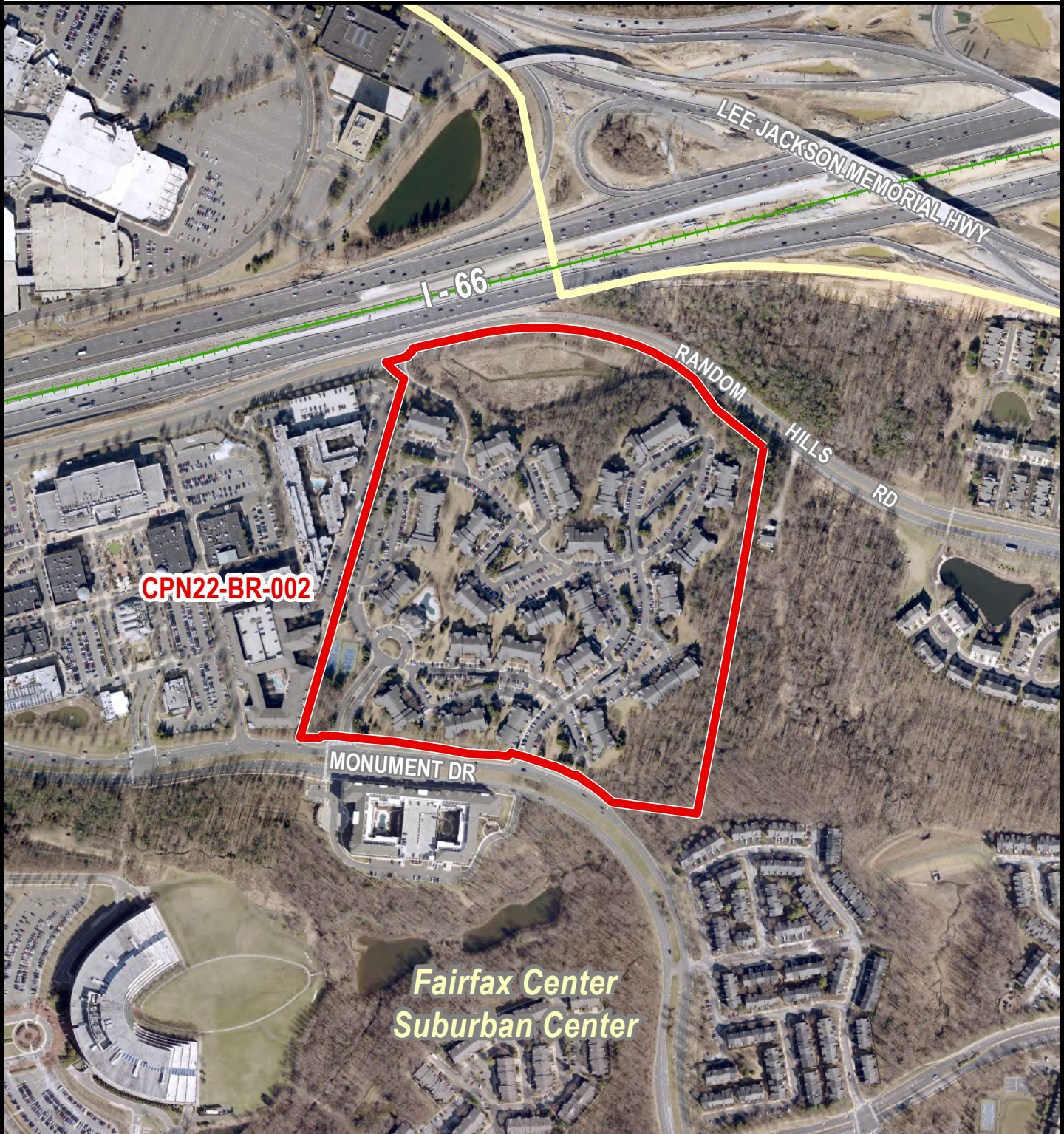
0.22 FAR) and the adjacent core area (0.5 to 1.0 FAR), Development of the Reserve site has historically considered the impacts from the development in their totality. As this nomination effectively separates out a portion for redevelopment, consideration should be given to the open spaces and amenities that were included based on the approved density, as well as the quality and quantity of any proposed new amenities. Opportunities to enhance multimodal connections and integrated recreation and open spaces within the Reserve site and with the adjacent core area are limited due to the retaining walls and security fencing at the adjacent Camden at Fairfax Corner, which may present challenges to ensuring the provision of facilities and amenities commensurate with greater densities, as recommended in the Fairfax Center Areawide Recommendations. If the nomination is advanced for formal review on the Work Program, the evaluation may benefit from inclusion in the Phase 3 Fairfax Center Area Study, which is evaluating limited changes to the Core Area, with specific considerations for the appropriate level of planning geography, relocation assistance for existing residents that would be displaced, multimodal connections, the provision of open spaces and recreational amenities, and urban design to ensure that any new building can be integrated with surrounding development.



Supervisor District / Nomination Number / Common Name	Braddock / CPN22-BR-002 / EQR Fairfax Corner
Is the site in a Development Center?	Yes, Suburban Center
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-BR-002
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Housing Element, Board of Supervisors Goal: "Opportunities should be available to all who live or work in Fairfax County to purchase or rent safe, decent, price-appropriate housing within their means in accordance with the One Fairfax policy and Communitywide Housing Strategic Plan. Housing affordable for all income levels should be located as close as possible to employment opportunities while maximizing quality of life standards. The provision of affordable housing should be a vital element in high density and mixed-use developments and [sic] should be encouraged in revitalization areas and mixed-use centers, and stimulated through flexible zoning wherever possible.</p> <p>Comprehensive Plan, Housing Element, Objective 2, Policy a: Expand for-sale and rental housing opportunities in or near Mixed-Use Centers as a way of providing the opportunity for persons to live and work within the county.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, the nomination should be evaluated in the context of the Fairfax Center Phase 3 Core Area Study, which would examine land use densities on the adjacent sites to the west.
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Tier 2
Comments	Incorporate into the Fairfax Center Area Phase 3 Core Study

CPN22-BR-002

EQR Fairfax Corner, LLC



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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

**SCREENING
CPN22-BR-003
CHURCH OF THE
GOOD SHEPHERD**

Address/Tax Map Parcels: 9350 Braddock Road / Tax Map Parcel 69-4 ((1)) 6A

Nominator: Trustees of the Church of the Good Shepherd, Episcopal, Burke, c/o Lynne Strobel of Walsh, Colucci, Lubeley & Walsh, P.C.

Supervisor District: Braddock
 Planning Area: Area II
 Planning District: Fairfax Planning District, F1 Braddock Community Planning Sector
 Acreage: 9.33 acres

Current Plan Map/Text: Residential use generally should not exceed one dwelling unit per acre (du/ac).

Nomination: Residential use at 2-3 du/ac to allow development of approximately 8 detached residences; the church would remain.

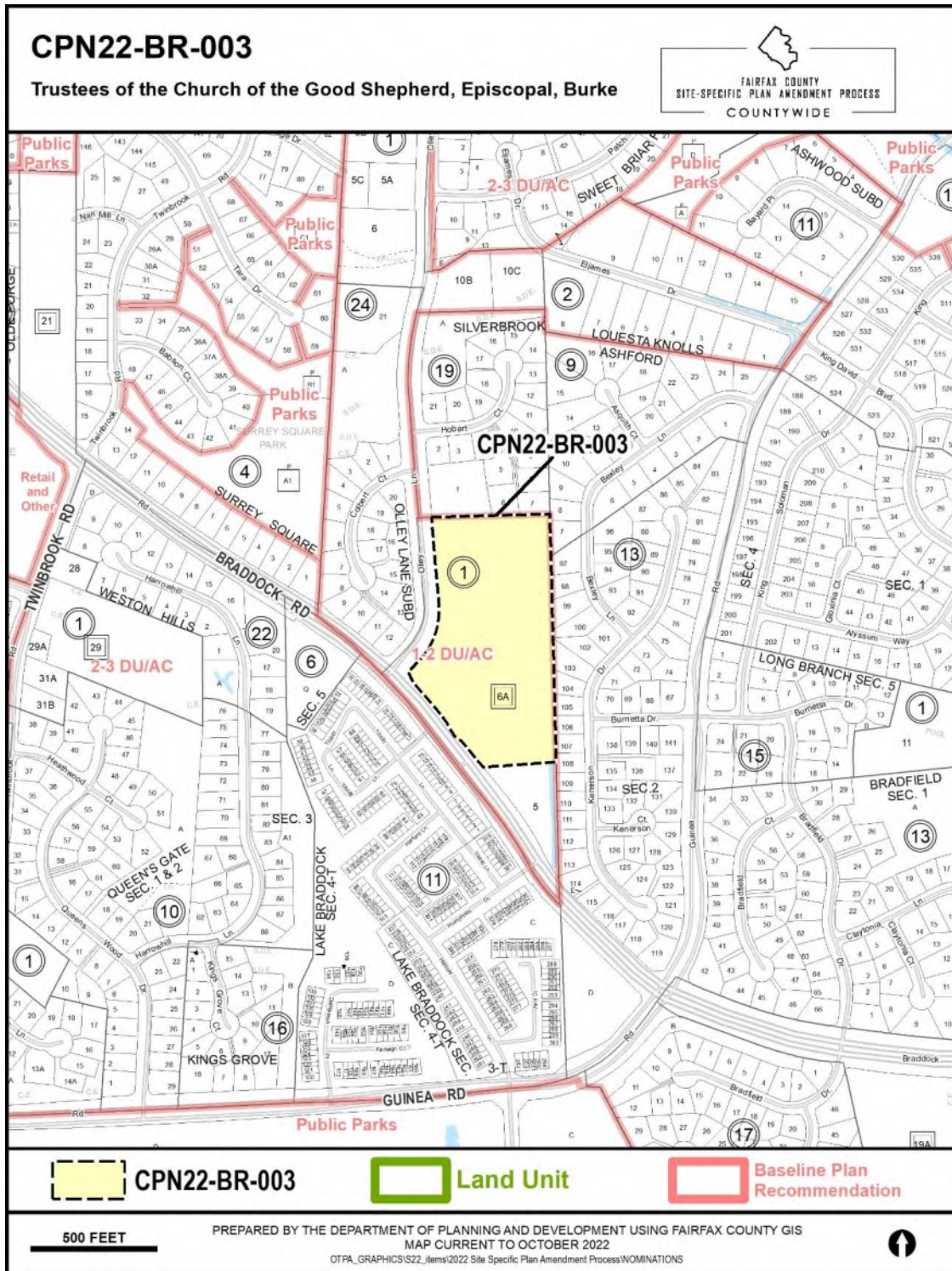
Comprehensive Plan Considerations:

The subject site located northeast of the intersection of Braddock Road and Olley Lane and contains the Church of the Good Shepherd and two detached residential structures. The surrounding properties contain predominately residential uses, including the Silverbrook single-family detached subdivision to the north planned for 2-3 du/ac and developed at 2.2 du/ac; the Ashford and Bradfield single-family detached subdivisions, planned for 2-3 du/ac and developed at 2.89 du/ac; the Olley Lane single-family detached subdivision, planned and developed at 2.01 du/ac to the west across Olley Lane, and the Lake Braddock townhome community to the south across Braddock Road, planned for and developed at 2-3 du/ac. The area adjacent to the south is planned for 1-2 du/ac and developed with a daycare facility. Several of the surrounding subdivisions were developed concurrent with the dedication and preservation of significant environmental areas, which resulted in a clustered residential development pattern with residential lot sizes that are typically less than 1/3 of an acre.

The Plan’s Concept for Future Development designates this area as a Suburban Neighborhood. Suburban Neighborhoods contain a broad mix of allowable residential densities, styles, park and open space and contain the county’s established residential neighborhoods. Suburban neighborhoods are considered to be stable areas of little or no change. Where appropriate, supporting neighborhood- serving commercial services, public facilities, and institutional uses are encouraged provided that the proposed intensities and character are compatible with the surrounding area. Plan guidance for the site and other properties along Olley Lane reflect this designation, indicating that new and infill residential density along this corridor should not exceed one du/ac due to the large lots and low density character of the Olley Lane corridor and indicates that new and infill development should not exceed one dwelling unit per acre, to retain the contour of land to preserve existing mature trees.

This nomination would facilitate detached residential use at approximately 2.56 dwelling units per acre, which would yield approximately eight lots on 3.2 acres in the northern portion of the property along with areas for stormwater facilities, while retaining the church and existing residential structures on the southern end of the site. The illustrative concept plan depicts building lots of comparable size to surrounding subdivisions. Access is shown in the concept plan to be provided separate from the other uses on the site, and it appears four other points of access along the frontage are proposed to be retained. A similar nomination was submitted in the 2005 APR cycle to increase residential density to 2-3 du/ac on a comparatively smaller (2.3 acre) portion of the site but was withdrawn prior to a Planning Commission recommendation. If the nomination is added to the work program for formal review, consideration should be given for developing a subdivision design that can ensure safe and efficient access, retain and enhance existing

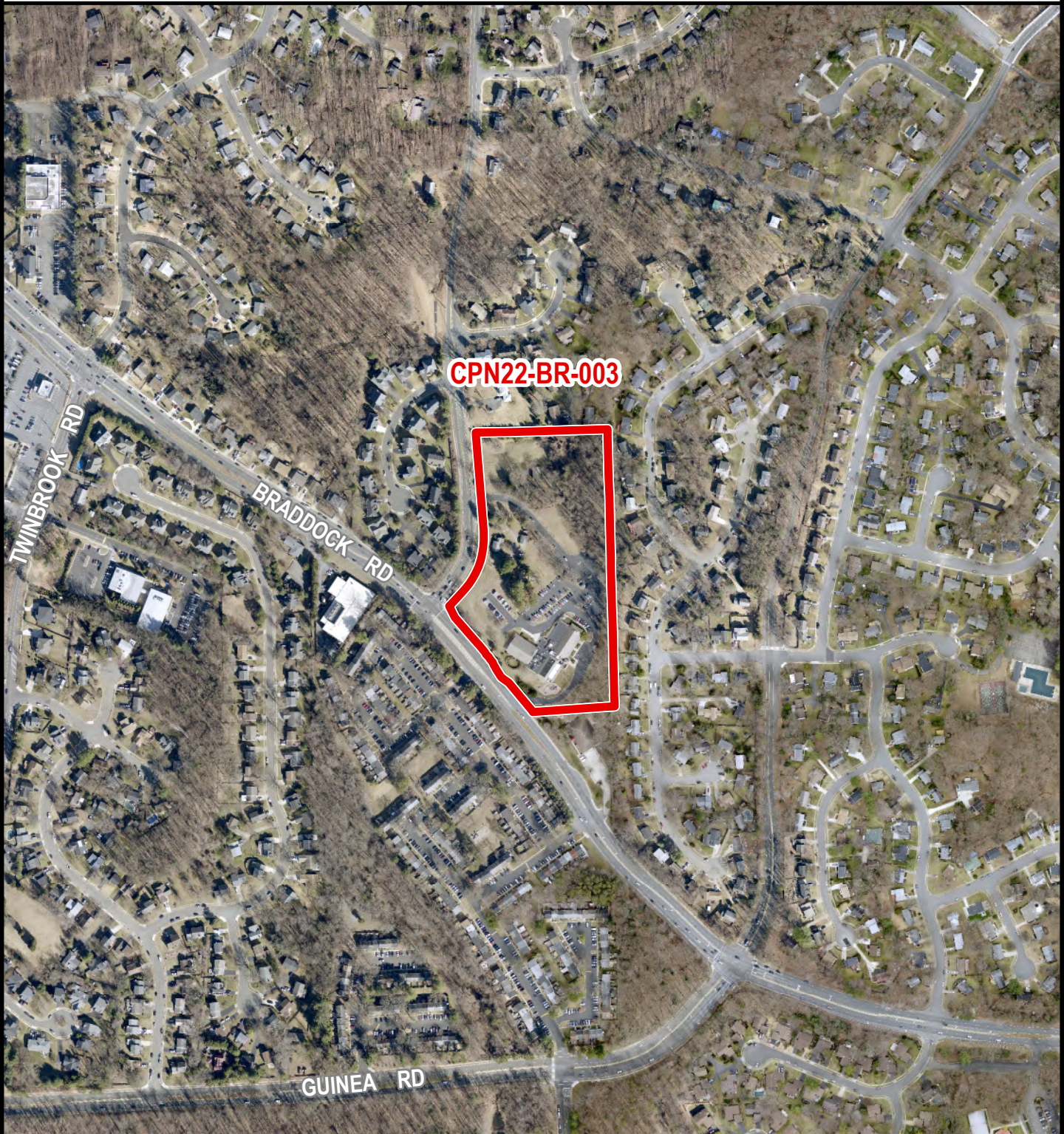
vegetated buffers and tree canopy along the Olley Lane frontage and northern and eastern lot lines to maintain the lower density, rural character of the Olley Lane Corridor as described in the Plan.



Supervisor District / Nomination Number / Common Name	Braddock / CPN22-BR-003 / Church of the Good Shepherd
Is the site in a Development Center?	No, Suburban Neighborhood
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-BR-003
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Land Use Element, Objective 8, Policy a: Protect and enhance existing neighborhoods by ensuring that infill development is of compatible use, and density/intensity, and that adverse impacts on public facility and transportation systems, the environment and the surrounding community will not occur.</p> <p>Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>Communitywide Housing Strategic Plan, Housing for Vulnerable Populations, Strategy D3: Facilitate Opportunities for Faith Communities to Develop Affordable Housing. Houses of worship in Fairfax County—including churches, temples, synagogues and mosques—often have underutilized land that could be appropriate for housing, particularly housing for vulnerable populations.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, if added would need to consider similarly planned parcels along the Olley Lane Corridor that are subject to the same site-specific land use recommendation.
Anticipated Staff Resource Demand	High due to community outreach
Staff Recommendation	Tier 3
Comments	Defer consideration pending further nominator community outreach and potential consideration of opportunities for affordable housing.

CPN22-BR-003

Trustees of the Church of the Good Shepherd, Episcopal, Burke



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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-DR-001
INNOVATION
CENTER

Address/Tax Map Parcels: 13500 Dulles Greene Drive; Tax Map Parcels 16-1 ((1)) 11A and 11B
 Nominator: Peterson Companies
 Supervisor District: Dranesville
 Planning Area: Area III
 Planning District: Upper Potomac Planning District / Dulles Suburban Center / Innovation Center
 Transit Station Area (TSA), Land Unit L-4
 Acreage: 11.1 acres

Current Plan Map/Text: Mixed Use, Residential 16-20 dwelling units per acre (du/ac). Minimum 5,000 square feet of community serving uses such as office, retail or daycare center. Planned location for commuter facilities.

Nomination: Consolidation with County owned parcel and addition of plan option for approximately 500 multifamily units. Propose portion of units to be affordable up to 80% Area Median Income (AMI). Flexibility to include potential support use such as childcare center.

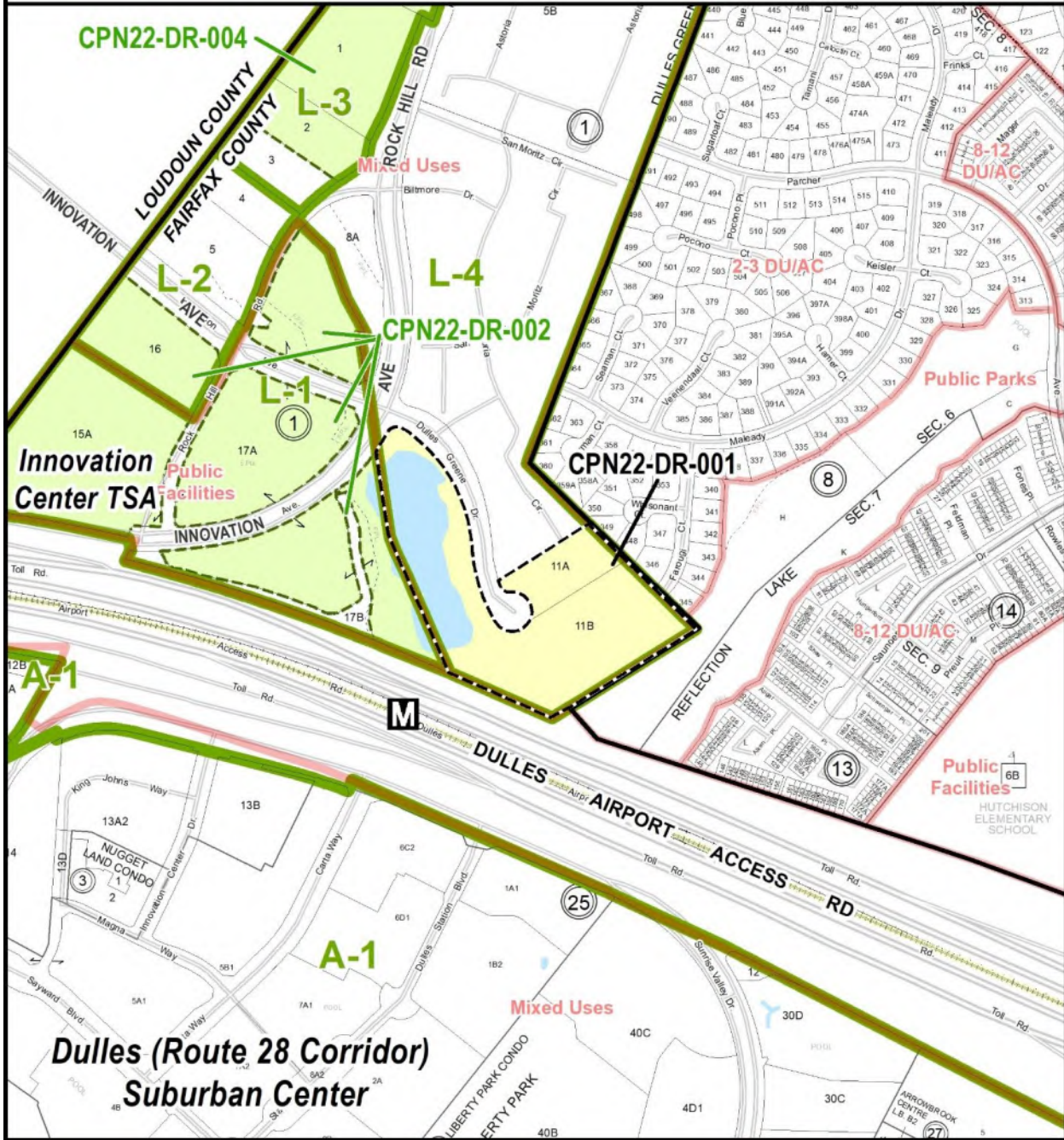
Comprehensive Plan Considerations:
 The subject site is located south and east of Dulles Greene Drive, north of the Dulles Access Road and within ¼ mile of the Innovation Center Metrorail Station. The subject property is undeveloped and is comprised of two parcels 16-1 ((1)) 11A and 11B. The nomination proposes approximately 500 multifamily units, with a significant portion of affordable units (up to 100%) as well as a pedestrian connection to provide access to the Innovation Center Station. The Dulles Green Apartments, planned and developed for multifamily residential use at 16-20 du/ac are located to the north of the subject property. To the northeast is the Reflection Lakes neighborhood, planned and developed for single-family residential use at 2-3 du/ac. To the west is undeveloped property which is planned for mixed residential and nonresidential uses at an intensity up to 2.8 Floor Area Ratio (FAR), with as an option for office, hotel and support retail uses up to 4.0 FAR. Areas to the west are also subject to nomination [CPN22-DR-002](#).

The Concept for Future Development designates this area as Transit Station Area (TSA), a land use classification where the Comprehensive Plan encourages a mix of uses in a compact, pedestrian-friendly urban form within walking distance of Metrorail. Parcel 16-1 ((1)) 11A is an undeveloped parcel planned for residential use at 16-20 dwellings units per acre with community serving uses such as a childcare center. Parcel 16-1 ((1)) 11B is County owned land that is planned for a commuter parking lot to serve the Innovation Center Metrorail Station, however a 2,100 space commuter parking garage serving commuters using the station has been constructed at a different site. The Board passed a motion to consent to inclusion of the County owned parcel for consideration in this SSPA nomination. Approximately 64 percent (6.1 acres) of the County owned parcel is a part of the Resource Protection Area (RPA) associated with the Horsepen Creek Watershed.

The nominated property is located in Land Unit L-4, which cites specific development considerations. It recommends that all parcels within the land use are consolidated and developed as part of a unified development plan, visual impacts on existing low-density residential neighborhoods are minimized, a 75-foot substantial buffer of existing vegetation and additional landscaping to the Reflection Lake community, provision of affordable housing, preservation and protection of the Environmental Quality Corridors and RPA, and direct pedestrian access from the Innovation Center Station to existing and new development is encouraged. Countywide Guidelines for Transit-Oriented Development (TOD) encourage the highest land use intensity close to rail transit stations and encourages housing affordable for residents with low and moderate incomes.

CPN22-DR-001

Innovation Center



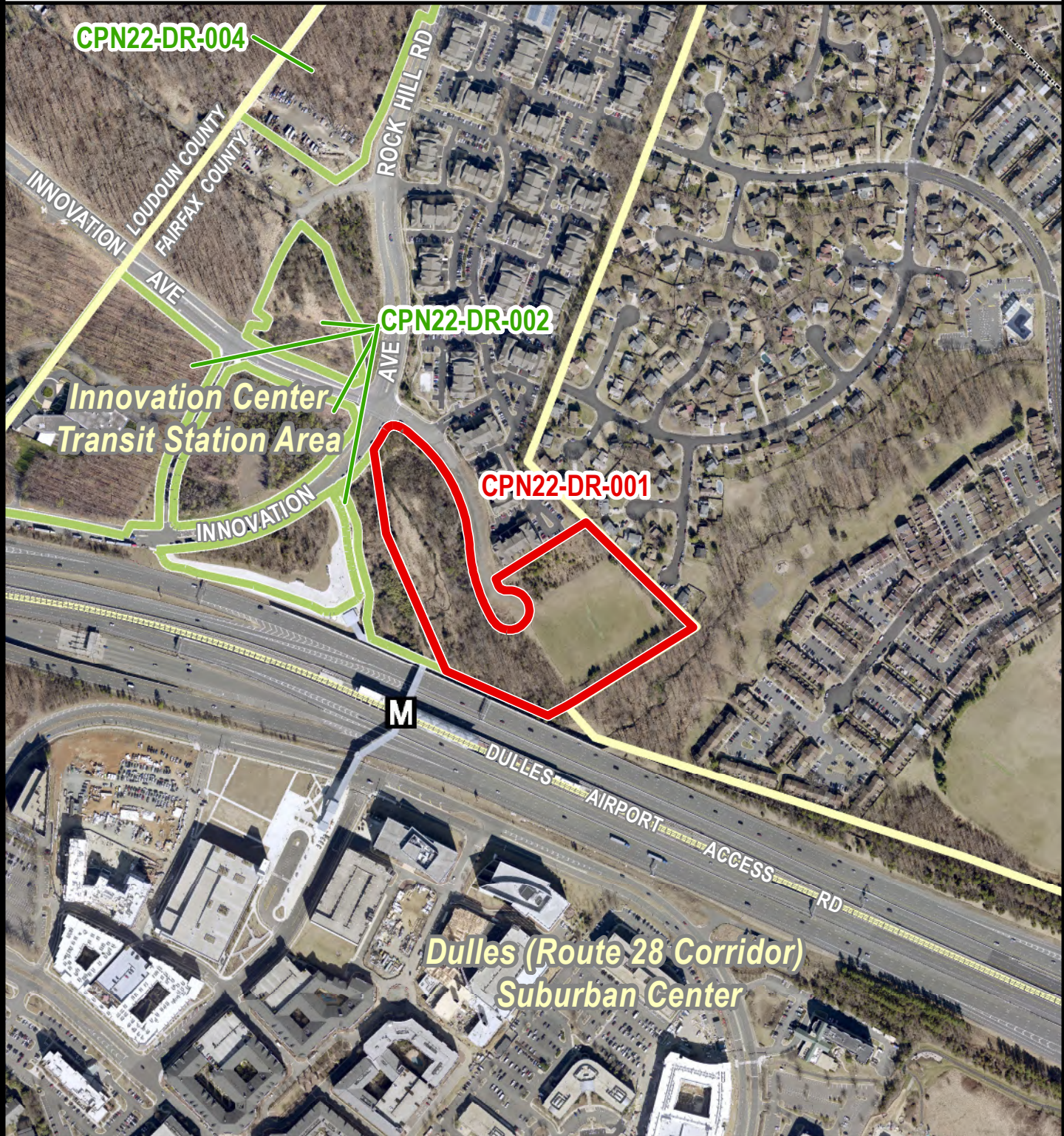
 CPN22-DR-001
 Land Unit
 Baseline Plan Recommendation

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Supervisor District / Nomination Number / Common Name	Dranesville / CPN22-DR-001 / Innovation Center
Is the site in a Development Center?	Yes, Transit Station Area
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-DR-001
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	Comprehensive Plan, Land Use Element, Objective 12, Policy a: Concentrate the highest level of development intensity in areas of transportation advantage, i.e., the Tysons Urban Center, cores of Suburban Centers and Transit Station Areas.
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Communitywide Housing Strategic Plan, Land Use and Zoning Tools, Strategy B4: Making vacant or underutilized publicly-owned land available for affordable and mixed-income housing is an important way to expand housing options without direct public financial subsidy.</p> <p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p> <p>Countywide Strategic Plan, Economic Opportunity, Prioritize Placemaking, Strategy EO12. Focus land development efforts on creating a variety of vibrant, transit-connected, walkable mixed-use destinations throughout the county that meet the needs of residents, employers and the workforce.</p> <p>Countywide Strategic Plan, Environment, Promote and Ensure Environmental Sustainability, Strategy E2. Reduce greenhouse gas emissions and vehicle miles traveled by incentivizing walkable, bikeable and transit-oriented development patterns, adding more mass transit and on-demand travel patterns, and discouraging single occupancy automobile use.</p> <p>Countywide Strategic Plan, Health, Support Healthy Communities, Strategy H2. Create walkable, bikeable, transit-oriented, dense, mixed-use and connected places that make inviting and vibrant communities with opportunities for recreation and active living for individuals of all ages and abilities.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, should be considered in the context of a combined study given the adjacent nominations within the land unit. A development application for the site could potentially be reviewed concurrently.
Anticipated Staff Resource Demand	High due to interjurisdictional coordination, combined study, and transportation analysis
Staff Recommendation	Tier 1
Comments	Combine with DR-002, DR-004, and other land areas within the land unit for Special Study of northern portion of Innovation Station. Concurrent review of individual development applications could be considered.

CPN22-DR-001

Innovation Center



500 FEET

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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-DR-002
Innovation Ave.

Address/Tax Map Parcels: 2214, 2210, and 2205 Rock Hill Road, Herndon, VA 20170
 Tax Map Parcels 15-2 ((1)) 15A, 16 and 17A
 Nominator: Brian Winterhalter
 Supervisor District: Dranesville
 Planning Area: Area III
 Planning District: Upper Potomac Planning District / Dulles Suburban Center / Innovation Center Transit Station Area (TSA), Land Units L-1 and L-2
 Acreage: 24.1 acres

Current Plan Map/Text: Base: Institutional and Office use. Options: Within ¼ mile ring around Metro, mix of office, research and development, hotel, retail and residential uses up to 2.8 Floor Area Ratio (FAR). Within ¼ to ½ mile of the Metrorail Station, mix of office, hotel, retail and residential up to 1.6 FAR. Core Area (south of Innovation Avenue), mix of office, hotel, and retail up to 4.0 FAR.

Nomination: Increase to 5.0 FAR within ¼ of the Metrorail Station and to 2.5 FAR between ¼ and ½ mile of the station. Remove limitations to percentage of residential and office component in the mix of uses.

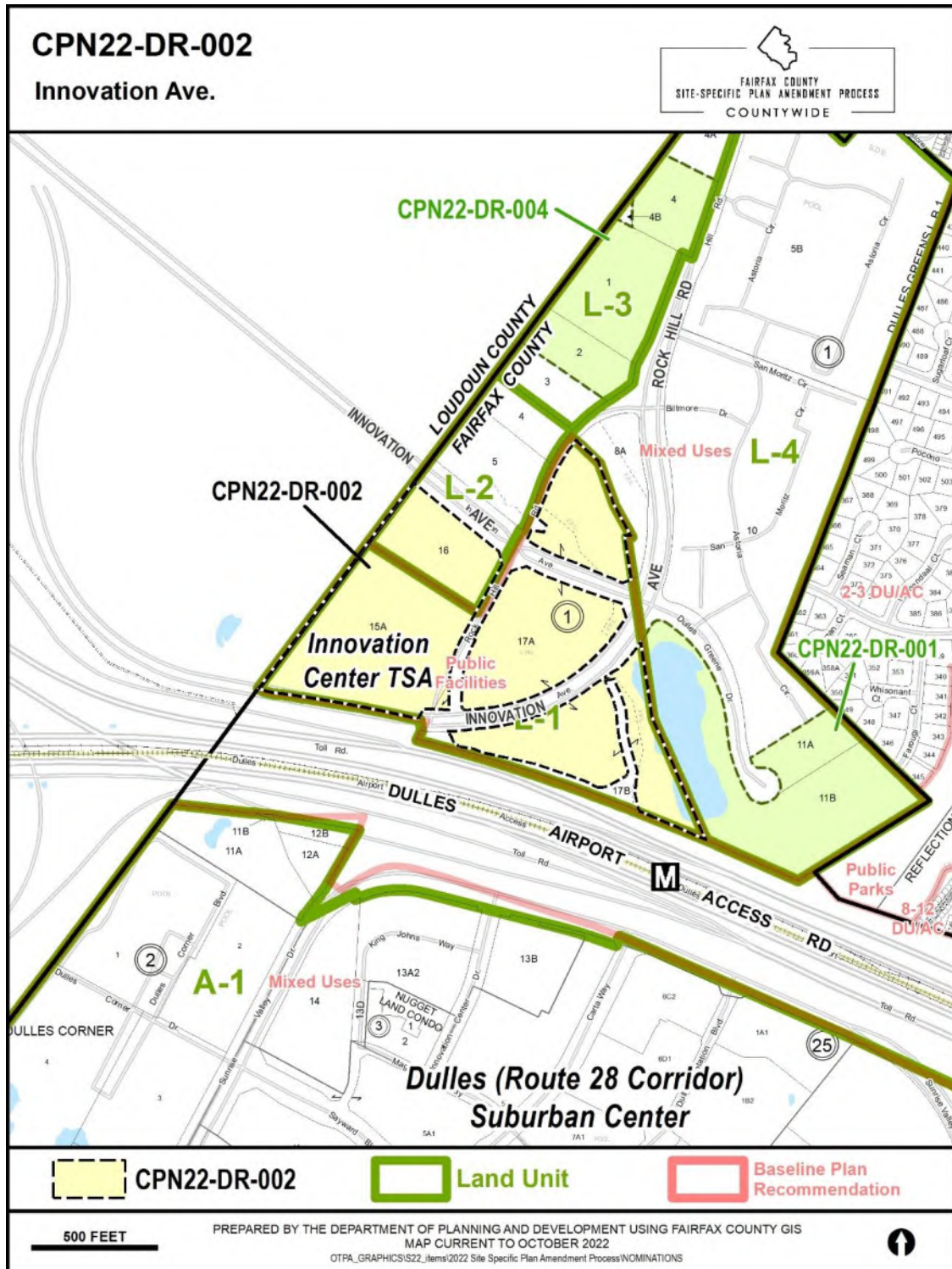
Comprehensive Plan Considerations:

The subject site is located north of the Dulles Access Road, within ¼ mile of the Innovation Center Metrorail Station and adjacent to the Loudoun County border. The subject property is comprised of three parcels and is located within Land Unit L-1 and L-2 of the Dulles Suburban Center. The Dulles Green Apartments, planned and developed for multifamily residential use at 16-20 du/ac, are located to the north of the site. The area to the west, in Loudoun County, is undeveloped but planned for a mix of residential, commercial and office uses. Land Unit L-1 (including nominated Parcels 15-2 ((1)) 15A and 17A) is developed with the Center for Innovative Technology (CIT) building and is planned for existing institutional and office use. Land Unit L-2 (including nominated Parcel 15-2 ((1)) 16) is located west of Rock Hill Road and is planned for a maximum intensity of .50 FAR.

The Concept for Future Development designates this area as a Transit Station Area, a land use classification where the Comprehensive Plan encourages a mix of uses in a compact, pedestrian friendly urban form within walking distance of Metrorail. The Comprehensive Plan recommends two rail transit options for Land Unit L-1 and L-2. Rail Transit Option 1 for Land Units L-1 and L-2 states that development within ¼ mile of the Metrorail station should be Mixed Use (nonresidential and residential) at an intensity up to 2.8 FAR and the area within ¼ to ½ mile from the transit station should be a Mixed Use (nonresidential and residential) at an intensity up to 1.6 FAR. Rail Transit Option 2 recommends the core area south of Innovation Avenue should be Mixed Use (non-residential only) to include office, hotel and support retail uses at an intensity up to 4.0 FAR.

The nomination proposes to increase the maximum intensity associated with Rail Option 1 to 2.5 FAR between ¼ and ½ mile of the station, and from 4.0 FAR to 5.0 FAR within ¼ of the Station, while also allowing flexibility on the mix of uses to include a greater amount of residential use. Countywide Guidelines for Transit-Oriented Development (TOD) encourage the highest land use intensity close to Metrorail stations and encourages compact, pedestrian-oriented, mixed-use communities. TOD Guidelines further encourage housing affordable for residents with low and moderate incomes. For any development proposal on this site, the CIT building should be evaluated prior to development to consider its significance and if preservation or adaptative reuse should be considered. Accommodating the planned multimodal transportation network within the TSA and coordination with Loudoun County will be needed

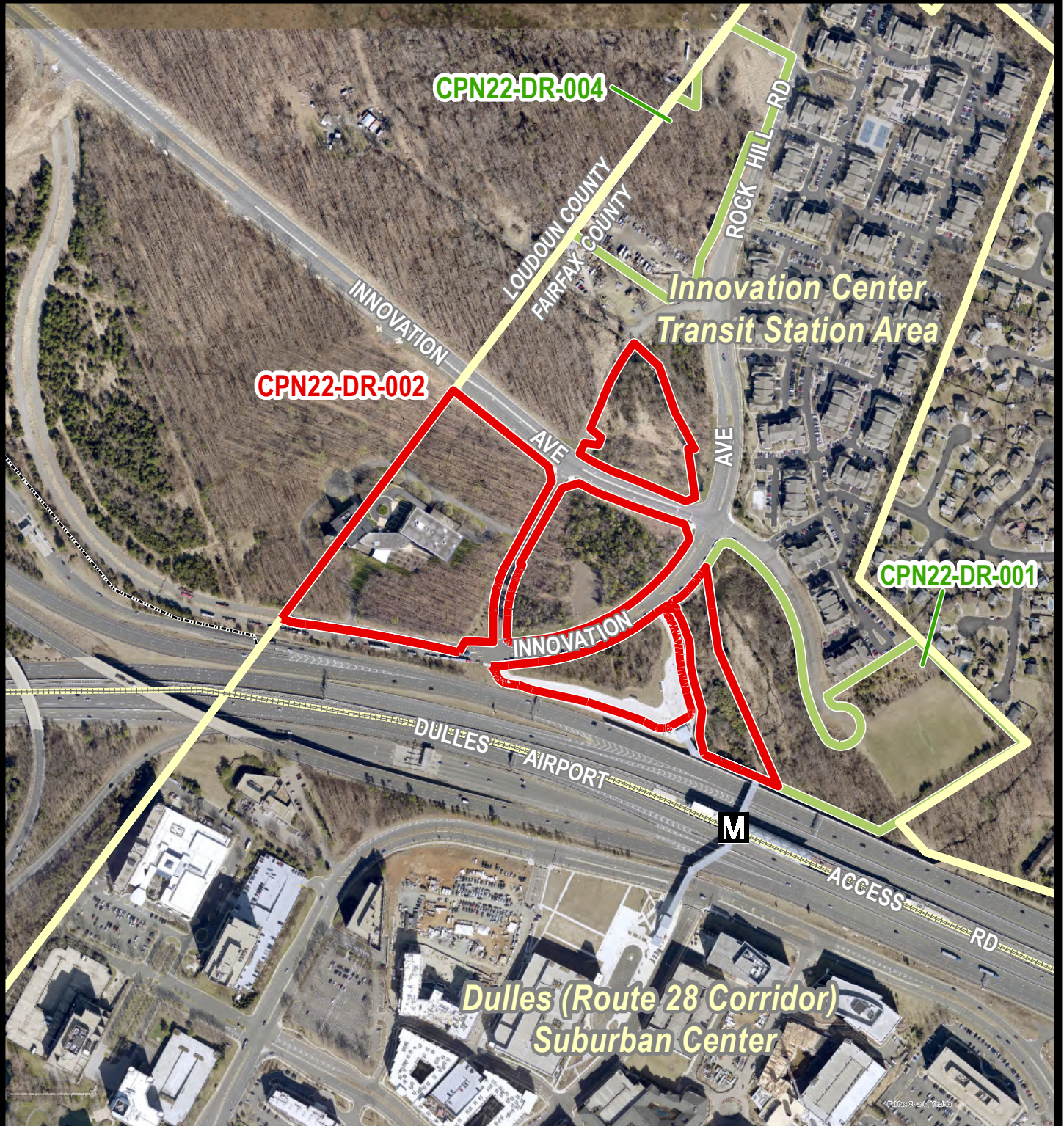
in order to ensure that development is functionally and visually integrated into the broader mixed-use area planned for this area. In addition, preservation and enhancement of environmental resources including the northeastern portion of the property that contains Resource Protection Areas (RPA), Environmental Quality Corridors (EQCs) and floodplain will need to be considered.



Supervisor District / Nomination Number / Common Name	Dranesville / CPN22-DR-002 / Innovation Avenue
Is the site in a Development Center?	Yes, Transit Station Area
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-DR-002
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Land Use Element, Objective 12, Policy a: Concentrate the highest level of development intensity in areas of transportation advantage, i.e., the Tysons Urban Center, cores of Suburban Centers and Transit Station Areas.</p> <p>Comprehensive Plan, Environment Element, Objective 7, Policy o: [...] The more restrictive type of Chesapeake Bay Preservation Area is known as the "Resource Protection Area (RPA)." With a few exceptions (e.g. water wells, recreation, infrastructure improvements, "water dependent" activities, and redevelopment), new development is prohibited in these areas. [...]</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p> <p>Countywide Strategic Plan, Economic Opportunity, Prioritize Placemaking, Strategy EO12. Focus land development efforts on creating a variety of vibrant, transit-connected, walkable mixed-use destinations throughout the county that meet the needs of residents, employers and the workforce.</p> <p>Countywide Strategic Plan, Environment, Promote and Ensure Environmental Sustainability, Strategy E2. Reduce greenhouse gas emissions and vehicle miles traveled by incentivizing walkable, bikeable and transit-oriented development patterns, adding more mass transit and on-demand travel patterns, and discouraging single occupancy automobile use.</p> <p>Countywide Strategic Plan, Health, Support Healthy Communities, Strategy H2. Create walkable, bikeable, transit-oriented, dense, mixed-use and connected places that make inviting and vibrant communities with opportunities for recreation and active living for individuals of all ages and abilities.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, should be considered in the context of a combined study given the adjacent nominations within the land unit.
Anticipated Staff Resource Demand	High due to interjurisdictional coordination, combined study, and transportation analysis
Staff Recommendation	Tier 1
Comments	Combine with DR-001, DR-004, and other land areas within the land unit for Special Study of northern portion of Innovation Station. Concurrent review of individual development applications could be considered.

CPN22-DR-002

Innovation Ave.



500 FEET

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MAP PREPARED DECEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-DR-003
Elm Street Communities

Address/Tax Map Parcels: 7600A and 7600B Leesburg Pike, Falls Church VA 22043
Tax Map Parcel 40-1 ((1)) 39
Nominator: Lynne Strobel for Elm Street Communities, Inc
Supervisor District: Dranesville
Planning Area: Area II
Planning District/Special Area: Mclean Planning District, DR-2 Pimmit Planning Sector
Acreage: 10.16 acres

Current Plan Map/Text: Residential use at 5-8 dwelling units per acre (du/ac)

Nomination: Option for residential use up 12-16 du/ac. Proposes 122-162 townhome units with maximum height of 50 ft.

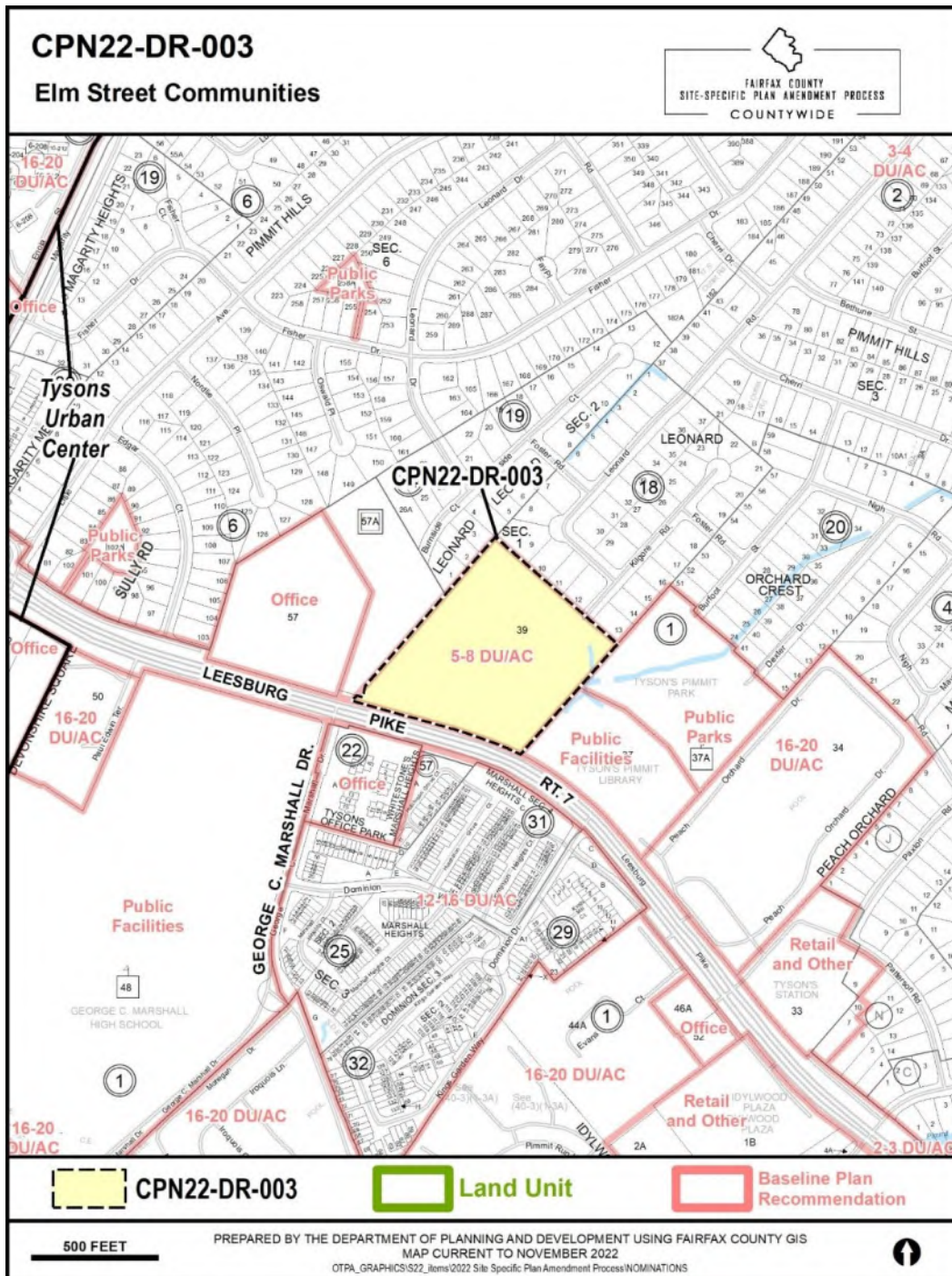
Comprehensive Plan Considerations:

This subject site is located north of Leesburg Pike and east of its intersection with George C. Marshall Drive, and is developed with a 230,620 square foot office building constructed in the 1980s. The site is currently planned for residential use at 5-8 du/ac and the nomination proposes an increase in planned residential use up to 12-16 du/ac, which could result in up to 162 townhome units. To the east of the site is the Tysons-Pimmit Regional Library, and to the northeast is Tysons Pimmit Park, a portion of which consists of a Resource Protection Area (RPA) that extends into the northeast portion of the nominated parcel. To the north is the Pimmit Hills neighborhood, planned and developed for residential use at 3-4 du/ac. To the west are a church, planned for 3-4 du/ac, and an area that was recently replanned (Plan Amendment 2020-II-M1) with an option for 12-16 du/ac with recommended plan conditions related to building heights, open spaces and trails, buffering to the adjacent lower density residential neighborhood, tree preservation, stormwater management. A rezoning application to implement the plan option was approved in 2021, and the site is currently under construction. To the south, across Leesburg Pike, is the Marshall Heights and Dominion townhouse communities, planned and developed at 12-16 du/ac.

The Plan’s Concept for Future Development designates this area as a Suburban Neighborhood. These areas are planned for a broad mix of residential densities, parks and open space. Where appropriate, neighborhood-serving commercial services, public facilities, and institutional uses with intensities and character that are compatible with the surrounding area are appropriate. The Comprehensive Plan generally encourages residential infill development for this broader planning area to be compatible with existing development.

The nomination proposes residential use up to 12-16 du/ac, which would facilitate development of 122-162 townhouses on the site. The proposed density and townhouse form is consistent with nearby properties on either side of Leesburg Pike. Given noted flooding issues in the area, increased density would need to strongly consider stormwater management controls to reduce runoff and help mitigate downstream impacts. Additionally, active open space and site amenities for future residents, and buffering to surrounding uses should be considered to encourage a land use pattern to be compatible with the existing neighborhood. If added to the Work Program, consideration should be given to access from Leesburg Pike to Kilgore Street in the Pimmit Hills neighborhood to the north and to the neighboring properties to the east and west, as well as accommodation of potential Bus Rapid Transit (BRT) along Leesburg Pike. Safe access to Marshall High School, located across Leesburg Pike to the south, should also be considered. Considerations regarding the appropriate building height, density, and buffering from the adjacent residential community would need to be assessed if advanced for further review.

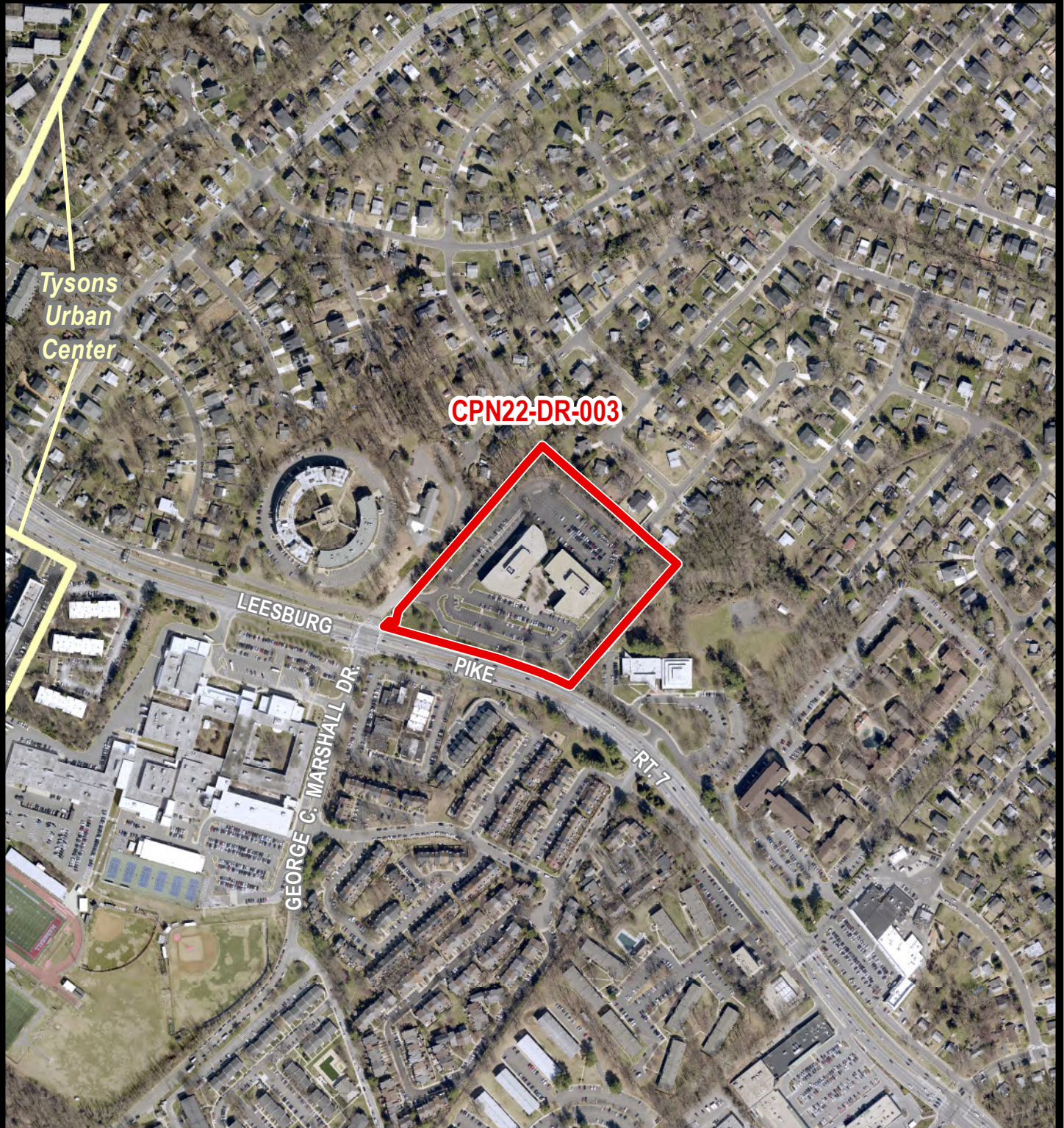
Please note that this nomination is currently being screened to determine if it should be added to the 2023 Comprehensive Plan Amendment Work Program. A detailed analysis of the proposal has not yet been conducted.



Supervisor District / Nomination Number / Common Name	Dranesville / CPN22-DR-003 / Elm Street Communities
Is the site in a Development Center?	No, Suburban Neighborhood
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-DR-003
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Land Use Element, Objective 8, Policy a: Protect and enhance existing neighborhoods by ensuring that infill development is of compatible use, and density/intensity, and that adverse impacts on public facility and transportation systems, the environment and the surrounding community will not occur.</p> <p>Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	Yes
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Tier 2
Comments	Concurrent Review Recommended

CPN22-DR-003

Elm Street Communities



500 FEET

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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

**SCREENING
CPN22-DR-004
ROCK HILL
DEVELOPMENT**

Address/Tax Map Parcels: 2140 and 2144 Rock Hill Road, Herndon, VA 20170
 Tax Map Parcels 16-1 ((1)) 4, 15-2 ((1)) 1 and 2
 Nominator: Richard D. Stout
 Supervisor District: Dranesville
 Planning Area: Area III
 Planning District: Upper Potomac Planning District / Dulles Suburban Center / Innovation Center Transit Station Area (TSA), Land Unit L-3
 Acreage: 8.62 acres

Current Plan Map/Text: Base: Office and Research and Development Use. Option: Within ¼ to ½ mile from the Metrorail station, mix of office, hotel, retail and residential use up to 1.6 Floor Area Ratio (FAR); beyond ½ mile from the station, 16-20 dwelling units per acre (du/ac), at an overall 0.5 Floor Area Ratio (FAR).

Nomination: Within ¼ to ½ mile from the station, revise plan to allow primarily residential uses with ground floor non-residential.

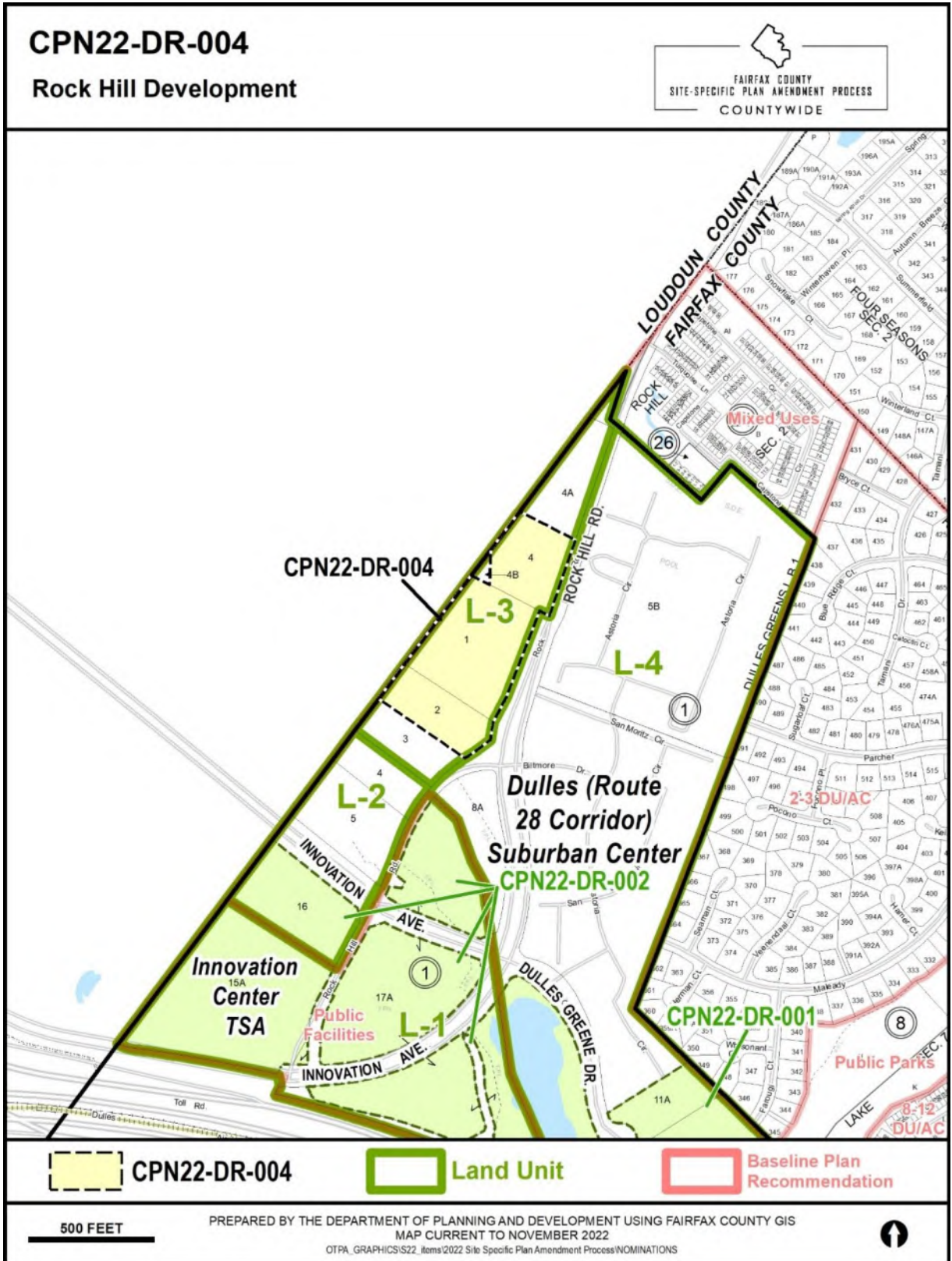
Comprehensive Plan Considerations:

The subject site is comprised of three undeveloped parcels generally located north of Innovation Avenue, west of Rock Hill Road, and east of the Loudoun County boundary in the vicinity of the Innovation Center Metrorail Station. To the west of the site are the Dulles Green Apartments, planned and developed for multifamily residential use at 16-20 du/ac and the Rock Hill townhouse community, planned and developed for single-family attached (townhouse) use at 8-10 du/ac. To the east is undeveloped property in Loudoun County planned for a mix of uses. To the north is a single family detached residence, which is accessed by a driveway on the nominated site, and planned under the same option as the nominated site. To the south is a single family detached residence and undeveloped land, which planned under the recommendations for subunit L-2. Portions of this land to the south are subject to nomination [CPN22-DR-002](#). To the north and south are also Resource Protection Areas (RPA) subject to the Chesapeake Bay Preservation Ordinance.

The Concept for Future Development designates this area as a Transit Station Area (TSA), a land use classification where the Comprehensive Plan encourages a mix of uses in a compact, pedestrian-friendly urban form within walking distance of Metrorail. The subject property is located in Land Unit L-3 of the Innovation Center TSA. The portion of the site located within the ½ mile of the station is planned for a mix of office, hotel, retail and residential uses up to 1.6 FAR. Plan guidance notes that residential uses within this area should not exceed 60% of the development. For the area beyond a ½ mile, the Plan recommends residential use at 16-20 du/ac, and overall intensity up to 0.5 FAR. Comprehensive Plan guidance for Land Unit L-3 cites specific development considerations, including parcel consolidation to ensure well-designed development that is integrated into the larger planned mixed-use area, including Loudoun County. The planned transportation network encourages east-west connections toward Loudoun County and improvements along Rock Hill Road. A priority for the area is to establish the planned pedestrian network that is needed to support walkability and access to transit.

The nominator proposes revisions to Comprehensive Plan guidance to allow predominately residential development with some ground floor non-residential uses, but without an overall change in total intensity. The illustrative concept plan submitted with the nomination proposes a five-story, multifamily residential building with ground level non-residential uses and structured parking in the southern portion of the site, and stacked and traditional townhouses in the northern portion, along with a park space. Countywide Guidelines for Transit-Oriented Development (TOD)

encourage the highest land use intensity close to Metrorail stations and encourages compact, pedestrian-oriented, mixed-use communities. TOD Guidelines further encourage housing affordable for residents with low and moderate incomes.



Supervisor District / Nomination Number / Common Name	Dranesville / CPN22-DR-004 / Rock Hill Development
Is the site in a Development Center?	Yes, Transit Station Area
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-DR-004
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Land Use Element, Objective 16: Fairfax County should encourage Transit-Oriented Development (TOD) with focused growth near certain planned and existing rail transit stations as a way to create opportunities for compact pedestrian- and bicyclefriendly, neighborhood centers accessible to transit.</p> <p>Comprehensive Plan, Land Use Element, Objective 12, Policy a: Concentrate the highest level of development intensity in areas of transportation advantage, i.e., the Tysons Urban Center, cores of Suburban Centers and Transit Station Areas.</p> <p>Comprehensive Plan, Land Use Element, TOD Guidelines, Guideline 2: Examine the unique characteristics and needs of a particular station area when evaluating TOD principles to ensure the appropriate development intensity and mix of land uses relative to the existing and planned uses for the surrounding areas. Guideline 4: Promote a mix of uses to ensure the efficient use of transit, to promote increased ridership during peak and off peak travel periods in all directions, and to encourage different types of activity throughout the day.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p> <p>Countywide Strategic Plan, Economic Opportunity, Prioritize Placemaking, Strategy EO12. Focus land development efforts on creating a variety of vibrant, transit-connected, walkable mixed-use destinations throughout the county that meet the needs of residents, employers and the workforce.</p> <p>Countywide Strategic Plan, Environment, Promote and Ensure Environmental Sustainability, Strategy E2. Reduce greenhouse gas emissions and vehicle miles traveled by incentivizing walkable, bikeable and transit-oriented development patterns, adding more mass transit and on-demand travel patterns, and discouraging single occupancy automobile use.</p> <p>Countywide Strategic Plan, Health, Support Healthy Communities, Strategy H2. Create walkable, bikeable, transit-oriented, dense, mixed-use and connected places that make inviting and vibrant communities with opportunities for recreation and active living for individuals of all ages and abilities.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, should be considered in the context of a combined study given the adjacent nominations within the land unit. A development application for the site could potentially be reviewed concurrently.
Anticipated Staff Resource Demand	High due to interjurisdictional coordination, combined study, and transportation analysis
Staff Recommendation	Tier 1
Comments	Combine with DR-001, DR-002, and other land areas within the land unit for Special Study of northern portion of Innovation Station. Concurrent review of individual development applications could be considered.

CPN22-DR-004

Rock Hill Development



500 FEET

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MAP PREPARED DECEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-DR-005
Spring Hill Roads
Homes

Address/Tax Map Parcels: 1336, 1340, 1344, 1348 Spring Hill Road, McLean, VA 22101
 Tax Map Parcels 29-1 ((1)) 45; 29-1 ((4)) 1, 2, 3
 Nominator: Matthew G. Roberts, Esq.
 Supervisor District: Dranesville
 Planning Area: Area II
 Planning District: Mclean Planning District, M-6 Spring Hill Community Planning Sector
 Acreage: 4.97 acres

Current Plan Map/Text: Residential use at 2-3 dwelling units per acre (du/ac)

Nomination: Single-family attached or detached residential use at 3-4 du/ac

Comprehensive Plan Considerations:

The subject site is located northwest of the Spring Hill Road and Dulles Airport Access Road intersection, consists of four single-family detached residences on separate lots, and is encumbered by a high-transmission powerline and easement along the southern boundary. The site and surrounding parcels in the immediate vicinity located north of the Dulles Airport Access Road are planned for residential use at 2-3 du/ac. To the north of the property is Charity Baptist Church, to the east is an assisted living facility, to the west are single family homes, developed at 2-3 du/ac. To the south, across the Dulles Airport Access Road, is the Tysons Urban Center, specifically a portion of the Tysons West Transit-Oriented Development District planned for and developed with office use.

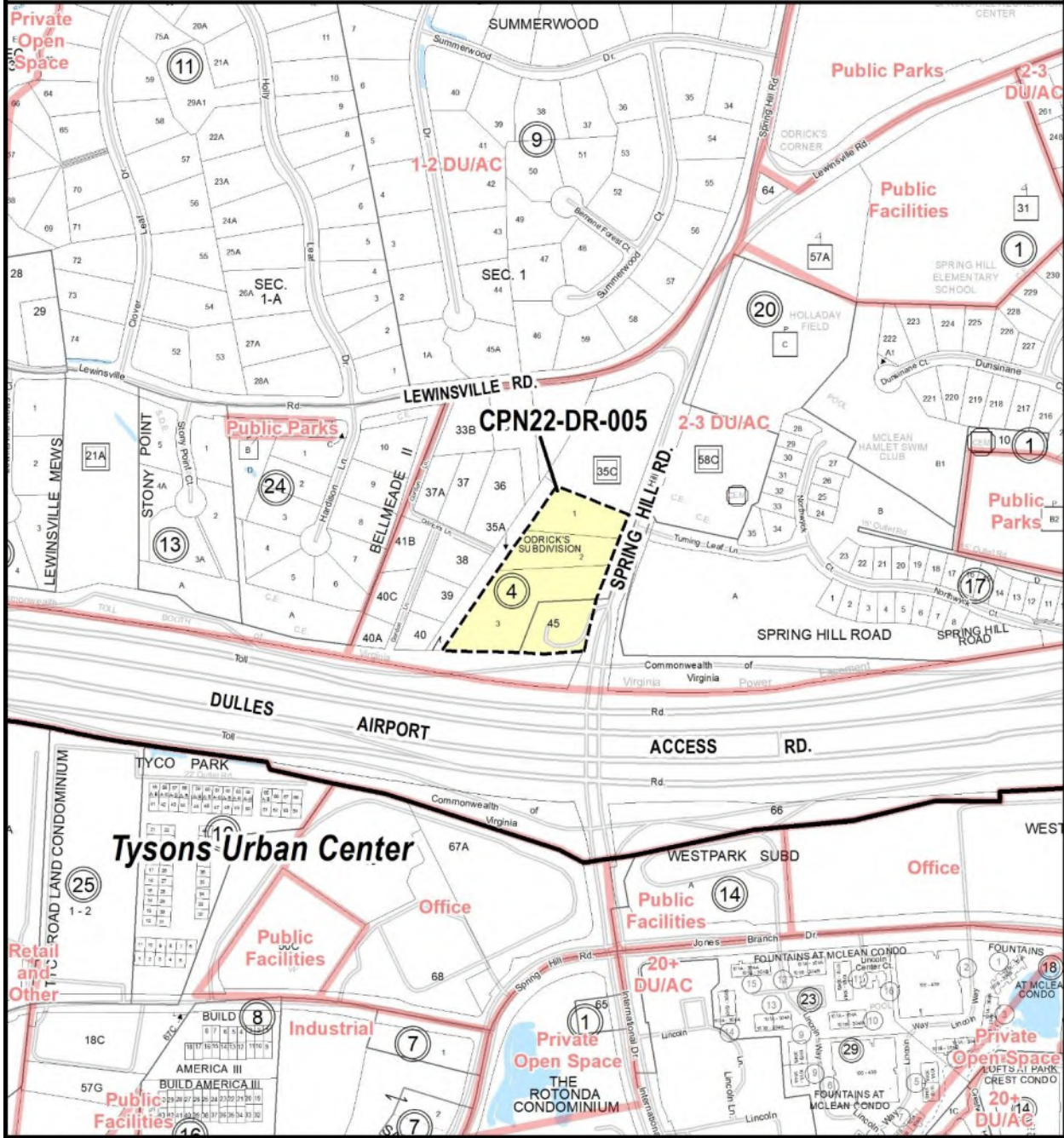
The Plan’s Concept for Future Development designates this area as a Suburban Neighborhood. Suburban Neighborhoods contain a broad mix of allowable residential densities, parks and open space and contain the county’s established residential neighborhoods. Suburban neighborhoods are considered to be stable areas of little or no change. Where appropriate, supporting neighborhood-serving commercial services, public facilities, and institutional uses are encouraged provided that the proposed intensities and character are compatible with the surrounding area. Within such areas, the Plan encourages infill development to be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

The nomination proposes to cluster up to 19 townhomes on the southern and eastern portions of the property with 2.63 acres of open space including a proposed amenity area and stormwater management facility. The Comprehensive Plan encourages parcel consolidation and cluster development in this area to encourage good site design, preservation of open space and provision of buffer areas for the residential area. Other considerations for site development include highway-generated noise, the introduction of a unit type and density not otherwise present in the general vicinity, and vehicular access to the site along Spring Hill Road. Should the nomination be advanced for further review, issues of compatibility with the existing neighborhood would need to be carefully evaluated consistent with countywide land use policies for infill development.

Please note that this nomination is currently being screened to determine if it should be added to the 2023 Comprehensive Plan Amendment Work Program. A detailed analysis of the proposal has not yet been conducted.

CPN22-DR-005

Spring Hill Road Homes



 CPN22-DR-005
 Land Unit
 Baseline Plan Recommendation

500 FEET

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MAP CURRENT TO NOVEMBER 2022

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Supervisor District / Nomination Number / Common Name	Dranesville / CPN22-DR-005 / Spring Hill Road Homes
Is the site in a Development Center?	No, Suburban Neighborhood
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-DR-005
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Land Use Element, Objective 8, Policy a: Protect and enhance existing neighborhoods by ensuring that infill development is of compatible use, and density/intensity, and that adverse impacts on public facility and transportation systems, the environment and the surrounding community will not occur.</p> <p>Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	Yes
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Tier 3
Comments	Defer consideration pending revisions to the concept plan that can ensure a compatible density, form, arrangement of open spaces, and site access.

CPN22-DR-005

Spring Hill Road Homes



500 FEET

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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

**SCREENING
CPN22-DR-006
DRANESVILLE UNITED
METHODIST CHURCH**

Address/Tax Map Parcels: 1089 Liberty Meeting Court, Herndon, VA 20170
 Tax Map Parcels 6-4 ((1)) 66B, 70A, and 6-4 ((14)) A

Nominator: Trustees of Dranesville United Methodist Church

Supervisor District: Dranesville

Planning Area: Area III

Planning District: Upper Potomac Planning District, UP-4 Greater Herndon Community Planning Sector

Acreeage: 7.98 acres

Current Plan Map/Text: Residential use at 0.5 - 1 dwelling units per acre (du/ac)

Nomination: Affordable independent living facility with up to 90 units in a 5-story building. Retain church building and approved (yet to be built) nursery school and childcare.

Comprehensive Plan Considerations:

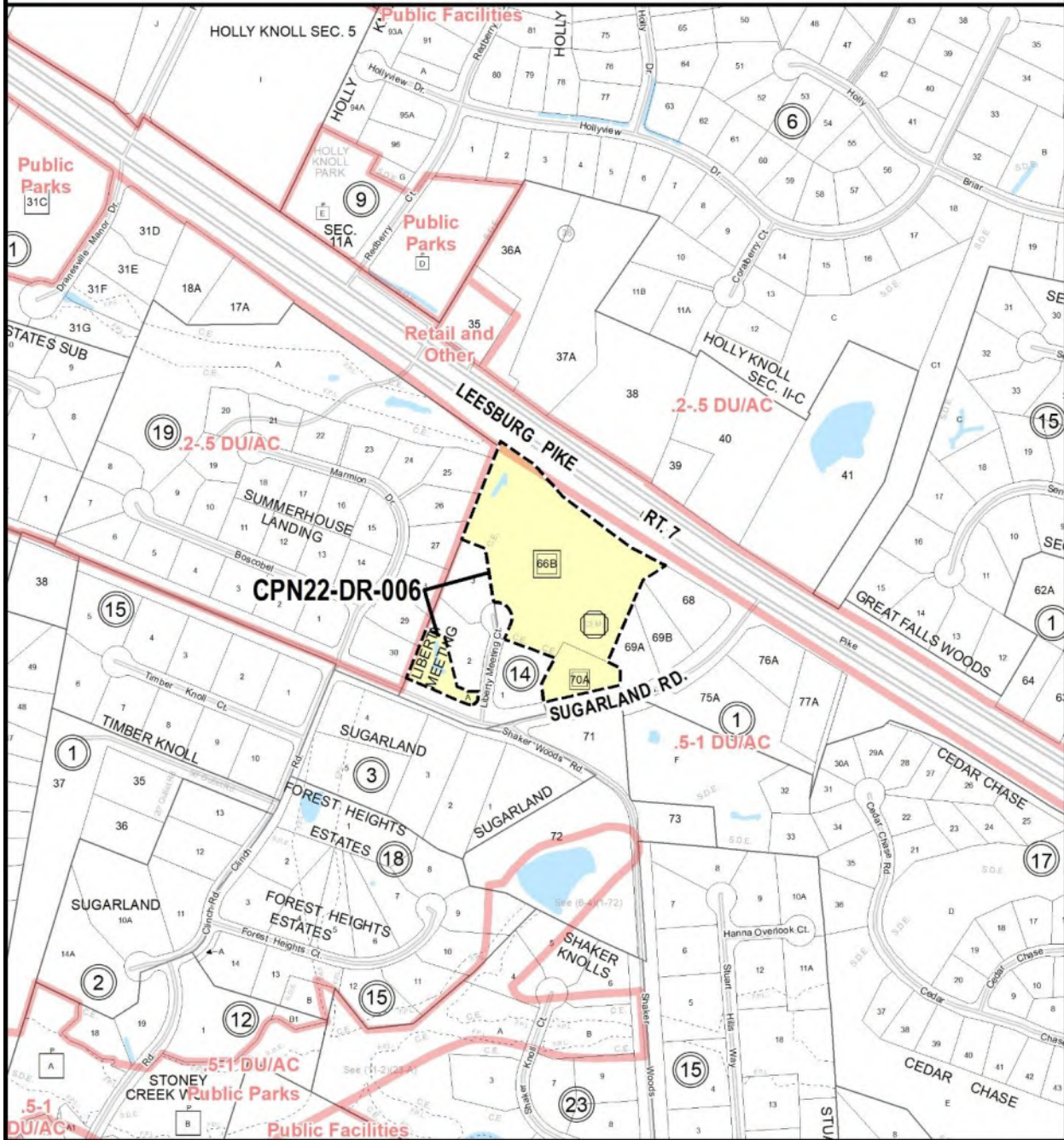
The subject site consists of three parcels located south of Leesburg Pike and west of its intersection with Sugarland Road. Parcel 6-4 ((1)) 66B is developed with the Dranesville United Method Church and a cemetery and is approved for an expansion of the existing church, a columbarium, telecommunications facility, and nursery school and childcare use for up to 99 children. Parcel 70A is developed with a single-family detached residence, and planned for residential use at 0.5 - 1 du/ac. Parcel 6-4 ((14)) A is non-contiguous to parcels 66B and 70A, contains a stormwater facility, and is planned for residential use at 0.5 - 1 du/ac. The areas to the south and east of the site are planned and developed for residential development at 0.5 - 1 du/ac, and the areas west and north of the site are planned and developed for residential use at 0.2 – 0.5 du/ac. The Dranesville Methodist Church is listed on the Inventory of Historic Sites, and the Comprehensive Plan recommends that the church be protected and that development in this area should be sensitive to this resource.

The Concept for Future Development notes that the area is located in a Suburban Neighborhood. Suburban Neighborhoods contain a broad mix of allowable residential densities, styles, parks and open space and contain the county’s established residential neighborhoods. Suburban neighborhoods are considered to be stable areas of little or no change. Where appropriate, supporting neighborhood- serving commercial services, public facilities, and institutional uses are encouraged provided that the proposed intensities and character are compatible with the surrounding area.

The nomination aligns with county goals in the Housing element of the Comprehensive Plan and Community-wide Housing Strategic Plan by expanding housing opportunities through the development of affordable senior living options from a faith-community partnership. In line with the Suburban Neighborhood designation and the Land Use element’s Objectives 8 and 14, infill development should be of a compatible use, type, and intensity, and should ensure adverse impacts to the surrounding neighborhood should not occur. Given the proposed location of the independent living facility on a hill, compatibility and buffering of the use from surrounding residents should be considered. Appendix 1 of the Land Use element contain guidelines for multifamily residential development for the elderly, and note that in areas where neither public transportation nor community services are located within a short walking distance, shuttle service for residents can offer comparable access to services. The site is located approximately ½ mile from services at the intersection of Leesburg Pike and Georgetown Pike and can be accessed by a multi-use path along Leesburg Pike, however, the walking distance may be challenging for some residents, and alternative means of accessing services should be considered. Additionally, potential impacts to the historic resource should be considered.

CPN22-DR-006

Dranesville United Methodist Church



CPN22-DR-006

Land Unit

Baseline Plan Recommendation

500 FEET

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MAP CURRENT TO NOVEMBER 2022

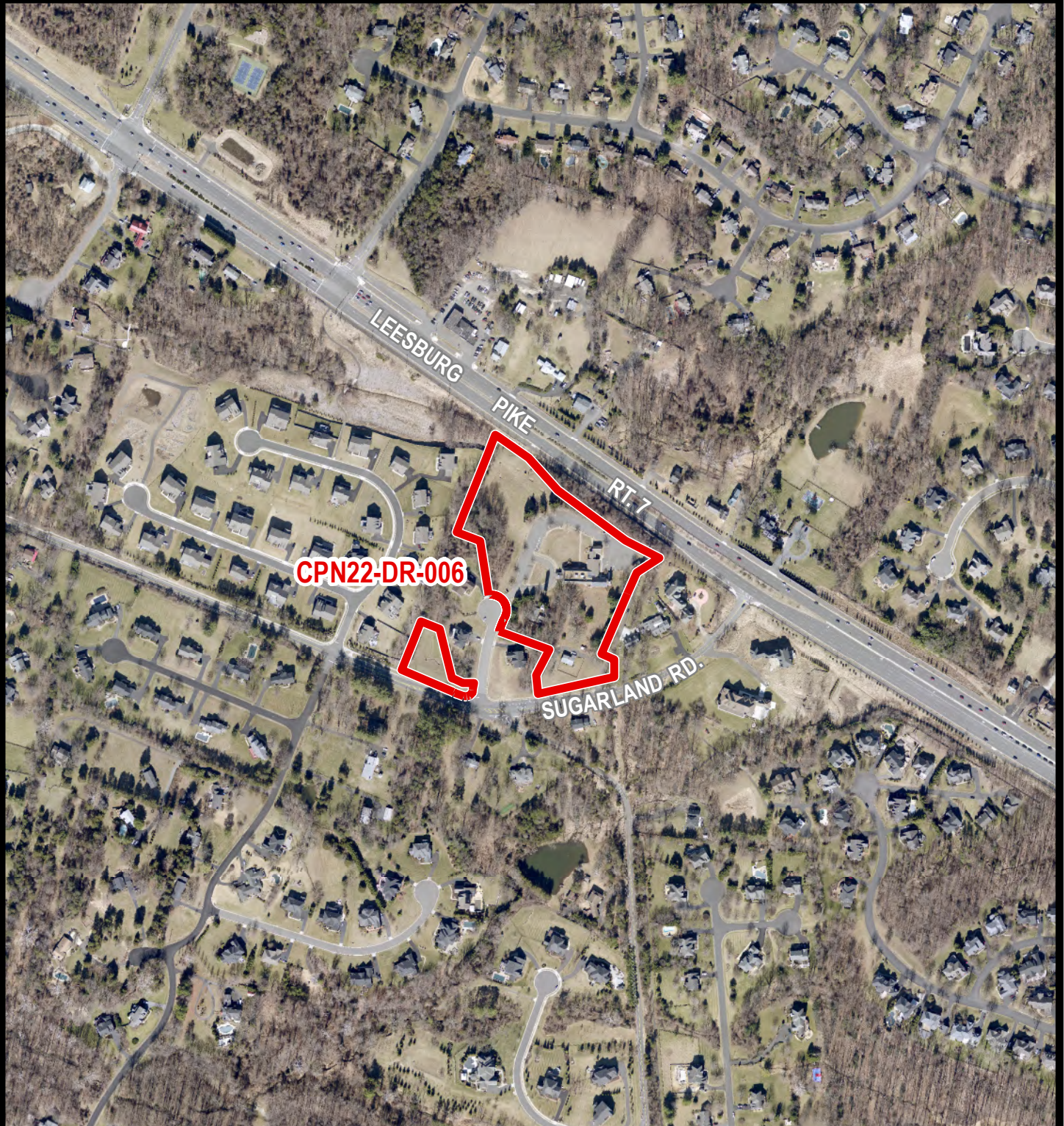
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Supervisor District / Nomination Number / Common Name	Dranesville / CPN22-DR-006 / Dranesville United Methodist Church
Is the site in a Development Center?	No, Suburban Neighborhood
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-DR-006
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Housing Element, Countywide Objectives and Policies: Higher densities can help to support housing affordability as the prices of new homes and the rents of new apartments are directly related to allowable density. Determining acceptable locations for higher density residential development is necessary as part of a strategy to provide more units addressing a range of affordability.</p> <p>Comprehensive Plan, Housing Element, Objective 2, Policy b: Promote the development of multifamily and senior housing in both Mixed-Use Centers and existing residential areas, as appropriate, in an effort to diversify the housing stock and expand lower cost housing options.</p> <p>Comprehensive Plan, Land Use Element, Objective 8, Policy a: Protect and enhance existing neighborhoods by ensuring that infill development is of compatible use, and density/intensity, and that adverse impacts on public facility and transportation systems, the environment and the surrounding community will not occur.</p> <p>Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Communitywide Housing Strategic Plan, Housing for Vulnerable Populations, Strategy D3: Facilitate Opportunities for Faith Communities to Develop Affordable Housing. Houses of worship in Fairfax County—including churches, temples, synagogues and mosques—often have underutilized land that could be appropriate for housing, particularly housing for vulnerable populations.</p> <p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	Yes
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Tier 1
Comments	

CPN22-DR-006

Dranesville United Methodist Church



500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
MAP PREPARED DECEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
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FAIRFAX COUNTY
 SITE-SPECIFIC PLAN AMENDMENT PROCESS
 COUNTYWIDE

SCREENING
 CPN22-LE-001
 Rose Hill Shopping Center

Address/Tax Map Parcels: 6116 Rose Hill Drive
 Tax Map Parcels 82-3 ((1)) 41E

Nominator: Aisha Hill, Combined Properties

Supervisor District: Franconia
 Planning Area: Area IV
 Planning District: Rose Hill Planning District, RH-4 Lehigh Community Planning Sector
 Acreage: 11.2 acres

Current Plan Map/Text: Retail use up to 0.30 Floor to Area Ratio (FAR)

Nomination: Mixed-use consisting of multifamily residential and retail use

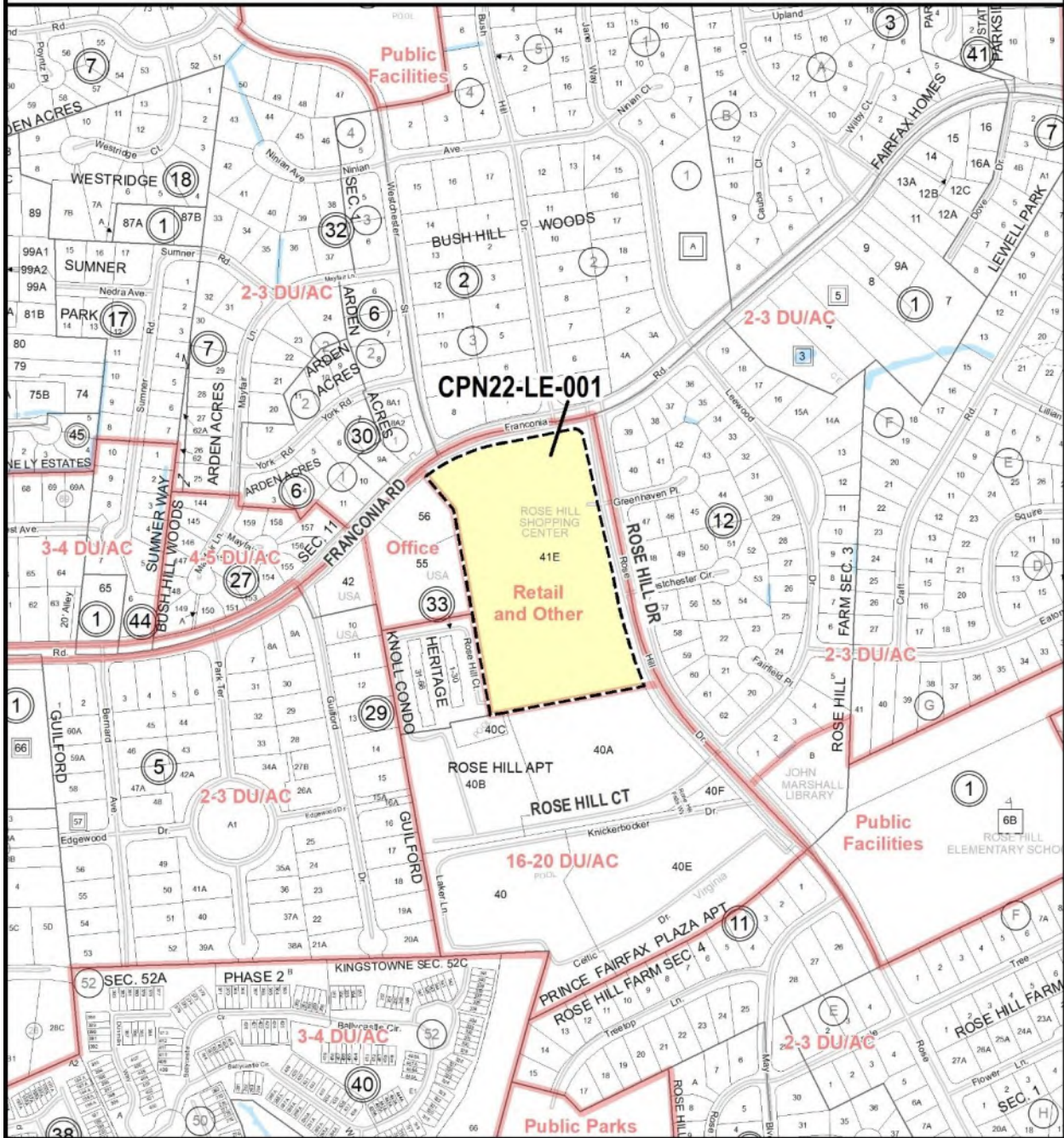
Comprehensive Plan Considerations:
 The subject site is located at the southwest intersection of Franconia Road and Rose Hill Drive and is developed with the Rose Hill Shopping Center, which consists of a 154,000 square neighborhood-serving shopping center containing a grocery store, restaurants, a gym, and other retail and services uses, with a surface parking lot. The site is planned for continued retail use up to .30 FAR, reflecting existing conditions, with considerations for future improvements to pedestrian connectivity and effective screening and buffering to adjacent residential areas with any future improvements. To the south and west are garden-style, multi-family residential units at Rose Hill Apartments, planned and developed at 16-20 dwelling units per acre (du/ac). To the north and east of Rose Hill Shopping Center, across Franconia Road and Rose Hill Drive, are single-family detached residential units, planned and developed at 2-3 du/ac. The parcels directly to the west along Franconia Road are planned for office use and developed with a freestanding bank branch and a post office.

The Comprehensive Plan’s Concept for Future Development identifies the Lehigh Community Planning Sector as a Suburban Neighborhood, a land use classification containing a broad mix of residential densities, planned for little to no change in land use. Where appropriate, supporting neighborhood-serving commercial services, public facilities, and institutional uses are encouraged provided that the proposed intensities and character are compatible with the surrounding area. The Land Use element of the Policy Plan’s Objectives 8 and 14, states that infill development should be of a compatible use, type, and intensity, and should ensure adverse impacts to the surrounding neighborhood should not occur.

The nominator proposes a mixed use redevelopment of the shopping center consisting of 56,000 square feet of ground floor retail and multifamily residential uses. The illustrative concept plan submitted with the nomination shows a residential building ranging from four stories in the southern portion of the site to six stories on the northern portion of the site adjacent to Franconia Road. The plan also shows surface and structured parking, courtyards and green spaces, and ground floor retail uses, including an anchor grocery store. Any proposal that advances to the work program, through the formal review, would need to ensure adequate transitions in building height and scale to surrounding residential uses and effective screening and buffering are provided in line with the suburban neighborhood designation. Moreover, any future planning on the site in line with the nomination should ensure that that multimodal access circulation, including pedestrian and transit, are prioritized to provide future residents and shoppers with alternatives to the single-occupant vehicle and reduce traffic impacts on the surrounding neighborhood.

CPN22-LE-001

Rose Hill Shopping Center



CPN22-LE-001

Baseline Plan Recommendation

500 FEET

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MAP CURRENT TO NOVEMBER 2022

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Supervisor District / Nomination Number / Common Name	Franconia / CPN22-LE-001 / Rose Hill Shopping Center
Is the site in a Development Center?	No, Suburban Neighborhood
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-LE-001
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Housing Element, Countywide Objectives and Policies: Higher densities can help to support housing affordability as the prices of new homes and the rents of new apartments are directly related to allowable density. Determining acceptable locations for higher density residential development is necessary as part of a strategy to provide more units addressing a range of affordability.</p> <p>Comprehensive Plan, Housing Element, Objective 2, Policy b: Promote the development of multifamily and senior housing in both Mixed-Use Centers and existing residential areas, as appropriate, in an effort to diversify the housing stock and expand lower cost housing options.</p> <p>Comprehensive Plan, Land Use Element, Objective 7. Fairfax County should reserve and/or conserve areas which provide primarily community-serving retail and service uses. Policy c: Encourage redevelopment or repurposing projects in commercial areas that would preserve or increase desirable community services.</p> <p>Comprehensive Plan, Land Use Element, Objective 8, Policy a: Protect and enhance existing neighborhoods by ensuring that infill development is of compatible use, and density/intensity, and that adverse impacts on public facility and transportation systems, the environment and the surrounding community will not occur.</p> <p>Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	Yes
Anticipated Staff Resource Demand	High
Staff Recommendation	Tier 3
Comments	Defer pending additional community outreach

CPN22-LE-001

Rose Hill Shopping Center



500 FEET

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MAP PREPARED NOVEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022

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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-LE-002
6320 Grovedale Drive

Address/Tax Map Parcels: 6320 Grovedale Drive
Tax Map Parcels 81-3 ((5)) 10

Nominator: Zachary Williams, Venable

Supervisor District: Franconia
Planning Area: Area IV
Planning District: Springfield Planning District, S-9 Beulah Community Planning Sector
Acreage: 1 acre

Current Plan Map/Text: Transitional low-rise or townhouse-style office up to 0.35 Floor Area Ratio (FAR) with substantial consolidation

Nomination: Childcare center with the capacity for 140-160 children

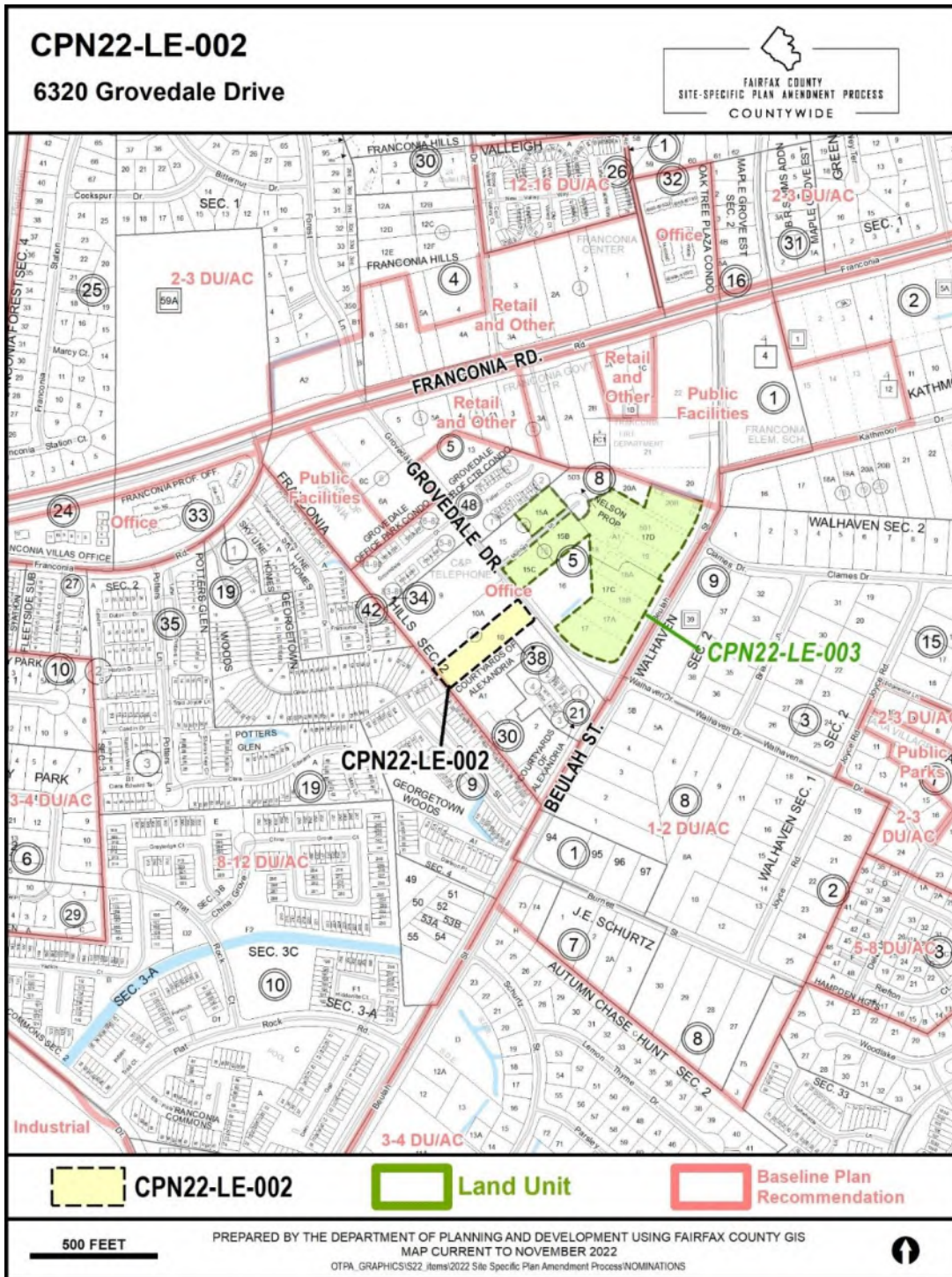
Comprehensive Plan Considerations:

The subject site is located on Grovedale Drive, south of Franconia Road, and north of Beulah Street, and contains a structure constructed as a single-family home. The frontage of the property is heavily wooded, and the structure is obscured from view along the Grovedale Drive frontage. The site and adjacent parcels along the western portion of Grovedale Drive are planned for transitional low-rise or townhouse-style office use up to 0.35 FAR, subject to recommendations including substantial parcel consolidation. The area to the northwest of the nomination property along Grovedale Drive is developed with a church, a Verizon facility, and townhouse-style offices, and the area to the southeast is developed with townhouse-style office, the Huntington Learning Center, and the Center for Autism and Related Disorders. A KinderCare childcare center is located directly across Grovedale Street from the property and is located within a triangle of land between Franconia Road, Beulah Street, and Grovedale Drive which is planned for low intensity office use, retail use up to 0.25 FAR, and public facilities, and contains the Franconia Government Center and the Franconia Fire Station. An assemblage of parcels within the triangle is subject to nomination [CPN22-LE-003](#). The area to the southwest of the site is planned for and developed with townhouses up to 8 -12 dwelling units per acre.

The Comprehensive Plan’s Concept for Future Development identifies the Beulah Community Planning Sector as a Suburban Neighborhood, a land use classification containing a broad mix of residential densities, planned for little to no change in land use. Where appropriate, supporting neighborhood-serving commercial services, public facilities, and institutional uses are encouraged provided that the proposed intensities and character are compatible with the surrounding area. The Land Use element of the Policy Plan’s Objectives 8 and 14, state that infill development should be of a compatible use, type, and intensity, and should ensure adverse impacts to the surrounding neighborhood should not occur.

The nomination proposes a two-story, 9,000 square foot (approximately 0.20 FAR) childcare center with a ground-level playground to the rear of the property that would provide capacity for 140-160 children. An approved rezoning and development plan (RZ 2006-LE-010) for the site restricts the property to a two-story office building, 8,991 gross floor area and 0.22 FAR, with accessory uses such as a coffee shop, deli, or newsstand. Childcare uses are not included with the approved development plan. County policies support the provision of childcare services as an employment support; however, staff has concerns that the proposal may exceed the capacity for the site, and the Comprehensive Plan recommendation for consolidation with adjacent parcels may better accommodate the use and achieve the

planning objectives for the Grovedale frontage. A more detailed analysis of traffic patterns along Grovedale Drive and access to the site would also need to be considered.



Supervisor District / Nomination Number / Common Name	Franconia / CPN22-LE-002 / 6320 Grovedale Drive
Is the site in a Development Center?	No, Suburban Neighborhood
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-LE-002
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Land Use Element, Objective 8, Policy a: Protect and enhance existing neighborhoods by ensuring that infill development is of compatible use, and density/intensity, and that adverse impacts on public facility and transportation systems, the environment and the surrounding community will not occur.</p> <p>Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.</p> <p>Comprehensive Plan, Land Use Element, Locational Guidelines for Child Care Facilities: In Fairfax County, as in other areas of the country, there is an increasing need for high-quality child care facilities. Such facilities should be encouraged throughout the county to the extent that they can be provided consistently with the following criteria: 1. Child care facilities should have sufficient open space to provide adequate access to sunlight and suitable play areas, taking into consideration the size of the facility. 2. Child care facilities should be located and designed to ensure the safety of children. 3. Child care facilities should be located and designed to protect children from excessive exposure to noise, air pollutants, and other environmental factors potentially injurious to health or welfare. 4. Child care facilities should be located and designed to ensure safe and convenient access. This includes appropriate parking areas and safe and effective on-site circulation of automobiles and pedestrians [...]</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	Countywide Strategic Plan, Economic Opportunity, Improve Access to Employment Supports. EO 2. Focus efforts on removing barriers such as lack of affordable housing, childcare and transportation that limit participation in the workforce and employment-related programs.
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	Yes
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Tier 2
Comments	The necessity for a Plan amendment to consider childcare use on this site is under review.

CPN22-LE-002

6320 Grovedale Drive



500 FEET

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MAP PREPARED DECEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-LE-003
Beulah Street and Grovedale Drive

Address/Tax Map Parcels: Grovedale Drive and Beulah Street
Tax Map Parcels 81-3 ((5)) 15A, 15B, 15C, 17C and 17D

Nominator: Lynne Strobel, CIA-Beulah Street, LLC

Supervisor District: Franconia
Planning Area: Area IV
Planning District: Springfield Planning District, S-9 Beulah Community Planning Sector
Acreage: 6.46 acres

Current Plan Map/Text: Low intensity office use with substantial parcel consolidation and other recommended conditions

Nomination: Residential use consisting of multi-family and single-family attached units

Comprehensive Plan Considerations:

The subject site consists of five parcels located on the north corner of Grovedale Drive and Beulah Street and contain a single-family house, two office buildings with surface parking, and two vacant lots. The office buildings are located along Beulah Street. The Franconia Kindercare childcare facility is located along Grovedale Drive, between two of the nominated parcels and is not included as part of the nomination. The two vacant parcels and the parcel with the single-family house are located on smaller lots northwest of the Franconia Kindercare facility.

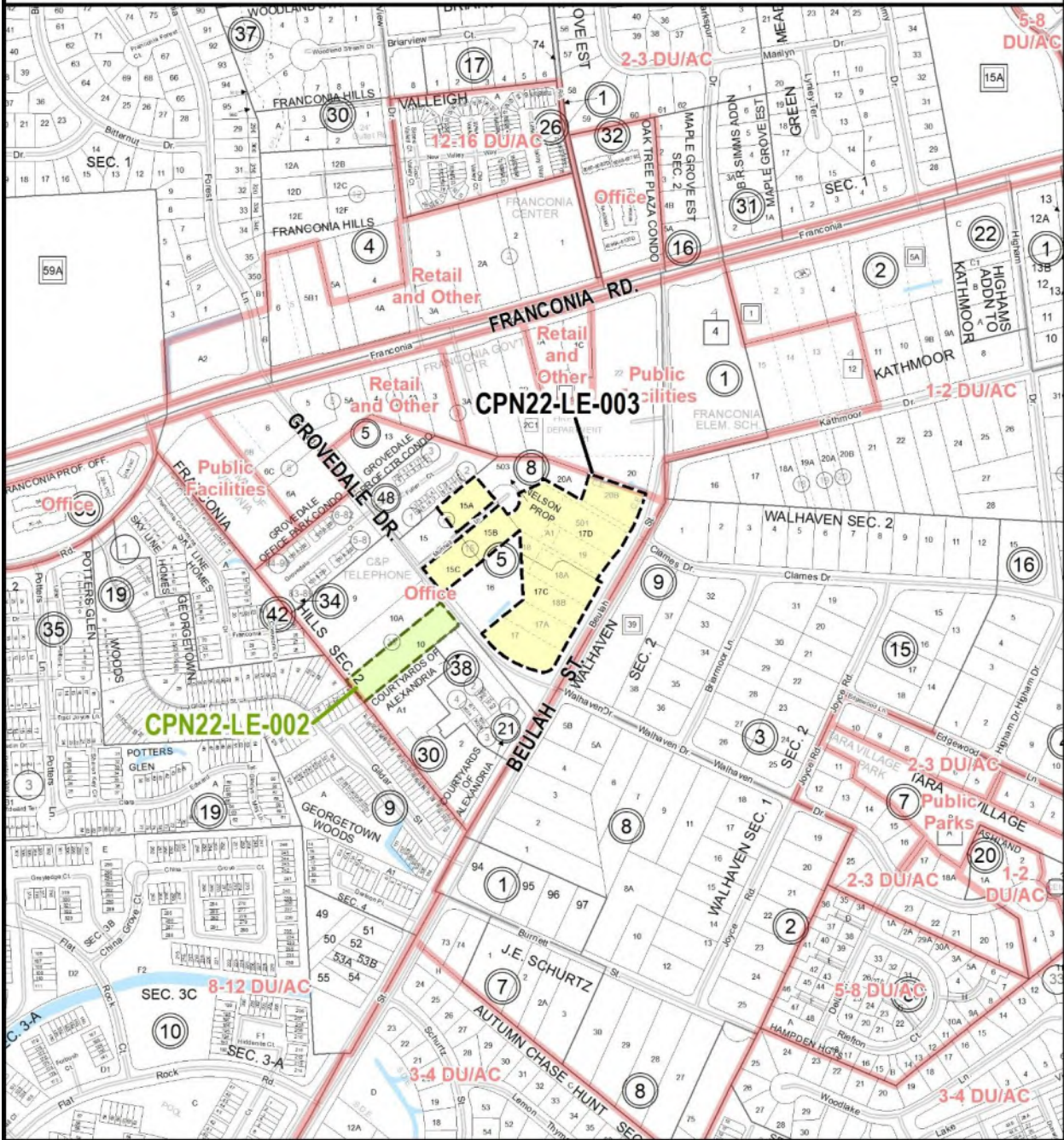
The nomination parcels are planned for low-intensity office use, subject to recommended conditions including parcel consolidation. The surrounding area includes a triangle of land between Franconia Road, Beulah Street, and Grovedale Drive, which, in addition to the nominated parcels, includes a cluster of public facilities (the Franconia Government Center and Franconia Fire Station), offices, churches (including the historic Olivet Episcopal Church), and other commercial uses. The Comprehensive Plan notes that compatible redevelopment along with an urban park in the broader triangle will help establish this area as a community focal point and complement the function of this area as a location for community activities and interaction. The area to the east of Beulah Street is planned for and developed with 1-2 dwelling units per acre (du/ac) and includes the Franconia Alliance Church. The parcels across Grovedale Drive to the west are planned for townhouse-style office up to 0.35 FAR with substantial parcel consolidation, and developed with townhouse style and low-rise office, education facilities, a church, and a Verizon facility. A single parcel across Grovedale Drive to the west is subject to nomination [CPN-LE-002](#).

The Comprehensive Plan’s Concept for Future Development identifies the Beulah Community Planning Sector as a Suburban Neighborhood, a land use classification containing a broad mix of residential densities, planned for little to no change in land use. Where appropriate, supporting neighborhood-serving commercial services, public facilities, and institutional uses are encouraged provided that the proposed intensities and character are compatible with the surrounding area. The Land Use element of the Policy Plan’s Objectives 8 and 14, infill development should be of a compatible use, type, and intensity, and should ensure adverse impacts to the surrounding neighborhood should not occur.

The nomination proposes residential use consisting of multi-family and single-family attached residential units up to 12 du/ac on the site, not including affordable and workforce dwelling units. The lack of inclusion of the Kindercare parcel with the nomination, which is situated between the northern and southern portions of the nominated area, inhibits logical parcel consolidation and may prevent an attractive pattern of development. Opportunities to reconsider the logical planning area for future study may be needed to ensure that compatible residential infill development can help achieve the vision of the triangle as a community focal point with access to parks, public facilities, and other services.

CPN22-LE-003

Beulah Street and Grovedale Drive



 **CPN22-LE-003**  **Land Unit**  **Baseline Plan Recommendation**

500 FEET

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MAP CURRENT TO NOVEMBER 2022

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Supervisor District / Nomination Number / Common Name	Franconia / CPN22-LE-003 / Beulah Street
Is the site in a Development Center?	No, Suburban Neighborhood
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-LE-003
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Land Use Element, Objective 8, Policy a: Protect and enhance existing neighborhoods by ensuring that infill development is of compatible use, and density/intensity, and that adverse impacts on public facility and transportation systems, the environment and the surrounding community will not occur.</p> <p>Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	Expansion of the study area to include the full Franconia "triangle" would provide a more logical planning area.
Anticipated Staff Resource Demand	Medium with expansion of study area
Staff Recommendation	Tier 1
Comments	Combine with other land areas within the S-9 Beulah Sector Recommendation #4 (the "triangle") given other planning efforts in the vicinity.

CPN22-LE-003

Beulah Street and Grovedale Drive



500 FEET

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MAP PREPARED DECEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
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FAIRFAX COUNTY
 SITE-SPECIFIC PLAN AMENDMENT PROCESS
 COUNTYWIDE

SCREENING
 CPN22-LE-004
 INOVA -Springfield Center Drive

Address/Tax Map Parcels: Springfield Center Drive
 Tax Map Parcels 90-4 ((1)) 11C

Nominator: Tim Sampson, Inova Health Care Services

Supervisor District: Franconia
 Planning Area: Area IV
 Planning District: Springfield Planning District, S7 Springfield East Community Planning District,
 Franconia-Springfield Transit Station Area (TSA), Land Unit P

Acreage: 5 acres

Current Plan Map/Text: Industrial uses up to 0.35 Floor Area Ratio (FAR)

Nomination: Residential and/or continuing care use up to 1.5 FAR

Comprehensive Plan Considerations:

The subject site is located on a vacant and heavily vegetated parcel on Springfield Center Drive. The surrounding industrial/office park is largely planned for and developed with light industrial and office uses. Land uses adjacent to the site include the Northern Virginia Community College (NOVA) Medical Education Campus to the northwest, the Transportation Safety Administration’s (TSA) newly constructed headquarters to the north, light industrial uses to the northeast and southeast, and vacant, vegetated land and floodplain to the south surrounding Long Branch stream valley. The parcel to the northeast, currently used as a warehouse and distribution center, is planned for office use up to 2.0 FAR and approved for 517,000 sf of a commercial use for business service and supply services. The General Services Administration (GSA)-Parr Warehouse, located northwest of NOVA’s campus, is a federally owned warehouse facility. The tributaries of the Long Branch stream valley separate this area from the Franconia-Springfield Metro Station and Joe Alexander Transportation Center to the northeast, and from Loisdale Estates, a single-family detached residential neighborhood, to the south. Windsor Estates, a single-family detached residential neighborhood, is located east of the nomination site across the CSX Railroad/Virginia Passenger Rail Authority right of way.

The Comprehensive Plan’s Concept for Future Development notes this area as Transit Station Area, one of several mixed-use centers located around the fourteen Metrorail stations in the County. Generally, TSAs promote a land use pattern that supports Metrorail by encouraging a mix of uses in a compact, pedestrian-friendly urban form within walking distance of the Metrorail station, and provide opportunities for non-automobile dependent development to occur in a manner that is compatible with and helps maintain the viability of the existing nearby land uses. Recommendations for development of the area within the Franconia-Springfield TSA are intended to take advantage of these transportation opportunities while maintaining the viability of nearby land uses.

The nomination proposes to increase the base level recommendation from 0.35 FAR to 0.50 FAR, which would mirror the applicable zoning development standard and an adopted plan option level for biotech/research and development use for the surrounding parcels, and to add an option for residential mixed use up to 1.5 FAR. The nomination suggests that the industrial plan recommendation does not reflect the best use of the parcel with consideration for other land uses established on nearby properties, and its close proximity to the transit center. Plan policy recommends that for transit-oriented development, the highest intensity of land uses be located within a quarter-mile radius from the Metro station platform with intensity tapering down to within a half mile radius or a five to ten minute walk. In this instance, an approximately five to ten minute walk from the Metro station platform would be made via a planned extension of Frontier Drive. Existing pedestrian access from the site to the Metro station would fall slightly short of the five to ten minute walkshed. Residential uses proposed at this site would be largely out of character and isolated because the site is immediately surrounded by the industrial uses, however, a nearby portion of the Industrial Park in Land Unit O,

Supervisor District / Nomination Number / Common Name	Franconia / CPN22-LE-004 / Inova - Springfield Center Drive
Is the site in a Development Center?	Yes, Transit Station Area
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-LE-004
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Housing Element, Objective 2: Fairfax County should seek to establish areas of community focus which contain a mixture of compatible land uses providing for housing, commercial, institutional/public services, and recreation and leisure activities. Policy a: Expand for-sale and rental housing opportunities in or near Mixed-Use Centers as a way of providing the opportunity for persons to live and work within the county.</p> <p>Comprehensive Plan, Land Use Element, Objective 16: Fairfax County should encourage Transit-Oriented Development (TOD) with focused growth near certain planned and existing rail transit stations as a way to create opportunities for compact pedestrian- and bicyclefriendly, neighborhood centers accessible to transit.</p> <p>Comprehensive Plan, Land Use Element, Objective 12, Policy a: Concentrate the highest level of development intensity in areas of transportation advantage, i.e., the Tysons Urban Center, cores of Suburban Centers and Transit Station Areas.</p> <p>Comprehensive Plan, Land Use Element, TOD Guidelines, Guideline 2: Examine the unique characteristics and needs of a particular station area when evaluating TOD principles to ensure the appropriate development intensity and mix of land uses relative to the existing and planned uses for the surrounding areas. Guideline 4: Promote a mix of uses to ensure the efficient use of transit, to promote increased ridership during peak and off peak travel periods in all directions, and to encourage different types of activity throughout the day.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p> <p>Countywide Strategic Plan, Economic Opportunity, Prioritize Placemaking, Strategy EO12. Focus land development efforts on creating a variety of vibrant, transit-connected, walkable mixed-use destinations throughout the county that meet the needs of residents, employers and the workforce.</p> <p>Countywide Strategic Plan, Environment, Promote and Ensure Environmental Sustainability, Strategy E2. Reduce greenhouse gas emissions and vehicle miles traveled by incentivizing walkable, bikeable and transit-oriented development patterns, adding more mass transit and on-demand travel patterns, and discouraging single occupancy automobile use.</p> <p>Countywide Strategic Plan, Health, Support Healthy Communities, Strategy H2. Create walkable, bikeable, transit-oriented, dense, mixed-use and connected places that make inviting and vibrant communities with opportunities for recreation and active living for individuals of all ages and abilities.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, additional land areas within the Springfield market are requested to be considered for evaluation.
Anticipated Staff Resource Demand	High given combined study with Springfield CBC/TSA
Staff Recommendation	Tier 1
Comments	Combine with other Springfield CBC/TSA nominations for Special Study

CPN22-LE-004

Springfield Center Drive



*Franconia-Springfield
Transit Station Area*

SPRINGFIELD CENTER DR.

CPN22-LE-004

500 FEET

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FAIRFAX COUNTY
 SITE-SPECIFIC PLAN AMENDMENT PROCESS
 COUNTYWIDE

SCREENING
 CPN22-LE-005
 Vine Street

Address/Tax Map Parcels: 5408, 5410, 5416, 5509, and 5513 Vine Street
 Tax Map Parcels 81-2 ((4)) 17, 18, 19, 26, 27

Nominator: Mark Looney, Allied Vine, LLC

Supervisor District: Franconia
 Planning Area: Area IV
 Planning District: Rose Hill Planning District, Van Dorn Transit Station Area (TSA)
 Acreage: 8.08 acres

Current Plan Map/Text: Industrial uses up to 0.50 Floor area ratio (FAR) with an option for office or mixed use development up to 1.0 FAR with conditions an additional option for intensities greater than a 1.0 FAR under additional conditions.

Nomination: Mixed use, proposes flexibility to accommodate I-495 Express Lane VDOT Study and combine both options in the existing plan into a single recommendation.

Comprehensive Plan Considerations:
 The subject site consists of six parcels on the northern and southern sides of Vine Street, located between the Capital Beltway (I-95/I-495) and CSX Railroad/Virginia Passenger Rail Authority and Washington Metropolitan Transit Authority (WMATA) right-of-way, south of the Van Dorn Street Metro Station and the Fairfax County and City of Alexandria boundary, and east of South Van Dorn Street. The site is located within Land Unit B of the Van Dorn TSA. The site consists of one larger, vacant and wooded parcel in the eastern portion and five smaller parcels containing commercial and light industrial uses, consistent with the development pattern for other parcels located on Vine Street.

The Comprehensive Plan’s Concept for Future Development designates this area as Transit Station Area, one of several mixed-use centers located around the fourteen Metrorail stations in the County. Generally, TSAs promote a land use pattern that supports Metrorail by encouraging a mix of uses in a compact, pedestrian-friendly urban form within walking distance of the Metrorail station, and provide opportunities for non-automobile dependent development to occur in a manner that is compatible with and helps maintain the viability of the existing nearby land uses. Recommendations for the Van Dorn TSA include a mix of uses consistent with transit-oriented development (TOD) to support the Van Dorn Street Metrorail Station; however, the plan recognizes that environmental and topographical factors, limited road capacity, and limited access between the portions of the TSA located north and south of I-95/495 may constrain full implementation of development. A planned bridge across I-95/495 is envisioned to connect Vine Street and Oakwood Road (located south of I-95/495), improving vehicular and pedestrian access within the TSA and to the station. The Plan recommends limiting office/industrial development in Land Unit B until suitable road improvements facilitate higher-intensity TOD.

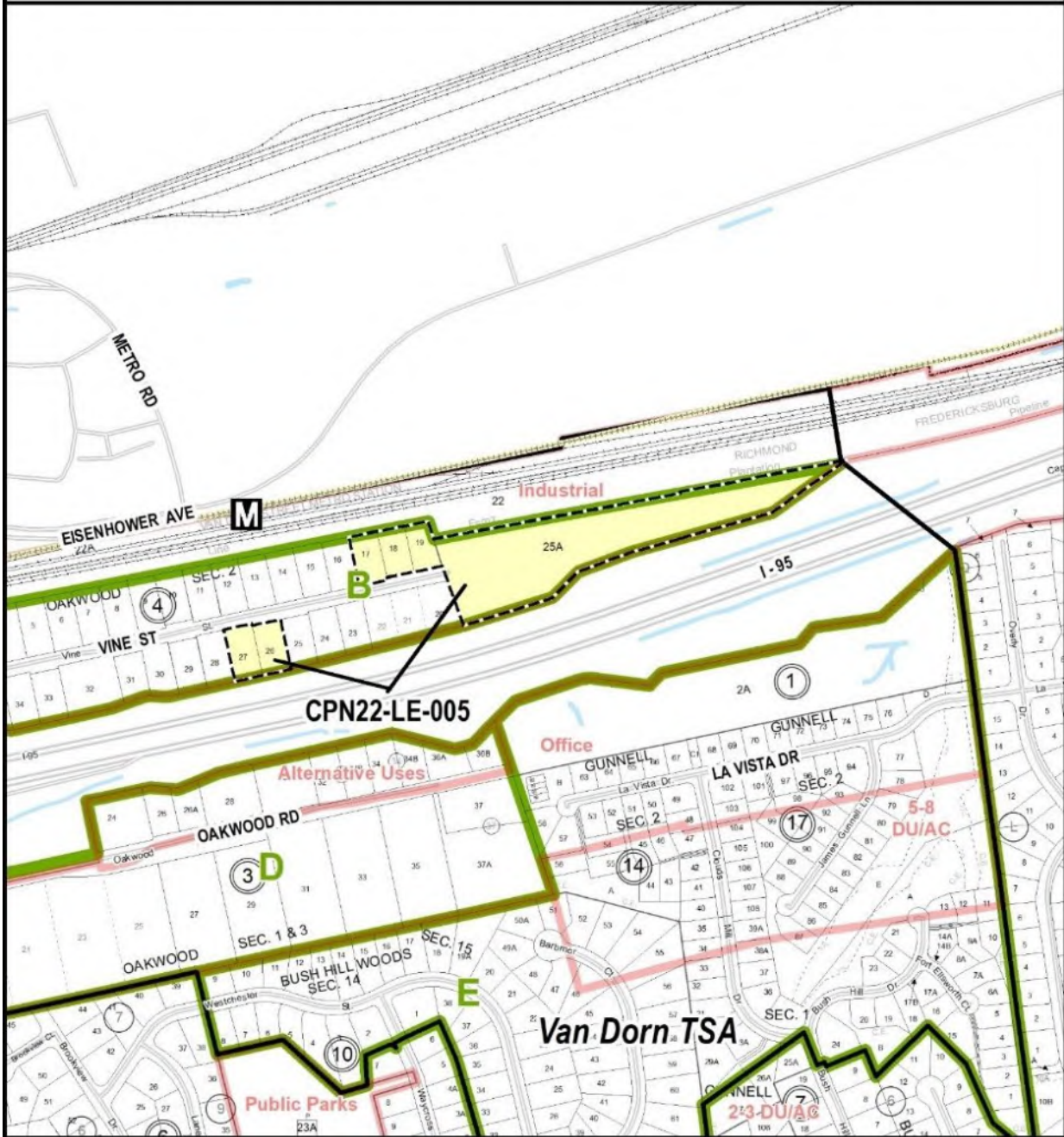
The nomination proposes to modify the Comprehensive Plan’s recommendations to align with the ongoing I-495 Southside Express Lanes Study, which is evaluating options to extend the Express Lanes system on the section of I-95/I-495 between the Springfield Mixing Bowl and the Woodrow Wilson Bridge. As part of the Study, VDOT is evaluating interchange improvements at the Van Dorn Street Interchange with the I-95/I-495. The nomination proposes to add flexibility to the Comprehensive Plan to accommodate the transportation recommendations proposed

from VDOT's express lane study while continuing to promote TOD in Land Unit B of the Van Dorn TSA. It also proposes to combine both of the existing Plan options into one recommending a mix of uses at an intensity above a 1.0 FAR with conditions. The transportation options proposed by the nominator include removing the recommendation for a bridge connecting Vine Street to Oakwood Road and replacing it with recommendations for transportation improvements to facilitate access to and from Vine Street that are sufficient to support TOD development. The nominator has also proposed adding Plan language recommending minimizing the need for vehicular access and parking while encouraging the use of Metro.

The nomination parcels are incongruous and adjacent to light industrial uses to the west. The future improvements to I-95/495 may limit the development capacity along Vine Street. A nearby plan amendment for portions of Land Unit D along Oakwood Road, which also proposes residential mixed use and would be potentially impacted by proposed changes to the transportation network within the TSA, such as the bridge from Vine Street, has been recommended by the community to be deferred pending additional information about the VDOT study. Any proposed changes to Plan guidance for development in this area should consider the recommendations of the study, the impacts of residential setbacks from highways, and transportation-generated noise in the nearby area.

CPN22-LE-005

Van Dorn Transit Station Area – Vine Street



 CPN22-LE-005

 Land Unit

 Baseline Plan Recommendation

500 FEET

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MAP CURRENT TO NOVEMBER 2022

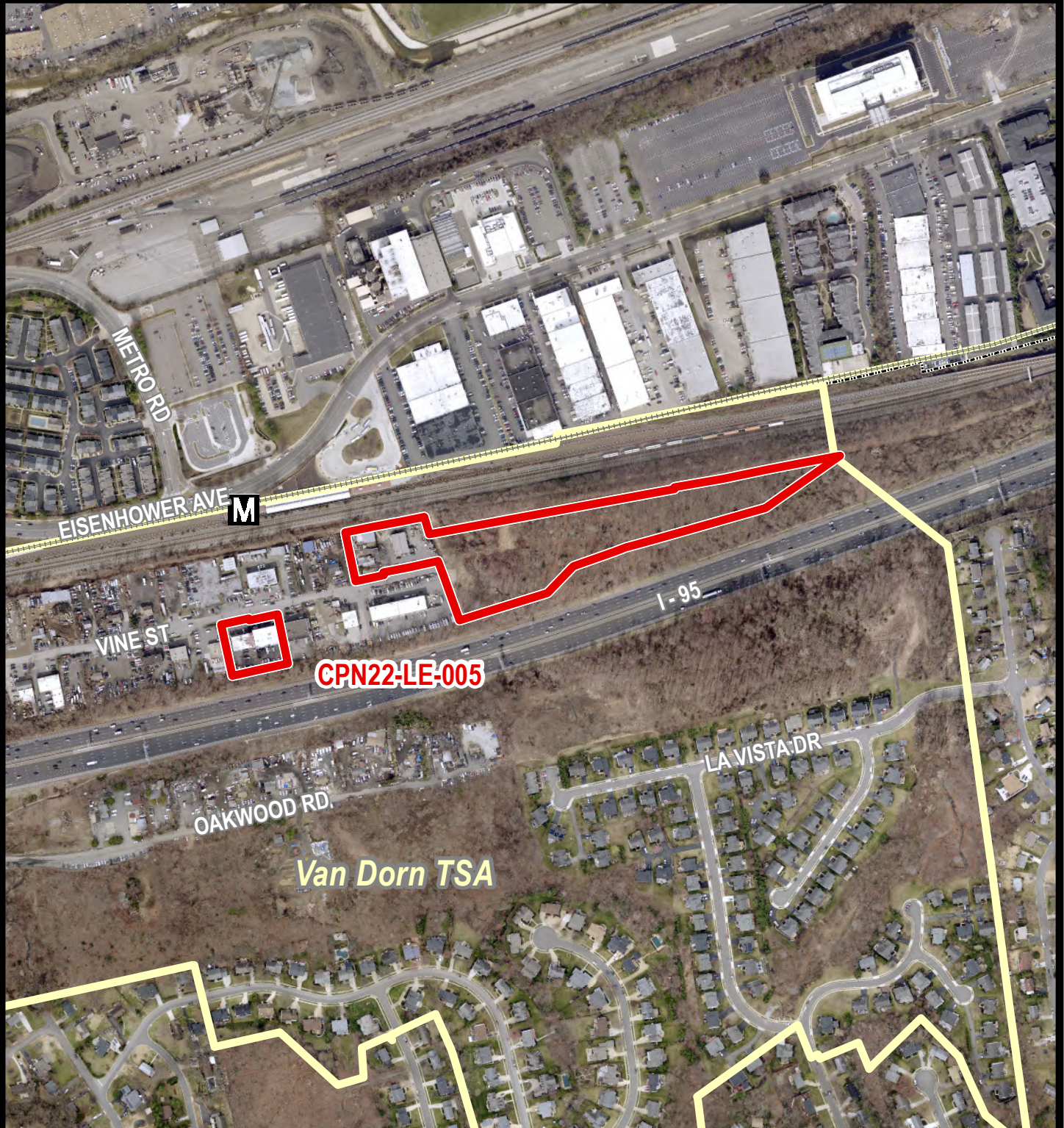
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Supervisor District / Nomination Number / Common Name	Franconia / CPN22-LE-005 / Vine Street
Is the site in a Development Center?	Yes, Transit Station Area
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-LE-005
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Housing Element, Objective 2: Fairfax County should seek to establish areas of community focus which contain a mixture of compatible land uses providing for housing, commercial, institutional/public services, and recreation and leisure activities. Policy a: Expand for-sale and rental housing opportunities in or near Mixed-Use Centers as a way of providing the opportunity for persons to live and work within the county.</p> <p>Comprehensive Plan, Land Use Element, Objective 16: Fairfax County should encourage Transit-Oriented Development (TOD) with focused growth near certain planned and existing rail transit stations as a way to create opportunities for compact pedestrian- and bicyclefriendly, neighborhood centers accessible to transit.</p> <p>Comprehensive Plan, Land Use Element, Objective 12, Policy a: Concentrate the highest level of development intensity in areas of transportation advantage, i.e., the Tysons Urban Center, cores of Suburban Centers and Transit Station Areas.</p> <p>Comprehensive Plan, Land Use Element, TOD Guidelines, Guideline 2: Examine the unique characteristics and needs of a particular station area when evaluating TOD principles to ensure the appropriate development intensity and mix of land uses relative to the existing and planned uses for the surrounding areas. Guideline 4: Promote a mix of uses to ensure the efficient use of transit, to promote increased ridership during peak and off peak travel periods in all directions, and to encourage different types of activity throughout the day.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p> <p>Countywide Strategic Plan, Economic Opportunity, Prioritize Placemaking, Strategy EO12. Focus land development efforts on creating a variety of vibrant, transit-connected, walkable mixed-use destinations throughout the county that meet the needs of residents, employers and the workforce.</p> <p>Countywide Strategic Plan, Environment, Promote and Ensure Environmental Sustainability, Strategy E2. Reduce greenhouse gas emissions and vehicle miles traveled by incentivizing walkable, bikeable and transit-oriented development patterns, adding more mass transit and on-demand travel patterns, and discouraging single occupancy automobile use.</p> <p>Countywide Strategic Plan, Health, Support Healthy Communities, Strategy H2. Create walkable, bikeable, transit-oriented, dense, mixed-use and connected places that make inviting and vibrant communities with opportunities for recreation and active living for individuals of all ages and abilities.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, additional land areas along Vine Street should be considered in order to constitute a logical planning area.
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Tier 3
Comments	Defer consideration until I-495 Southside Express Lanes Study is completed, and expand study area to include all properties along Vine Street that are subject to the same adopted Plan recommendation.

CPN22-LE-005

Van Dorn Transit Station Area – Vine Street



500 FEET

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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-LE-006
Springfield Boulevard

Address/Tax Map Parcels: 6841 and 6850 Franconia Road, 6508, 6509, and 6530 Blacklick Road
Tax Map Parcels 80-4 ((1)) 4A, 4B, 4C and 80-4 ((1)) 16, 17, 18, 19, 20B

Nominator: Mark Viani, Bean, Kinney & Korman

Supervisor District: Franconia
Planning Area: Area IV
Planning District: Springfield Community Business Center (CBC), Springfield Community Revitalization District

Acreage: 4.34 acres

Current Plan Map/Text: Retail uses up to 0.70 Floor to area ratio (FAR) with an option of office and retail uses up to 1.5 FAR. The area south of Springfield Boulevard planned for mid-rise office up to 0.7 FAR with an option for 1.0 FAR.

Nomination: Mixed use multifamily with ground floor retail at a maximum building height of 85 feet.

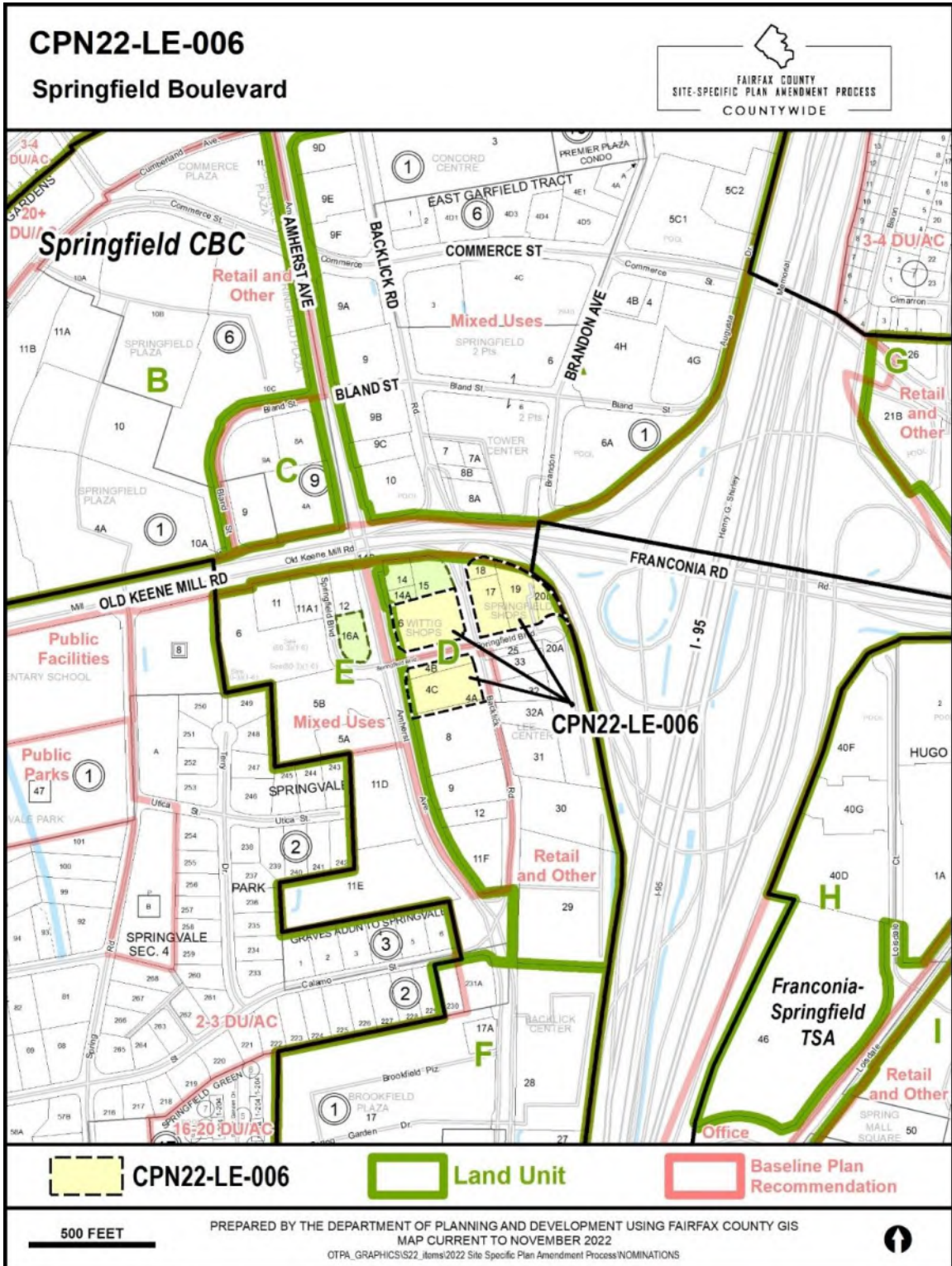
Comprehensive Plan Considerations:

The subject site consists of three land bays located south of Old Keene Mill Road, west of the I-95 ramp, and east of Amherst Avenue. The northeastern and northwestern land bays are located between Old Keene Mill Road and Springfield Boulevard and west of the I-95 ramp and east of Amherst Avenue. The southwestern land bay is located immediately south of Springfield Boulevard, west of Backlick Road, and east of Amherst Road. The site is surrounded by non-residential use, including retail, restaurants, and offices, and surface parking lots.

The Concept for Future Development recommends the Springfield CBC as one of thirteen CBC areas in the County where redevelopment should encourage a mix of uses focused around a core area of higher intensity, such as a town center or main street in a pedestrian-oriented setting. Within CBCs, transitions in intensity and compatible land uses should protect surrounding stable residential neighborhoods. The Springfield CBC is envisioned to function as the community-serving urban village of the Franconia-Springfield Area, and is recommended to develop as a walkable, bike-friendly, and mixed-use center with housing and employment in close proximity. The properties north of Springfield Boulevard and south of Old Keene Mill Road are planned for retail uses up to 0.70 FAR, with an option for office and retail uses up to a 1.0 FAR with substantial consolidation. The area south of Springfield Boulevard and west of Backlick Road is planned for mid-rise office use with ground floor retail use up to 0.70 FAR, with an option for the same mix of uses up to 1.0 FAR with substantial consolidation. To the west, in Land Unit E, the Springfield CBC Commuter Garage is planned and is currently under construction, which will be served by multiple bus routes.

The nomination proposes 604 multifamily units across the land bays, with ground floor retail uses, consisting of three mid-rise buildings containing approximately 260 units for the northeastern land bay, and 172 units each for the northwestern and southwestern land bays. The nomination indicates this development will revitalize the pedestrian realm and uses with the proposed ground floor retail. A [recent EDA market study](#) notes healthy vacancy rates and achievable rents for mid-rise multifamily residential use in Springfield, and projects demand for approximately 1,000 or more new units through 2032. Adding an option for multifamily residential would further the goals recommended by the Plan for a mixed-use center and provide opportunities for housing in the Springfield CBC that is walking distance to transit serving the Springfield CBC Commuter Garage. However, the northeastern land bay abuts the I-95 ramp and Old Keane Mill Road and is subject to transportation generated noise and visual impacts. Modifications to the concept plan to help buffer the use from the highway and ramps, provide residential amenities and open spaces

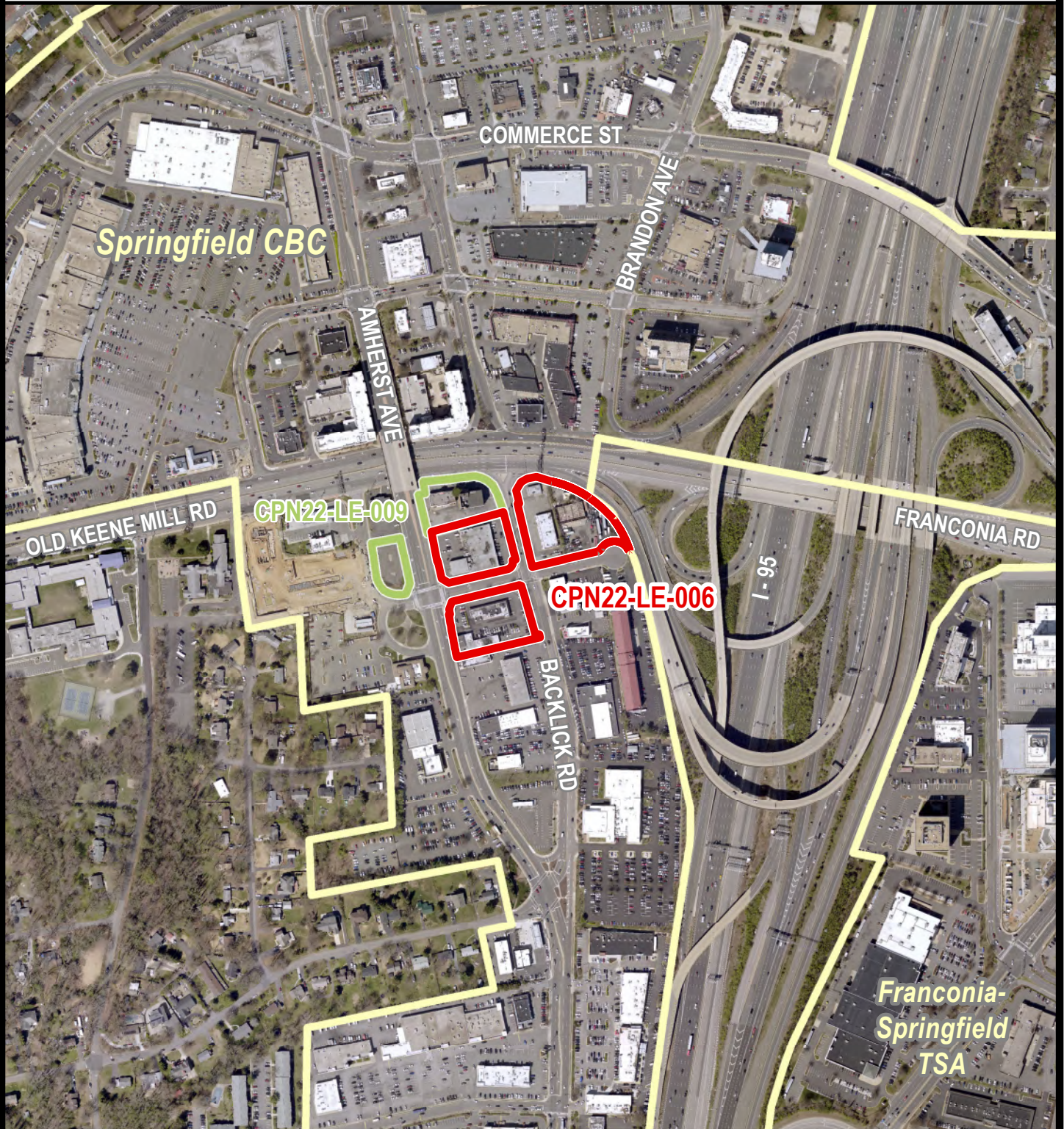
would be necessary to address site constraints and ensure the northeastern land is suitable for residential use. Additionally, land areas immediately to the northeast of the site, south of Old Keene Mill Road, have been accepted into the SSPA process, and combined study with these properties may provide greater opportunities for parcel consolidation, the provision of open spaces, and other considerations.



Supervisor District / Nomination Number / Common Name	Franconia / CPN22-LE-006 / Springfield Boulevard
Is the site in a Development Center?	Yes, Community Business Center
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-LE-006
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Area Plans, Concept for Future Development, Community Business Center Land Use Classification: Historically older community-serving commercial areas that emerged along major roadways, Community Business Centers (CBCs) are areas where redevelopment should encourage a mix of uses focused around a core area of higher intensity, such as a town center or main street in a pedestrian-oriented setting. Transitions in intensity and compatible land uses should protect surrounding stable residential neighborhoods. Appropriate revitalization and selected redevelopment advance the goal of sustaining the economic vitality in older commercial centers and adjacent neighborhoods[...]</p> <p>Comprehensive Plan, Housing Element, Objective 2, Policy a: Expand for-sale and rental housing opportunities in or near Mixed-Use Centers as a way of providing the opportunity for persons to live and work within the county.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p> <p>Economic Success Plan, Action 2.3: Support higher density mixed use development in the designated revitalization areas, as a way to attract new businesses and residential growth.</p> <p>Countywide Strategic Plan, Economic Opportunity, Prioritize Placemaking, Strategy EO12. Focus land development efforts on creating a variety of vibrant, transit-connected, walkable mixed-use destinations throughout the county that meet the needs of residents, employers and the workforce.</p> <p>Countywide Strategic Plan, Environment, Promote and Ensure Environmental Sustainability, Strategy E2. Reduce greenhouse gas emissions and vehicle miles traveled by incentivizing walkable, bikeable and transit-oriented development patterns, adding more mass transit and on-demand travel patterns, and discouraging single occupancy automobile use.</p> <p>Countywide Strategic Plan, Health, Support Healthy Communities, Strategy H2. Create walkable, bikeable, transit-oriented, dense, mixed-use and connected places that make inviting and vibrant communities with opportunities for recreation and active living for individuals of all ages and abilities.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, additional land areas within the Springfield market are requested to be considered for evaluation.
Anticipated Staff Resource Demand	High given combined study with Springfield CBC/TSA
Staff Recommendation	Tier 1
Comments	Combine with other Springfield CBC/TSA nominations for Special Study

CPN22-LE-006

Springfield Boulevard



500 FEET

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MAP PREPARED DECEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-LE-007
Sheridonna Lane

Address/Tax Map Parcels: 6981 and 6988 Telegraph Road, 7015, 7018, 7019, and 7101 Sheridonna Lane
Tax Map Parcels 92-1 ((1)) 8, 9, 10, 11, 12, 13 and 92-3 ((1)) 1, 2 and 5

Nominator: Nick Torrance, The Carr Companies

Supervisor District: Franconia
Planning Area: Area IV
Planning District: Rose Hill Planning District, RH-7 Huntley Meadows Community Planning Sector
Acreage: 20 acres

Current Plan Map/Text: Residential use at 1-2 dwelling units per acre (du/ac), with plan guidance noting that the area is almost entirely within a Resource Protection Area (RPA) and that development is planned for the low end of the Plan’s density range.

Nomination: Independent living facility up to 8 du/ac.

Comprehensive Plan Considerations:

The subject site includes nine parcels along Sheridonna Lane and is located south of Telegraph Road, north of Huntley Meadows Park, and west of Dogue Creek Stream Valley Park. The site is almost entirely located within a RPA and floodplain associated with Dogue Creek. The area to the south, east, and west of the nomination site is planned for public parks and includes Huntley Meadows Park and Dogue Creek Stream Valley Park. The area to the north, across Telegraph Road, is also planned for public parks and includes the Greendale Golf Course. The area west of Dogue Creek Stream Valley Park is planned for residential use up to 3-4 du/ac. The parcels to the northeast, at the intersection of South Kings Highway and Telegraph Road, are planned for and developed with retail uses.

RPAs are comprised of lands at or near the shoreline or water’s edge that in their natural condition, provide for the removal, reduction, or assimilation of sediments, nutrients, and potentially harmful or toxic substances from runoff entering the Chesapeake Bay and its tributaries, and minimize the adverse effects of human activities on state waters and aquatic resources. Floodplains are lands in and adjacent to streams and watercourses subject to periodic inundation from flood events.

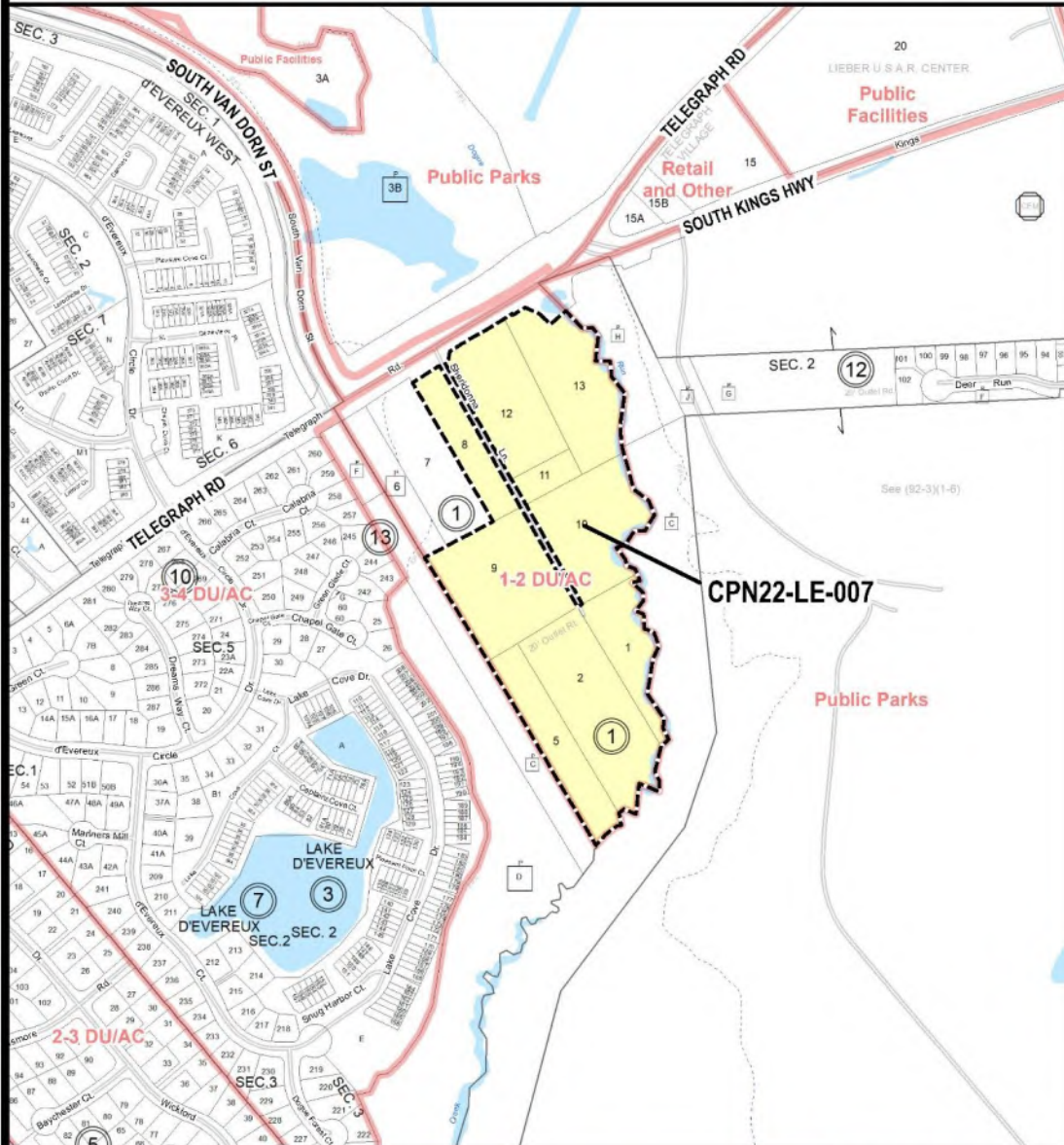
The Comprehensive Plan’s Concept for Future Development identifies the Huntley Meadows Community Planning Sector as a Suburban Neighborhood, a land use classification containing a broad mix of residential densities, planned for little to no change in land use. Where appropriate, supporting neighborhood-serving commercial services, public facilities, and institutional uses are encouraged provided that the proposed intensities and character are compatible with the surrounding area. The Land Use element of the Policy Plan’s Objectives 8 and 14, infill development should be of a compatible use, type, and intensity, and should ensure adverse impacts to the surrounding neighborhood should not occur. The Environment Element of the Policy Plan includes guidance related to EQCs. The Plan recommends that the nomination site should be considered for purchase by Fairfax County to provide an additional buffer to Huntley Meadows Park, as this area contains floodplain and non-floodplain areas that could be used for wetland mitigation. The Plan notes that if public acquisition is not achieved, the area should be developed at 1-2 du/ac, and due to the RPA on the site, development should be planned for the low end of the density range (i.e. 1 du/ac).

The nomination proposes an independent living facility up to 8 du/ac with a mix of 160 age-restricted townhomes and multifamily residential units, including 24 affordable dwelling units (ADUs). The nomination also proposed 12 acres of open space. The nomination site is located in an environmentally sensitive area that buffers Huntley Meadow Parks, the largest park in Fairfax County. The nomination states the environmental issues have been studied and will address

the issues by reconnecting the floodplain to the RPA along Dogue Creek through stream bank restoration construction of a berm and replanting locally supported plant species. The proposed stream restoration and flood control project proposed by the nomination would also need to meet the requirements of the Chesapeake Bay Preservation Ordinance (Chapter 118 of Fairfax County Code) for the proposed encroachments (grading, fill, and tree removal) within the Resource Protection Area. The nomination plans to pursue a Special Exception under the Fairfax County Zoning Ordinance multiplier that encourages four times the density recommendations. In addition to the environmental issues presented by the nomination, the proposed density raises compatibility issues with the surrounding planned densities.

CPN22-LE-007

Sheridonna Lane



CPN22-LE-007

Land Unit

Baseline Plan Recommendation

500 FEET

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MAP CURRENT TO NOVEMBER 2022

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Supervisor District / Nomination Number / Common Name	Franconia / CPN22-LE-007 / Sheridonna Lane
Is the site in a Development Center?	No, Suburban Neighborhood
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-LE-007
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Environment Element, Objective 7, Policy o: [...] The more restrictive type of Chesapeake Bay Preservation Area is known as the "Resource Protection Area (RPA)." With a few exceptions (e.g. water wells, recreation, infrastructure improvements, "water dependent" activities, and redevelopment), new development is prohibited in these areas. [...]</p> <p>Comprehensive Plan, Environment Element, Objective 7: Minimize the exposure of new development to the potential of flood impacts. Policy a: Prohibit new residential structures within flood impact hazard areas.</p> <p>Comprehensive Plan, Environment Element, Objective 9: Identify, protect and enhance an integrated network of ecologically valuable land and surface waters for present and future residents of Fairfax County.</p> <p>Comprehensive Plan, Environment Element, Objective 10. Conserve and restore tree cover on developed and developing sites. Provide tree cover on sites where it is absent prior to development. Policy a: Protect or restore the maximum amount of tree cover on developed and developing sites consistent with planned land use and good silvicultural practices.</p> <p>Comprehensive Plan, Land Use Element, Objective 8, Policy a: Protect and enhance existing neighborhoods by ensuring that infill development is of compatible use, and density/intensity, and that adverse impacts on public facility and transportation systems, the environment and the surrounding community will not occur.</p> <p>Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, the nomination is not supported by County Comprehensive Plan policy.
Anticipated Staff Resource Demand	High given environmental constraints and community outreach
Staff Recommendation	Do Not Add to Work Program
Comments	

CPN22-LE-007

Sheridonna Lane



500 FEET

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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-LE-008
Frontier Plaza

Address/Tax Map Parcels: Frontier Plaza Center
Tax Map Parcels 90-2 ((1)) 86A

Nominator: David Gill, Frontier Drive Metro Center LLC

Supervisor District: Franconia
Planning Area: Area IV
Planning District: Springfield Planning District, S7 Springfield East Community Planning District, Franconia-Springfield Transit Station Area (TSA), Land Unit L

Acreage: 8.5 acres

Current Plan Map/Text: Low-intensity retail use up to 0.30 Floor Area Ratio (FAR)

Nomination: Mix of multifamily residential and retail uses up to 2.0 FAR

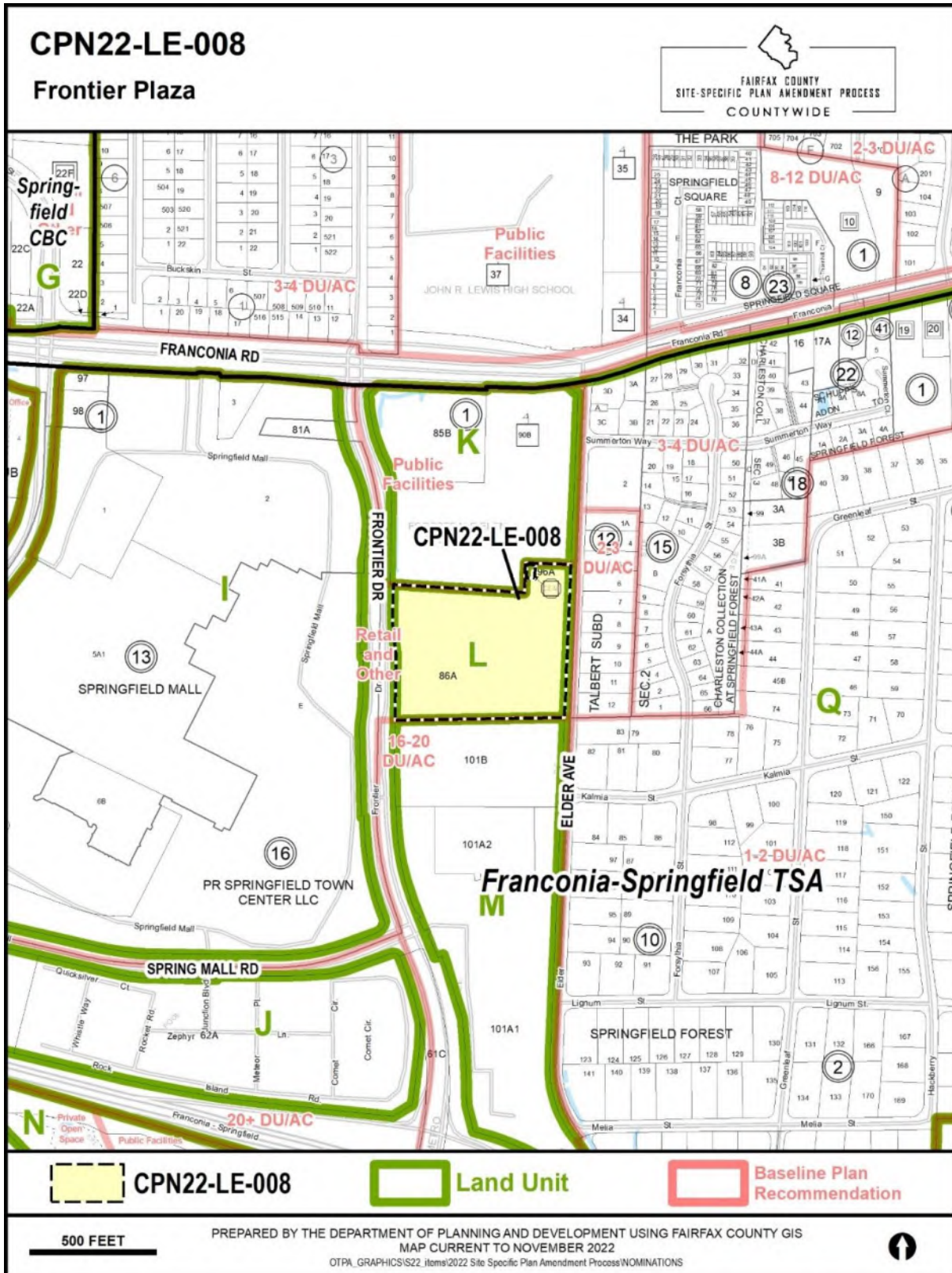
Comprehensive Plan Considerations:

The subject site is located east of Frontier Drive and the Springfield Town Center and west of Elder Road, approximately ½ mile north of the Franconia-Springfield Metrorail Station. The site is planned for and developed with the one-story Frontier Plaza Shopping Center and associated surface parking. To the north of the site is Forestdale Elementary School, and Broder’s Family Cemetery, planned for public facilities, and to the south is Springfield Commons Shopping Center, a separate single-story shopping center with vehicular cross access to the nominated site. To the east along Elder Drive are the Springfield Forest and New Charleston neighborhoods, which are planned for and developed with low density single-family residences. Across from the site to the west of Frontier Drive is the Springfield Town Center which consists of 80 acres and is planned for retail uses up to 0.50 FAR at the base level, with an option for redevelopment as a mixed-use town center up to 1.82 FAR. The Springfield Town Center has entitlements (RZ/FDP 2007-LE-007) for a mix of multifamily residential, retail, office, and hotel uses up to 1.71 FAR.

The Comprehensive Plan’s Concept for Future Development notes this area as Transit Station Area, one of several mixed-use centers located around the fourteen Metrorail stations in the County. Generally, TSAs promote a land use pattern that supports Metrorail by encouraging a mix of uses in a compact, pedestrian-friendly urban form within walking distance of the Metrorail station and provide opportunities for non-automobile dependent development to occur in a manner that is compatible with and helps maintain the viability of the existing nearby land uses. Recommendations for development of the area within the Franconia-Springfield TSA are intended to take advantage of these transportation opportunities while maintaining the viability of nearby land uses. The Plan for Land Unit L, including the subject site and the cemetery, recommends the provision of a 50-foot vegetated buffer and brick wall along Elder Drive to provide a transition to the adjacent residential neighborhoods to the east, with no curb, gutter, or sidewalk to be provided along Elder.

The nomination requests an option for a mix of residential and retail up to 2.0 FAR, with approximately 634 residential units (626,000 square feet) and 117,000 square feet of retail. The proposal includes three buildings served by primarily by underground and structured parking. Building heights would taper from 12 stories along Frontier Drive, to a single-story building with retail use along the property’s eastern boundary adjacent to residential neighborhoods. The two buildings along Frontier Drive would include ground floor retail with residential above. The land use intensity of the proposed development is higher than the existing development in surrounding areas but similar to the mixed-use option for the adjacent Springfield Town Center. A [recent EDA market study](#) notes healthy vacancy rates and achievable rents for mid-rise multifamily residential use in Springfield, and projects demand for approximately 1,000 or more new units through 2032. Additional housing and ground floor retail support the vision for the Springfield TSA, especially in proximity to the Metro station and other land areas planned for higher-intensity mixed use. If added to the Work Program, consideration should be given to compatible buffering and line of sight for the single-family

residences to the east, multimodal access and connections to nearby destinations and transit, access to the cemetery, and internal circulation and site design.



Supervisor District / Nomination Number / Common Name	Franconia / CPN22-LE-008 / Frontier Drive
Is the site in a Development Center?	Yes, Transit Station Area
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-LE-008
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Housing Element, Objective 2, Policy a: Expand for-sale and rental housing opportunities in or near Mixed-Use Centers as a way of providing the opportunity for persons to live and work within the county.</p> <p>Comprehensive Plan, Land Use Element, Objective 16: Fairfax County should encourage Transit-Oriented Development (TOD) with focused growth near certain planned and existing rail transit stations as a way to create opportunities for compact pedestrian- and bicyclefriendly, neighborhood centers accessible to transit.</p> <p>Comprehensive Plan, Land Use Element, Objective 12, Policy a: Concentrate the highest level of development intensity in areas of transportation advantage, i.e., the Tysons Urban Center, cores of Suburban Centers and Transit Station Areas.</p> <p>Comprehensive Plan, Land Use Element, TOD Guidelines, Guideline 2: Examine the unique characteristics and needs of a particular station area when evaluating TOD principles to ensure the appropriate development intensity and mix of land uses relative to the existing and planned uses for the surrounding areas. Guideline 4: Promote a mix of uses to ensure the efficient use of transit, to promote increased ridership during peak and off peak travel periods in all directions, and to encourage different types of activity throughout the day.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p> <p>Countywide Strategic Plan, Economic Opportunity, Prioritize Placemaking, Strategy EO12. Focus land development efforts on creating a variety of vibrant, transit-connected, walkable mixed-use destinations throughout the county that meet the needs of residents, employers and the workforce.</p> <p>Countywide Strategic Plan, Environment, Promote and Ensure Environmental Sustainability, Strategy E2. Reduce greenhouse gas emissions and vehicle miles traveled by incentivizing walkable, bikeable and transit-oriented development patterns, adding more mass transit and on-demand travel patterns, and discouraging single occupancy automobile use.</p> <p>Countywide Strategic Plan, Health, Support Healthy Communities, Strategy H2. Create walkable, bikeable, transit-oriented, dense, mixed-use and connected places that make inviting and vibrant communities with opportunities for recreation and active living for individuals of all ages and abilities.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, additional land areas within the Springfield market are requested to be considered for evaluation.
Anticipated Staff Resource Demand	High given combined study with Springfield CBC/TSA
Staff Recommendation	Tier 1
Comments	Combine with other Springfield CBC/TSA nominations for Special Study

CPN22-LE-008

Frontier Plaza



500 FEET

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OTPA_GRAPHICS\S22_items\2022 Site Specific Plan Amendment Process\NOMINATIONS





FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-LE-006
Springfield Boulevard

Address/Tax Map Parcels: 6841 and 6850 Franconia Road, 6508, 6509, and 6530 Blacklick Road
Tax Map Parcels 80-4 ((1)) 4A, 4B, 4C and 80-4 ((1)) 16, 17, 18, 19, 20B

Nominator: Mark Viani, Bean, Kinney & Korman

Supervisor District: Franconia
Planning Area: Area IV
Planning District: Springfield Community Business Center (CBC), Springfield Community Revitalization District

Acreage: 4.34 acres

Current Plan Map/Text: Retail uses up to 0.70 Floor to area ratio (FAR) with an option of office and retail uses up to 1.5 FAR. The area south of Springfield Boulevard planned for mid-rise office up to 0.7 FAR with an option for 1.0 FAR.

Nomination: Mixed use multifamily with ground floor retail at a maximum building height of 85 feet.

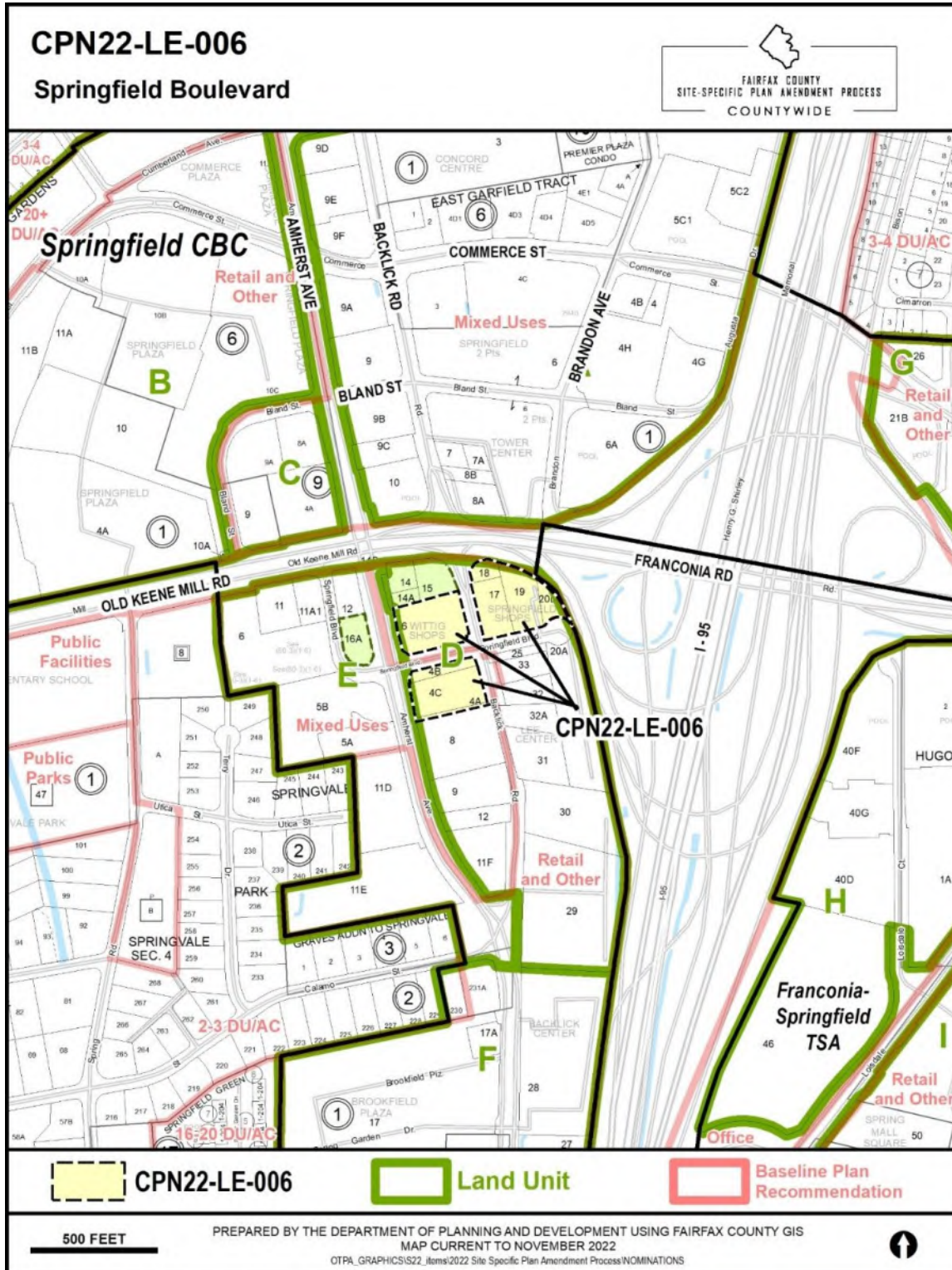
Comprehensive Plan Considerations:

The subject site consists of three land bays located south of Old Keene Mill Road, west of the I-95 ramp, and east of Amherst Avenue. The northeastern and northwestern land bays are located between Old Keene Mill Road and Springfield Boulevard and west of the I-95 ramp and east of Amherst Avenue. The southwestern land bay is located immediately south of Springfield Boulevard, west of Backlick Road, and east of Amherst Road. The site is surrounded by non-residential use, including retail, restaurants, and offices, and surface parking lots.

The Concept for Future Development recommends the Springfield CBC as one of thirteen CBC areas in the County where redevelopment should encourage a mix of uses focused around a core area of higher intensity, such as a town center or main street in a pedestrian-oriented setting. Within CBCs, transitions in intensity and compatible land uses should protect surrounding stable residential neighborhoods. The Springfield CBC is envisioned to function as the community-serving urban village of the Franconia-Springfield Area, and is recommended to develop as a walkable, bike-friendly, and mixed-use center with housing and employment in close proximity. The properties north of Springfield Boulevard and south of Old Keene Mill Road are planned for retail uses up to 0.70 FAR, with an option for office and retail uses up to a 1.0 FAR with substantial consolidation. The area south of Springfield Boulevard and west of Backlick Road is planned for mid-rise office use with ground floor retail use up to 0.70 FAR, with an option for the same mix of uses up to 1.0 FAR with substantial consolidation. To the west, in Land Unit E, the Springfield CBC Commuter Garage is planned and is currently under construction, which will be served by multiple bus routes.

The nomination proposes 604 multifamily units across the land bays, with ground floor retail uses, consisting of three mid-rise buildings containing approximately 260 units for the northeastern land bay, and 172 units each for the northwestern and southwestern land bays. The nomination indicates this development will revitalize the pedestrian realm and uses with the proposed ground floor retail. A [recent EDA market study](#) notes healthy vacancy rates and achievable rents for mid-rise multifamily residential use in Springfield, and projects demand for approximately 1,000 or more new units through 2032. Adding an option for multifamily residential would further the goals recommended by the Plan for a mixed-use center and provide opportunities for housing in the Springfield CBC that is walking distance to transit serving the Springfield CBC Commuter Garage. However, the northeastern land bay abuts the I-95 ramp and Old Keane Mill Road and is subject to transportation generated noise and visual impacts. Modifications to the concept plan to help buffer the use from the highway and ramps, provide residential amenities and open spaces

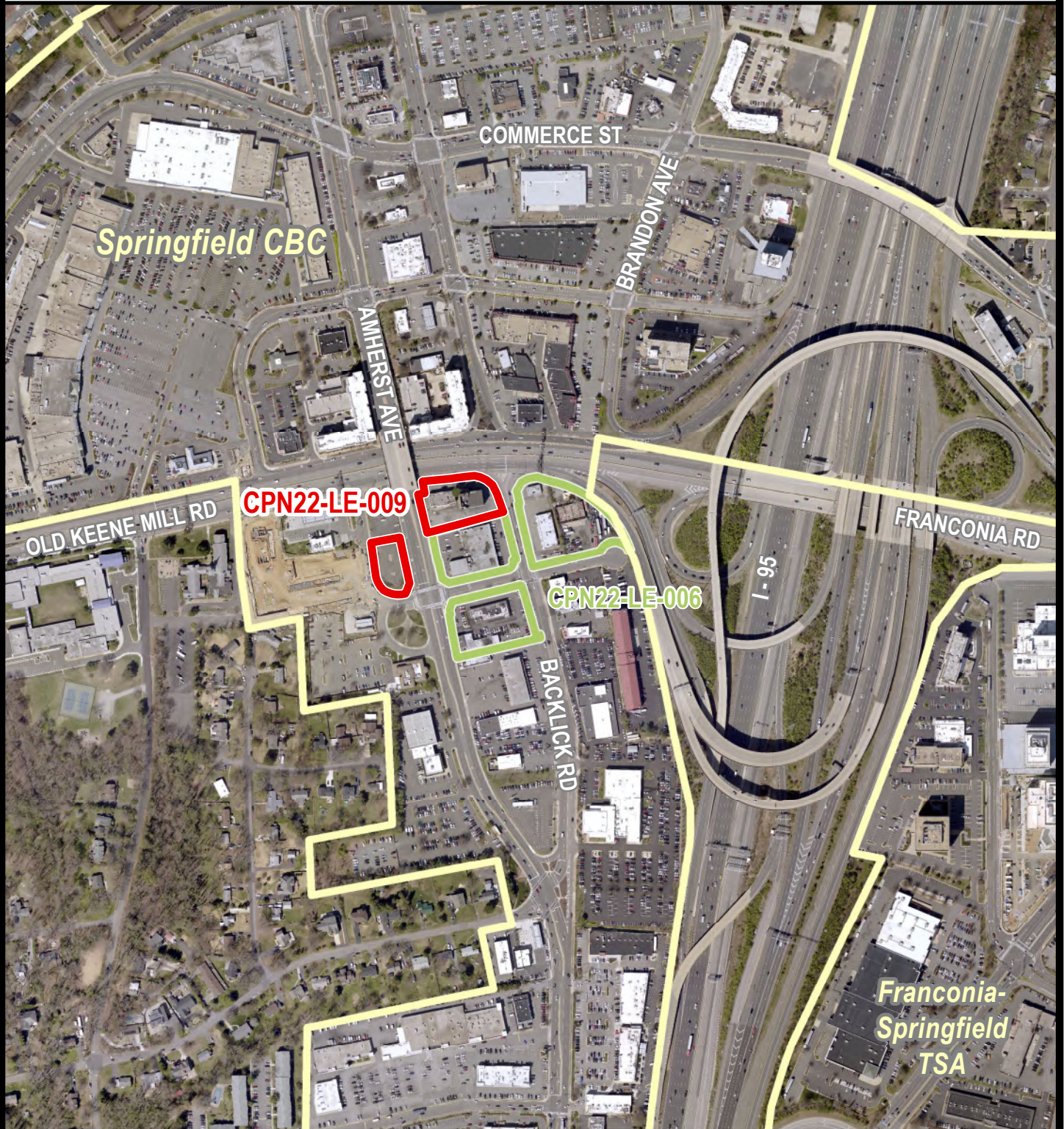
would be necessary to address site constraints and ensure the northeastern land is suitable for residential use. Additionally, land areas immediately to the northeast of the site, south of Old Keene Mill Road, have been accepted into the SSPA process, and combined study with these properties may provide greater opportunities for parcel consolidation, the provision of open spaces, and other considerations.



Supervisor District / Nomination Number / Common Name	Franconia / CPN22-LE-009 / Amherst Avenue
Is the site in a Development Center?	Yes, Community Business Center
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	No statement of justification submitted
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	N/A
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	N/A
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, additional land areas within the Springfield market are requested to be considered for evaluation.
Anticipated Staff Resource Demand	High given combined study with Springfield CBC/TSA
Staff Recommendation	Tier 1
Comments	Combine with other Springfield CBC/TSA nominations for Special Study

CPN22-LE-009

6901-6909 Old Keene Mill Rd



500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
MAP PREPARED DECEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-HM-001
1760 Reston Parkway

Address/Tax Map Parcels: 1760 Reston Parkway
Tax Map Parcels 17-1 ((1)) 2C

Nominator: Andrew Painter, RTC Partnership, LLC

Supervisor District: Hunter Mill
Planning Area: Area III
Planning District: Greater Reston, UP-5, Reston Town Center Transit Station Area (TSA)
Acreage: 2.4 acres

Current Plan Map/Text: Office, retail, and/or eating establishments at an intensity of 4.08 Floor Area Ratio (FAR)

Nomination: Multifamily residential and retail uses at an intensity of 4.08 FAR

Comprehensive Plan Considerations:

The subject site is located within the Reston Town Center TSA at the northwest corner of Reston Parkway and Bowman Towne Drive, and is developed with a 61,000 square foot, five-story office building. The site is surrounded by the 275,000 square foot Spectrum Shopping Center to the north, south, and west. The area to the east, across Reston Parkway and outside of the TSA, is developed with townhouse-style office and multifamily residential uses.

The subject site is planned for office, retail, and/or eating establishments at an intensity of 4.08 FAR and is approved (PRC 77-C-076 and PRCA 77-C-076) for a 419,000 square foot office building up to 23 stories and 330-feet in height. The surrounding Spectrum Shopping Center site is planned for a mix of office, residential, and retail uses in buildings ranging in height from 90 to 165 feet up to 0.67 FAR. The area to the east, across Reston Parkway, is planned for office use as its current intensity and low-density multi-family use (13-20 dwelling units per acre).

The subject site is located within the East Fountain Drive Subdistrict of the Town Center North District of the Reston Town Center TSA. The Concept for Future Development notes that TSAs are areas directly influenced by the presence of access points to the Metrorail System. TSAs promote a land use pattern that supports Metrorail by encouraging a mix of uses in a compact, pedestrian-friendly form within walking distance of the rail station. The Town Center North District is a non-TOD district and is envisioned as an extension of the Town Center Urban Core (Reston Town Center) with a mix of office, residential, retail, and hotel uses on a grid of pedestrian oriented streets at a lower overall intensity. Building heights in this district are recommended to taper from south to north and east to west. The East Fountain Drive Subdistrict is planned for a mixture of residential, office, hotel, and retail uses in mid and high-rise buildings, up to a maximum of 790,000 square feet for non-residential uses and approximately 1,440 residential units. The subdistrict should include plazas, urban parks, trails, and public art.

The nomination proposes an alternative option for the planned and approved office building on the subject site, recommending a 419,000 square foot, 23-story residential building with a height of approximately 230 feet, and at the same 4.08 FAR as the adopted plan. The nomination also proposes a publicly accessible linear park along Reston Parkway in an area approved for surface parking by the existing entitlements. Redeveloping the property with residential uses would provide additional multi-family housing, including workforce housing, within close proximity to an activity center with retail and employment opportunities. The height of the proposed residential building would

Supervisor District / Nomination Number / Common Name	Hunter_Mill / CPN22-HM-001 / 1760 Reston Parkway
Is the site in a Development Center?	Yes, Transit Station Area
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-HM-001
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Housing Element, Objective 2, Policy a: Expand for-sale and rental housing opportunities in or near Mixed-Use Centers as a way of providing the opportunity for persons to live and work within the county.</p> <p>Comprehensive Plan, Land Use Element, Objective 16: Fairfax County should encourage Transit-Oriented Development (TOD) with focused growth near certain planned and existing rail transit stations as a way to create opportunities for compact pedestrian- and bicyclefriendly, neighborhood centers accessible to transit.</p> <p>Comprehensive Plan, Land Use Element, Objective 12, Policy a: Concentrate the highest level of development intensity in areas of transportation advantage, i.e., the Tysons Urban Center, cores of Suburban Centers and Transit Station Areas.</p> <p>Comprehensive Plan, Land Use Element, TOD Guidelines, Guideline 2: Examine the unique characteristics and needs of a particular station area when evaluating TOD principles to ensure the appropriate development intensity and mix of land uses relative to the existing and planned uses for the surrounding areas. Guideline 4: Promote a mix of uses to ensure the efficient use of transit, to promote increased ridership during peak and off peak travel periods in all directions, and to encourage different types of activity throughout the day.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p> <p>Countywide Strategic Plan, Economic Opportunity, Prioritize Placemaking, Strategy EO12. Focus land development efforts on creating a variety of vibrant, transit-connected, walkable mixed-use destinations throughout the county that meet the needs of residents, employers and the workforce.</p> <p>Countywide Strategic Plan, Environment, Promote and Ensure Environmental Sustainability, Strategy E2. Reduce greenhouse gas emissions and vehicle miles traveled by incentivizing walkable, bikeable and transit-oriented development patterns, adding more mass transit and on-demand travel patterns, and discouraging single occupancy automobile use.</p> <p>Countywide Strategic Plan, Health, Support Healthy Communities, Strategy H2. Create walkable, bikeable, transit-oriented, dense, mixed-use and connected places that make inviting and vibrant communities with opportunities for recreation and active living for individuals of all ages and abilities.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, should be evaluated for impact with other Reston TSA nominations.
Anticipated Staff Resource Demand	High given combined study
Staff Recommendation	Tier 3
Comments	Combine with other Reston TSA nominations for Special Study and defer pending completion of ongoing Reston Study.

CPN22-HM-001

1760 Reston Parkway



FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE



*Reston Town Center
Transit Station Area*

CPN22-HM-001

500 FEET

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MAP PREPARED NOVEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022

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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-HM-002
Michael Faraday Court

Address/Tax Map Parcels: 1805 Michael Faraday Court
Tax Map Parcels 18-3 ((5)) F, G, 7, 7A, and 8B

Nominator: Andrew Painter, Breckenridge, LLC

Supervisor District: Hunter Mill
Planning Area: Area III
Planning District: Greater Reston, UP-5, Wiehle-Reston East Transit Station Area (TSA)
Acreage: 5.6 acres

Current Plan Map/Text: Parcels 18-3 ((5)) 7 and 7A: Base Plan for office use up to 0.50 Floor Area Ratio (FAR) or residential use up to 30 dwelling units per acre (du/ac); Redevelopment Option: Residential Mixed Use up to 1.5 FAR;
Parcels 18-3 ((5)) 8B, F and G: Base Plan for office, light industrial, institutional, and research and development up to 0.50 FAR; Redevelopment Option: Residential up to 1.0 FAR with consolidation.

Nomination: Remove parcel consolidation recommendation

Comprehensive Plan Considerations:

The subject site is located on Michael Faraday Court, north of Sunset Hills Road and the Washington and Old Dominion (W&OD) Trail, and contains undeveloped wooded land and a surface parking lot associated with the adjacent SkateQuest ice rink. The site is surrounded to the north by Lake Fairfax Park; to the northeast by Lake Fairfax Business Center, a campus of office and other non-residential uses planned at 0.5 FAR (portions of which are subject of [CPN22-HM-014](#)); to the west by low-rise office buildings along Roger Bacon Drive planned for residential mixed use up to 1.5 FAR; and to the south and southeast by a self-storage facility and the SkateQuest ice rink, the latter of which is identified by the Comprehensive Plan as an important private community recreation facility and recommended to remain if this area is redeveloped .

The western portion of the nomination (Tax Map 18-3 ((5)) 7 and 7A) is located in the North Subdistrict of the Wiehle Station Transit-Oriented Development (TOD) District, and the eastern portion (Tax Map 18-3 ((5)) 8B, F and G) is located in the Reston East Non-TOD District. The Wiehle Station TOD District is envisioned as an educationally focused urban neighborhood with residential areas that are well-connected to transit via multiple new pedestrian-oriented streets. The parcels within the TOD District are planned for residential mixed use up to 1.5 FAR and new development should typically consist of 75 percent residential use. The Reston East Non-TOD District is planned to retain its employment activity focus, including office, light industrial, institutional, and research and development up to 0.50 FAR. The subject parcels in the Non-TOD district include a redevelopment option for residential uses up to a 1.0 FAR with full consolidation with adjacent parcels (Tax Map 18-3 ((5)) 6, 7, 8, and 9), which include one of the nominated parcels within the TOD District, as well as Self-storage Plus and SkateQuest ice rink, which are not subject to the nomination.

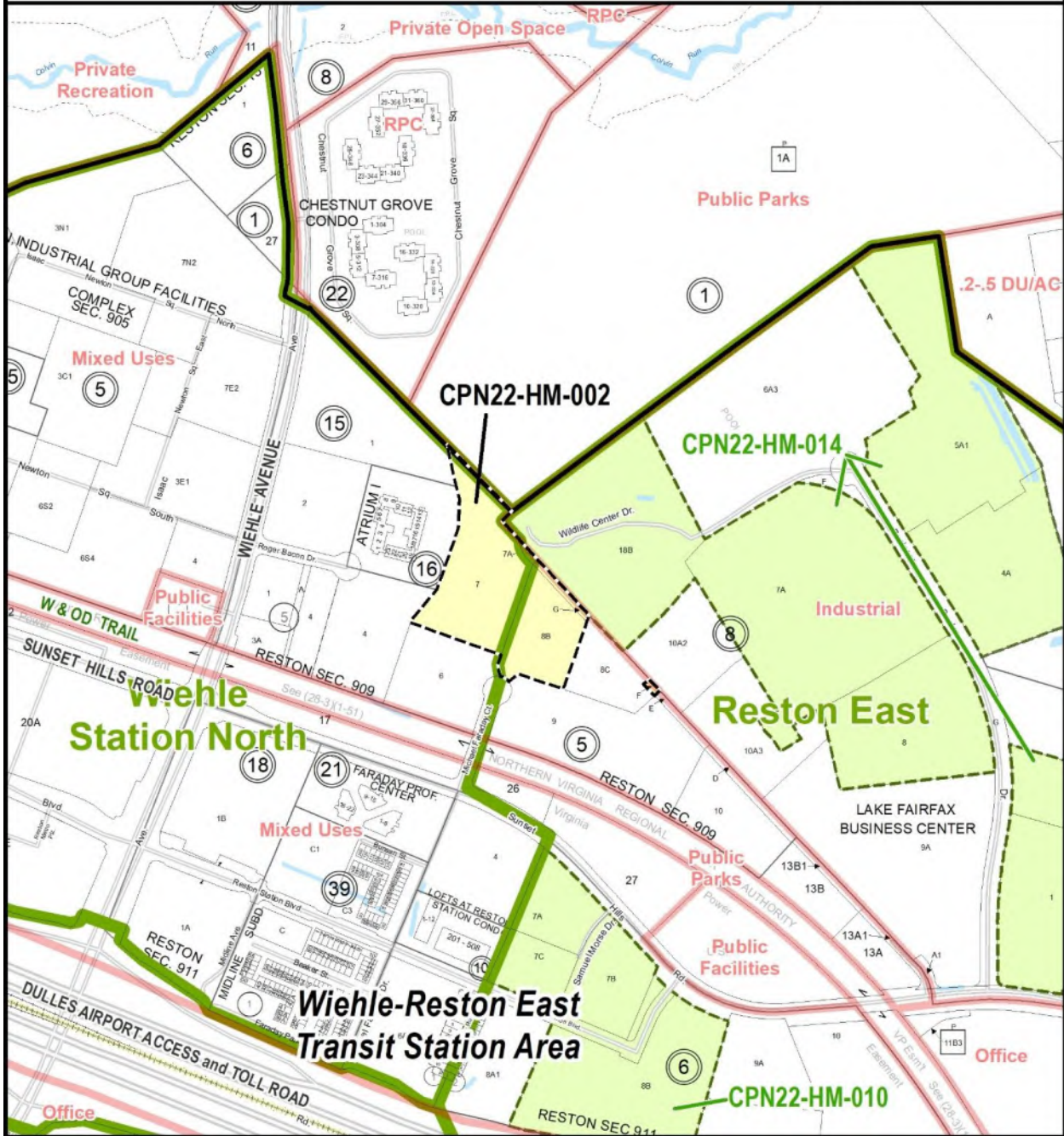
Both the Wiehle Station TOD and Reston East Non-TOD Districts are located in the Wiehle-Reston East TSA. The Plan’s Concept for Future Development notes that TSAs are activity centers directly influenced by the presence of access points to the Metrorail System TSAs promote a land use pattern that supports Metrorail by encouraging a mix of uses in a compact, pedestrian-friendly form within walking distance of the rail station.

The nomination proposes to remove the Plan's consolidation recommendation for the nominated parcels with the Self-storage Plus (Tax Map 18-3 ((5)) 6) and Skatequest ice rink (Tax Map 18-3 ((5)) 9) parcels. The nominator has stated the consolidation recommendation effectively preclude the redevelopment of the nomination parcels. No changes to the mix of uses or intensity are proposed by the nomination. If the nomination is added to the work program for formal review, consideration should be given to ensuring the grid of streets for the TSA can be accommodated with development on the unconsolidated lots.

Please note that this nomination is currently being screened to determine if it should be added to the 2023 Comprehensive Plan Amendment Work Program. A detailed analysis of the proposal has not yet been conducted.

CPN22-HM-002

Michael Faraday Court



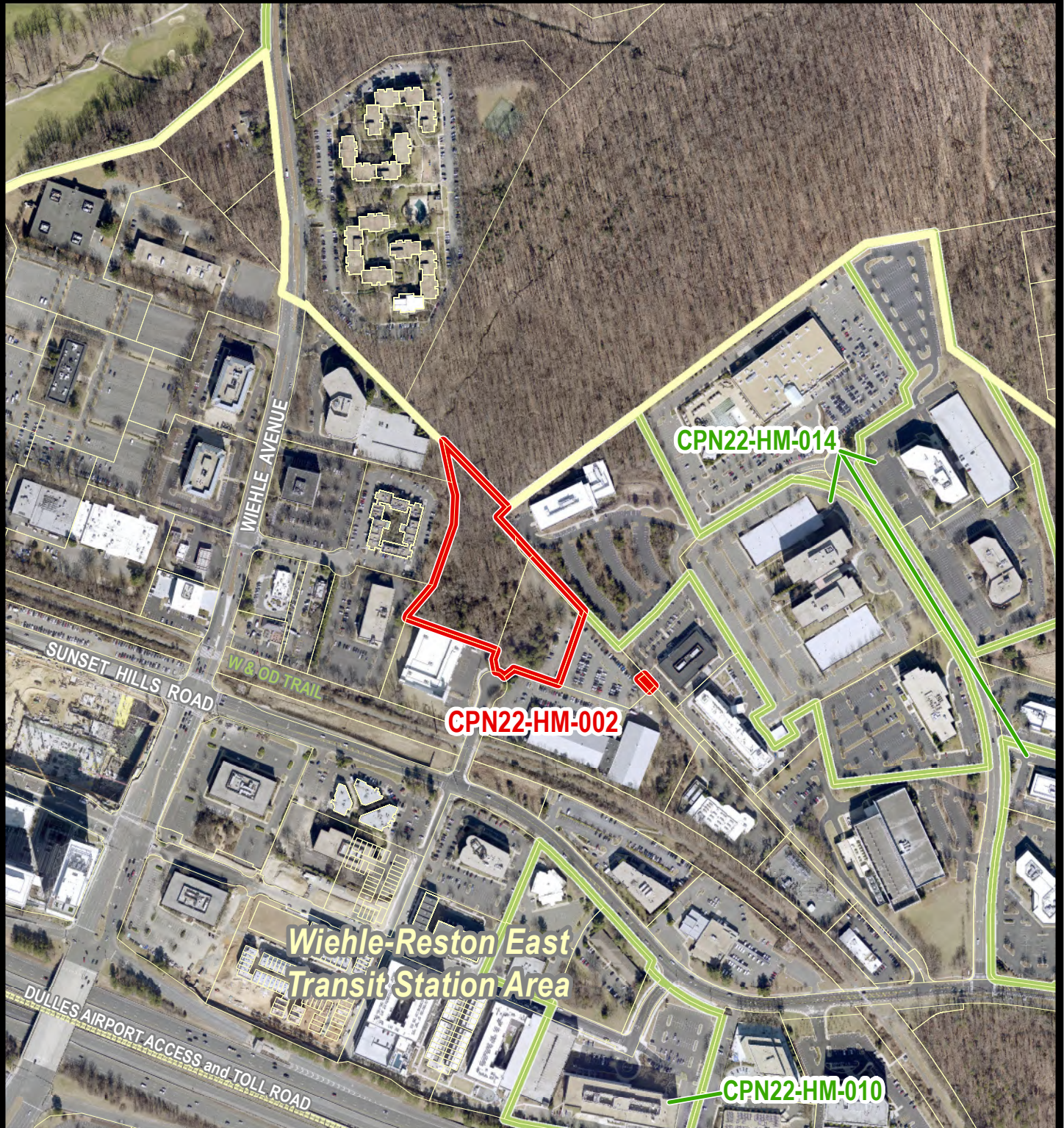
 CPN22-HM-002
 Land Unit
 Adjacent SSPA Nominations
 Baseline Plan Recommendation

500 FEET
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 MAP CURRENT TO OCTOBER 2022
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Supervisor District / Nomination Number / Common Name	Hunter_Mill / CPN22-HM-002 / Michael Faraday Court
Is the site in a Development Center?	Yes, Transit Station Area
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-HM-002
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	Comprehensive Plan, Transportation Element, Objective 12: Preserve land needed to accommodate planned transportation facilities.
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	Countywide Strategic Plan, Improve Mobility, Strategy HNL 22. Increase walkable access to park entrances, facility entrances or trailheads so that residents have no more than a 10-minute walk to nature and recreational experiences. Prioritize implementation of this strategy in areas with disparate health and equity outcomes.
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, should be evaluated for impact with other Reston TSA nominations.
Anticipated Staff Resource Demand	High given combined study
Staff Recommendation	Tier 3
Comments	Combine with other Reston TSA nominations for Special Study and defer pending completion of ongoing Reston Study.

CPN22-HM-002

Michael Faraday Court



500 FEET

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MAP PREPARED NOVEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-HM-003
Commerce Metro Center

Address/Tax Map Parcels: 1850 and 1900 Centennial Park Drive, 11400, 11440, and 11480 Commerce Park Drive / Tax Map Parcels 17-4 ((12)) 11D3, 11D5, 11D7, 11D8, 11K, and 11M

Nominator: Brian Winterhalter, CP Management Center

Supervisor District: Hunter Mill
 Planning Area: Area III
 Planning District: Greater Reston, UP-5, Wiehle-Reston East Transit Station Area (TSA)
 Acreage: 16 acres

Current Plan Map/Text: Base Plan: Office use at 0.35 floor area ratio (FAR) or residential use up to 30 dwelling units per acre (du/ac). Redevelopment Option: Transit Station Mixed Use (TSMU) up to 2.5 floor area ratio (FAR) with 50 percent residential and 50 percent non-residential use mix

Nomination: Mix of uses up to 3.2 FAR and modify the mix of uses to allow a greater portion of office than currently recommended by the Comprehensive Plan (80 percent non-residential and 20 percent residential)

Comprehensive Plan Considerations:

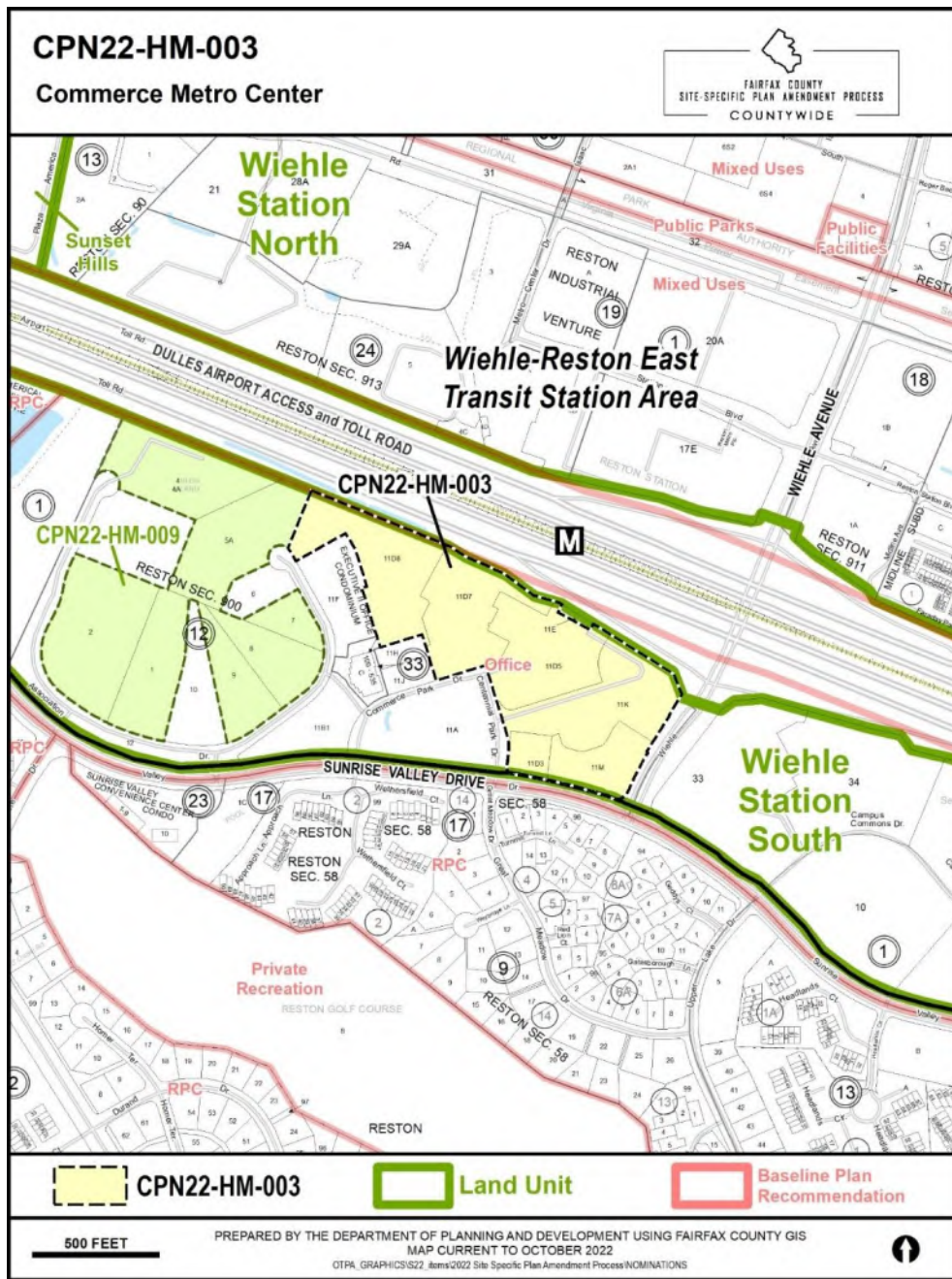
The subject site is located directly south of the Wiehle-Reston East Metrorail Station and the Dulles Toll Road and is developed with four six-story office buildings totaling 575,000 square feet, a 3,185 square foot one-story building containing a bank, and structured and surface parking. The site is bounded by Wiehle Avenue to the east, Sunrise Valley Drive to the south, and a mix of low-rise office buildings (including a site subject to nomination ([CPN22-HM-009](#)) and a mid-rise residential building to the west. The area south of Sunrise Valley Drive is planned and developed with detached residential uses.

The Comprehensive Plan designates the subject site and surrounding parcels to the east and west as the South Subdistrict of the Wiehle Station Transit Oriented Development (TOD) District within the Wiehle-Reston East TSA. The Concept for Future Development notes that TSAs are areas directly influenced by the presence of access points to the Metrorail System. Transit station areas should promote a land use pattern that supports Metrorail by encouraging a mix of uses in a compact, pedestrian-friendly form within walking distance of the rail station. The redevelopment option for the South Subdistrict envisions a mix of residential and non-residential uses at higher intensities in mid-rise and high-rise buildings, with support retail uses located in office, hotel, or residential buildings that allows residents and employees to minimize daily automobile use. The site is designated as Transit Station Mixed Use which is planned for an intensity within a range of 1.5 to 2.5 FAR, and with a recommended land use mix of 50 percent residential and 50 percent non-residential uses. The Comprehensive Plan acknowledges that it may be a challenge to realize the Transit Station Mixed Use’s 50/50 land use mix because of the amount of existing office development and lack of vacant land. Therefore, individual developments may have flexibility to build more office use if other developments are built or rezoned with a mix that contains proportionally less office.

The nomination proposes to increase the maximum development intensity for the property from 2.5 FAR to 3.2 FAR, inclusive of Workforce Dwelling Units (WDU), and increase the proportion of non-residential uses to 80 percent (by including 70 percent office use). The proposal includes a mix of office, residential, and hotel uses, with a centrally located urban park/plaza surrounded by active ground floor uses. Uniquely, the nomination is one of only two in the 2023 Countywide SSPA process seeking additional office development potential amongst the 70 accepted SSPA nominations. The nomination indicates that additional development potential is requested due to the Reston Task

Force's proposed removal of the TOD Bonus Intensity provision in the pending Reston Planning Study, which would otherwise allow development to request an additional 0.5 FAR if it meets additional development objectives as described in the adopted Plan. The areas to the east and west are planned for Transit Station Mixed Use, however, nomination CPN22-HM-009 proposes to redesignate areas to the west for Residential Mixed Use, while retaining the adopted Transit Station Mixed Use-level development potential. Coordinated study of these two nomination sites, as well as others within the South Subdistrict, may be needed to consider the mix of uses and development potential at the appropriate geography, consider opportunities to improve the planned grid of streets to support an urban block pattern, a planned crossing of the Dulles Toll Road, and impacts to heritage resources, among other factors.

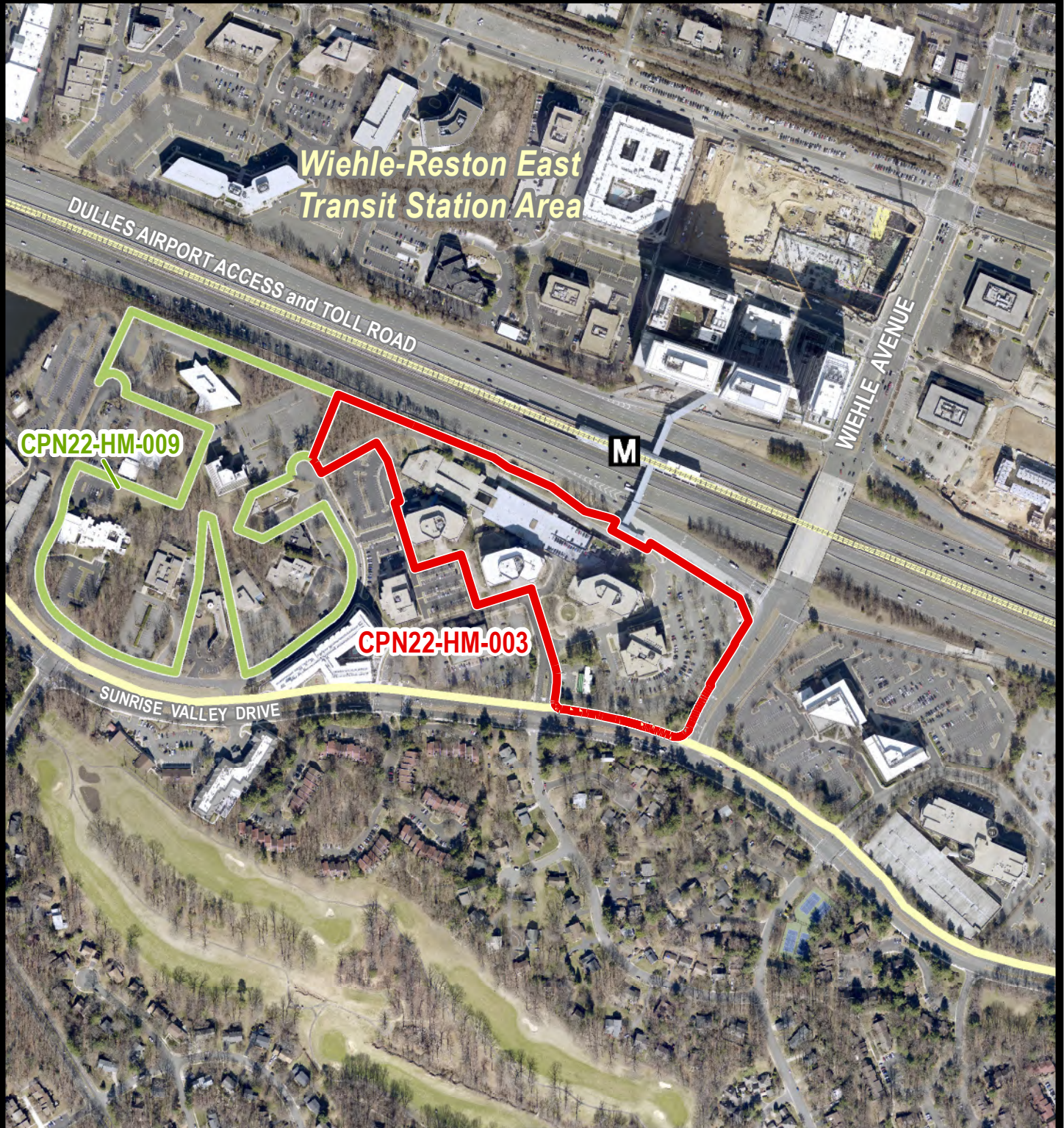
Please note that this nomination is currently being screened to determine if it should be added to the 2023 Comprehensive Plan Amendment Work Program. A detailed analysis of the proposal has not yet been conducted.



Supervisor District / Nomination Number / Common Name	Hunter_Mill / CPN22-HM-003 / Commerce Metro Center
Is the site in a Development Center?	Yes, Transit Station Area
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-HM-003
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Housing Element, Objective 2, Policy a: Expand for-sale and rental housing opportunities in or near Mixed-Use Centers as a way of providing the opportunity for persons to live and work within the county.</p> <p>Comprehensive Plan, Land Use Element, Objective 16: Fairfax County should encourage Transit-Oriented Development (TOD) with focused growth near certain planned and existing rail transit stations as a way to create opportunities for compact pedestrian- and bicyclefriendly, neighborhood centers accessible to transit.</p> <p>Comprehensive Plan, Land Use Element, Objective 12, Policy a: Concentrate the highest level of development intensity in areas of transportation advantage, i.e., the Tysons Urban Center, cores of Suburban Centers and Transit Station Areas.</p> <p>Comprehensive Plan, Land Use Element, TOD Guidelines, Guideline 2: Examine the unique characteristics and needs of a particular station area when evaluating TOD principles to ensure the appropriate development intensity and mix of land uses relative to the existing and planned uses for the surrounding areas. Guideline 4: Promote a mix of uses to ensure the efficient use of transit, to promote increased ridership during peak and off peak travel periods in all directions, and to encourage different types of activity throughout the day.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p> <p>Countywide Strategic Plan, Economic Opportunity, Prioritize Placemaking, Strategy EO12. Focus land development efforts on creating a variety of vibrant, transit-connected, walkable mixed-use destinations throughout the county that meet the needs of residents, employers and the workforce.</p> <p>Countywide Strategic Plan, Environment, Promote and Ensure Environmental Sustainability, Strategy E2. Reduce greenhouse gas emissions and vehicle miles traveled by incentivizing walkable, bikeable and transit-oriented development patterns, adding more mass transit and on-demand travel patterns, and discouraging single occupancy automobile use.</p> <p>Countywide Strategic Plan, Health, Support Healthy Communities, Strategy H2. Create walkable, bikeable, transit-oriented, dense, mixed-use and connected places that make inviting and vibrant communities with opportunities for recreation and active living for individuals of all ages and abilities.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, should be evaluated for impact with other Reston TSA nominations.
Anticipated Staff Resource Demand	High given combined study
Staff Recommendation	Tier 3
Comments	Combine with other Reston TSA nominations for Special Study and defer pending completion of ongoing Reston Study.

CPN22-HM-003

Commerce Metro Center



CPN22-HM-009

CPN22-HM-003

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500 FEET

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FAIRFAX COUNTY
 SITE-SPECIFIC PLAN AMENDMENT PROCESS
 COUNTYWIDE

SCREENING
CPN22-HM-004
 12120 Sunrise Valley Drive

Address/Tax Map Parcels: 12120 Sunrise Valley Drive
 Tax Map Parcels 17-3 ((8)) (3A) 3B

Nominator: Brian Winterhalter, RMC Owner LLC
 Supervisor District: Hunter Mill
 Planning Area: Area III
 Planning District: Greater Reston, UP-5, Reston Town Center Transit Station Area (TSA)
 Acreage: 5.6 acres

Current Plan Map/Text: Base Plan: Office use up to 0.50 FAR (floor area ratio) or residential use up to 30 dwelling units per acre (du/ac). Option: Mixed use up to 1.5 FAR with 75 percent residential and 25 percent non-residential use mix.

Nomination: 100% Residential use up to 1.9 FAR.

Comprehensive Plan Considerations:

The subject site is located within the Reston Town Center TSA, directly south of the Dulles Toll Road and north of Sunrise Valley Drive, and is developed with a 128,000 square foot, five-story office building with surface parking. The site is surrounded by a low-rise office building to the south and west, and the Core Site Data Center to the east. The site is approximately ¼ mile from the Reston Town Center Metrorail Station. The Plan designates the subject site and surrounding parcels as the South Subdistrict of the Reston Town Center Station Transit-Oriented Development (TOD) District in the Reston Town Center TSA. This area is further designated in a Residential Mixed-Use area and planned for predominantly residential uses up to a 1.5 FAR at a ratio of 75 percent residential use and 25 percent non-residential use. The non-residential uses recommended by the Plan include office, hotel, and supporting retail. The area to the east, towards the Reston Town Center Metrorail Station, is designated as Transit Station Mixed-Use and planned for an intensity between 2.0 and 3.0 FAR. The recommended ratio for the mix of uses in this adjacent area is 50 percent residential use and 50 percent non-residential use.

The Concept for Future Development notes that TSAs are areas directly influenced by the presence of access points to the Metrorail System. Transit station areas promote a land use pattern that supports Metrorail by encouraging a mix of uses in a compact, pedestrian-friendly form within walking distance of the rail station. The Plan for the South Subdistrict of the Reston Town Center TOD recommends redevelopment at higher intensities in a mix of mid-rise and high-rise buildings with more diverse land uses than currently exist and a wider array of support services. Within this area, local-serving amenities including plazas, urban parks, trails, and public art should also be provided. The nomination proposes to modify the existing Comprehensive Plan recommendations for the parcel to allow 100 percent residential uses up to a 1.9 FAR. The nomination’s conceptual plan depicts a mid-rise multifamily residential building with a parking structure on the north side of the parcel facing the Dulles Toll Road, which would replace the existing office building on the site. The nomination indicates that the existing office building is vacant, and that the owner has been unable to attract a new tenant. The adopted Plan also encourages ground level retail and services to add to the area’s vibrancy, enhance the pedestrian environment, and allow residents and employees in the area to minimize automobile use. The recommendations for the South Subdistrict of the Reston Town Center TSA acknowledge that achieving the goal of 75 percent residential uses in the area designated to the Residential Mixed-Use category will be a challenge because of the large amount and location of office buildings throughout the subdistrict. The Comprehensive Plan also states that individual developments may have flexibility in the percentage of uses if other developments in the subdistrict are built or rezoned with a mix of uses that maintains the recommended ratio (75

Supervisor District / Nomination Number / Common Name	Hunter_Mill / CPN22-HM-004 / 12120 Sunrise Valley Drive
Is the site in a Development Center?	Yes, Transit Station Area
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-HM-004
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Housing Element, Objective 2, Policy a: Expand for-sale and rental housing opportunities in or near Mixed-Use Centers as a way of providing the opportunity for persons to live and work within the county.</p> <p>Comprehensive Plan, Land Use Element, Objective 16: Fairfax County should encourage Transit-Oriented Development (TOD) with focused growth near certain planned and existing rail transit stations as a way to create opportunities for compact pedestrian- and bicyclefriendly, neighborhood centers accessible to transit.</p> <p>Comprehensive Plan, Land Use Element, Objective 12, Policy a: Concentrate the highest level of development intensity in areas of transportation advantage, i.e., the Tysons Urban Center, cores of Suburban Centers and Transit Station Areas.</p> <p>Comprehensive Plan, Land Use Element, TOD Guidelines, Guideline 2: Examine the unique characteristics and needs of a particular station area when evaluating TOD principles to ensure the appropriate development intensity and mix of land uses relative to the existing and planned uses for the surrounding areas. Guideline 4: Promote a mix of uses to ensure the efficient use of transit, to promote increased ridership during peak and off peak travel periods in all directions, and to encourage different types of activity throughout the day.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p> <p>Countywide Strategic Plan, Economic Opportunity, Prioritize Placemaking, Strategy EO12. Focus land development efforts on creating a variety of vibrant, transit-connected, walkable mixed-use destinations throughout the county that meet the needs of residents, employers and the workforce.</p> <p>Countywide Strategic Plan, Environment, Promote and Ensure Environmental Sustainability, Strategy E2. Reduce greenhouse gas emissions and vehicle miles traveled by incentivizing walkable, bikeable and transit-oriented development patterns, adding more mass transit and on-demand travel patterns, and discouraging single occupancy automobile use.</p> <p>Countywide Strategic Plan, Health, Support Healthy Communities, Strategy H2. Create walkable, bikeable, transit-oriented, dense, mixed-use and connected places that make inviting and vibrant communities with opportunities for recreation and active living for individuals of all ages and abilities.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, should be evaluated for impact with other Reston TSA nominations.
Anticipated Staff Resource Demand	High given combined study
Staff Recommendation	Tier 3
Comments	Combine with other Reston TSA nominations for Special Study and defer pending completion of ongoing Reston Study.

CPN22-HM-004

12120 Sunrise Valley Drive



DULLES AIRPORT ACCESS and TOLL ROAD

CPN22-HM-004

M

SUNRISE VALLEY DRIVE

*Reston Town Center
Transit Station Area*

CPN22-HM-005

500 FEET

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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-HM-005
Reston Corner

Address/Tax Map Parcels: 12001, 12003, and 12005 Sunrise Valley Drive
Tax Map Parcels 17-3 ((8)) (4) 1, 2, 3 and 17-3 ((1)) 26

Nominator: Nick Torrance, DLA Piper

Supervisor District: Hunter Mill
Planning Area: Area III
Planning District: Greater Reston, UP-5, Reston Town Center Transit Station Area (TSA)
Acreage: 14 acres

Current Plan Map/Text: Office use up to 0.50 Floor Area Ratio (FAR) and residential use up to 30 dwelling units per acre (du/ac) for area within ½ mile radius of Reston Town Center Metrorail Station platform.

Nomination: Add option for residential mixed use up to 1.5 FAR

Comprehensive Plan Considerations:
The subject site is located at the southwest corner of Reston Parkway and Sunrise Valley Drive and ½ -mile from the Reston Town Center Metro Station. The site is developed with three, four-story office buildings totaling approximately 300,000 square feet and associated surface parking.

The subject site is located in the Central Sunrise Valley Non-Transit Oriented Development (TOD) District of the Reston Town Center TSA. The Comprehensive Plan (Plan) recommends office use up to 0.50 FAR for this area with an option for residential use up to 30 dwelling units per acre within a ½ -mile radius of Reston Town Center Metro Station platform. Approximately 60 percent of the subject property is within a half-mile radius of the Reston Town Center Metro Station platform. The subject site is approved for (RZ 2018-HM-004) but not yet developed with a 175,000 square foot residential building with a maximum of 145 units and a free-standing parking garage.

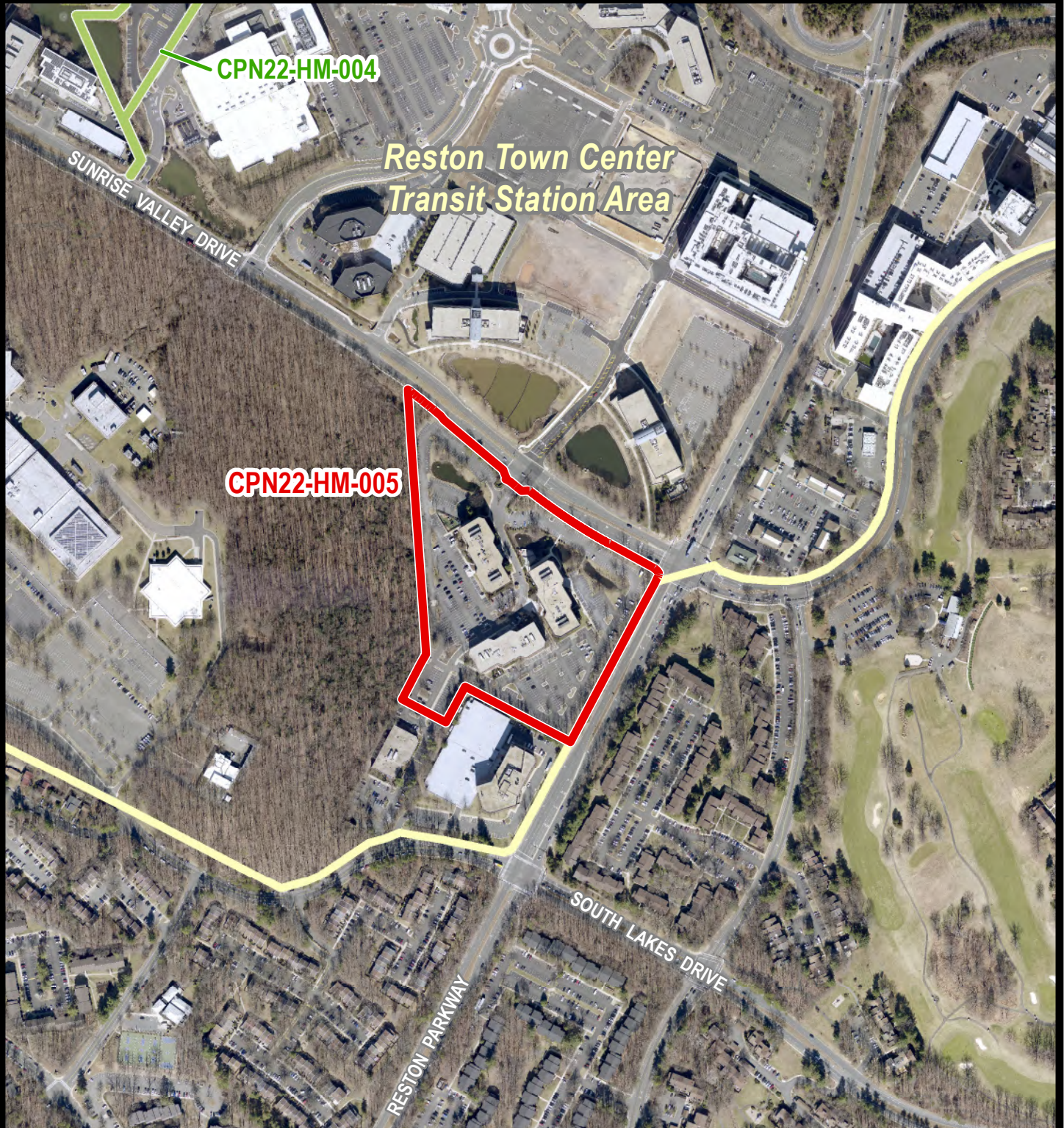
The area to the south of the site is planned for and developed with office up to 0.50 FAR. The area to the west is planned for public facilities, governmental and institutional use, and is the location of the United States Geological Survey headquarters. The area to the east, across Reston Parkway, is planned for and developed with low density multifamily residential (13-20 dwelling units per acre). The area to the north, across Sunrise Valley Drive, is designated Transit Station Mixed Use, and planned for a mix of residential and non-residential uses at an intensity within a range of 2.0 to 3.0 FAR. This area includes the Halley Rise Development, which was approved by the Board of Supervisors in 2018 (RZ 2016-HM-007) for 1,721 residential units, 1.9 million square feet of office, 380,000 square feet of retail, and a hotel at a 2.62 FAR, and which is currently under construction.

The Concept for Future Development notes that TSAs are areas directly influenced by the presence of access points to the Metrorail System. Transit station areas promote a land use pattern that supports Metrorail by encouraging a mix of uses in a compact, pedestrian-friendly form within walking distance of the rail station. Non-TOD districts, such as Central Sunrise Valley District, are generally planned for existing and approved uses and intensities. The nomination proposes adding an option to the Comprehensive Plan to change the land use designation to residential mixed use up to 1.5 FAR, in line with the adjacent Reston Town Center Station TOD District’s Residential Mixed Use area to the northeast of the site across Sunrise Valley Drive. The conceptual plan shows three residential buildings (including the previously-approved residential building) on existing surface parking lots and a free-standing parking garage, while the three existing office buildings would remain. The adopted Reston plan notes that areas designated for Residential

Supervisor District / Nomination Number / Common Name	Hunter_Mill / CPN22-HM-005 / Reston Corner
Is the site in a Development Center?	Yes, Transit Station Area
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-HM-005
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Housing Element, Objective 2, Policy a: Expand for-sale and rental housing opportunities in or near Mixed-Use Centers as a way of providing the opportunity for persons to live and work within the county.</p> <p>Comprehensive Plan, Land Use Element, Objective 16: Fairfax County should encourage Transit-Oriented Development (TOD) with focused growth near certain planned and existing rail transit stations as a way to create opportunities for compact pedestrian- and bicyclefriendly, neighborhood centers accessible to transit.</p> <p>Comprehensive Plan, Land Use Element, Objective 12, Policy a: Concentrate the highest level of development intensity in areas of transportation advantage, i.e., the Tysons Urban Center, cores of Suburban Centers and Transit Station Areas.</p> <p>Comprehensive Plan, Land Use Element, TOD Guidelines, Guideline 2: Examine the unique characteristics and needs of a particular station area when evaluating TOD principles to ensure the appropriate development intensity and mix of land uses relative to the existing and planned uses for the surrounding areas. Guideline 4: Promote a mix of uses to ensure the efficient use of transit, to promote increased ridership during peak and off peak travel periods in all directions, and to encourage different types of activity throughout the day.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p> <p>Countywide Strategic Plan, Economic Opportunity, Prioritize Placemaking, Strategy EO12. Focus land development efforts on creating a variety of vibrant, transit-connected, walkable mixed-use destinations throughout the county that meet the needs of residents, employers and the workforce.</p> <p>Countywide Strategic Plan, Environment, Promote and Ensure Environmental Sustainability, Strategy E2. Reduce greenhouse gas emissions and vehicle miles traveled by incentivizing walkable, bikeable and transit-oriented development patterns, adding more mass transit and on-demand travel patterns, and discouraging single occupancy automobile use.</p> <p>Countywide Strategic Plan, Health, Support Healthy Communities, Strategy H2. Create walkable, bikeable, transit-oriented, dense, mixed-use and connected places that make inviting and vibrant communities with opportunities for recreation and active living for individuals of all ages and abilities.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, should be evaluated for impact with other Reston TSA nominations.
Anticipated Staff Resource Demand	High given combined study
Staff Recommendation	Tier 3
Comments	Combine with other Reston TSA nominations for Special Study and defer pending completion of ongoing Reston Study.

CPN22-HM-005

Reston Corner



500 FEET

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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-HM-006
1950 Roland Clarke Place

Address/Tax Map Parcels: 1950 Roland Clarke Place
Tax Map Parcels 17-4 ((14)) (1A) 2A

Nominator: Amanda Williams and Mark Looney, Cooley LLP

Supervisor District: Hunter Mill
Planning Area: Area III
Planning District: Greater Reston, UP-5, Wiehle-Reston East Transit Station Area (TSA)
Acreage: 3.5 acres

Current Plan Map/Text: Base: Office use up to 0.35 floor area ratio (FAR) or residential use up to 30 dwelling units per acre (du/ac) Option: Residential mixed-use up to 3.55 floor to area ratio (FAR), 75 percent residential and 25 percent non-residential use.

Nomination: Residential mixed-use up to 3.55 FAR, modify the mix of uses to residential use with public use.

Comprehensive Plan Considerations:

The subject site is developed with a 90,548 square foot five-story office building constructed in the early 1980s. The site is bounded by the Dulles Toll Road to the north, a mid-rise residential building to the east, townhouses to the south, and the Reston Heights mixed-use development to the west. The site is in the South Subdistrict of the Wiehle Station Transit Oriented Development (TOD) District and designated for Residential Mixed Use, which recommends a mix of uses up to 1.5 FAR, of which 75 percent should be residential. The site is approved for office and retail uses up to a 3.55 FAR with a Plan redevelopment option for a mix of uses including office, retail, hotel, and residential at its approved intensity with a minimum of 50 percent of the FAR as residential.

The Concept for Future Development notes that TSAs are areas directly influenced by the presence of access points to the Metrorail System. Transit station areas promote a land use pattern that supports Metrorail by encouraging a mix of uses in a compact, pedestrian-friendly form within walking distance of the rail station. The site is located in the South Subdistrict of the Wiehle Station TOD District within the Wiehle-Reston East TSA. The South Subdistrict is planned at the base level for office use up to 0.35 FAR or residential use up to 30 dwelling units per acre (DU/AC) at the base level. The redevelopment option for the South Subdistrict envisions a mix of residential and non-residential uses at higher intensities in mid-rise and high-rise buildings, with support retail uses located in office, hotel, or residential buildings that allows residents and employees to minimize daily automobile use.

The nomination proposes to modify the Residential Mixed Use designation of the property to permit the redevelopment of the subject site for primarily residential use with a public use to satisfy the non-residential component of the Residential Mixed Use designation. A concept plan submitted with the nomination envisions a multifamily building with structured parking, public open space, and an indoor public facility for a sports court or other active uses. The 3.55 FAR recommended under the adopted plan, which is higher than in similarly planned areas within the Residential Mixed Use designation, is predicated on the achievement of a mix of uses on the subject site and the adjacent parcel, which was recently developed with a residential building. However, the nominator has stated that developing non-residential uses, such as office, is challenging because the site is nearly a half-mile from the Wiehle-Reston East Metrorail Station, and on the end of a cul-de-sac behind townhouses along Sunrise Valley Drive, resulting in poor visibility and limited access. Alternative uses, whether for residential use or the proposed public

facility, should be considered in relation to the site layout, surrounding uses, and the ability of those uses to attract and welcome the public as appropriate through attention to urban design, street layout, and other placemaking features.

Please note that this nomination is currently being screened to determine if it should be added to the 2023 Comprehensive Plan Amendment Work Program. A detailed analysis of the proposal has not yet been conducted.

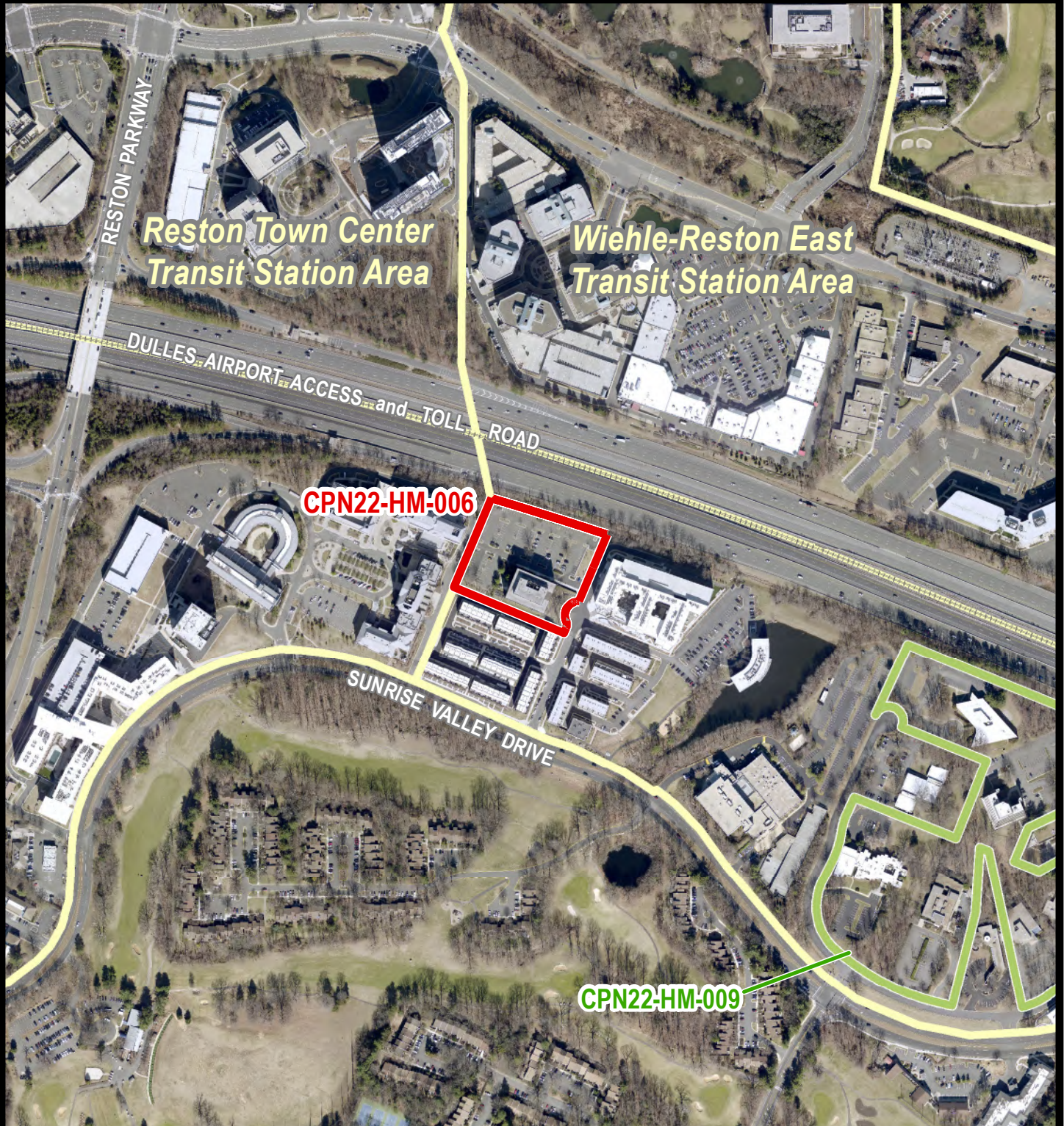


Supervisor District / Nomination Number / Common Name	Hunter_Mill / CPN22-HM-006 / Roland Clarke Place
Is the site in a Development Center?	Yes, Transit Station Area
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-HM-006
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Housing Element, Objective 2, Policy a: Expand for-sale and rental housing opportunities in or near Mixed-Use Centers as a way of providing the opportunity for persons to live and work within the county.</p> <p>Comprehensive Plan, Land Use Element, Objective 16: Fairfax County should encourage Transit-Oriented Development (TOD) with focused growth near certain planned and existing rail transit stations as a way to create opportunities for compact pedestrian- and bicyclefriendly, neighborhood centers accessible to transit.</p> <p>Comprehensive Plan, Land Use Element, Objective 12, Policy a: Concentrate the highest level of development intensity in areas of transportation advantage, i.e., the Tysons Urban Center, cores of Suburban Centers and Transit Station Areas.</p> <p>Comprehensive Plan, Land Use Element, TOD Guidelines, Guideline 2: Examine the unique characteristics and needs of a particular station area when evaluating TOD principles to ensure the appropriate development intensity and mix of land uses relative to the existing and planned uses for the surrounding areas. Guideline 4: Promote a mix of uses to ensure the efficient use of transit, to promote increased ridership during peak and off peak travel periods in all directions, and to encourage different types of activity throughout the day.</p> <p>Comprehensive Plan, Parks and Recreation Element, Objective 6: Ensure the mitigation of adverse impacts to park and recreation facilities and service levels caused by growth and land development through the provision of proffers, conditions, contributions, commitments, and land dedication. Policy d: Ensure that Comprehensive Plan land use amendment proposals for higher densities include recommendations for the provision of parkland and trails to offset the impacts of increased density.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p> <p>Countywide Strategic Plan, Economic Opportunity, Prioritize Placemaking, Strategy EO12. Focus land development efforts on creating a variety of vibrant, transit-connected, walkable mixed-use destinations throughout the county that meet the needs of residents, employers and the workforce.</p> <p>Countywide Strategic Plan, Environment, Promote and Ensure Environmental Sustainability, Strategy E2. Reduce greenhouse gas emissions and vehicle miles traveled by incentivizing walkable, bikeable and transit-oriented development patterns, adding more mass transit and on-demand travel patterns, and discouraging single occupancy automobile use.</p> <p>Countywide Strategic Plan, Health, Support Healthy Communities, Strategy H2. Create walkable, bikeable, transit-oriented, dense, mixed-use and connected places that make inviting and vibrant communities with opportunities for recreation and active living for individuals of all ages and abilities.</p> <p>Countywide Strategic Plan, Cultural and Recreational Opportunities, Improve Availability and Access to Cultural and Recreational Opportunities. Strategy</p>

	CRO4. Ensure land development practices integrate the needs of the community to achieve the equitable (and culturally and racially sensitive) development of cultural and recreation facilities, areas and venues.
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, should be evaluated for impact with other Reston TSA nominations.
Anticipated Staff Resource Demand	High given combined study
Staff Recommendation	Tier 3
Comments	Combine with other Reston TSA nominations for Special Study and defer pending completion of ongoing Reston Study.

CPN22-HM-006

1950 Roland Clarke Place



500 FEET

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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-HM-007
Preston White Drive

Address/Tax Map Parcels: 1893, 1895, and 1897 Preston White Drive
Tax Map Parcels 27-1 ((16)) (5) 5, 6, and 10

Nominator: Nick Torrance, DLA Piper

Supervisor District: Hunter Mill
Planning Area: Area III
Planning District: Greater Reston, UP-5, Wiehle-Reston East Transit Station Area (TSA)
Acreage: 9.1 acres

Current Plan Map/Text: Office use up to 0.50 floor area ratio (FAR)

Nomination: Residential mixed-use up to 1.75 – 2.0 FAR

Comprehensive Plan Considerations:

The subject site is located in the Branches Office Park on Preston White Drive, north of Sunrise Valley Drive and south of the Dulles Toll Road, and is developed with three low-rise office buildings constructed during the 1980s. It is located within a ¾ mile radius and approximately 1.1 miles walking distance of the Wiehle-Reston East Metrorail Station. The subject nomination is located in the Reston East Non-TOD (Transit Oriented Development) District of the Wiehle-Reston East TSA. The Plan recommends this district retain its employment activity focus, including office, light industrial, institutional, and research and development uses up to 0.50 FAR, reflecting existing conditions on the nominated site and in the immediate surrounding area. The area south of Sunrise Valley Drive, located outside of the Wiehle-Reston East TSA, is planned for and developed with single family residential uses at 5-12 dwelling units per acre.

The Concept for Future Development notes that TSAs are areas directly influenced by the presence of access points to the Metrorail System. Transit station areas promote a land use pattern that supports Metrorail by encouraging a mix of uses in a compact, pedestrian-friendly form within walking distance of the rail station. As a non-TOD district, the Reston East District is generally planned for existing and approved uses and intensities, and serves as a transition to low-density residential neighborhoods to the south of Sunrise Valley Drive. Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the subdistrict to serve local leisure and recreation needs.

The nomination proposes a mixed-use redevelopment option for the subject parcels up to 1.75-2.0 FAR, with a predominately residential use component. While not part of the nomination, the submitted concept and statement include a proposed land use plan for the broader Reston East District south of the Dulles Toll Road and east of the W&OD Trail, envisioning the 1.75-2.0 FAR mixed use proposal to areas nearest the Dulles Toll Road, and with a medium density, 1.0 FAR mixed use area along Sunrise Valley Drive. The concept includes the planned grid of streets, as well as a proposed trail connection to the W&OD trail through the nominated properties. If considering the nominated properties in isolation, the proposal would introduce residential use in an area that is planned to remain non-residential in character, raising concerns about the site-specific nature of the request in an area that may be experiencing similar changes in the office market, as well as opportunities for a viable and appropriate mix of uses. The submitted concept plan, with the broader geographic focus, proposes to address these issues. However, the requested intensity of 1.75-2.0 FAR along the northern portions of the proposed land use plan is greater than the

Supervisor District / Nomination Number / Common Name	Hunter_Mill / CPN22-HM-007 / Preston White Drive
Is the site in a Development Center?	Yes, Transit Station Area
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-HM-007
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Housing Element, Objective 2, Policy a: Expand for-sale and rental housing opportunities in or near Mixed-Use Centers as a way of providing the opportunity for persons to live and work within the county.</p> <p>Comprehensive Plan, Land Use Element, Objective 16: Fairfax County should encourage Transit-Oriented Development (TOD) with focused growth near certain planned and existing rail transit stations as a way to create opportunities for compact pedestrian- and bicyclefriendly, neighborhood centers accessible to transit.</p> <p>Comprehensive Plan, Land Use Element, Objective 12, Policy a: Concentrate the highest level of development intensity in areas of transportation advantage, i.e., the Tysons Urban Center, cores of Suburban Centers and Transit Station Areas.</p> <p>Comprehensive Plan, Land Use Element, TOD Guidelines, Guideline 2: Examine the unique characteristics and needs of a particular station area when evaluating TOD principles to ensure the appropriate development intensity and mix of land uses relative to the existing and planned uses for the surrounding areas. Guideline 4: Promote a mix of uses to ensure the efficient use of transit, to promote increased ridership during peak and off peak travel periods in all directions, and to encourage different types of activity throughout the day.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p> <p>Countywide Strategic Plan, Economic Opportunity, Prioritize Placemaking, Strategy EO12. Focus land development efforts on creating a variety of vibrant, transit-connected, walkable mixed-use destinations throughout the county that meet the needs of residents, employers and the workforce.</p> <p>Countywide Strategic Plan, Environment, Promote and Ensure Environmental Sustainability, Strategy E2. Reduce greenhouse gas emissions and vehicle miles traveled by incentivizing walkable, bikeable and transit-oriented development patterns, adding more mass transit and on-demand travel patterns, and discouraging single occupancy automobile use.</p> <p>Countywide Strategic Plan, Health, Support Healthy Communities, Strategy H2. Create walkable, bikeable, transit-oriented, dense, mixed-use and connected places that make inviting and vibrant communities with opportunities for recreation and active living for individuals of all ages and abilities.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, should be evaluated for impact with other Reston TSA nominations.
Anticipated Staff Resource Demand	High given combined study
Staff Recommendation	Tier 3
Comments	Combine with other Reston TSA nominations for Special Study and defer pending completion of ongoing Reston Study.

CPN22-HM-007

Preston White Drive



500 FEET

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MAP PREPARED DECEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SREENING
CPN22-HM-009
Association Drive

Address/Tax Map Parcels: 1900, 1920, 1904, 1906, 1910, 1912, and 1914 Association Drive
Tax Map Parcels 17-4 ((12)) 1, 2, 4A, 5A, 7, 8, and 9

Nominator: Brian Winterhalter, JLB Realty, LLC

Supervisor District: Hunter Mill
Planning Area: Area III
Planning District: Greater Reston, UP-5, Wiehle-Reston East Transit Station Area (TSA)
Acreage: 17.7 acres

Current Plan Map/Text: Base Plan: Office use up to 0.35 Floor Area Ratio (FAR) or residential use up to 30 dwelling units per acre (du/ac). Option: Residential Mixed Use up to 1.5 FAR (“Eastern” parcels 1, 2, and 4A); Transit Station Mixed Use up to 2.5 FAR (“Western” parcels 5A, 7, 8, and 9)

Nomination: Eastern and western parcels: Allow up to 100% residential component. Eastern parcels only: Redesignate the parcels planned for Transit Station Mixed Use to Residential Mixed Use, while retaining the 2.5 FAR maximum development potential under the adopted Transit Station Mixed Use designation.

Comprehensive Plan Considerations:

The subject site is located on seven parcels totaling 17.7 acres and developed with seven low-rise office buildings totaling 207,000 square feet, along Association Drive in an office campus known as the Center for Associations and Educational Institutions Associations, north of Sunrise Valley Drive and south of the Dulles Toll Road. The Reston Center for Associations and Educational Institutions (RCAEI) office park complex ((Tax Map Parcels 17-4 ((12)) 01, 02, 03, 04A, 05A, 06, 07, 09, 10), was determined eligible for listing in the National Register of Historic Places in 2019 as a district, given its significance in community planning and development as part of Robert Simon’s original plan for Reston. Three additional parcels and their associated office buildings within the Center for Associations and Educational Institutions Associations are not part of this nomination. To the east of the subject property is a recently constructed six-story residential building, Russell at Reston Station, and Commerce Metro Center (subject of [CPN22-HM-003](#)), which is currently developed with office use and planned for redevelopment with a mix of residential and non-residential uses. The area to the west is developed with an office building, and the area to the south, across Sunrise Valley Drive, is developed with retail, an assisted living facility, and townhouses. The eastern portion of the site is less than ½ mile from the Wiehle Reston East Metro Station, while the western portion is slightly over ½ mile.

The Comprehensive Plan designates the subject site and surrounding parcels to the east and west as the South Subdistrict of the Wiehle Station Transit Oriented Development (TOD) District within the Wiehle-Reston East TSA. The Concept for Future Development notes that TSAs are areas directly influenced by the presence of access points to the Metrorail System. Transit station areas promote a land use pattern that supports Metrorail by encouraging a mix of uses in a compact, pedestrian-friendly form within walking distance of the rail station. The redevelopment option for the South Subdistrict envisions a mix of residential and non-residential uses at higher intensities in mid-rise and high-rise buildings, with support retail uses located in office, hotel, or residential buildings that allows residents and employees to minimize daily automobile use. The South Subdistrict contains two mixed use land use categories, Residential Mixed Use and Transit Station Mixed Use, which bisect the eastern and western portions of the site respectively. The eastern portion of the site (Tax Map 17-4 ((12)) 5A, 7, 8, and 9) is designated as Transit Station Mixed Use, which is a land use category generally located within ¼ mile from the Metrorail Station and is planned

for a mix of 50 percent non-residential and 50 percent residential uses up to 2.5 FAR. The western portion (Tax Map 17-4 ((12)) 1, 2, and 4A) is designated as Residential Mixed Use, which is a land use category generally located within ¼ to ½ mile of the Metrorail station, and is planned for a mix of 75 percent residential and 25 percent non-residential uses up to a 1.5 FAR. An extension of Soapstone Drive connecting Sunrise Valley Drive to Sunset Hills Road, across the Dulles Toll Road, is planned for the western side of the subject property.

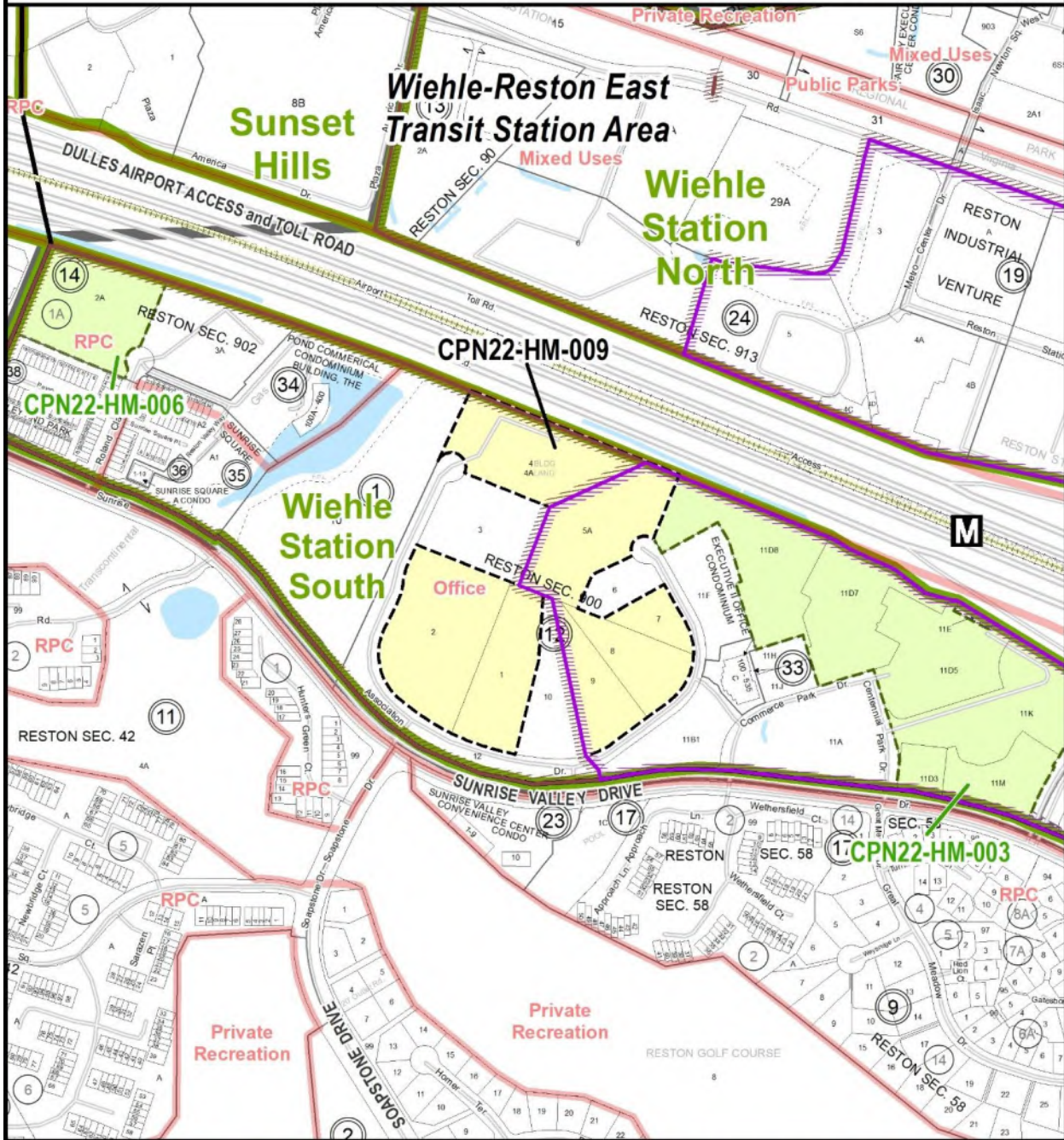
The nomination proposes to redesignate the eastern parcels, currently designated as Transit Station Mixed Use, to Residential Mixed Use, which would allow greater flexibility for residential infill, within the maximum 2.5 FAR development potential under the Transit Station Mixed Use category. The western parcels currently designated Residential Mixed Use are proposed to retain a maximum 1.5 FAR, but the nomination proposes to modify the mix of uses within the site for the Residential Mixed Use area from 75 percent residential and 25 percent non-residential, to a range from 75 percent to 100 percent residential, or allow 100 percent residential uses if other developments in the area, such as the adjacent Commerce Metro Center, are redeveloped with a mix of uses that contain more office than currently recommended by the Comprehensive Plan. The nomination for the Commerce Metro Center, immediately adjacent to the west, proposes a modification to the TSMU land use mix to enable a greater proportion of office use, along with an increase in the development potential to support both residential infill and additional office use.

Coordinated study of these two nomination sites, as well as others within the South Subdistrict, may be needed to consider the mix of uses and development potential at the appropriate geography, consider opportunities to improve the planned grid of streets to support an urban block pattern, the planned extension of Soapstone Drive across the Dulles Toll Road, and impacts to heritage resources, among other factors.

Please note that this nomination is currently being screened to determine if it should be added to the 2023 Comprehensive Plan Amendment Work Program. A detailed analysis of the proposal has not yet been conducted.

CPN22-HM-009

Association Drive



CPN22-HM-009	Land Unit	Residential Mixed Use	Transit Station Mixed Use	Baseline Plan Recommendation
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500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
MAP CURRENT TO OCTOBER 2022

OTPA_GRAPHICS\S22_items\2022 Site Specific Plan Amendment Process\NOMINATIONS

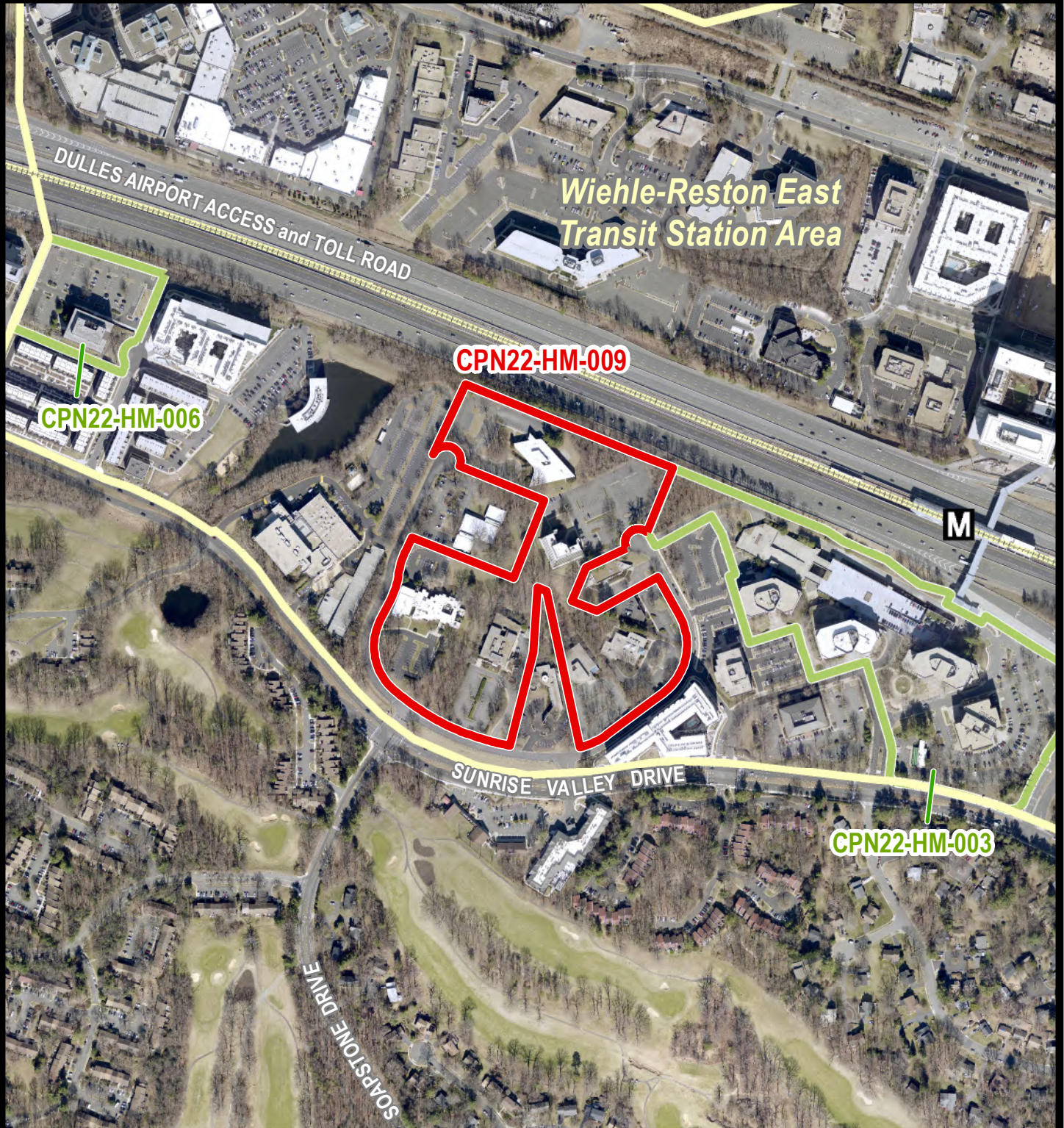


Supervisor District / Nomination Number / Common Name	Hunter_Mill / CPN22-HM-009 / Association Drive
Is the site in a Development Center?	Yes, Transit Station Area
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-HM-009
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Housing Element, Objective 2, Policy a: Expand for-sale and rental housing opportunities in or near Mixed-Use Centers as a way of providing the opportunity for persons to live and work within the county.</p> <p>Comprehensive Plan, Land Use Element, Objective 16: Fairfax County should encourage Transit-Oriented Development (TOD) with focused growth near certain planned and existing rail transit stations as a way to create opportunities for compact pedestrian- and bicyclefriendly, neighborhood centers accessible to transit.</p> <p>Comprehensive Plan, Land Use Element, Objective 12, Policy a: Concentrate the highest level of development intensity in areas of transportation advantage, i.e., the Tysons Urban Center, cores of Suburban Centers and Transit Station Areas.</p> <p>Comprehensive Plan, Land Use Element, TOD Guidelines, Guideline 2: Examine the unique characteristics and needs of a particular station area when evaluating TOD principles to ensure the appropriate development intensity and mix of land uses relative to the existing and planned uses for the surrounding areas. Guideline 4: Promote a mix of uses to ensure the efficient use of transit, to promote increased ridership during peak and off peak travel periods in all directions, and to encourage different types of activity throughout the day.</p> <p>Comprehensive Plan, Land Use Element, Residential Development Criteria, Heritage Resources Criterion: a) Protect heritage resources from deterioration or destruction until they can be documented, evaluated, and/or preserved; b) Conduct archaeological, architectural, and/or historical research to determine the presence, extent, and significance of heritage resources;</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p> <p>Countywide Strategic Plan, Economic Opportunity, Prioritize Placemaking, Strategy EO12. Focus land development efforts on creating a variety of vibrant, transit-connected, walkable mixed-use destinations throughout the county that meet the needs of residents, employers and the workforce.</p> <p>Countywide Strategic Plan, Environment, Promote and Ensure Environmental Sustainability, Strategy E2. Reduce greenhouse gas emissions and vehicle miles traveled by incentivizing walkable, bikeable and transit-oriented development patterns, adding more mass transit and on-demand travel patterns, and discouraging single occupancy automobile use.</p> <p>Countywide Strategic Plan, Health, Support Healthy Communities, Strategy H2. Create walkable, bikeable, transit-oriented, dense, mixed-use and connected places that make inviting and vibrant communities with opportunities for recreation and active living for individuals of all ages and abilities.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, should be evaluated for impact with other Reston TSA nominations.

Anticipated Staff Resource Demand	High given combined study, heritage resource review
Staff Recommendation	Tier 3
Comments	Combine with other Reston TSA nominations for Special Study and defer pending completion of ongoing Reston Study.

CPN22-HM-009

Association Drive



500 FEET

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MAP PREPARED NOVEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-HM-010
Samuel Morse Drive

Address/Tax Map Parcels: 1810, 1825, and 1850 Samuel Morse Drive and 11111 Sunset Hills Road
Tax Map Parcels 18-3 ((6)) 7A, 7B, 7C, and 8B

Nominator: Brian Winterhalter, DLA Piper

Supervisor District: Hunter Mill
Planning Area: Area III
Planning District: Greater Reston, UP-5, Wiehle-Reston East Transit Station Area (TSA)
Acreage: 6.4 acres

Current Plan Map/Text: Office, light industrial, and research and development (R&D) use up to 0.50 Floor Area Ratio (FAR)

Nomination: Residential Use up to 1.0 FAR

Comprehensive Plan Considerations:

The subject site is located south of Sunset Hills Road, east of Michael Faraday Drive, and north of Reston Station Boulevard, and is approximately ½ mile from the Wiehle-Reston East Metrorail Station. The site is developed with three low-rise office buildings constructed in 1982. The areas to the west and south are developed with a mix of multi-family residential, single-family attached residential, and office uses. The areas to the east and north are developed with low-rise office uses and a United States Post Office facility. The site is located in the Reston East Non-Transit Oriented Development (TOD) District of the Wiehle-Reston East TSA, and the Comprehensive Plan (Plan) recommends office, light industrial, institutional, and research and development uses up to 0.50 FAR. The area immediately to the west is located in the Wiehle-Station TOD district and is planned for residential mixed use up to 1.5 FAR.

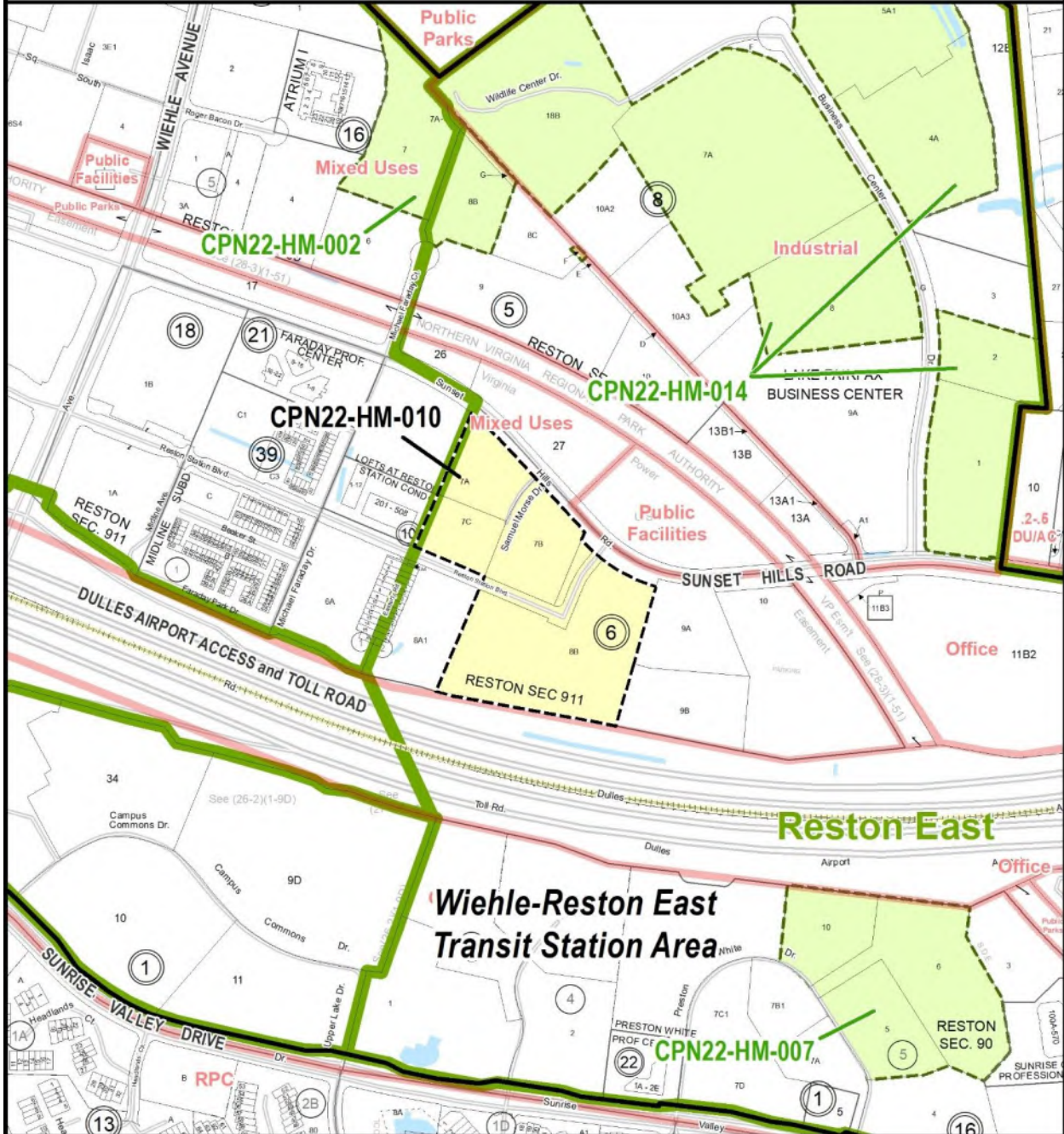
The Plan’s Concept for Future Development notes that TSAs are areas directly influenced by the presence of access points to the Metrorail System. TSAs promote a land use pattern that supports Metrorail by encouraging a mix of uses in a compact, pedestrian-friendly form within walking distance of the rail station. As a non-TOD district, the Reston East District is generally planned for existing and approved uses and intensities and to retain its employment activity focus. Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the subdistrict to serve local leisure and recreation needs.

The nomination proposes residential uses up to 1.0 FAR with a mix of single-family attached and multifamily residential units. The proposal introduces residential uses to an area planned to retain an employment activity focus. The site is approximately ½ mile of the Metrorail station and surrounded by residential development of similar scale as depicted in the submitted illustrative concept. The nomination’s statement of justification indicates that it is a challenge for older office buildings to compete with newer buildings closer to Metrorail Stations. Residential use could be compatible with the existing residential uses to the south and west if the site design is integrated with the surrounding residential development and the planned grid of streets for the TSA can be successfully accommodated. Moreover, residential use would also provide additional opportunities for housing within walking distance of the Wiehle-Reston East Metrorail Station.

Please note that this nomination is currently being screened to determine if it should be added to the 2023 Comprehensive Plan Amendment Work Program. A detailed analysis of the proposal has not yet been conducted.

CPN22-HM-010

Samuel Morse Drive



CPN22-HM-010
Land Unit
Adjacent SSPA Nominations
Baseline Plan Recommendation

500 FEET
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MAP CURRENT TO OCTOBER 2022
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Supervisor District / Nomination Number / Common Name	Hunter_Mill / CPN22-HM-010 / Samuel Morse Drive
Is the site in a Development Center?	Yes, Transit Station Area
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-HM-010
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Housing Element, Objective 2, Policy a: Expand for-sale and rental housing opportunities in or near Mixed-Use Centers as a way of providing the opportunity for persons to live and work within the county.</p> <p>Comprehensive Plan, Land Use Element, Objective 16: Fairfax County should encourage Transit-Oriented Development (TOD) with focused growth near certain planned and existing rail transit stations as a way to create opportunities for compact pedestrian- and bicyclefriendly, neighborhood centers accessible to transit.</p> <p>Comprehensive Plan, Land Use Element, Objective 12, Policy a: Concentrate the highest level of development intensity in areas of transportation advantage, i.e., the Tysons Urban Center, cores of Suburban Centers and Transit Station Areas.</p> <p>Comprehensive Plan, Land Use Element, TOD Guidelines, Guideline 2: Examine the unique characteristics and needs of a particular station area when evaluating TOD principles to ensure the appropriate development intensity and mix of land uses relative to the existing and planned uses for the surrounding areas. Guideline 4: Promote a mix of uses to ensure the efficient use of transit, to promote increased ridership during peak and off peak travel periods in all directions, and to encourage different types of activity throughout the day.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p> <p>Countywide Strategic Plan, Economic Opportunity, Prioritize Placemaking, Strategy EO12. Focus land development efforts on creating a variety of vibrant, transit-connected, walkable mixed-use destinations throughout the county that meet the needs of residents, employers and the workforce.</p> <p>Countywide Strategic Plan, Environment, Promote and Ensure Environmental Sustainability, Strategy E2. Reduce greenhouse gas emissions and vehicle miles traveled by incentivizing walkable, bikeable and transit-oriented development patterns, adding more mass transit and on-demand travel patterns, and discouraging single occupancy automobile use.</p> <p>Countywide Strategic Plan, Health, Support Healthy Communities, Strategy H2. Create walkable, bikeable, transit-oriented, dense, mixed-use and connected places that make inviting and vibrant communities with opportunities for recreation and active living for individuals of all ages and abilities.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, should be evaluated for impact with other Reston TSA nominations.
Anticipated Staff Resource Demand	High given combined study
Staff Recommendation	Tier 3
Comments	Combine with other Reston TSA nominations for Special Study and defer pending completion of ongoing Reston Study.

CPN22-HM-010

Samuel Morse Drive



500 FEET

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MAP PREPARED NOVEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

**SCREENING
CPN22-HM-012
KOONS TYSONS**

Address/Tax Map Parcels: 2000 and 2050 Chain Bridge Road
Tax Map Parcels 29-3 ((1)) 31A and 31B

Nominator: Comstock

Supervisor District: Hunter Mill
Planning Area: Area II
Planning District: McLean Planning District, Tysons Urban Center, Tysons Central 7 District - South Subdistrict

Acreage: 14

Current Plan Map/Text: Base Plan: Auto sales and retail uses. Option: Residential Mixed Use - Mix of uses with 75% or more residential (western portion of subject property); Transit Station Mixed Use - Mix of uses with up to 65% office (eastern portion of subject property)

Nomination: Mix of uses with 85% multi-family residential use and 15% retail uses

Comprehensive Plan Considerations:

The subject site is located at the western corner of the intersection of Chain Bridge Road (Routes 123) and Leesburg Pike (Route 7), and adjacent to the Greensboro Metrorail Station, and is developed with the Koons auto dealership. The adjacent parcels are developed with the Tysons Square Shopping Center to the north and a mid-rise office building with a parking garage to the west. Across Route 7 to the northeast are the Lumen, a high-rise residential building, and the Boro, a mixed-use development consisting of high-rise office and residential with ground floor retail use. The area across Chain Bridge Road to the south is developed with mid-rise office, a hotel, and single-story shopping centers with surface parking.

The adopted Plan’s Concept for Future Development designates Tysons as the County’s Urban Center, which is envisioned as a dynamic area marked by the socioeconomic diversity of residents and workers; a wide range of opportunities and activities; the quality of buildings, aesthetics, and open spaces; and connections and accessibility for all. The framework for future development in Tysons including encouraging transit-oriented development (TOD) areas surrounding four Metrorail stations, improving the jobs/housing balance, providing diverse and affordable housing, incorporating community benefits, and creating excellence in the public realm. The site is located within the South Subdistrict of the Tysons Central 7 TOD District, an area envisioned as a civic center with a great public space and public buildings, along with a mix of residential and commercial uses. The land use plan map for the Tysons Central 7 TOD District shows this public space to the north of the site. Within the South Subdistrict, high intensity office uses are envisioned to be located closest to the Metro station, with the area transitioning to a higher proportion of residential use away from the Metro station. The South Subdistrict contains two mixed use land use categories, Transit Station Mixed Use (TSMU) and Residential Mixed Use (RMU), which bisect the eastern and western portions of the site respectively. Throughout all of the TSMU areas in Tysons, the plan recommends approximately 65% office uses. Individual sites in a TSMU area can be developed with more than 65% office use if other sites are entitled for development with lower proportions of office space. Additionally, individual developments within a TSMU area should have a residential component of 20% or more. Beyond the 65% office target across all of the TSMU areas, the plan does not provide a minimum office use component, and areawide guidance indicates that land use mixes will vary by TOD district and subdistrict. RMU areas are primarily planned for residential uses with a mix of other uses, including office, hotel, arts/civic, and supporting retail and services. It is anticipated that the residential component

should be on the order of 75% or more of the total development. Of note, the adopted Plan envisions the extension of Boone Boulevard onto the nominated property as a major circulation improvement, which the plan notes should be designed and constructed with redevelopment along the alignment. Additionally, the plan recommends consolidation of at least 20 acres within this area to achieve the envisioned civic center core area. Consolidations of less than 20 acres should demonstrate that the Tysons Areawide Land Use Performance Objectives for parcel consolidation can be achieved, including demonstrating how adjacent parcels can redevelop in line with the Plan, commitments to the grid of streets, urban design provision of parks, open spaces, recreation facilities, and public facilities.

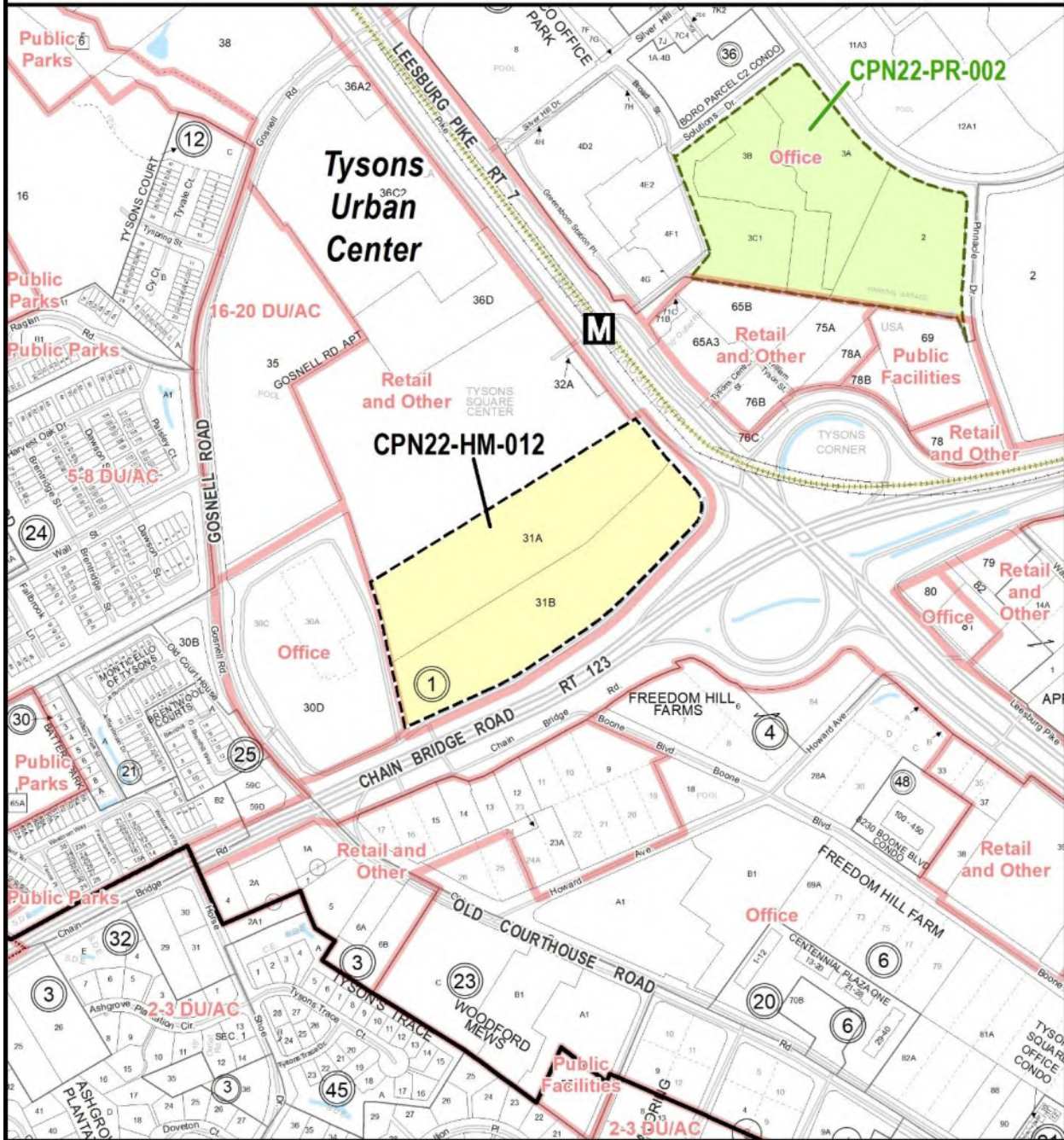
The nomination proposes a mixed-use development consisting of 85% multifamily and 15% retail use. An illustrative concept plan submitted with the nomination depicts several residential blocks in the eastern area, nearest to Metro and along the Chain Bridge Road frontage, and a big-box retail use in the western portion of the site. The concept plan also depicts the planned extension of Boone Boulevard, which the statement of justification indicates would be implemented following the at-grade reconstruction of the Route 7 and Chain Bridge Road intersection. Office use is not proposed with the nomination.

The adopted Plan provides flexibility to consider land use mix on an individual development project basis, however, the location of the retail use, which is proposed in the RMU portion of the property, may run counter to the goal of providing a predominance of residential use within this area. If the nomination is added to the Work Program for formal review, additional information should be considered to determine the current status of the areawide target for office use in the Tysons TSMU areas, relative to the subject site and two other site-specific nominations proposing to decrease the percentage of office and increase the percentage of residential use in TSMUs. These are Nomination [CPN22-PR-002](#) for the Boro East north of the subject site in the Tysons Central 7 North Subdistrict, and [CPN22-PR-003](#) in the Tysons East District. Additional consideration should include the appropriate amount of retail use within the RMU area, the performance objectives for parcel consolidation, and the location of the planned Boone Boulevard extension.

Please note that this nomination is currently being screened to determine if it should be added to the 2023 Comprehensive Plan Amendment Work Program. A detailed analysis of the proposal has not yet been conducted.

CPN22-HM-012

Koons Tysons



CPN22-HM-012 Land Unit Adjacent SSPA Nominations Baseline Plan Recommendation

500 FEET PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS MAP CURRENT TO OCTOBER 2022

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Supervisor District / Nomination Number / Common Name	Hunter_Mill / CPN22-HM-012 / Koons
Is the site in a Development Center?	Yes, Tysons Urban Center
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-HM-012
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	N/A
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	N/A
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	N/A
Anticipated Staff Resource Demand	N/A
Staff Recommendation	Plan amendment not required
Comments	

CPN22-HM-012

Koons Tysons



500 FEET

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MAP PREPARED NOVEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

**SCREENING
CPN22-HM-013
BROOKFIELD**

Address/Tax Map Parcels: 1620, 1621, 1624, 1627, 1628, 1630 Hunter Mill Road, 1623, 1627, 1631 Crowell Road, and 10700, 10718, 10728, 10736, 10800 Sunset Hills Road.
Tax Map Parcels 18-3 ((1)) 4, 5; 18-3 ((2)) 1, 2A, 4, 4A, 6; 18-3 ((3)) 2A, 3A; 18-4 ((1)) 22, 26B1; 18-4 ((8)) 1A, 2, 3

Nominator: Mark Looney

Supervisor District: Hunter Mill
Planning Area: Area III
Planning District: Upper Potomac Planning District, UP3 & UP5 Greater Reston & Hickory Community Planning Sectors

Acreage: 69
Current Plan Map/Text: Residential up to 0.2 - 0.5 dwelling units per acre (du/ac)

Nomination: Detached and attached residential use and potential retail use

Comprehensive Plan Considerations:

The subject site consists of an assemblage of fourteen parcels located on or near Hunter Mill Road, Sunset Hills Road, or Crowell Road, approximately 1 to 1 ½ miles west of the Wiehle Reston Metro Station. The parcels include a variety of uses, including single-family detached residences, a private school, and vacant, wooded land. The site is surrounded by Reston Presbyterian Church, Sunset Hills Road, and the Dulles Toll Road to the south, detached residential uses to the west, Oakcrest School to the east, and the Church of Jesus Christ of Latter-Day Saints and single-family residences to the north. The Edlin School is located between two incongruous nominated parcels.

The western portions of the site (west of Hunter Mill Road) are located within the Greater Reston Community Planning Sector, and the eastern portions of the site (east of Hunter Mill Road) are located within the Hickory Community Planning Sector. The areas to the west of Hunter Mill Road are designated as Suburban Neighborhoods in the Concept for Future Development, a classification that contains a broad mix of allowable residential densities, styles, parks and open space. The Greater Reston Community Sector text notes that the parcels northwest of Sunset Hills Road and Hunter Mill Road are planned for 0.2 - 0.5 du/ac, with an option for institutional or public uses in the southeastern portion of the area if adverse impacts are mitigated appropriately. The Comprehensive Plan states that transportation improvements to Sunset Hills Road should extend to Crowell Drive with a recommendation of a roundabout.

The Hickory Community Planning Sector indicates that this area is within the Difficult Run Watershed and recommends low density residential development at 0.2 - 0.5 du/ac. The Plan's Concept for Future Development designates this area as a Low Density Residential Area, a classification for areas that typically contain large lot single family detached housing, open space, and institutional or other neighborhood serving uses at a compatible scale and intensity. The primary purpose of the Plan classification is to ensure the preservation of environmental resources by limiting development primarily to low density, large lot residential and open space uses, as well as institutional and other neighborhood serving uses of a compatible scale and intensity. The Plan recommends that development in these areas should be minimized to protect water quality and minimize loss of natural habitat.

The nomination proposes residential uses with a range of single-family detached and single-family attached dwelling units and/or stacked townhomes, and potential convenience retail to serve the proposed development and surrounding community if deemed appropriate. The nomination proposes Sunset Hills Road relocation through the nominated area, the widening of Hunter Mill Road from Crowell Road to the Dulles Toll Road, potential expansion and/or relocation

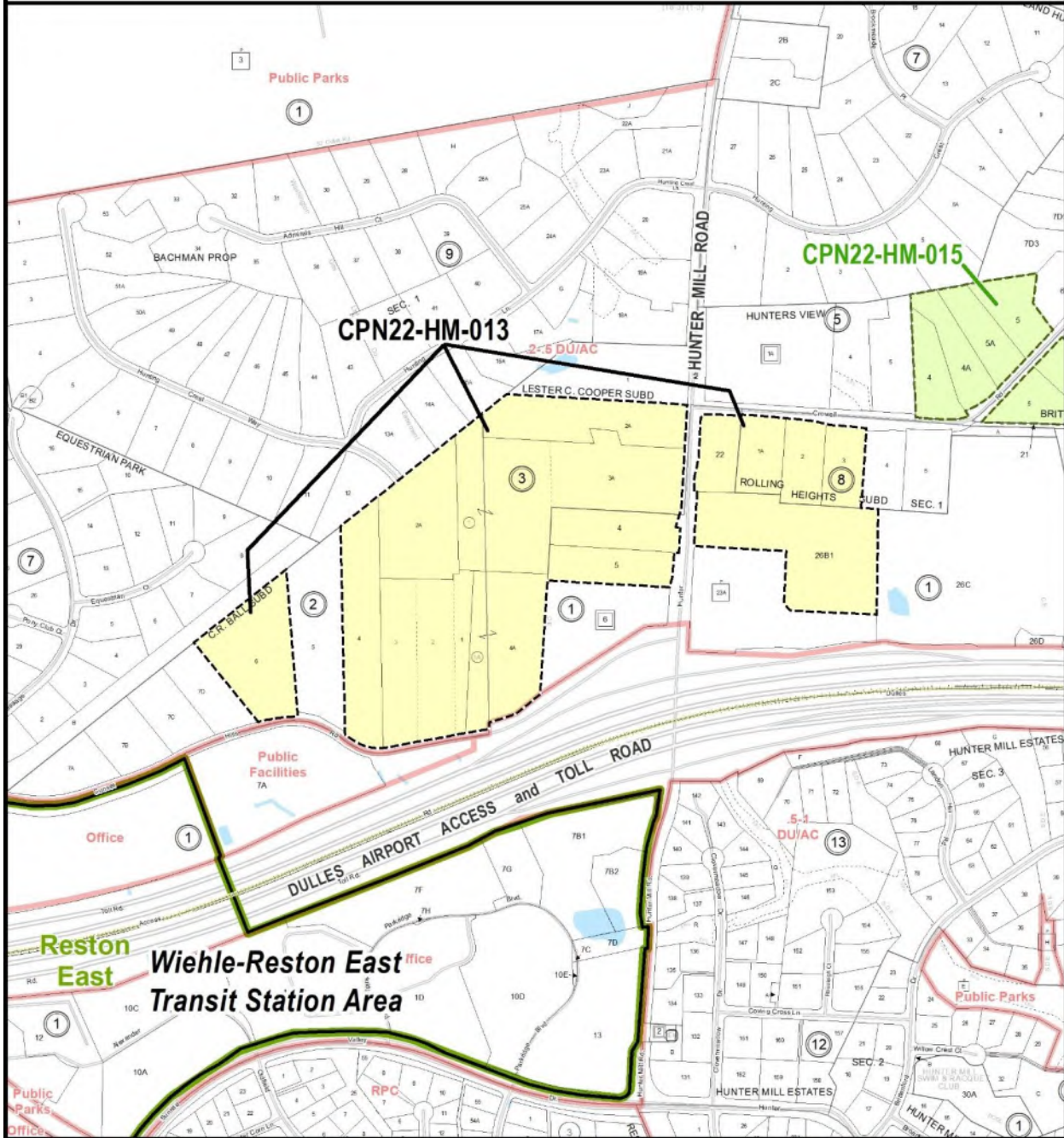
of the athletic field facility currently planned by the Park Authority on the east side of Hunter Mill Road, and potential development of additional recreational facilities west of Edlin School. The nomination's statement of justification indicates that the roadway improvements proposed by this development will facilitate and accelerate the realignment and expansion of Sunset Hills Road with a new roundabout at the intersection of Hunter Mill Road and Crowell Road to address traffic concerns around the Dulles Toll Road and Hunter Mill Road area.

The site is directly north and east of, but outside, of the Reston Area boundary, which is planned for a broader mix of uses and densities. The nomination's large assemblage provides the potential to consider plan objectives such as the planned realignment of Sunset Hills Road and inclusionary affordable housing. If the nomination is added to the Work Program for formal review, consideration of the appropriate residential densities and intensity of any proposed retail use in the context of the lower-density planned uses should be a high priority and should ensure that building scale, screening and buffering, and environmental impacts are considered. Any future planning should also ensure that connectivity and circulation are prioritized to meet the needs for this area.

Please note that this nomination is currently being screened to determine if it should be added to the 2023 Comprehensive Plan Amendment Work Program. A detailed analysis of the proposal has not yet been conducted.

CPN22-HM-013

Brookfield



CPN22-HM-013 Land Unit Adjacent SSPA Nominations Baseline Plan Recommendation

700 FEET

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MAP CURRENT TO OCTOBER 2022

OTPA_GRAPHICS\S22_items\2022 Site Specific Plan Amendment Process\NOMINATIONS



Supervisor District / Nomination Number / Common Name	Hunter_Mill / CPN22-HM-013 / Brookfield
Is the site in a Development Center?	No, Suburban Neighborhood / Low Density Residential Area
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-HM-013
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Housing Element, Countywide Objectives and Policies: Higher densities can help to support housing affordability as the prices of new homes and the rents of new apartments are directly related to allowable density. Determining acceptable locations for higher density residential development is necessary as part of a strategy to provide more units addressing a range of affordability.</p> <p>Comprehensive Plan, Environment Element, Objective 7, Policy o: [...] The more restrictive type of Chesapeake Bay Preservation Area is known as the "Resource Protection Area (RPA)." With a few exceptions (e.g. water wells, recreation, infrastructure improvements, "water dependent" activities, and redevelopment), new development is prohibited in these areas. [...]</p> <p>Comprehensive Plan, Environment Element, Objective 10. Conserve and restore tree cover on developed and developing sites. Provide tree cover on sites where it is absent prior to development. Policy a: Protect or restore the maximum amount of tree cover on developed and developing sites consistent with planned land use and good silvicultural practices.</p> <p>Comprehensive Plan, Land Use Element, Objective 8, Policy a: Protect and enhance existing neighborhoods by ensuring that infill development is of compatible use, and density/intensity, and that adverse impacts on public facility and transportation systems, the environment and the surrounding community will not occur.</p> <p>Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.</p> <p>Comprehensive Plan, Parks and Recreation Element, Objective 6: Ensure the mitigation of adverse impacts to park and recreation facilities and service levels caused by growth and land development through the provision of proffers, conditions, contributions, commitments, and land dedication. Policy d: Ensure that Comprehensive Plan land use amendment proposals for higher densities include recommendations for the provision of parkland and trails to offset the impacts of increased density.</p> <p>Comprehensive Plan, Transportation Element, Objective 12: Preserve land needed to accommodate planned transportation facilities.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Communitywide Housing Strategic Plan, Housing for Vulnerable Populations, Strategy D3: Facilitate Opportunities for Faith Communities to Develop Affordable Housing. Houses of worship in Fairfax County—including churches, temples, synagogues and mosques—often have underutilized land that could be appropriate for housing, particularly housing for vulnerable populations.</p> <p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	Yes
Anticipated Staff Resource Demand	High given transportation analysis, visioning, and community outreach
Staff Recommendation	Tier 3
Comments	Defer following additional visioning, community outreach, and consideration of planned transportation improvements in the vicinity.

CPN22-HM-013

Brookfield



*Wiehle-Reston East
Transit Station Area*

700 FEET

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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-HM-014
LAKE FAIRFAX
BUSINESS PARK

Address/Tax Map Parcels: 11100 Wildlife Center Drive, 1759, 1760, 1761, 1768, 1769, and 1771 Business Center Drive
Tax Map Parcels 18-3 ((3)) 1, 2, 4A, 5A1, 7A, 8, and 18B

Nominator: Mark Looney

Supervisor District: Hunter Mill
Planning Area: Area III
Planning District: Greater Reston, UP-5, Wiehle-Reston East Transit Station Area (TSA)
Acreage: 42

Current Plan Map/Text: Office, light industrial, institutional and research and development (R&D) use up to 0.50 Floor Area Ratio (FAR)

Nomination: Mixed-use including multifamily and attached residential, retail, and office uses

Comprehensive Plan Considerations:

The subject site consists of seven parcels containing office buildings and surface and structured parking, located in the Lake Fairfax Business Park, north of Sunrise Valley Drive and south of Lake Fairfax Park. The Business Park is a suburban style office park constructed in the 1980s and 1990s, and accessed from Sunrise Valley Drive. The adopted plan recommends a second road connection through the extension of Michael Faraday Court, which would provide a convenient connection to the Wiehle-Reston Metrorail Station, which is between less than ½ mile to less than 1 mile radius from the Business Park. In addition to the nominated parcels, the Business Park also contains six additional parcels containing two additional office buildings, a gym, hotel, and data center, all of which were constructed in the 2000s. The Business Park is located in the Reston East Non-TOD (Transit Oriented Development) District of the Wiehle-Reston TSA and is planned for office, light industrial, institutional and research and development up to 0.50 FAR. The areas to the south and southwest are planned for the same use and intensities as the nomination parcels. The area to the west is located in the Wiehle Station TOD District and planned for residential mixed use up to 1.5 FAR. The area to the east outside of the Wiehle -Reston East TSA is planned for residential at 0.2 - 0.5 dwelling units per acre (du/ac) and developed with the Equestrian Park subdivision. Lake Fairfax Park is located to the north and outside of the Wiehle-Reston East TSA.

The Plan’s Concept for Future Development notes that TSAs are activity centers directly influenced by the presence of access points to the Metrorail System. TSAs promote a land use pattern that supports Metrorail by encouraging a mix of uses in a compact, pedestrian-friendly form within walking distance of the rail station. As a non-TOD district, the Reston East District is generally planned for existing and approved uses and intensities and to retain its employment activity focus. Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the subdistrict to serve local leisure and recreation needs.

The nomination proposes infill redevelopment of the Lake Fairfax Business Park into a village-style mixed use center by introducing residential and retail uses consisting of a mix of townhouse, stacked townhouse, and mid-rise multifamily residential with retail uses and the retention of some of the existing office and non-residential uses. The nomination proposes a near-term and long-term vision: the near-term concept plan, consisting of only the nominated parcels, proposes redevelopment of the office buildings, which are currently vacant; and the long-term concept plan proposes redevelopment of the entire Business Park, including parcels that are not part of this nomination, with the exception of the data center property. Both concepts propose a higher intensity, mixed use core area in the central

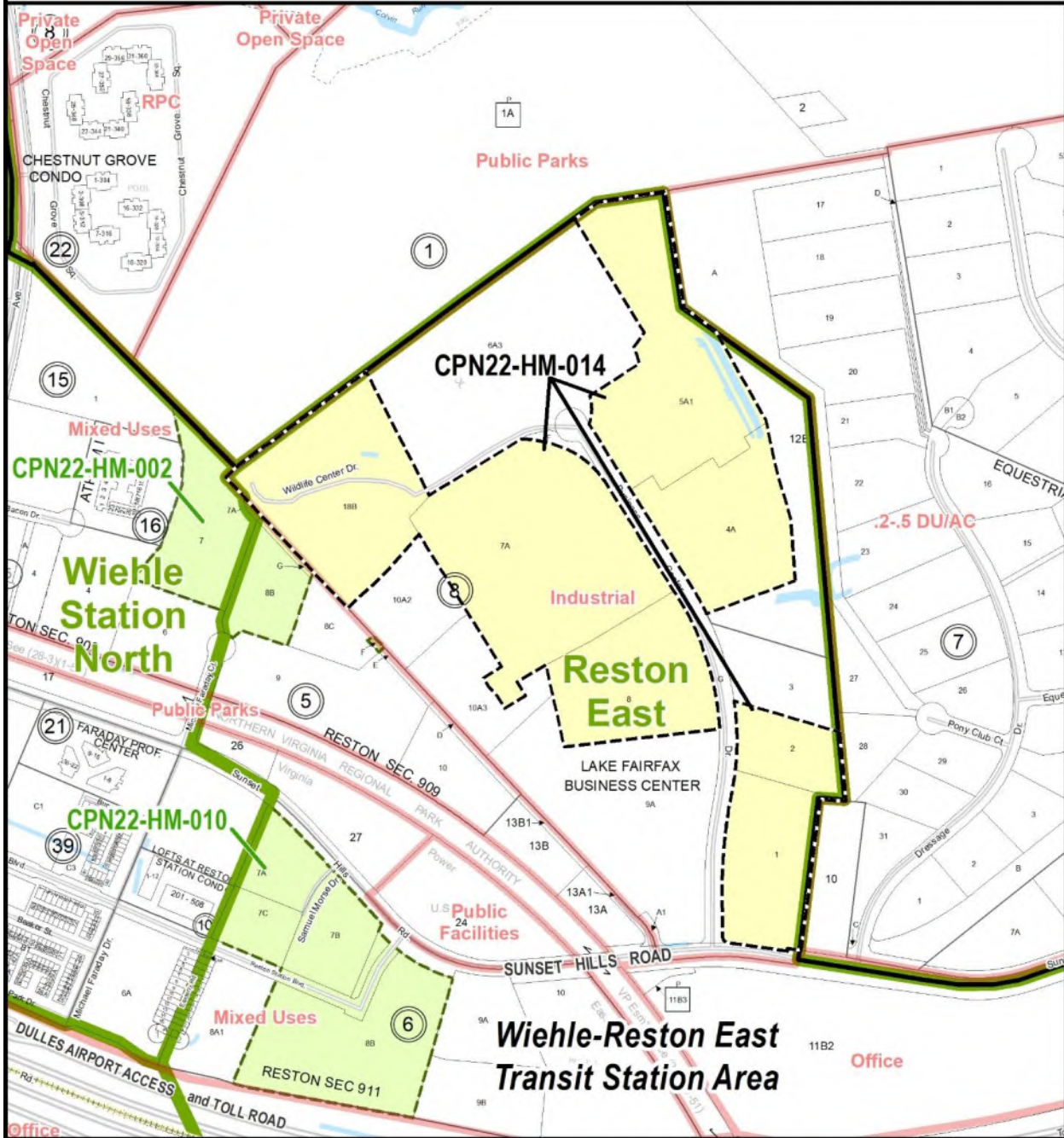
portion of the Business Park, with a transition to lower intensity toward the adjacent low density residential uses to the east. The concept plan proposes a central green space designed to connect with existing open space in the business park and enhancements to a tree preservation and a wildlife corridor along the eastern boundary of the property abutting the Equestrian Park subdivision. The nomination also proposes new pedestrian and vehicular connections throughout the Business Park, as well as accommodation of the planned connection to Michael Faraday Court. Nomination [CPN22-HM-002](#), directly to the southwest, also proposes to accommodate this planned connection.

The nomination's statement of justification indicates that 55 percent of the office park is currently vacant, including four buildings that are completely vacant. The nomination references recent trends in office space use such as prospective office tenants preference for newer buildings that are closer to Metrorail stations and the increase of remote work for office personnel. By adding residential use and retail to the Lake Fairfax Business Park, the proposal has the potential to create a mix of uses to complement the remaining non-residential uses and provide additional opportunities for housing within walking distance of the Metro station, including affordable housing, which is supported by countywide policies. If the nomination is added to the work program for formal review, consideration should be given to ensuring the compatibility of the uses with the surrounding area, which while currently developed with office and hotels, could redevelop with industrially oriented businesses under the current I-3 and I-4 Industrial Zoning Districts. Expansion of the study area from the nominated parcels to the entirety of the Business Park would ensure a logical planning area. Consideration should also be given to the appropriate level of development intensity and use mix, ensuring compatibility opportunities to enhance multimodal connections to the TSA, protection of on-site Resource Protection Areas, transitions in development intensity and buffering to the adjacent Equestrian Park subdivision.

Please note that this nomination is currently being screened to determine if it should be added to the 2023 Comprehensive Plan Amendment Work Program. A detailed analysis of the proposal has not yet been conducted.

CPN22-HM-014

Lake Fairfax Business Park



CPN22-HM-014
Land Unit
Adjacent SSPA Nominations
Baseline Plan Recommendation

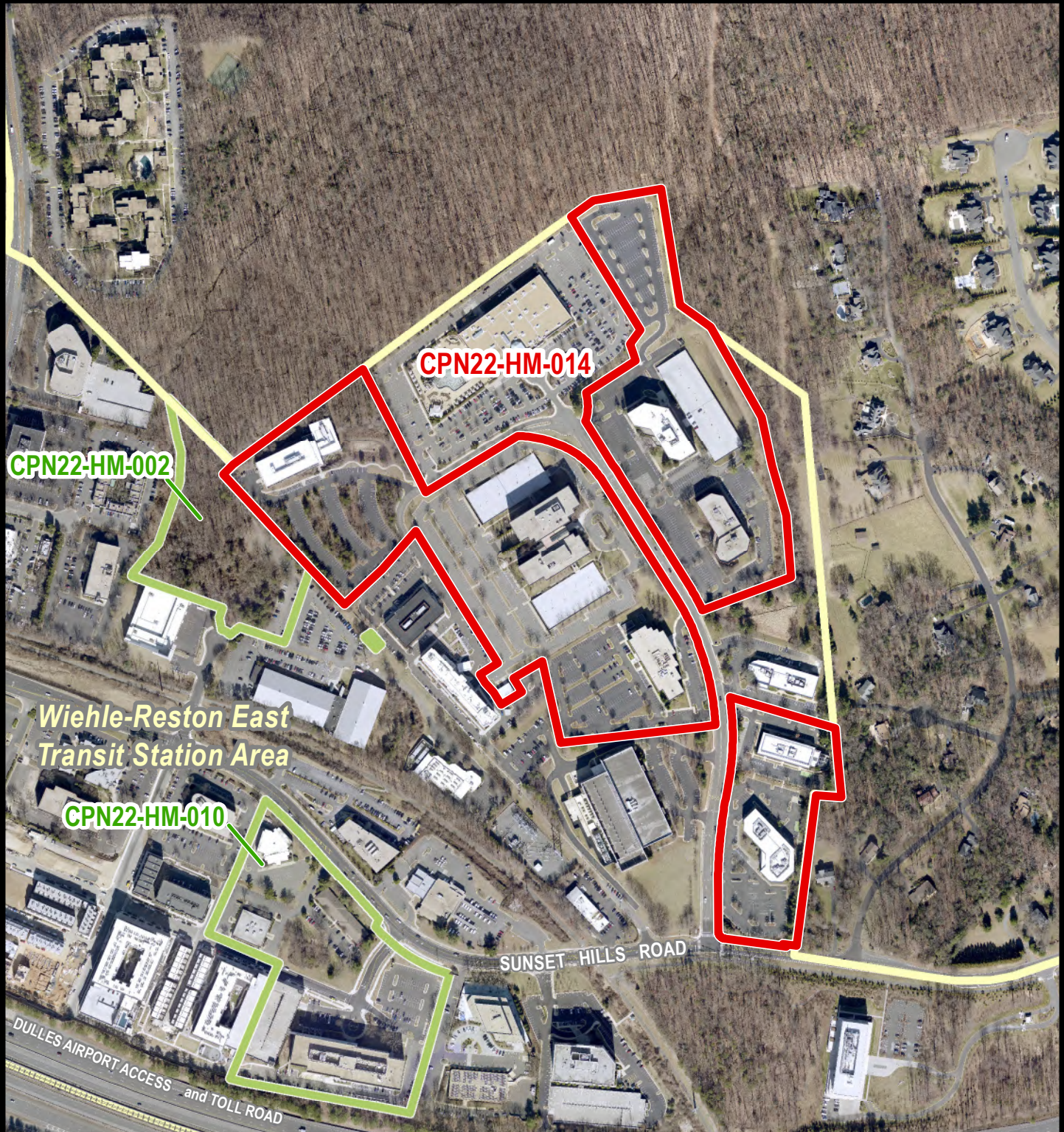
500 FEET PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS ↑
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Supervisor District / Nomination Number / Common Name	Hunter_Mill / CPN22-HM-014 / Lake Fairfax Business Park
Is the site in a Development Center?	Yes, Transit Station Area
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-HM-014
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Housing Element, Objective 2: Fairfax County should seek to establish areas of community focus which contain a mixture of compatible land uses providing for housing, commercial, institutional/public services, and recreation and leisure activities. Policy a: Expand for-sale and rental housing opportunities in or near Mixed-Use Centers as a way of providing the opportunity for persons to live and work within the county.</p> <p>Comprehensive Plan, Land Use Element, Objective 16: Fairfax County should encourage Transit-Oriented Development (TOD) with focused growth near certain planned and existing rail transit stations as a way to create opportunities for compact pedestrian- and bicyclefriendly, neighborhood centers accessible to transit.</p> <p>Comprehensive Plan, Land Use Element, Objective 12, Policy a: Concentrate the highest level of development intensity in areas of transportation advantage, i.e., the Tysons Urban Center, cores of Suburban Centers and Transit Station Areas.</p> <p>Comprehensive Plan, Land Use Element, TOD Guidelines, Guideline 2: Examine the unique characteristics and needs of a particular station area when evaluating TOD principles to ensure the appropriate development intensity and mix of land uses relative to the existing and planned uses for the surrounding areas. Guideline 4: Promote a mix of uses to ensure the efficient use of transit, to promote increased ridership during peak and off peak travel periods in all directions, and to encourage different types of activity throughout the day.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p> <p>Countywide Strategic Plan, Economic Opportunity, Prioritize Placemaking, Strategy EO12. Focus land development efforts on creating a variety of vibrant, transit-connected, walkable mixed-use destinations throughout the county that meet the needs of residents, employers and the workforce.</p> <p>Countywide Strategic Plan, Environment, Promote and Ensure Environmental Sustainability, Strategy E2. Reduce greenhouse gas emissions and vehicle miles traveled by incentivizing walkable, bikeable and transit-oriented development patterns, adding more mass transit and on-demand travel patterns, and discouraging single occupancy automobile use.</p> <p>Countywide Strategic Plan, Health, Support Healthy Communities, Strategy H2. Create walkable, bikeable, transit-oriented, dense, mixed-use and connected places that make inviting and vibrant communities with opportunities for recreation and active living for individuals of all ages and abilities.</p> <p>Countywide Strategic Plan, Improve Mobility, Strategy HNL 22. Increase walkable access to park entrances, facility entrances or trailheads so that residents have no more than a 10-minute walk to nature and recreational experiences. Prioritize implementation of this strategy in areas with disparate health and equity outcomes.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or	Would need to expand to include the entirety of the business park as a logical planning area

are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	
Anticipated Staff Resource Demand	High given community outreach
Staff Recommendation	Tier 3
Comments	Combine with other Reston TSA nominations for Special Study and defer pending completion of ongoing Reston Study.

CPN22-HM-014

Lake Fairfax Business Park



500 FEET

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Supervisor District / Nomination Number / Common Name	Mason / CPN22-MA-001 / 6675 Little River Turnpike
Is the site in a Development Center?	No, Suburban Neighborhood
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-MA-001
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Land Use Element, Objective 7. Fairfax County should reserve and/or conserve areas which provide primarily community-serving retail and service uses. Policy c: Encourage redevelopment or repurposing projects in commercial areas that would preserve or increase desirable community services.</p> <p>Comprehensive Plan, Land Use Element, Objective 8, Policy a: Protect and enhance existing neighborhoods by ensuring that infill development is of compatible use, and density/intensity, and that adverse impacts on public facility and transportation systems, the environment and the surrounding community will not occur.</p> <p>Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	Yes
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Do Not Add to Work Program
Comments	

CPN22-MA-001

6675 Little River Turnpike



500 FEET

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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-MA-003
Baileys - Church Street

Address/Tax Map Parcels: Southeast of intersection of Church Street and Payne Street, Baileys Crossroads (no address assigned)
Tax Map Parcels 61-2 ((17A)) 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, and 40

Nominator: David S. Houston, Bean, Kinney, & Korman, P.C.

Supervisor District: Mason

Planning Area: Area I

Planning District/Special Area: Baileys Planning District / Baileys Crossroads Community Business Center (CBC), Sub-Units D-3 and D-4 (Community Revitalization District)

Acres: 2.1 acres

Current Plan Map/Text: Base: Parcels 30-37, office use; Parcels 38-40, community serving retail uses up to 0.35 Floor Area Ratio (FAR). Option A: Parcels 35-40, community serving retail use up to 0.5 FAR with consolidation of subunit D-3. Option B: Parcels 35-36, residential townhomes at 8-12 dwelling units per acres (du/ac) if consolidated with adjacent parcels in Subunits D-3 and D-4 planned for similar use.

Nomination: Mixed-use up to 1.0 Floor Area Ratio (FAR) [approximately 82,000 square feet (sf)], including 60 multifamily dwelling units and approximately 18,000 sf of ground floor, community-serving retail.

Comprehensive Plan Considerations:
The subject property is located in the Baileys Crossroads CBC southeast of the intersection of Church Street and Payne Street and is currently undeveloped. The site is 1/4 mile west of the intersection of Columbia Pike and Leesburg Pike.

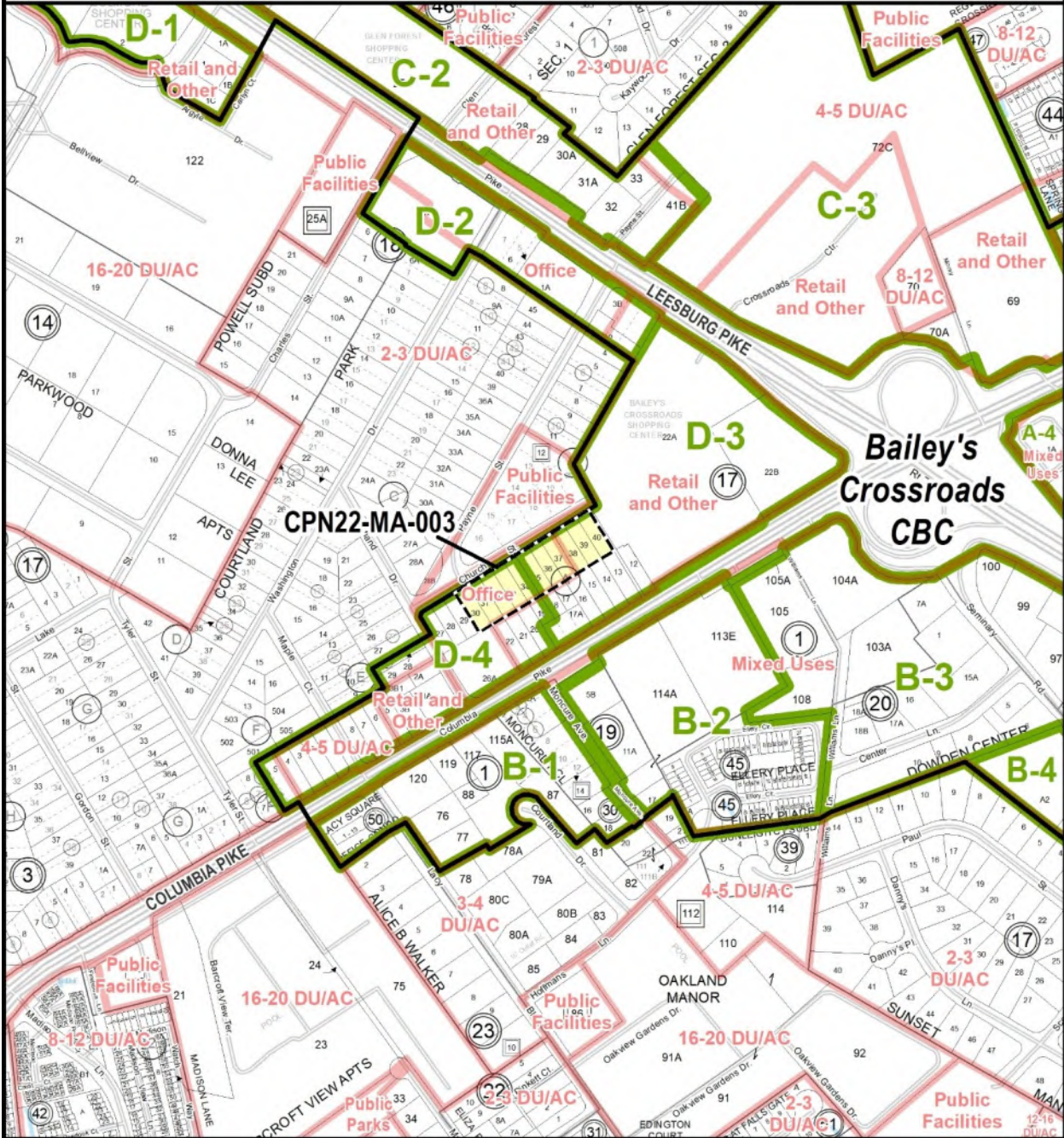
The subject parcels are located in the Baileys West District of the Baileys Crossroads CBC across subunits D-3 and D-4. Several recommendations encourage commercial and residential townhouse development with consolidation of similarly planned parcels. The properties surrounding the subject area are currently planned and developed with commercial uses to the south and east including the Baileys Shopping Center, and lower density residential uses to the north. St. Paul’s Episcopal Church, planned as an institutional use, is located directly to the north across Church Street.

The Concept for Future Development designates this area as a Community Business Center (CBC), a land use classification typically located in older community-serving commercial areas and where redevelopment should encourage a mix of uses focused around a core area of higher intensity, such as a town center or main street in a pedestrian-oriented setting. In Baileys Crossroads, the higher intensity core area is planned for areas east of the Columbia Pike and Leesburg Pike intersection in the Town Center District. This nominated portion of the Baileys West District is planned as a potential mixed-use area with buildings fronting on Columbia Pike. Meeting this aspect of the plan will pose a challenge as the nominated property does not include Columbia Pike frontage. Provision of safe and well-designed pedestrian access to services and transit options are an important consideration for development of this area. Ensuring appropriate transitions to the lower density residential community and the existing place of worship on Church Street are integral to achieving the Plan’s recommended village scale. Multifamily housing may offer an appropriate transition at the edge of the CBC, and would support revitalization goals of increasing the variety of housing types in the area.

Please note that this nomination is currently being screened to determine if it should be added to the 2023 Comprehensive Plan Amendment Work Program. A detailed analysis of the proposal has not yet been conducted.

CPN22-MA-003

Baileys – Church St.



CPN22-MA-003
 Land Unit
 Baseline Plan Recommendation

Supervisor District / Nomination Number / Common Name	Mason / CPN22-MA-003 / Church Street
Is the site in a Development Center?	Yes, Community Business Center
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-MA-003
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Area Plans, Concept for Future Development, Community Business Center Land Use Classification: Historically older community-serving commercial areas that emerged along major roadways, Community Business Centers (CBCs) are areas where redevelopment should encourage a mix of uses focused around a core area of higher intensity, such as a town center or main street in a pedestrian-oriented setting. Transitions in intensity and compatible land uses should protect surrounding stable residential neighborhoods. Appropriate revitalization and selected redevelopment advance the goal of sustaining the economic vitality in older commercial centers and adjacent neighborhoods[...]</p> <p>Comprehensive Plan, Housing Element, Objective 2, Policy a: Expand for-sale and rental housing opportunities in or near Mixed-Use Centers as a way of providing the opportunity for persons to live and work within the county.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p> <p>Economic Success Plan, Action 2.3: Support higher density mixed use development in the designated revitalization areas, as a way to attract new businesses and residential growth.</p> <p>Countywide Strategic Plan, Economic Opportunity, Prioritize Placemaking, Strategy EO12. Focus land development efforts on creating a variety of vibrant, transit-connected, walkable mixed-use destinations throughout the county that meet the needs of residents, employers and the workforce.</p> <p>Countywide Strategic Plan, Environment, Promote and Ensure Environmental Sustainability, Strategy E2. Reduce greenhouse gas emissions and vehicle miles traveled by incentivizing walkable, bikeable and transit-oriented development patterns, adding more mass transit and on-demand travel patterns, and discouraging single occupancy automobile use.</p> <p>Countywide Strategic Plan, Health, Support Healthy Communities, Strategy H2. Create walkable, bikeable, transit-oriented, dense, mixed-use and connected places that make inviting and vibrant communities with opportunities for recreation and active living for individuals of all ages and abilities.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, should study the balance of the subunits impacting the site to ensure the surrounding properties can redevelop in line with the adopted plan.
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Tier 2
Comments	

CPN22-MA-003

Baileys – Church St.



FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE



CPN22-MA-003

Baileys Crossroads CBC

500 FEET

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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-MA-004
CAVALIER CLUB

Address/Tax Map Parcels: 6200 Wilson Boulevard
Tax Map Parcels 51-3 ((1)) 43

Nominator: Sara Mariska, Odin, Feldman & Pittlemen, P.C.

Supervisor District: Mason

Planning Area: Area I

Planning District/Special Area: Baileys Planning District / Seven Corners Community Business Center (CBC), Land Unit E (Community Revitalization District)

Acreage: 5.6 acres

Current Plan Map/Text: Residential use at 16-20 dwelling units per acre (du/ac).

Nomination: Add Plan option to allow mix of uses, including 20,000 square feet of retail and an increase in residential density to 20+ du/ac (approximately 300 new multifamily dwelling units). The existing residential structure is proposed to remain.

Comprehensive Plan Considerations:
The subject property is located northwest of the intersection of Wilson Boulevard and McKinley Road, and is developed with the Cavalier Club, an 11-story multifamily residential community. The subject parcel is located in Land Unit E of the Seven Corners CBC, and is adjacent to the municipal boundaries of Arlington County to the north and east, and the City of Falls Church to the west. The Cavalier Club property is bisected by the Fairfax County and Arlington County boundary, with the existing multifamily building and surface parking located on the Fairfax County side, and additional surface parking and open space located on the Arlington County side. The proposed nomination would retain the existing building and add a new multifamily residential building along Wilson Boulevard in Fairfax County. Separate from this nomination, a development proposal is anticipated to be considered for the portion of the Cavalier Club in Arlington County. The subject property is surrounded by lower density residential uses to the north and east (Arlington County) and a range of commercial uses to the west (within Fairfax County and in the City of Falls Church). Several multifamily residential apartment communities are located to the south along Wilson Boulevard.

The Concept for Future Development designates this area as a Community Business Center (CBC), a land use classification typically located in older community-serving commercial areas and where redevelopment should encourage a mix of uses focused around a core area of higher intensity, such as a town center or main street in a pedestrian-oriented setting. The Seven Corners CBC Plan focuses higher intensity redevelopment in three Opportunity Areas, one of which is located south of the subject property, across Wilson Boulevard. The nomination is located in Land Unit E and is planned as a Transitional Area, where moderate change is envisioned or existing uses are planned to remain. Parcels in Transitional Areas may be considered for additional intensity through a concurrent Comprehensive Plan amendment and rezoning application and would need to demonstrate that Seven Corners CBC goals are being met. This would result in re-designation of the area as an Opportunity Area and development proposals would be expected to meet all applicable conditions of the Redevelopment Option guidance in the plan, including coordinated development, contribution to the transportation network, conformance with urban design and street guidance, consideration of public parks and facilities, and compatibility with adjacent land uses. Review of site design on both sides of the Fairfax County/Arlington County boundary will be needed in order to coordinate the review of circulation, public facilities, and urban design.

Supervisor District / Nomination Number / Common Name	Mason / CPN22-MA-004 / Cavalier Club
Is the site in a Development Center?	Yes, Community Business Center
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-MA-004
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Area Plans, Concept for Future Development, Community Business Center Land Use Classification: Historically older community-serving commercial areas that emerged along major roadways, Community Business Centers (CBCs) are areas where redevelopment should encourage a mix of uses focused around a core area of higher intensity, such as a town center or main street in a pedestrian-oriented setting. Transitions in intensity and compatible land uses should protect surrounding stable residential neighborhoods. Appropriate revitalization and selected redevelopment advance the goal of sustaining the economic vitality in older commercial centers and adjacent neighborhoods[...]</p> <p>Comprehensive Plan, Housing Element, Objective 2, Policy a: Expand for-sale and rental housing opportunities in or near Mixed-Use Centers as a way of providing the opportunity for persons to live and work within the county.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p> <p>Economic Success Plan, Action 2.3: Support higher density mixed use development in the designated revitalization areas, as a way to attract new businesses and residential growth.</p> <p>Countywide Strategic Plan, Economic Opportunity, Prioritize Placemaking, Strategy EO12. Focus land development efforts on creating a variety of vibrant, transit-connected, walkable mixed-use destinations throughout the county that meet the needs of residents, employers and the workforce.</p> <p>Countywide Strategic Plan, Environment, Promote and Ensure Environmental Sustainability, Strategy E2. Reduce greenhouse gas emissions and vehicle miles traveled by incentivizing walkable, bikeable and transit-oriented development patterns, adding more mass transit and on-demand travel patterns, and discouraging single occupancy automobile use.</p> <p>Countywide Strategic Plan, Health, Support Healthy Communities, Strategy H2. Create walkable, bikeable, transit-oriented, dense, mixed-use and connected places that make inviting and vibrant communities with opportunities for recreation and active living for individuals of all ages and abilities.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, should study the additional parcels (51-3 ((1)) 38, 39, 40 between the site and the BJs to consider potential for consolidation or to ensure these properties can redevelop in line with the adopted plan.
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Tier 2
Comments	Concurrent review recommended by Seven Corners CBC plan

CPN22-MA-004

Cavalier Club



500 FEET

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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-MA-006
Gallows Road
Assemblage

Address/Tax Map Parcels: 3402, 3404, 3406, and 3408 Gallows Road; 7816, 7818, 7820 Libeau Lane;
Tax Map Parcels 59-2 ((11)) 29A, 30, 31, 32, 33, 34, and 35
Nominator: Russell and Andrew Rosenberger; Madison Acquisitions, LLC
Supervisor District: Mason
Planning Area: Area I
Planning District/Special Area: Annandale Planning District, A-9 Holmes Run Planning Sector
Acreage: 5 acres

Current Plan Map/Text: Base: Residential use at 1-2 dwelling units per acre (du/ac); Text: Infill development in these neighborhoods should be of compatible use, type, and intensity, and in accordance with the guidance by the Policy Plan under Land Use Objectives 8 and 14.

Nomination: Option for a planned density of 3-4 dwelling units per acre.

Comprehensive Plan Considerations

The subject site consists of seven parcels currently planned and developed with single family detached homes, located on Gallows Road east of the interchange with Interstate 495, and on Libeau Lane with access to several homes. The subject area is surrounded predominantly by residential uses ranging from single family attached homes planned for and developed at 5-8 du/ac to the west, single family detached homes planned for and developed at 2-3 du/ac to the north across Gallows Road, and single family detached homes planned for and developed at 1-2 du/ac to the south across Libeau Lane and to the east along Gallows Road. Woodburn Elementary School, planned for public facilities, is located across Gallows Road to the northeast.

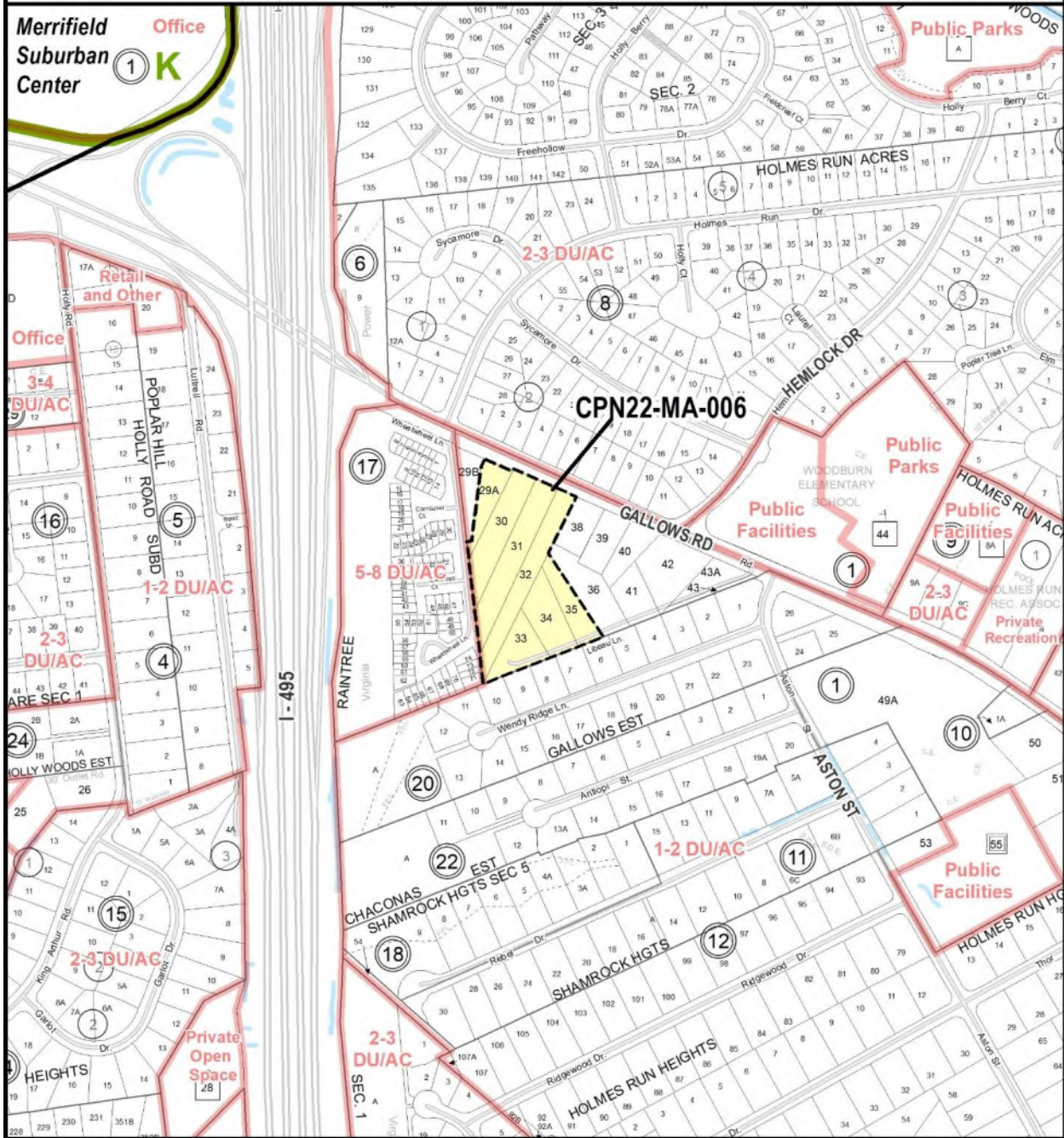
The Concept for Future Development designates this area as a Suburban Neighborhood. These areas contain a broad mix of allowable residential densities, styles, parks and open space. Where appropriate, supporting neighborhoods serving commercial services, public facilities and institutional use are encouraged provided that the proposed intensities and character are compatible with the surrounding area.

The nomination seeks to add up to 20 single family detached homes across the subject area at a density of 3-4 du/ac. The proposed density of residential use is consistent with the character of the area and generally conforms with Comprehensive Plan guidance. However additional considerations are needed if the proposal advances for further review. Access to and from the site would need additional consideration given the current roadway design and planned improvements to Gallows Road, including the potential for Bus Rapid Transit. The illustrative concept plan shows residential lots in areas of the site currently occupied by Libeau Lane, and the use of this lane and any potential access easements encumbering the property along the lane for the benefits of others that are not subject to the nomination should be evaluated. The potential for interparcel access, including through a pedestrian connection, to Wheatwheel Lane to the west should be considered. Additionally, the presence of environmental features onsite, such as the stream, will likely require further consideration of the site layout, particularly as it relates to stormwater management (SWM). Additional SWM quantity and quality control measures beyond current county codes may be requested.

Please note that this nomination is currently being screened to determine if it should be added to the 2023 Comprehensive Plan Amendment Work Program. A detailed analysis of the proposal has not yet been conducted.

CPN22-MA-006

Gallows Road Assemblage



 CPN22-MA-006  Land Unit  Baseline Plan Recommendation

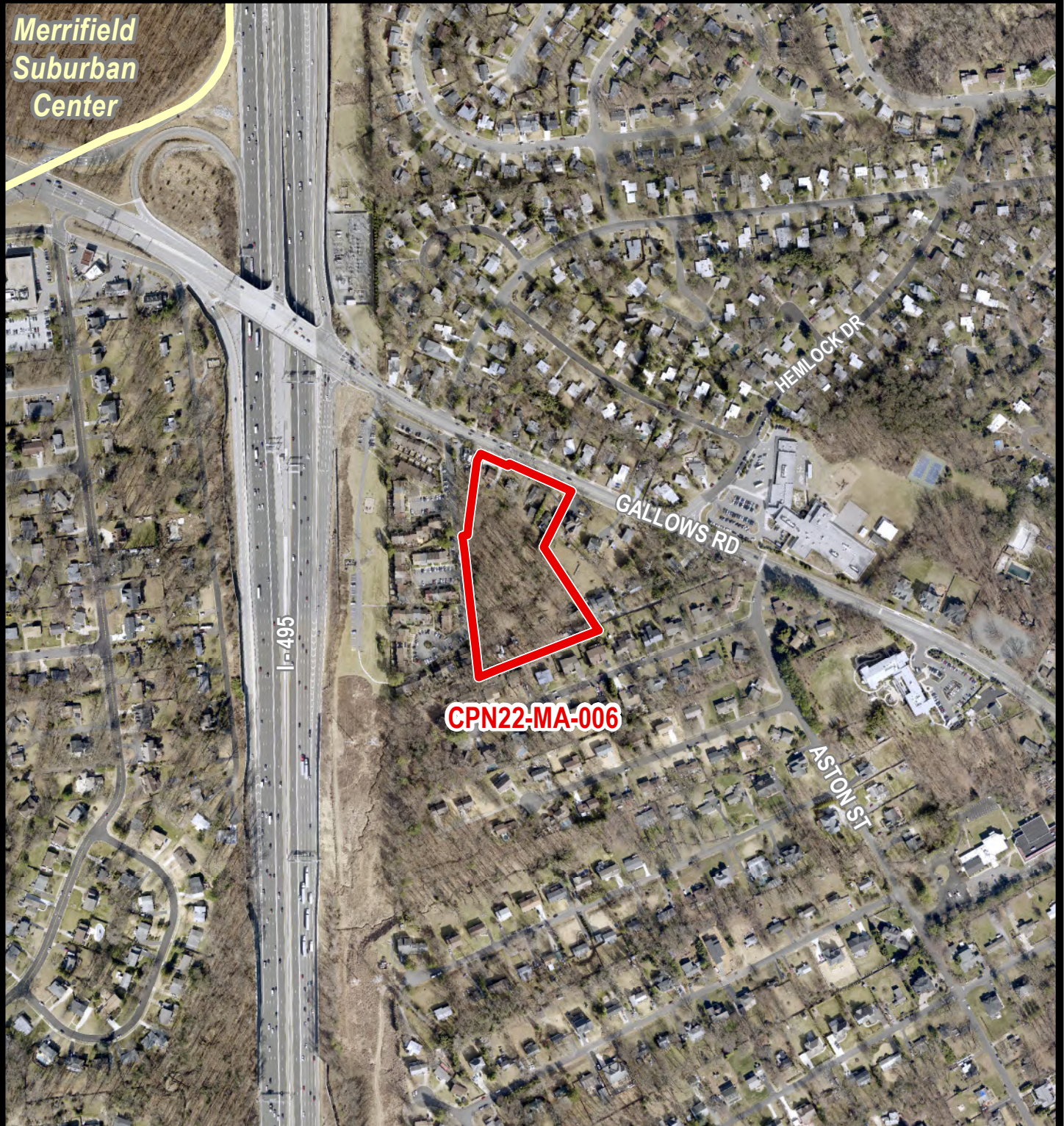
Supervisor District / Nomination Number / Common Name	Mason / CPN22-MA-006 / Gallows Road
Is the site in a Development Center?	No, Suburban Neighborhood
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-MA-006
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Land Use Element, Objective 8, Policy a: Protect and enhance existing neighborhoods by ensuring that infill development is of compatible use, and density/intensity, and that adverse impacts on public facility and transportation systems, the environment and the surrounding community will not occur.</p> <p>Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.</p> <p>Comprehensive Plan, Environment Element, Objective 10. Conserve and restore tree cover on developed and developing sites. Provide tree cover on sites where it is absent prior to development. Policy a: Protect or restore the maximum amount of tree cover on developed and developing sites consistent with planned land use and good silvicultural practices.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	Yes
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Tier 2
Comments	Concurrent Review Recommended

CPN22-MA-006

Gallows Road Assemblage



*Merrifield
Suburban
Center*



500 FEET

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MAP PREPARED NOVEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
OTPA_GRAPHICS\S22_items\2022 Site Specific Plan Amendment Process\NOMINATIONS





FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

**SCREENING
CPN22-MA-007
PISTONE'S**

Address/Tax Map Parcels: 6320 and 6326 Arlington Boulevard
Tax Map Parcels 51-3 ((1)) 2 and 3

Nominator: Sara Mariska, Odin, Feldman & Pittlemen, P.C.

Supervisor District: Mason

Planning Area: Area I

Planning District/Special Area: Baileys Planning District / Seven Corners Community Business Center (CBC), Land Unit H (Community Revitalization District)

Acreage: 3.2 acres

Current Plan Map/Text: Base: Neighborhood serving retail uses at existing intensity. Option A: Retail and/or office use up to .50 Floor Area Ratio (FAR) if the two subject parcels are consolidated and access coordinated with Tax Map Parcels 51-3 ((1)) 1B and 1E or provided as far west of the intersection of Arlington Boulevard and Hillwood Avenue as possible. Option B: Retail/office mixed use up to 0.7 FAR with full consolidation of the subunit.

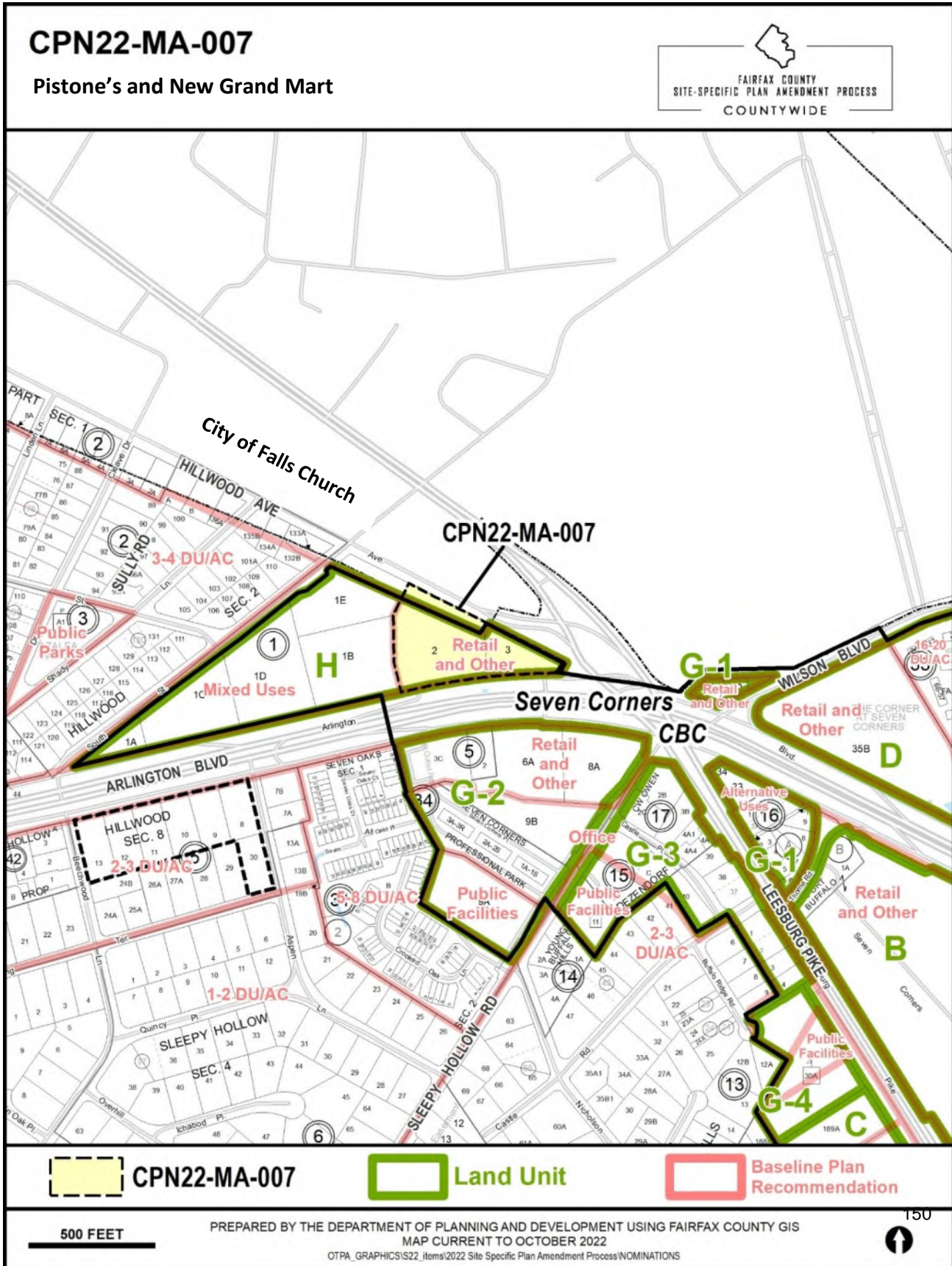
Nomination: Plan option for mixed use, including up to 450 residential units and retail use for a total of up to 450,000 square feet (or 2.9 FAR of the current property area).

Comprehensive Plan Considerations:
The subject site is located west of the intersection of Arlington Boulevard and Hillwood Avenue, and planned and developed with neighborhood serving retail uses including a grocery store (New Grand Mart) and restaurant (Pistone's Italian Inn). The site is located in Land Unit H of the Seven Corners CBC, and is adjacent to a critical intersection of primary thoroughfares including Route 50 (Arlington Boulevard), Route 7 (Leesburg Pike) along with multiple, other secondary vehicular connections. The jurisdictional line with the City of Falls Church bounds the property to the north and east, and portions of the nominated parcels along Hillwood Avenue are within the City of Falls Church. To the north, east, and south, the subject properties are surrounded by a range of lower to higher intensity commercial uses including the Eden Center, one block to the east. Properties to the west are characterized by multiple higher intensity office structures and a range of residential uses from single family homes to a mixed use, multifamily apartment building with ground floor retail.

The Concept for Future Development designates Seven Corners as one of thirteen CBC areas in the County, a land use classification typically located in historically older community-serving commercial areas, and where redevelopment should encourage a mix of uses focused around a core area of higher intensity, such as a town center or main street in a pedestrian-oriented setting. The Seven Corners CBC prioritizes redevelopment in three Opportunity Areas, whereas the subject property is located in a Transitional Area, a designation that is expected to maintain existing uses or experience only moderate change. If consistent with the overall goals of Seven Corners, parcels in Transitional Areas may be considered for additional intensity through a concurrent Comprehensive Plan amendment and rezoning application, which would re-designate the area as an Opportunity Area. Any such rezoning would be expected to meet all applicable conditions of the Redevelopment Option guidance in the plan, including coordinated development, contribution to the transportation network, conformance with urban design and street guidance, consideration of public parks and facilities, and compatibility with adjacent land uses. The nomination proposes a new option to allow for residential use (along with the planned commercial use), which would provide additional housing opportunities in a revitalization area. While higher densities can support broader revitalization goals, the proposal is significantly more intense than adopted plan's option for office/retail, and without the envisioned consolidation of the land unit, which may run counter to the goals for Transitional Areas of accommodating moderate land use changes and providing

appropriate transitions to lower-density residential neighborhoods. Additionally, planned changes to the road network in the Seven Corners area may impact both the size and access to the subject parcels in the future.

Please note that this nomination is currently under screening to determine if the proposal should be added to the 2023 Comprehensive Plan Amendment Work Program. A detailed analysis of the proposal has not yet been conducted.



Supervisor District / Nomination Number / Common Name	Mason / CPN22-MA-007 / Pistone's
Is the site in a Development Center?	Yes, Community Business Center
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-MA-007
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Area Plans, Concept for Future Development, Community Business Center Land Use Classification: Historically older community-serving commercial areas that emerged along major roadways, Community Business Centers (CBCs) are areas where redevelopment should encourage a mix of uses focused around a core area of higher intensity, such as a town center or main street in a pedestrian-oriented setting. Transitions in intensity and compatible land uses should protect surrounding stable residential neighborhoods. Appropriate revitalization and selected redevelopment advance the goal of sustaining the economic vitality in older commercial centers and adjacent neighborhoods[...]</p> <p>Comprehensive Plan, Housing Element, Objective 2, Policy a: Expand for-sale and rental housing opportunities in or near Mixed-Use Centers as a way of providing the opportunity for persons to live and work within the county.</p> <p>Comprehensive Plan, Transportation Element, Objective 12: Preserve land needed to accommodate planned transportation facilities.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p> <p>Economic Success Plan, Action 2.3: Support higher density mixed use development in the designated revitalization areas, as a way to attract new businesses and residential growth.</p> <p>Countywide Strategic Plan, Economic Opportunity, Prioritize Placemaking, Strategy EO12. Focus land development efforts on creating a variety of vibrant, transit-connected, walkable mixed-use destinations throughout the county that meet the needs of residents, employers and the workforce.</p> <p>Countywide Strategic Plan, Environment, Promote and Ensure Environmental Sustainability, Strategy E2. Reduce greenhouse gas emissions and vehicle miles traveled by incentivizing walkable, bikeable and transit-oriented development patterns, adding more mass transit and on-demand travel patterns, and discouraging single occupancy automobile use.</p> <p>Countywide Strategic Plan, Health, Support Healthy Communities, Strategy H2. Create walkable, bikeable, transit-oriented, dense, mixed-use and connected places that make inviting and vibrant communities with opportunities for recreation and active living for individuals of all ages and abilities.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	Yes
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Tier 3
Comments	Defer consideration until Ring Road study complete in order understand ROW impacts and process as concurrent development application.

CPN22-MA-007

Seven Corners – Arlington Blvd.



500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
MAP PREPARED NOVEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
OTPA_GRAPHICS\S22_items\2022 Site Specific Plan Amendment Process\NOMINATIONS





FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-MV-001
Cityside Exchange LLC

Address/Tax Map Parcels: 6034 Richmond Highway
Tax Map Parcels 83-3 ((1)) 90 and 90B

Nominator: Cityside Exchange, LLC (Affiliate of Lincoln Avenue Capital) (Brian Winterhalter, agent)

Supervisor District: Mount Vernon
Planning Area: Area IV
Planning District: Mount Vernon Planning District, MV-1 Huntington Community Planning Sector, Land Unit Q, Huntington Transit Station Area (TSA)

Acreage: 14.92 acres

Current Plan Map/Text: Map: Residential use at 20+ dwelling units per acre (DU/AC)/ Text: Residential use at 35-40 DU/AC.

Nomination: Residential use at 50-65 DU/AC provided that additional units above the current plan are committed, long-term affordable housing.

Comprehensive Plan Considerations:

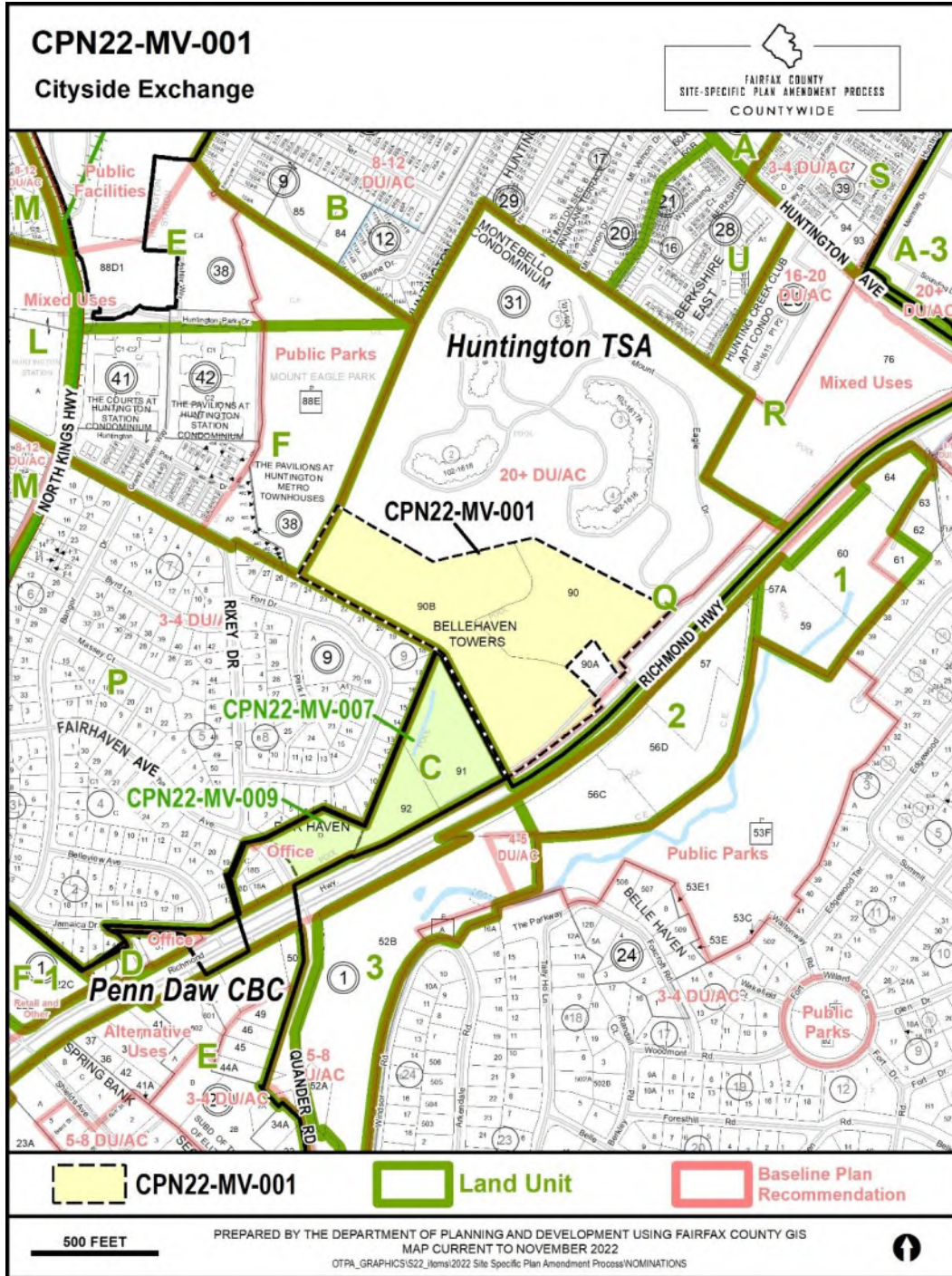
The subject site is located on the west side of Richmond Highway, south of Huntington Avenue and east of Mount Eagle Park and includes the Cityside at Huntington Metro Apartments. The western edge of the subject site is approximately a 1/3-mile walking distance to the Huntington Metrorail Station and a 1/2-mile walk to a future bus rapid transit station planned for the intersection of Richmond Highway and South Kings Highway. The site is bordered on the north by the Montebello Condominiums planned for residential use at 35-40 DU/AC; to the east across Richmond Highway by three hotels and a restaurant planned for residential use at 5-8 DU/AC; to the south by a hotel, restaurant and swimming pool business planned for office use, and to the west by Mount Eagle Park, which is planned for public parks. A 0.5-acre parcel, 83-3 ((1)) 90A, is surrounded by subject site property and contains the Androus office building. This parcel is planned in line with the subject site’s Plan recommendation for residential use at 35-40 DU/AC, is under separate ownership and was not included with the nomination.

The Concept for Future Development recommends the Huntington TSA as one of several mixed-use centers that are located around the fourteen Metrorail stations in Fairfax County. TSAs promote a land use pattern that supports Metrorail by encouraging a mix of uses in a compact, pedestrian-friendly urban form within walking distance of the Metrorail station and provide opportunities for non-automobile dependent development to occur in a manner that is compatible with and helps maintain the viability of the existing nearby land uses.

The nomination indicates that development could occur in two new mid-rise multifamily buildings, located in areas currently developed with surface parking lots along the Richmond Highway frontage, along with new open spaces and structured parking. Of note, the nomination proposed to provide and commit the proposed residential units at rents affordable to households earning 60% of the Area Median Income or below. The Community-Wide Housing Strategic Plan goals seek to provide a significant number of long-term, committed affordable dwelling units at this income level, especially in locations with access to transit and amenities.

An amendment to the Policy Plan that addresses the preservation of existing affordable multifamily housing is under development, in parallel to the Site-Specific Plan Amendment process, and is anticipated to be presented to the

Board of Supervisors for action in the Spring of 2023. As currently drafted¹, projects that meet certain criteria related to existing income levels served that propose additional density on site with a commitment to preserve affordability may have the flexibility to consider that additional density without a Plan amendment. The nomination may qualify for this policy and if so, may not require review of a Plan amendment.



¹ PA 2021-CW-1CP – Affordable Housing Preservation (<https://www.fairfaxcounty.gov/planning-development/plan-amendments/affordable-housing-preservation>)

Supervisor District / Nomination Number / Common Name	Mount_Vernon / CPN22-MV-001 / Cityside Huntington
Is the site in a Development Center?	Yes, Transit Station Area
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-MV-001
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Housing Element, Countywide Objectives and Policies: Higher densities can help to support housing affordability as the prices of new homes and the rents of new apartments are directly related to allowable density. Determining acceptable locations for higher density residential development is necessary as part of a strategy to provide more units addressing a range of affordability.</p> <p>Comprehensive Plan, Housing Element, Objective 2, Policy a: Expand for-sale and rental housing opportunities in or near Mixed-Use Centers as a way of providing the opportunity for persons to live and work within the county. Policy b: Promote the development of multifamily and senior housing in both Mixed-Use Centers and existing residential areas, as appropriate, in an effort to diversify the housing stock and expand lower cost housing options.</p> <p>Comprehensive Plan, Land Use Element, Objective 16: Fairfax County should encourage Transit-Oriented Development (TOD) with focused growth near certain planned and existing rail transit stations as a way to create opportunities for compact pedestrian- and bicyclefriendly, neighborhood centers accessible to transit.</p> <p>Comprehensive Plan, Land Use Element, Objective 12, Policy a: Concentrate the highest level of development intensity in areas of transportation advantage, i.e., the Tysons Urban Center, cores of Suburban Centers and Transit Station Areas.</p> <p>Comprehensive Plan, Land Use Element, TOD Guidelines, Guideline 2: Examine the unique characteristics and needs of a particular station area when evaluating TOD principles to ensure the appropriate development intensity and mix of land uses relative to the existing and planned uses for the surrounding areas. Guideline 4: Promote a mix of uses to ensure the efficient use of transit, to promote increased ridership during peak and off peak travel periods in all directions, and to encourage different types of activity throughout the day.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Communitywide Housing Strategic Plan, Land Use and Zoning Tools, Strategy B3: Preserving existing subsidized and "market affordable" housing is vital to meeting the needs of low- and moderate-income individuals and families.</p> <p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p> <p>Countywide Strategic Plan, Economic Opportunity, Prioritize Placemaking, Strategy EO12. Focus land development efforts on creating a variety of vibrant, transit-connected, walkable mixed-use destinations throughout the county that meet the needs of residents, employers and the workforce.</p> <p>Countywide Strategic Plan, Environment, Promote and Ensure Environmental Sustainability, Strategy E2. Reduce greenhouse gas emissions and vehicle miles traveled by incentivizing walkable, bikeable and transit-oriented development patterns, adding more mass transit and on-demand travel patterns, and discouraging single occupancy automobile use.</p> <p>Countywide Strategic Plan, Health, Support Healthy Communities, Strategy H2. Create walkable, bikeable, transit-oriented, dense, mixed-use and connected places that make inviting and vibrant communities with opportunities for recreation and active living for individuals of all ages and abilities.</p>

Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	Yes
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Tier 1
Comments	May not require plan amendment if Affordable Housing Preservation policy is adopted and proposal meets performance criteria.

CPN22-MV-001

Cityside Exchange



500 FEET

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MAP PREPARED DECEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-MV-002
Shoppes of Lorton Valley

Address/Tax Map Parcels: 8919 and 9009 Ox Road, 8920 and 9000 Windrush Drive
Tax Map Parcels 106-2 ((7)) 1, 4, 5 and 106-2 ((1)) 9A

Nominator: Lorton Valley Retail, LLC (Bernard S. Suchicital, agent)

Supervisor District: Mount Vernon
Planning Area: Area III
Planning District: Pohick Planning District, P5 – Dominion Community Planning Sector
Acreage: 19.8 acres

Current Plan Map/Text: Map: Residential at 0.5 – 1 dwelling units per acre (du/ac); Option: 125,000 square foot shopping center use with conditions, including recommendation discouraging free-standing retail structures.

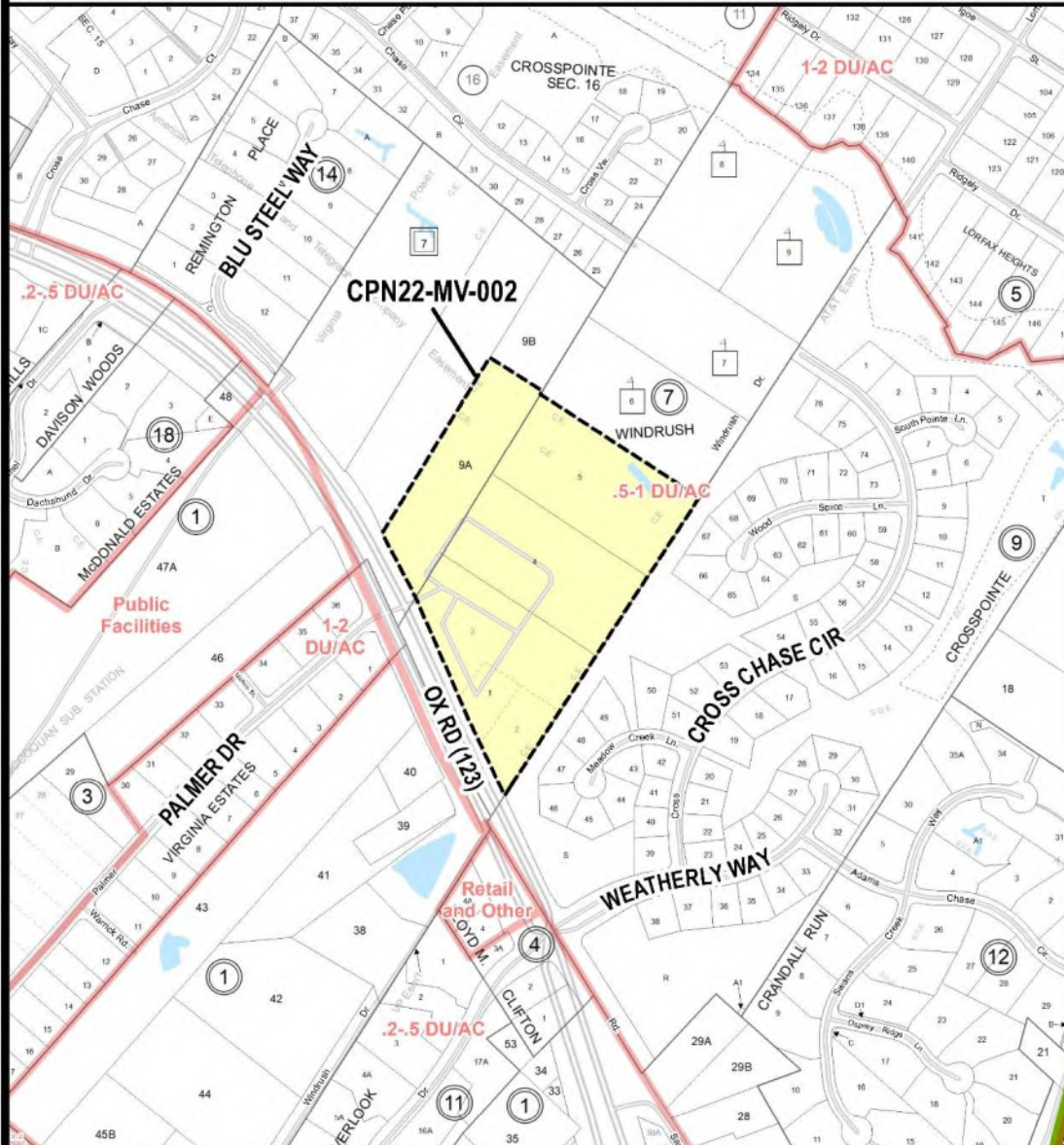
Nomination: Remove the recommendation discouraging free-standing retail structures, to allow a drive-thru facility within the existing shopping center parking lot.

Comprehensive Plan Considerations:
The subject site is located along Ox Road (Route 123) and developed with the Shoppes at Lorton Valley shopping center. The Comprehensive Plan includes a site-specific recommendation for a subject property a shopping center, which includes a condition recommending, due to its residential setting, that the shopping center should not have any free-standing retail structures, and that development should be designed as a single, integrated center and not appear as a strip commercial center. The site is developed with a grocery store, gas station, restaurants, retail businesses, and a drive-thru restaurant, all of which are arranged in a horseshoe pattern centered around a surface parking lot. The gas station and drive-thru restaurant were added as attached structures and architecturally unified with the rest of the shopping center. These uses are also well-landscaped and setback from Ox Road, which helps screen these uses in line with the vision for the shopping center described in the plan. The areas to the south, east, and west of the site are planned and developed with single-family detached homes at various densities ranging from 0.2 - 0.5 du/ac to 1-2 du/ac. The area to the north includes Halley Elementary School, planned for residential use at .5-1 du/ac, along with a trail connecting the rear of the shopping center to the school and surrounding neighborhoods.

Outparcels with free-standing structures are common in shopping centers throughout the County, including in areas that are residential in character. With careful site planning, circulation, and appropriate architectural treatment, such free-standing structures can be successfully integrated into neighborhood-serving shopping centers in a compatible fashion. The Guidelines for Drive-Thru Windows and Other Drive-Thru Facilities in the Policy Plan, Land Use Element, Appendix 5, specifically addresses safety, traffic circulation, pedestrian systems for drive-thru uses, and compatible transitions through the control of appropriate buffering and screening. If the nomination advances to the work program, a development application’s adherence to these guidelines should be considered concurrently with the amendment, including an assessment of the shopping center’s parking, opportunities to improve pedestrian site circulation and walkways, as well as vehicle queuing and circulation across the shopping center given the recently opened drive-thru restaurant use.

CPN22-MV-002

Shoppes of Lorton Valley



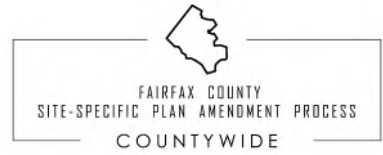
 CPN22-MV-002  Land Unit  Baseline Plan Recommendation

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MAP CURRENT TO OCTOBER 2022
OTPA_GRAPHICS22_Items\2022 Site Specific Plan Amendment Process\NOMINATIONS

Supervisor District / Nomination Number / Common Name	Mount_Vernon / CPN22-MV-002 / Shoppes of Lorton Valley
Is the site in a Development Center?	No, Suburban Neighborhood
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-MV-002
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Land Use Element, Objective 8, Policy a: Protect and enhance existing neighborhoods by ensuring that infill development is of compatible use, and density/intensity, and that adverse impacts on public facility and transportation systems, the environment and the surrounding community will not occur.</p> <p>Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Countywide Strategic Plan, Economic Opportunity, Promote an Agile Policy and Regulatory Environment, Strategy EO 4. Implement transparent and flexible land development policies, regulations and processes that keep pace with market conditions and technological innovations.</p> <p>Countywide Strategic Plan, Economic Opportunity, Attract and Support Businesses, Strategy EO7. Collaborate with the business community to explore innovative approaches to enhance efforts to attract, retain, support, and expand businesses, particularly in target industries and across various types and sizes.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	Yes
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Tier 2
Comments	Concurrent Review Recommended

CPN22-MV-002

Shoppes of Lorton Valley



500 FEET

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MAP PREPARED NOVEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-MV-003
Boston Boulevard

Address/Tax Map Parcels: 7600, 7700 7702, and 7601 Boston Boulevard, 8001 and 8000 Corporate Court
Tax Map Parcels 99-1 ((12)) 10, 11A (part) and 15, 98-2 ((18)) 3, 11B, and 12

Nominator: Jennifer L. Garcia, DLA Piper, LLP (Agent)

Supervisor District: Mount Vernon
 Planning Area: Area IV
 Planning District: Springfield Planning District, I-95 Corridor Industrial Area, Land Unit C
 Acreage: 28 acres

Current Plan Map/Text: Industrial use up to 0.50 Floor Area Ratio (FAR)

Nomination: Residential use up to 20 to 25 + dwelling units per acre (du/ac) comprised of single-family attached, stacked two-over-two townhomes, and mid-rise multifamily. Up to ten percent of the dwelling units are proposed as affordable or workforce-dwelling units.

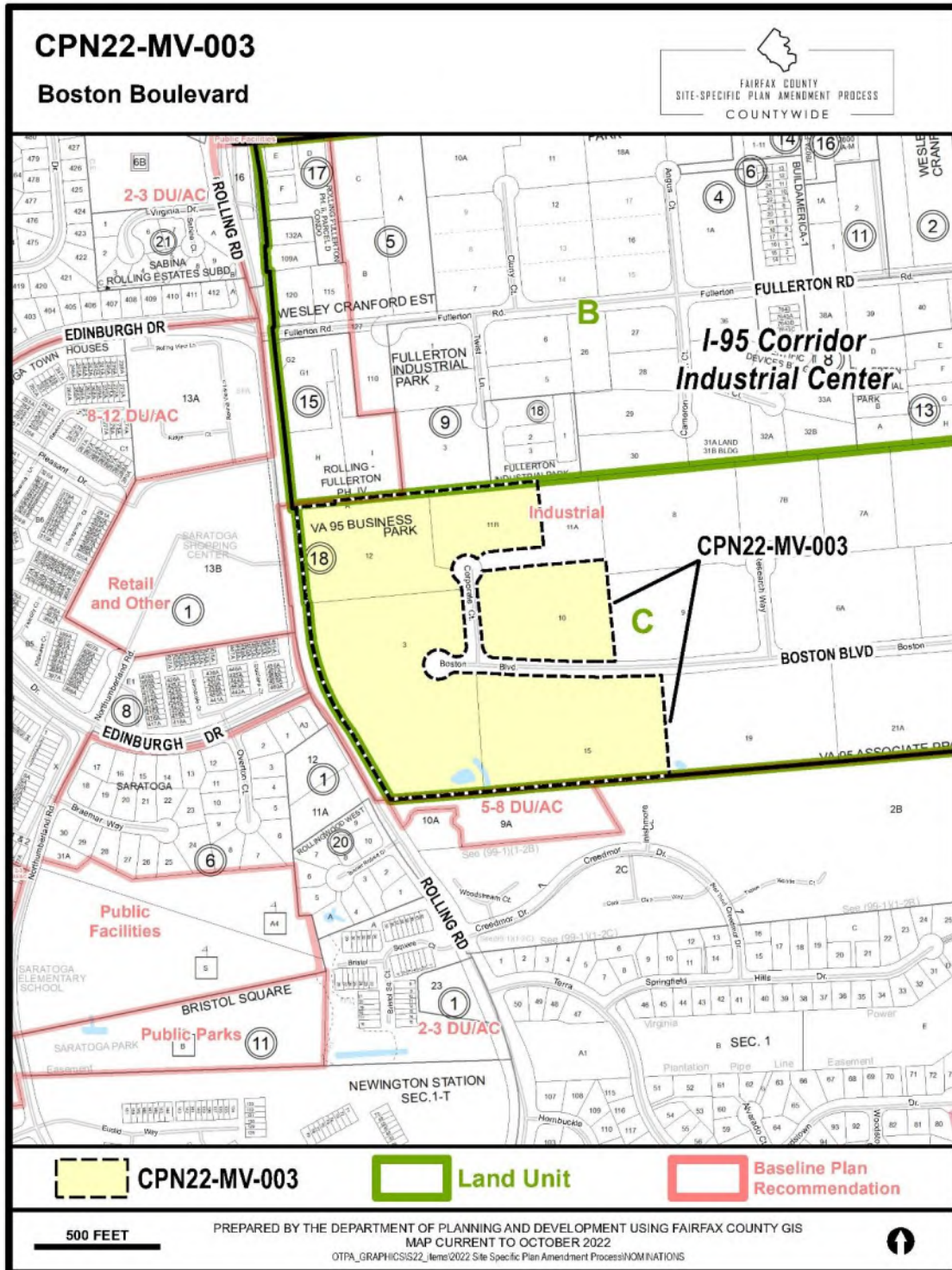
Comprehensive Plan Considerations:

The subject site, six parcels in total, are located in the western portion of the Virginia 95 Business Park in the I-95 Corridor Industrial Area. The site is developed with one- and two-story low-rise warehouses and offices, along with one vacant, wooded parcel. The site is bounded by the Fullerton Industrial Park (Land Unit B of the I-95 Corridor Industrial Area) to the north, which is similarly planned and developed with office and industrial uses. The area to the south of the subject site is planned for residential use at densities of 2-3 and 5-8 du/ac and developed with single family houses, townhomes, and a day care facility. The area west of the site is planned and developed with retail use as the Saratoga Shopping Center and for residential townhouses at 8-12 du/ac. The southwest is planned for residential use at 2-3 du/ac and developed with single-family detached homes, as well as Saratoga Elementary School, which is planned for public facilities. The balance of Land Unit C, to the east of the site, is planned and developed with office and warehouse uses.

The Concept for Future Development for the I-95 Corridor Industrial Area recommends retaining an overall industrial orientation. Industrial Areas are intended primarily to provide suitable locations for industrially related uses. Office and other commercial uses should be limited in these areas.

The statement of justification states that “residential use in the westernmost quadrant of the Virginia 95 Business Park would complement the existing residential development on the west side of Rolling Road and attract additional patrons to the Saratoga Shopping Center.” Two buildings have been vacant for over six years and the assessed value of the properties is decreasing over time, and residential development would increase the revenue while “bringing in construction jobs and dedicated affordable or workforce housing. The Economic Success Plan emphasizes the importance of preserving existing designated industrial areas to ensure county residents and businesses are close to resources such as manufacturing, warehousing, service, and distribution uses. The Land Use Compatibility objectives within the Policy Plan seek to achieve harmonious and compatible uses in scale with the surrounding area that can be supported by services, amenities, and transportation systems. Residential uses are not planned or developed elsewhere in the I-95 Corridor Industrial Area and are not considered compatible with industrial uses. Policy Plan guidance, such as Guidelines for Commercial Building Repurposing, provides alternative use considerations for commercial buildings, however, this guidance specifically does not recommend the repurposing of office buildings located in Industrial Areas for residential use. The Business Park, and specifically the subject sites, is buffered from the abutting

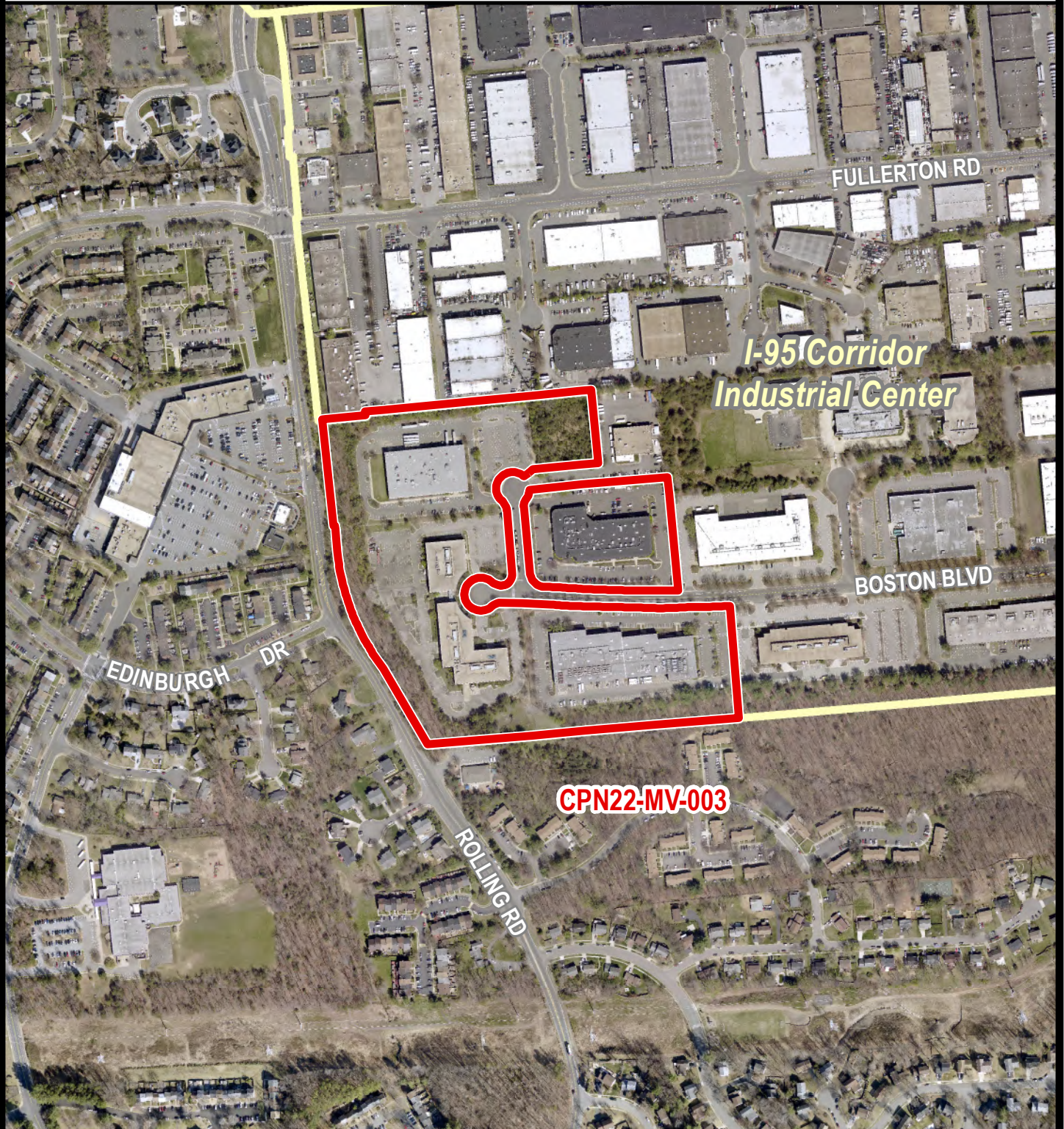
residential and commercial properties by Rolling Road and heavily wooded trees. Introducing residential use in an area planned for industrial uses would be inconsistent with the vision for the I-95 Corridor Industrial Area, as well as the primary consideration for Industrial Areas as described in the Concept for Future Development.



Supervisor District / Nomination Number / Common Name	Mount_Vernon / CPN22-MV-003 / Boston Boulevard
Is the site in a Development Center?	Yes, Industrial Area
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-MV-003
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Area Plans, Concept for Future Development, Industrial Area Land Use Classification Description: The types of uses intended for industrial areas are generally regulated more strictly due to their anticipated impacts to adjacent areas. This category is not appropriate for residential uses and limits future office uses to those which are ancillary to industrial use.</p> <p>Comprehensive Plan, Land Use Element, Objective 3: Fairfax County should maintain a supply of land sufficient to meet the need for housing, commercial, industrial, institutional/public services, and recreational and leisure activities to support the Comprehensive Plan.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	Economic Success Plan, Action 2.9: Preserve existing designated Industrial Areas as valuable locations for needed light manufacturing, warehousing, service, and distribution uses that support county residents and businesses.
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No. Residential use within an Industrial area land use classification is counter to the Concept for Future Development. If a change is to be considered, it should be addressed through an amendment to the Concept for Future Development and the associated area plan prior to individual site-specific consideration.
Anticipated Staff Resource Demand	High given broader policy implications.
Staff Recommendation	Do Not Add to Work Program
Comments	

CPN22-MV-003

Boston Boulevard



500 FEET

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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-MV-004
Costco – Boston Boulevard

Address/Tax Map Parcels: 7375 Boston Boulevard
Tax Map Parcel 99-1 ((12)) 24

Nominator: David S. Houston, Bean, Kinney & Korman (Agent)

Supervisor District: Mount Vernon
Planning Area: Area IV
Planning District: Springfield Planning District, I-95 Corridor Industrial Area
Acreage: 2.81 acres

Current Plan Map/Text: Industrial use up to 0.50 Floor Area Ratio (FAR).

Nomination: Retail use to allow the subject site to consolidate with the abutting Costco parcel to allow for additional parking or a Costco member-only gas station.

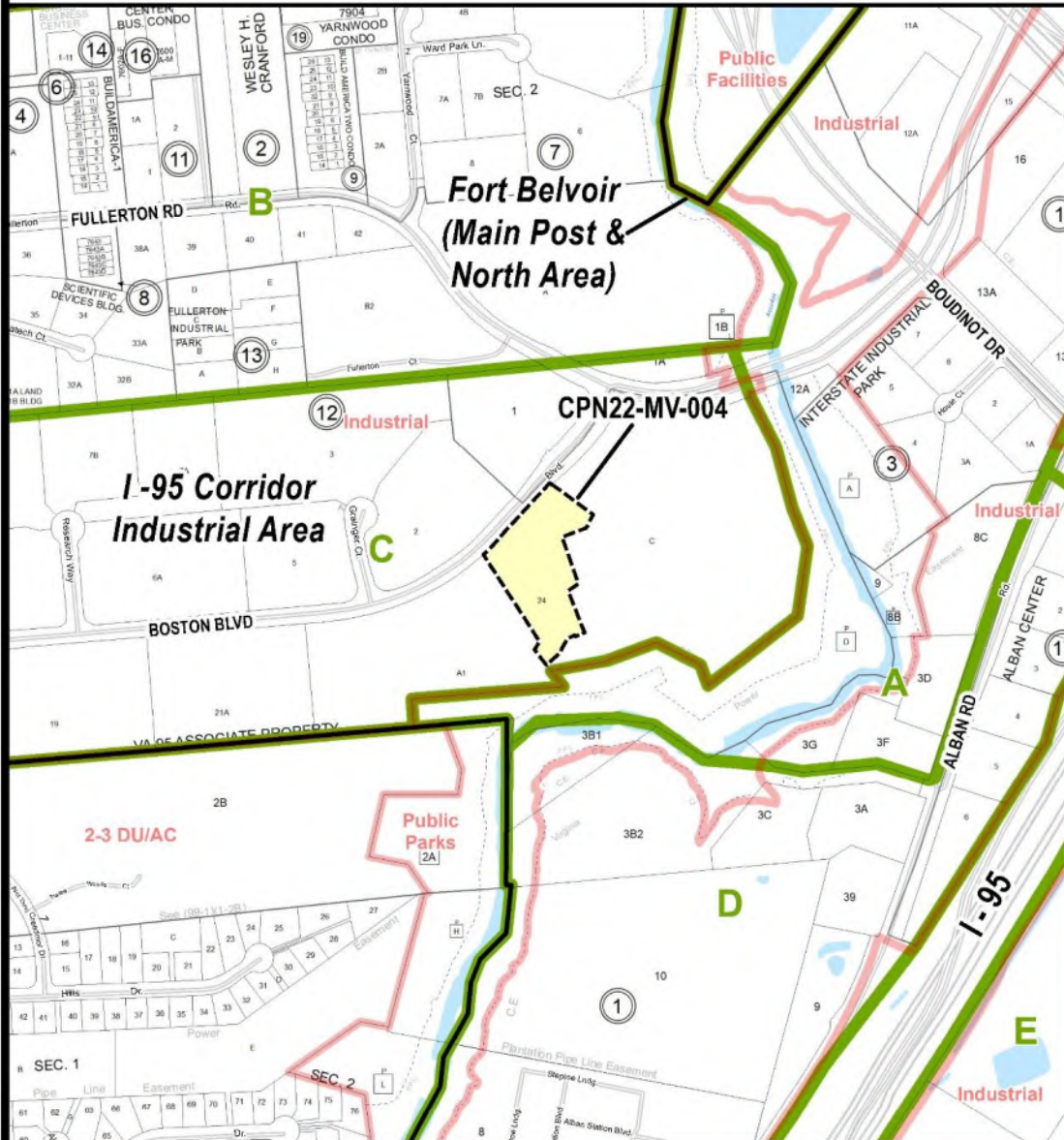
Comprehensive Plan Considerations:
The subject site is located on the eastern portion of the Virginia 95 Business Park and is developed with a two-story office building totaling approximately 29,715 square feet. The site is surrounded by office buildings to the north and west, and Costco to the east. The Accotink Creek Stream Valley Park and a Resource Protection Area (RPA) run directly to the south of this site. This area is planned for public parks and acts as a buffer for Accotink Creek from the Business Park.

The subject site is planned in the Springfield Planning District, I-95 Corridor Industrial Area, Land Unit C, which recommends industrial uses up to 0.5 FAR throughout the Business Park. The plan also includes an option for the adjacent Costco as a community serving retail use. The overall plan for the Land Unit notes that infill uses should be of a compatible use and design with the existing uses and provide buffering to those uses. The Concept for Future Development recommends retaining an overall industrial orientation and suitable locations for industrially related uses. The Board-adopted Economic Success Plan further emphasizes the importance of preserving existing designated industrial areas to ensure county residents and businesses are close to resources such as manufacturing, warehousing, service, and distribution uses.

The nomination proposes a land use change that would facilitate the demolition of the office building on the site and replace it with either additional parking or a Costco gas station. The nomination’s statement of justification indicates that the existing office building is under-performing, whereas the adjacent Costco warehouse is successful and, with the addition of the gas station, would provide the same service as other Costco warehouses elsewhere in the County. Considering consolidation of the subject parcel with the Costco warehouse for the purpose of providing an additional retail use would generally align with the adopted plan option, however, opportunities to increase multimodal circulation and landscape buffering on the site should be carefully considered in order to achieve compatibility of the nominated site with surroundings, including enhancing the site’s function and appearance in line with the street and landscape design for the Business Park. Enhanced stormwater management controls to protect Accotink Creek from potential impacts should also be considered. Should the nomination advance to the Work Program, a concurrent development application should be evaluated to ensure these factors can be incorporated into the site planning process.

CPN22-MV-004

Costco - Boston Boulevard



CPN22-MV-004

Land Unit

Baseline Plan Recommendation

500 FEET

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MAP CURRENT TO OCTOBER 2022

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Supervisor District / Nomination Number / Common Name	Mount_Vernon / CPN22-MV-004 / Boston Boulevard - Costco
Is the site in a Development Center?	yes, Industrial Area
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-MV-004
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	Economic Success Plan, Action 2.9: Preserve existing designated Industrial Areas as valuable locations for needed light manufacturing, warehousing, service, and distribution uses that support county residents and businesses.
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	Yes
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Tier 2
Comments	Concurrent Review Recommended

CPN22-MV-004

Costco - Boston Boulevard



500 FEET

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MAP PREPARED DECEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-MV-005
IMP BUILDING

Address/Tax Map Parcels: 8850 Richmond Highway
Tax Map Parcel 109-2 ((1)) 13A

Nominator: Evan Pritchard, Cozen O'Connor, (agent)

Supervisor District: Mount Vernon
Planning Area: Area IV
Planning District: Mount Vernon Planning District, Suburban Neighborhood Area (SNA) Adjacent to Woodlawn Community Business Center (Area #3)
Community Revitalization District

Acreage: 8.8 acres

Current Plan Map/Text: Office, retail or hotel-conference center use up to 0.50 Floor Area Ratio (FAR).

Nomination: Residential use up to 30 dwelling units per acre (du/ac).

Comprehensive Plan Considerations:

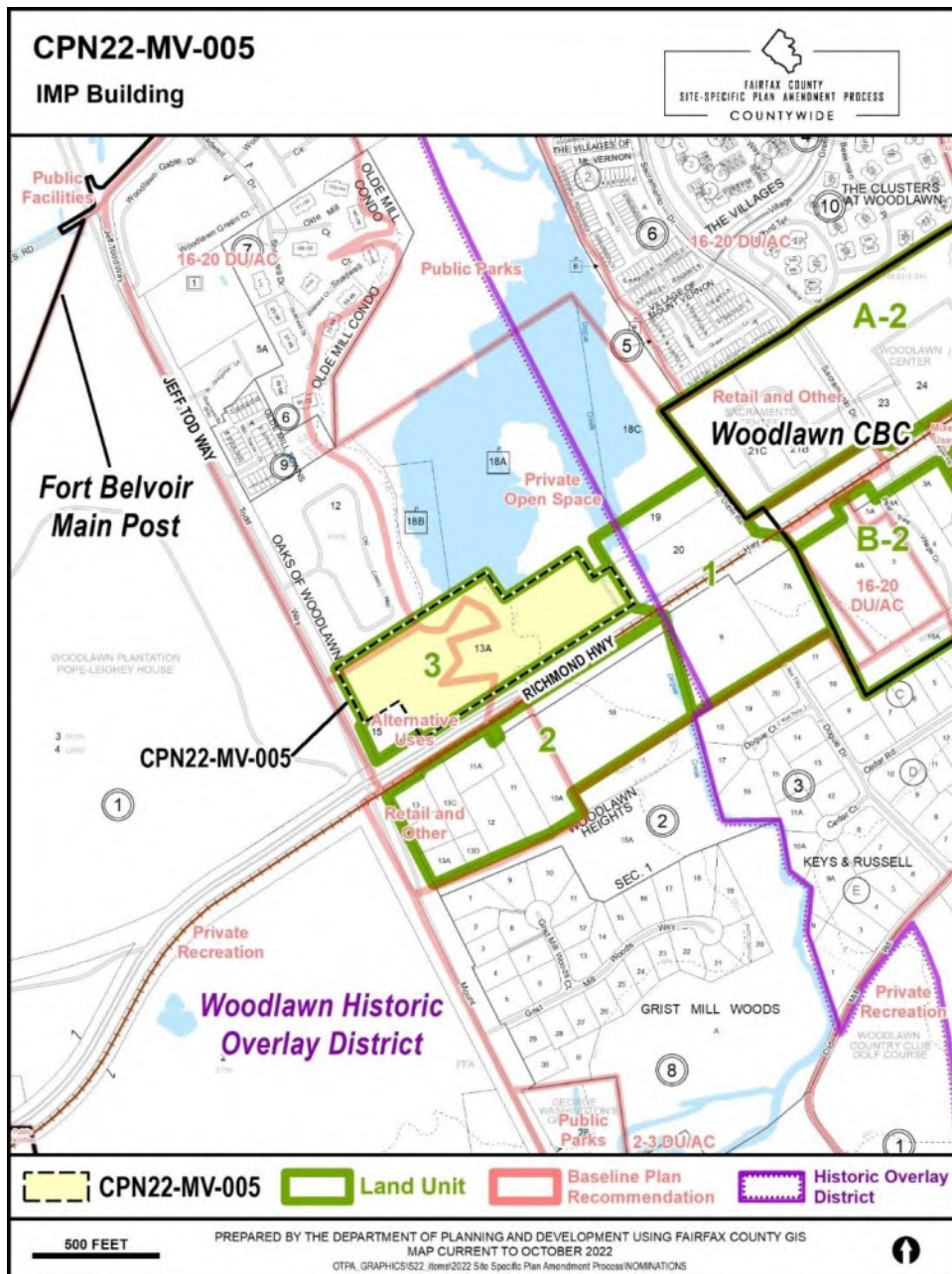
The subject site is located on the northeast corner of Richmond Highway and Jeff Todd Way and is developed with an office building known as the IMP Building, and associated surface parking. The site is approved for a hotel use in line with the adopted site-specific plan recommendation, which has not been constructed. The site is located within ¼ mile walking distance of a planned bus rapid transit (BRT) station at the intersection of a realigned Sacramento Drive and Cooper Road on Richmond Highway. The site is bordered on the north and west by the Oaks of Woodlawn Apartments, which are planned and developed with residential use at 16-20 du/ac, to the north and east by Pole Road Park, planned for public park use and vacant land planned for private open space; and to the south by a Roy Roger’s restaurant planned consistent with the nominated site’s recommendation for office, retail, or hotel-conference center use up to 0.50 FAR. Across Richmond Highway from the site to the southeast are three hotels and a gas station, planned for hotel and retail uses.

The Concept for Future Development notes that the site is located in a Suburban Neighborhood Area (SNA) adjacent to the Woodlawn Community Business Center (CBC). SNAs contain primarily residential communities planned for little to no change. When redevelopment occurs, the Plan recommends that projects should demonstrate compatible and effective transitions from the high intensity CBCs to the lower intensity SNAs; provide appropriately scaled and logical multimodal connections between the CBCs and SNAs; and ensure the character of new development and redevelopment in the SNAs is complementary to the adjacent CBCs and SNAs, where applicable. CBCs are planned for redevelopment that should encourage a mix of uses focused around a core area of higher intensity, such as a town center or main street in a pedestrian-oriented setting. Within CBCs, transitions in intensity and compatible land uses should protect surrounding stable residential neighborhoods.

The site is also located within the Woodlawn Plantation/Pope-Leighey House Historic Overlay District (HOD). HODs are designated by the Board of Supervisors to identify, preserve, and enhance buildings, structures, neighborhoods, landscapes, places, and areas that have special historical, cultural, architectural, or archaeological significance. Regulations within HODs are intended to protect against destruction of or encroachment upon those areas, structures, or premises; and to encourage uses that will lead to their continuance, conservation, and improvement. The Woodlawn HOD includes regulations that specify that all improvements, including structures, must be compatible with Woodlawn and Washington Grist Mill in terms of mass, scale, color and visual impact and are limited to a maximum building height of 35 feet. The nomination proposes to adhere to building height limit. A portion of the site is within

a flood plain, which is an area subject to periodic inundation from flood events, and, Resource Protection Area (RPA) and Environmental Quality Corridor (EQC), which are environmentally sensitive areas that should be protected from the adverse effects of human activities. The nomination statement indicates that the EQC would be preserved with the proposal, however, the concept plan appears to show developed portions of the site within areas mapped for RPA and floodplain, which would be inconsistent with County policies.

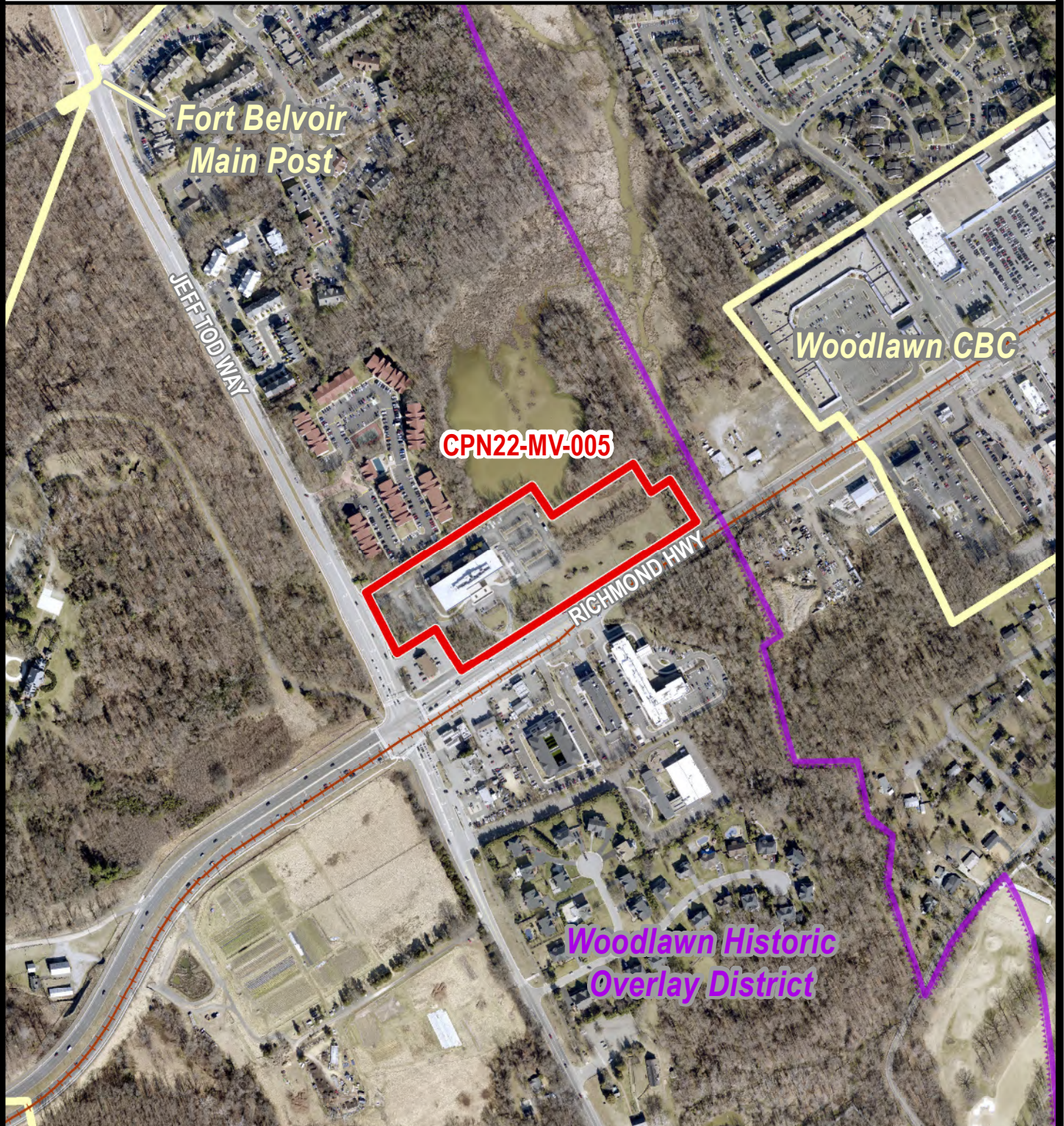
The nomination’s statement of justification indicates that given the age of the building, its location, and long-term market conditions, the owner has struggled for years to maintain sustainable office occupancy levels. The statement indicates that the hotel market within this portion of the County has been met, and that the site-specific hotel option is not viable. Should the nomination be advanced to the Work Program, considerations related to site constraints would need to be addressed, such as ensuring that RPA and floodplain areas of the site are avoided, and the use and design are consistent with the Woodlawn HOD and urban design guidance for the Richmond Highway Corridor, and that the proposed density is compatible with the surrounding uses within the SNA.



Supervisor District / Nomination Number / Common Name	Mount_Vernon / CPN22-MV-005 / IMP Building
Is the site in a Development Center?	No, Suburban Neighborhood
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-MV-005
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Environment Element, Objective 7, Policy o: [...] The more restrictive type of Chesapeake Bay Preservation Area is known as the "Resource Protection Area (RPA)." With a few exceptions (e.g. water wells, recreation, infrastructure improvements, "water dependent" activities, and redevelopment), new development is prohibited in these areas. [...]</p> <p>Comprehensive Plan, Environment Element, Objective 7: Minimize the exposure of new development to the potential of flood impacts. Policy a: Prohibit new residential structures within flood impact hazard areas.</p> <p>Comprehensive Plan, Environment Element, Objective 9: Identify, protect and enhance an integrated network of ecologically valuable land and surface waters for present and future residents of Fairfax County.</p> <p>Comprehensive Plan, Land Use Element, Objective 8, Policy a: Protect and enhance existing neighborhoods by ensuring that infill development is of compatible use, and density/intensity, and that adverse impacts on public facility and transportation systems, the environment and the surrounding community will not occur.</p> <p>Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, similar environmental issues constrain similarly planned nearby properties, including the adjacent site 8800 Richmond Highway, which is subject to a pending, but deferred plan amendment.
Anticipated Staff Resource Demand	High given environmental and heritage resource constraints
Staff Recommendation	Tier 3
Comments	Incorporate with pending but deferred 8800 Richmond Highway plan amendment given adjacency and common environmental considerations.

CPN22-MV-005

IMP Building



500 FEET

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MAP PREPARED NOVEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-MV-006
West Ford Manor

Address/Tax Map Parcels: 3122 Douglass Street, 3109 and 3111 Kingland Road, 3119 Sherwood Hall Lane, 7925 and 7927 Richmond Highway
Tax Map Parcels 101-2 ((1)) 60, 60A, 61, 64A, 65, 66 and 67

Nominator: Joe Francone, Lori Greenlief (agent)

Supervisor District: Mount Vernon
Planning Area: Area IV
Planning District: Mount Vernon Planning District, Richmond Highway Corridor Area, Suburban Neighborhood Area (SNA) #2 between Hybla Valley/Gum Springs and South County Community Business Centers (Community Revitalization District)

Acreage: 5.5 acres

Current Plan Map/Text: Office use along Richmond Highway and Sherwood Hall Lane, and residential use at a density of 3-4 dwelling units per acre within the site interior.

Nomination: Residential use at density of 8-12 DU/AC.

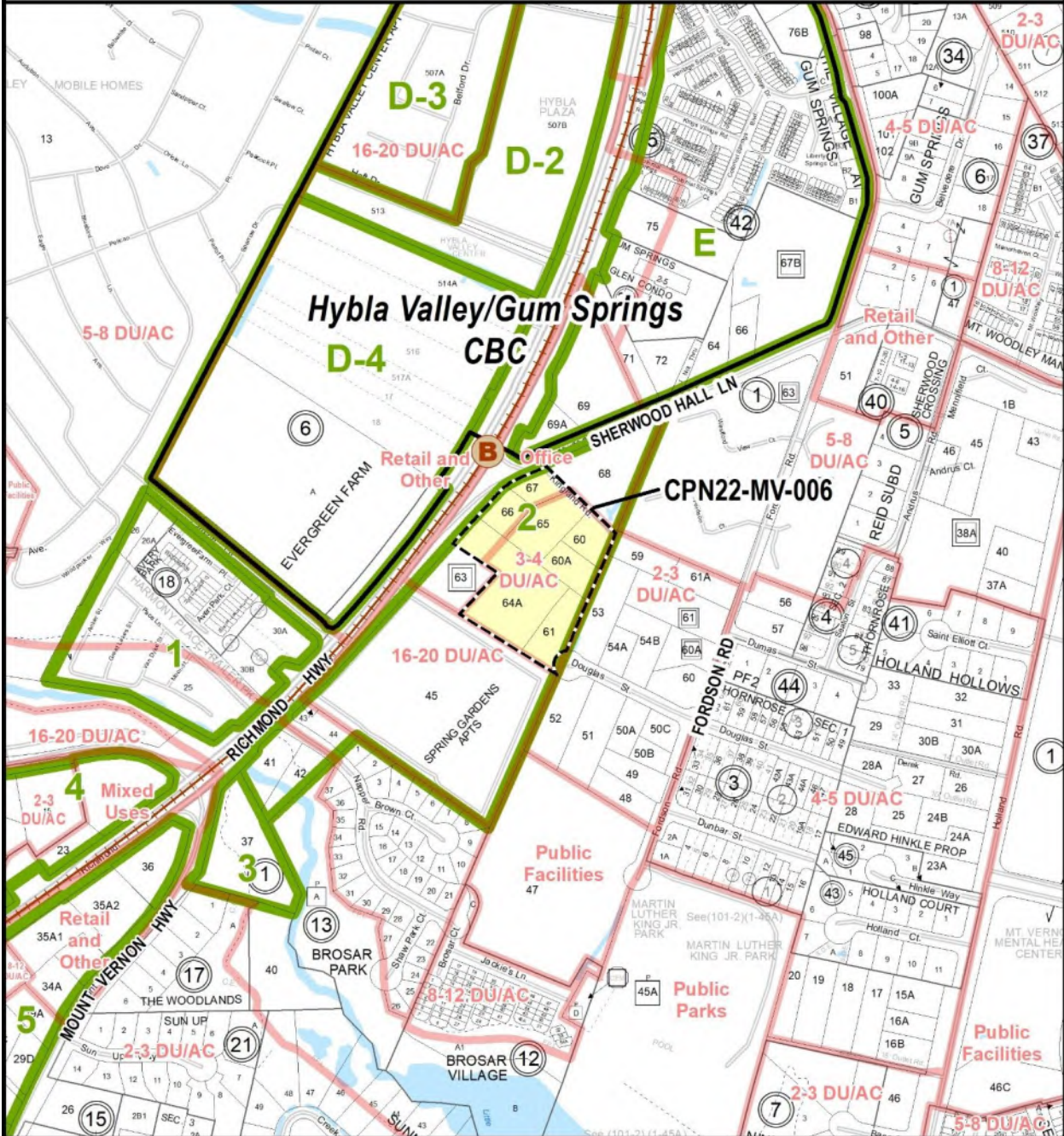
Comprehensive Plan Considerations:

The subject site is located within the Gum Springs neighborhood along the east side of Richmond Highway, south of Sherwood Hall Lane and includes two single-family detached homes, a private school and vacant land.

The majority of the site is planned within the Richmond Highway Corridor Suburban Neighborhood Area (SNA) between the Hybla Valley/Gum Springs CBC and South County Center CBC for office use and low-density residential uses, with infill development to be of compatible use, type and intensity. The Richmond Highway Corridor Area guidance notes that as redevelopment occurs in the SNAs projects should demonstrate compatible and effective transitions from the high intensity CBCs to the lower intensity SNAs and ensure the character of new development and redevelopment in the SNAs is complementary to the adjacent CBCs and SNAs, where applicable. The site is immediately adjacent to the planned Hybla Valley/Gum Springs Bus Rapid Transit (BRT) station at the intersection of Richmond Highway and Sherwood Hall Lane. Single-family detached homes and a house of worship are located to the southeast along Fordson Road and Douglas Street. Multifamily residential uses, planned for a density of 16-20 du/ac, are located to the southwest. To the north and west of the site across Richmond Highway and Sherwood Hall Lane are areas planned and developed with commercial uses within the CBC, with areas across Richmond Highway planned for high density, transit-oriented, mixed-use development. Immediately to the north and northwest are a thrift store, a landscaping company office, wooded land and townhouses planned for office use and residential use at 5-8 du/ac. The Comprehensive Plan recommends that development within and adjacent to the Gum Springs neighborhood should be consistent with the Gum Springs Neighborhood Improvement Program and Conservation Plan for that community. The conservation plan has now expired. The subject site is not part of the still-active redevelopment plan. The county has recently obtained funding for a heritage resources survey of the Gum Springs neighborhood, work that will make recommendations as to the potential eligibility for inclusion in the County's Inventory of Historic Sites, Virginia Landmarks Register, and/or the National Register of Historic Places and other possible future historic preservation planning efforts.

CPN22-MV-006

West Ford Manor



500 FEET

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MAP CURRENT TO NOVEMBER 2022

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Supervisor District / Nomination Number / Common Name	Mount_Vernon / CPN22-MV-006 / West Ford Manor
Is the site in a Development Center?	No, Suburban Neighborhood
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-MV-006
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Housing Element, Board of Supervisors Goal: "Opportunities should be available to all who live or work in Fairfax County to purchase or rent safe, decent, price-appropriate housing within their means in accordance with the One Fairfax policy and Communitywide Housing Strategic Plan. Housing affordable for all income levels should be located as close as possible to employment opportunities while maximizing quality of life standards. The provision of affordable housing should be a vital element in high density and mixed-use developments and [sic] should be encouraged in revitalization areas and mixed-use centers, and stimulated through flexible zoning wherever possible.</p> <p>Comprehensive Plan, Housing Element, Objective 2, Policy a: Expand for-sale and rental housing opportunities in or near Mixed-Use Centers as a way of providing the opportunity for persons to live and work within the county.</p> <p>Comprehensive Plan, Land Use Element, Objective 8, Policy a: Protect and enhance existing neighborhoods by ensuring that infill development is of compatible use, and density/intensity, and that adverse impacts on public facility and transportation systems, the environment and the surrounding community will not occur.</p> <p>Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p> <p>Countywide Strategic Plan, Cultural and Recreational Opportunities, Improve Availability and Access to Cultural and Recreational Opportunities. Strategy CRO4. Ensure land development practices integrate the needs of the community to achieve the equitable (and culturally and racially sensitive) development of cultural and recreation facilities, areas and venues.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	Yes, however, the proposal should be considered in the context of the heritage resource study, which is scheduled to be completed within the next year.
Anticipated Staff Resource Demand	High given community outreach
Staff Recommendation	Do Not Add to Work Program
Comments	

CPN22-MV-006

West Ford Manor



500 FEET

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MAP PREPARED DECEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-MV-007
Vista Residential

Address/Tax Map Parcels: 6100 and 6130 Richmond Highway
Tax Map Parcels 83-3 ((1)) 91 and 92

Nominator: Mark Viani (agent)

Supervisor District: Mount Vernon
Planning Area: Area IV
Planning District: Mount Vernon Planning District, Richmond Highway Corridor Area, Penn Daw Community Business Center (CBC) Land Unit C (Community Revitalization District)

Acreage: 4.5 acres

Current Plan Map/Text: Office use/Office use up to 150,000 gross square feet and maximum building height of 50 feet.

Nomination: Multifamily residential use with up to 400 dwelling units.

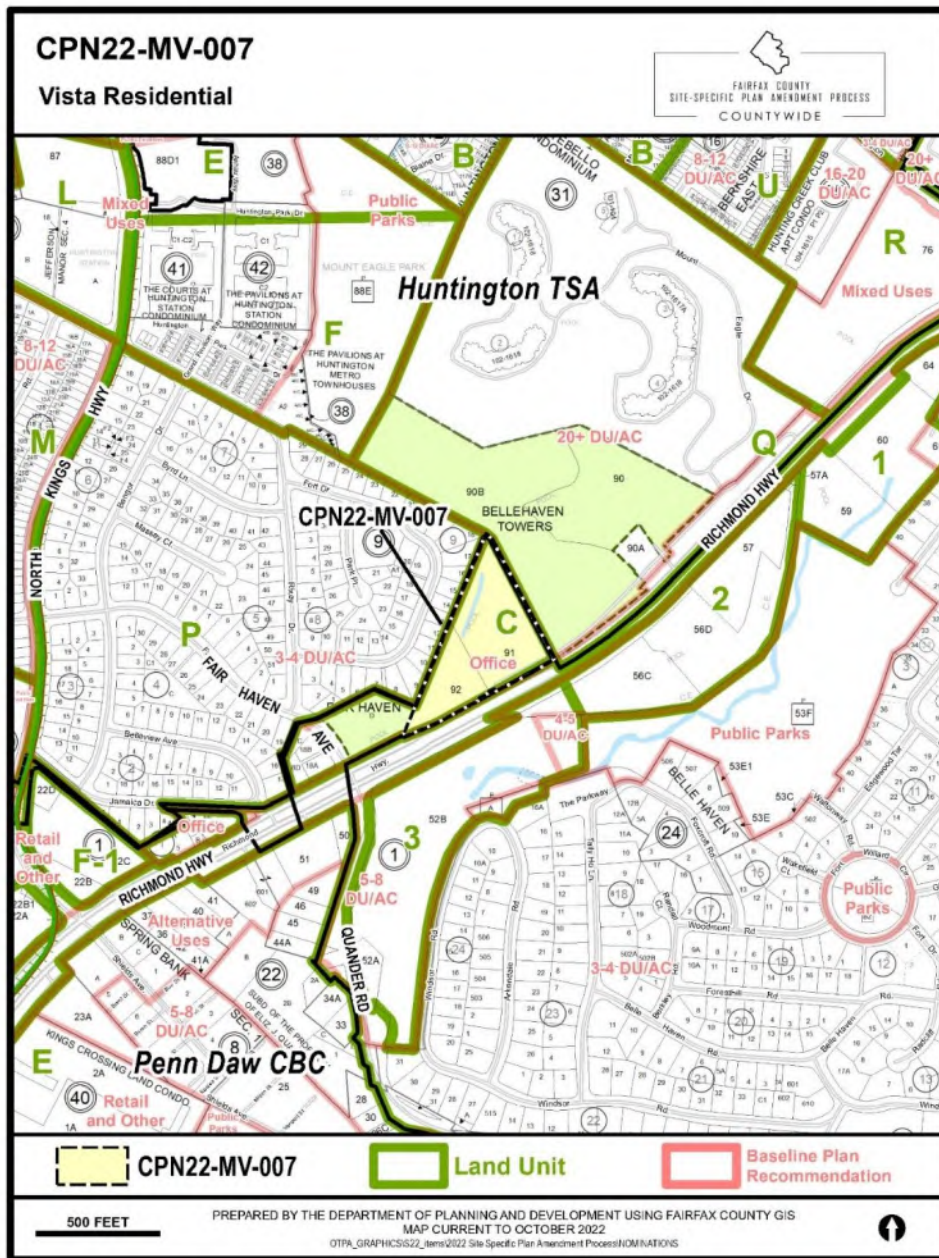
Comprehensive Plan Considerations:

The subject site is located on the west side of Richmond Highway and is developed with a Days Inn, restaurant, and swimming pool business. The subject site is approximately a 1/2-mile walk to the Huntington Metrorail Station and a 1/2-mile walk to a future bus rapid transit station planned for the intersection of Richmond Highway and South Kings Highway. The site is bordered on the north by the Cityside Huntington at Metro Apartments (subject of Nomination [CPN22-MV-001](#)), planned for residential use at 35-40 dwelling units per acre, on the west by the Fairhaven neighborhood of single-family detached homes, planned for residential use at 3-4 DU/AC; to the southwest by the Moon Inn (subject of Nomination [CPN22-MV-009](#)) also within Land Unit C of the Penn Daw CBC and also planned for office use; and to the south across Richmond Highway by a car dealership planned for residential use at 5-8 DU/AC.

The Concept for Future Development recommends the Penn Daw CBC as one of thirteen CBC areas in the County where redevelopment should encourage a mix of uses focused around a core area of higher intensity, such as a town center or main street in a pedestrian-oriented setting. Within CBCs, transitions in intensity and compatible land uses should protect surrounding stable residential neighborhoods. The Richmond Highway Corridor Area plan recommendations for Penn Daw concentrate higher development intensities around the planned BRT station, with intensities and building heights tapering north and south along Richmond Highway to provide transitions to nearby Suburban Neighborhoods. Land Unit C, which is at the northern edge of the Penn Daw CBC, is the only land unit in the CBC that does not contain a redevelopment option.

The nomination proposes up to 400 multifamily units in a six-level building, with a seven-level parking structure at the site rear abutting a row of houses in the Fairhaven neighborhood. The maximum height would be slightly taller than planned heights in other land bays on the edge of the Penn Daw CBC, 4 and 5 stories, however, the higher topography of the surrounding Fairhaven neighborhood may mitigate the visual impact of additional building height on surrounding properties. The proximity and height of the garage should be considered to ensure compatibility and reduce impacts to the wooded, sloped area buffering the adjacent houses. Nominations [CPN22-MV-009](#) for the adjacent Moon Inn to the west and [CPN22-MV-001](#) for Cityside Huntington in the Huntington TSA Land Unit Q to the west also propose higher density multifamily use in mid-rise forms, which would be similar in use and height to the existing Cityside Huntington Apartment community, and present an opportunity to consider the entirety of Land

Unit C and its relationship to both the Penn Daw CBC and the Huntington TSA. Any future planning should consider appropriate transitions in use and scale to surrounding lower density residential neighborhoods, consolidation of vehicle access points, as well as the provision of open spaces and pedestrian and bicycle connections in line with the Penn Daw CBC plan.



Supervisor District / Nomination Number / Common Name	Mount_Vernon / CPN22-MV-007 / Days Inn
Is the site in a Development Center?	Yes, Community Business Center
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-MV-007
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Area Plans, Concept for Future Development, Community Business Center Land Use Classification: Historically older community-serving commercial areas that emerged along major roadways, Community Business Centers (CBCs) are areas where redevelopment should encourage a mix of uses focused around a core area of higher intensity, such as a town center or main street in a pedestrian-oriented setting. Transitions in intensity and compatible land uses should protect surrounding stable residential neighborhoods. Appropriate revitalization and selected redevelopment advance the goal of sustaining the economic vitality in older commercial centers and adjacent neighborhoods[...]</p> <p>Comprehensive Plan, Housing Element, Objective 2, Policy a: Expand for-sale and rental housing opportunities in or near Mixed-Use Centers as a way of providing the opportunity for persons to live and work within the county.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p> <p>Economic Success Plan, Action 2.3: Support higher density mixed use development in the designated revitalization areas, as a way to attract new businesses and residential growth.</p> <p>Countywide Strategic Plan, Economic Opportunity, Prioritize Placemaking, Strategy EO12. Focus land development efforts on creating a variety of vibrant, transit-connected, walkable mixed-use destinations throughout the county that meet the needs of residents, employers and the workforce.</p> <p>Countywide Strategic Plan, Environment, Promote and Ensure Environmental Sustainability, Strategy E2. Reduce greenhouse gas emissions and vehicle miles traveled by incentivizing walkable, bikeable and transit-oriented development patterns, adding more mass transit and on-demand travel patterns, and discouraging single occupancy automobile use.</p> <p>Countywide Strategic Plan, Health, Support Healthy Communities, Strategy H2. Create walkable, bikeable, transit-oriented, dense, mixed-use and connected places that make inviting and vibrant communities with opportunities for recreation and active living for individuals of all ages and abilities.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, combined study with balance of Penn Daw land unit C is recommended.
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Tier 1
Comments	Expand study area to include other properties within Penn Daw Land Unit P.

CPN22-MV-007

Vista Residential



500 FEET

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MAP PREPARED NOVEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-MV-008
Laurel Hill Highlands

Address/Tax Map Parcels: 9300, 9304, and 9224 Ox Road
Tax Map Parcels 106-4((1))17, 18, 19 (part), 27 and 27A

Nominator: Joe Francone, L&F Laurel Hill Highlands, LLC

Supervisor District: Mount Vernon
Planning Area: Area III
Planning District: Pohick Planning District, P-5 Dominion Community Planning Sector
Acreage: 8.7 acres

Current Plan Map/Text: Residential use at 0.1-0.2 and 0.2 - 0.5 dwelling units per acre (du/ac)

Nomination: Residential use at 5-8 du/ac, consisting of single-family attached units

Comprehensive Plan Considerations:

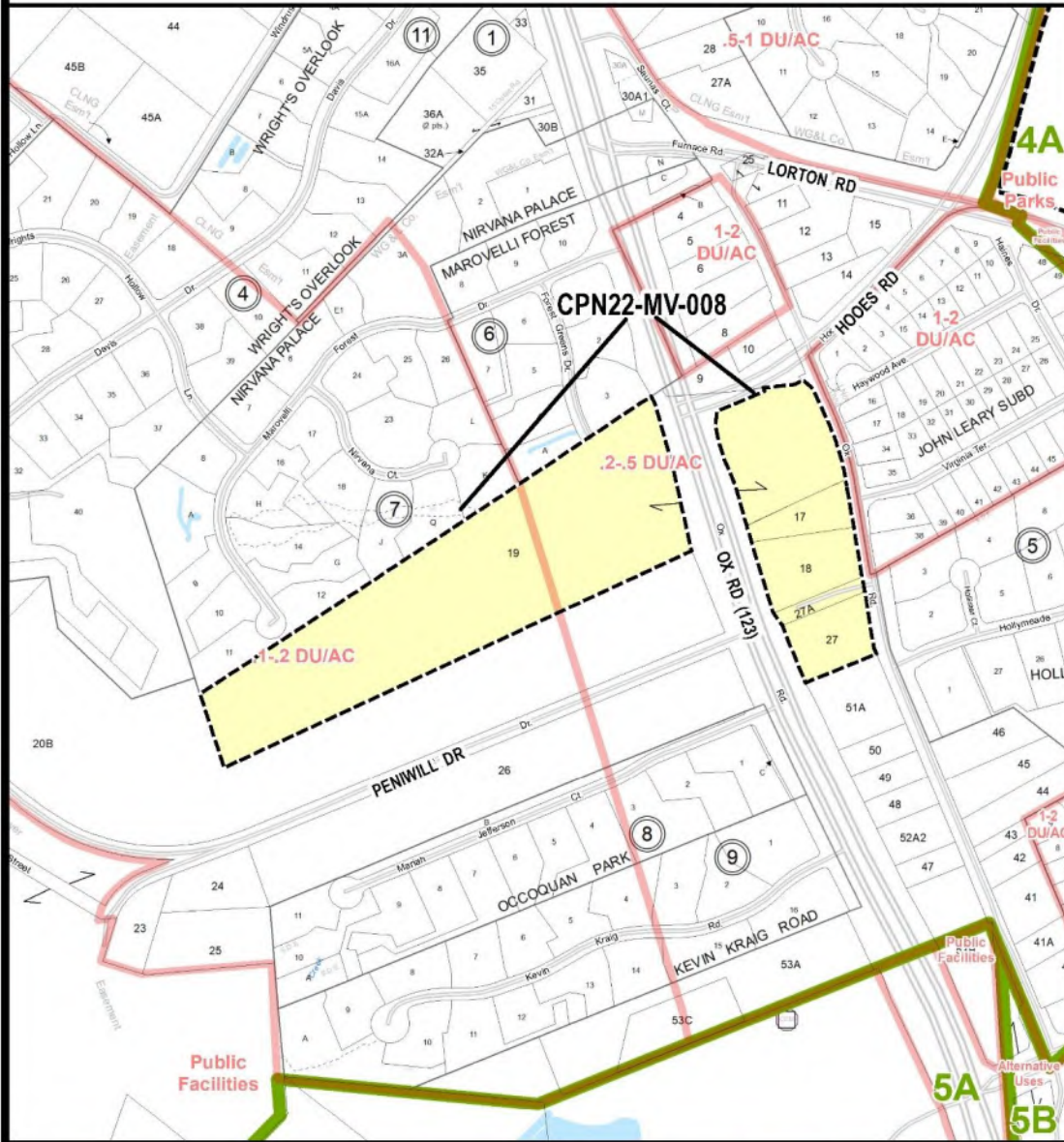
The subject site is located on the east and west side of Ox Road, south of the Hooes Road and Ox Road intersection. The two southern parcels between Hooes Road and Peniwill Drive, on the east side of Ox Road, are developed with single-family detached homes, and the remaining parcels are vacant land. Much of the site is heavily treed and vegetated. The subject area is surrounded by single-family detached homes to the north, south, west, and east. Portions of the nominated area to the west, across Ox Road, contain streams and a small area of Resource Protection Area (RPA).

The statement of justification notes that the request to increase the density would “further the goal of creating housing unit and price point diversity and contribute to the well-established deficient supply in the housing stock for the area. The significant changes that have occurred and are planned to occur in the immediate vicinity of the subject Property warrant consideration of the proposed plan amendment.” These changes include the Workhouse Arts Center, road improvements and widening, and new public facilities, such as the police station and animal shelter, at the corner of Workhouse Road and Lorton Road.

The subject site is located within the P5-Dominion Community Planning Sector, which is comprised of primarily low-density residential development. No future development is proposed on the western portion of parcel 19 on the west side of Ox Road. The Concept for Future Development (CFD) notes that the portion of the site west of Ox Road is a Low-Density Residential Neighborhood, a land use category intended to ensure the preservation of environmental resources by limiting development primarily to low density large lot residential and open space uses. The CFD notes that the portion of the site east of Ox Road is a Suburban Neighborhood, is planned for little to no change in land use, and recommends infill development be compatible use, type, and intensity with the surrounding areas. The broader Pohick Planning District, in general, has a rural character by maintaining a very low density to serve as a land use Best Management Practice (BMP) to protect the Occoquan Reservoir, which is a major source of drinking water for the County. The site and those surrounding the areas are zoned R-1 (1 du/ac) and planned for residential use at 0.2-0.5 du/ac, with the exception to the north and east, which are planned for residential use at 1-2 du/ac and built between 1 du/ac to around 0.3 du/ac, which is the highest residential planned density in the vicinity of the nomination. The nomination would have a substantially higher density than the surrounding area, as well as a use type not found elsewhere in the area, which raises concerns regarding the compatibility of the nominated change with the surrounding areas.

CPN22-MV-008

Laurel Hill Highlands



 CPN22-MV-008  Land Unit  Baseline Plan Recommendation

500 FEET

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MAP CURRENT TO OCTOBER 2022

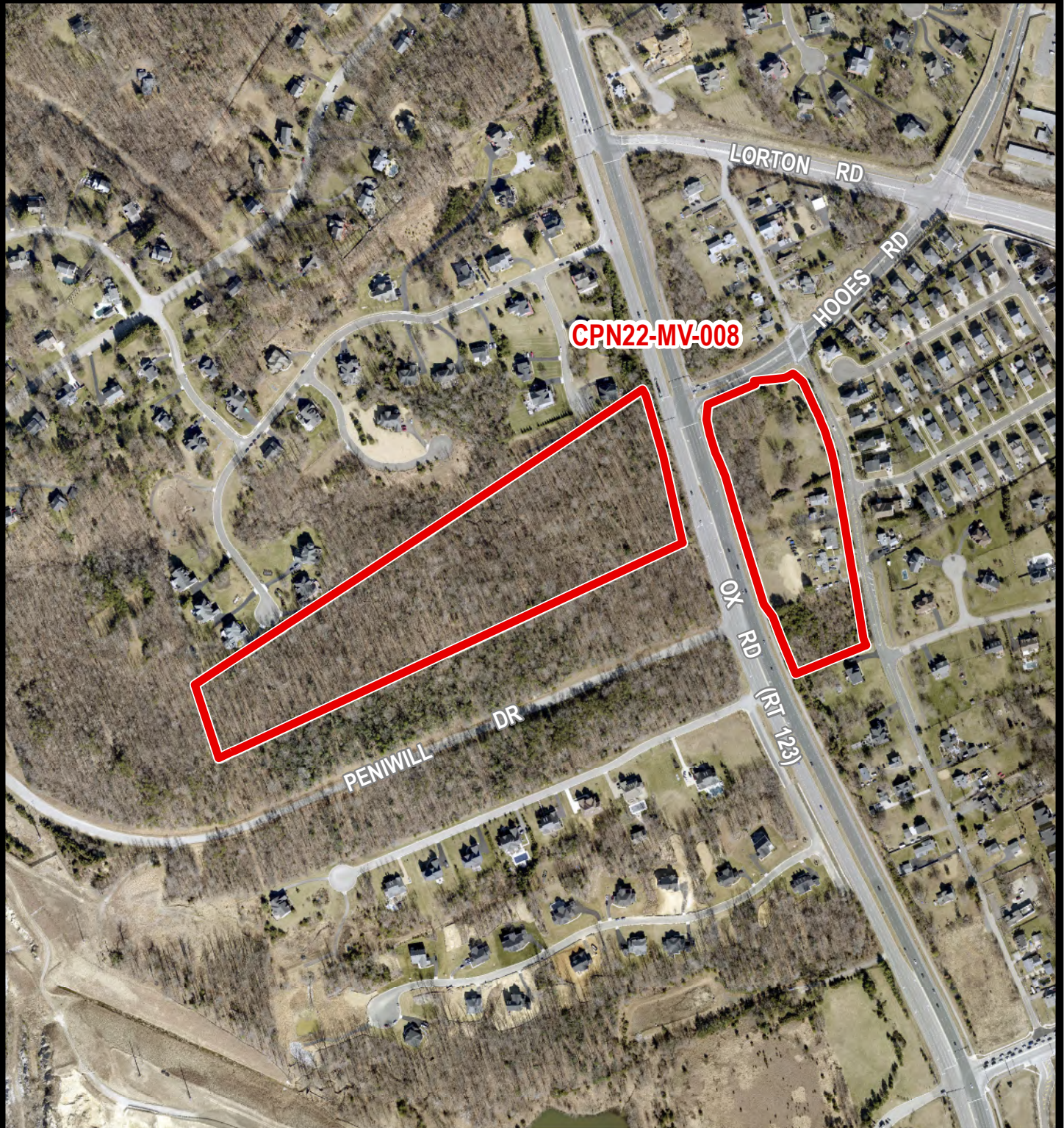
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Supervisor District / Nomination Number / Common Name	Mount_Vernon / CPN22-MV-008 / Laurel Hill Highlands
Is the site in a Development Center?	No, Suburban Neighborhood
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-MV-008
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Housing Element, Board of Supervisors Goal: "Opportunities should be available to all who live or work in Fairfax County to purchase or rent safe, decent, price-appropriate housing within their means in accordance with the One Fairfax policy and Communitywide Housing Strategic Plan. Housing affordable for all income levels should be located as close as possible to employment opportunities while maximizing quality of life standards. The provision of affordable housing should be a vital element in high density and mixed-use developments and [sic] should be encouraged in revitalization areas and mixed-use centers, and stimulated through flexible zoning wherever possible.</p> <p>Comprehensive Plan, Land Use Element, Objective 8, Policy a: Protect and enhance existing neighborhoods by ensuring that infill development is of compatible use, and density/intensity, and that adverse impacts on public facility and transportation systems, the environment and the surrounding community will not occur.</p> <p>Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, would potentially require consideration of similarly planned parcels in the vicinity to determine whether townhouse forms and density levels are consistent with land use and environmental goals
Anticipated Staff Resource Demand	High given community outreach
Staff Recommendation	Do Not Add to Work Program
Comments	

CPN22-MV-008

Laurel Hill Highlands



CPN22-MV-008

500 FEET

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MAP PREPARED DECEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-PR-001
BRIARWOOD FARM

Address/Tax Map Parcels: 2903, 2904, 2905, 2906, 2907, 2910 and 2911 Swanee Lane
Tax Map Parcels 48-2 ((7)) 4, 5, 6, 11, 12, 13 and 14

Nominator: James D. Clark,

Supervisor District: Providence
Planning Area: Area II
Planning District: Vienna Planning District, V1 Lee Community Planning Sector
Acreage: 3.5 acres

Current Plan Map/Text: Residential uses at up to 1-2 dwelling units per acre (du/ac)

Nomination: Residential uses at up to 4-5 du/ac

Comprehensive Plan Considerations:

The subject site is in the Briarwood Farm subdivision at the intersection of Swanee Lane and Nutley Street, south of Interstate 66 and east of the Saintsbury Drive entrance to the Vienna Metrorail station. The surrounding area east of Nutley Street between Lee Highway (US Route 29) and I-66 is developed mostly with single-family detached dwellings at a variety of densities. The subject properties are developed with seven single-family detached dwellings that were originally built between 1956 and 1957 with frontage on both sides of Swanee Lane.

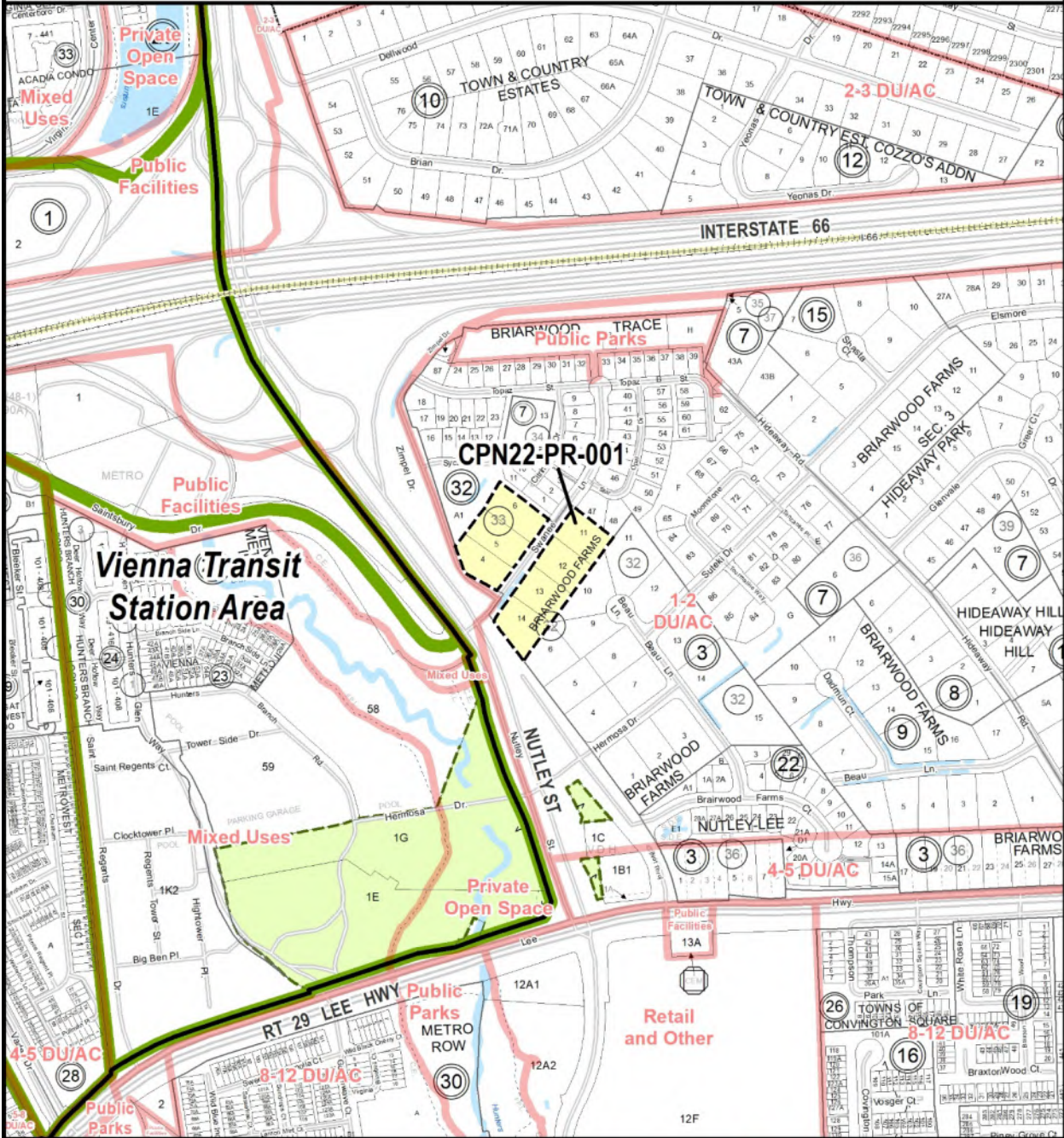
The Concept for Future Development notes that the area is located in a Suburban Neighborhood. Suburban Neighborhoods contain a broad mix of allowable residential densities, styles, parks, and open space and contain the county’s established residential neighborhoods. Suburban neighborhoods are considered to be stable areas of little or no change. Where appropriate, supporting neighborhood- serving commercial services, public facilities, and institutional uses are encouraged provided that the proposed intensities and character are compatible with the surrounding area. Guidance in the V1 Lee Community Planning Sector notes that infill development should be limited to 1-2 du/ac, with options for certain properties at 4-5 du/ac subject to recommended conditions. The immediately adjacent Briarwood Trace development, which consists of newer single-family residences that share access with the subject site on Swanee Lane, was developed under this higher density option. The nomination proposes to align the site’s density level with the adjacent Briarwood Trace development. The statement of justification states that this proposed change should not require full consolidation of the subject parcels. Additionally, the statement indicates that the proposed increase in density is justified due to the proximity of the subject site to the Transit Station Area for the Vienna Metro Station which is one-half mile to the northwest.

The subject site’s baseline plan and development pattern were established more than 20 years before the Vienna Metro Station was constructed. However, the adjacent Briarwood Trace subdivision site to the north was entitled in 2003 according to an adopted Plan option allowing for single-family detached residential uses at a density of up to 4-5 du/ac with “substantial and logical consolidation”. The nominated parcels were not part of the approval. Therefore, if the nomination is added to the Work Program for formal study, to ensure that future redevelopment is not proposed in a piecemeal manner, it may also be advantageous to consider an expansion of the study area’s geography to allow similarly-planned neighboring parcels to be considered. This would also help to ensure that adequate land is available to achieve the proper lot sizes, site layout as well as dedication and the inclusion of any amenities and facilities necessary to support the increased density.

CPN22-PR-001

Briarwood Farm

FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE



 CPN22-PR-001
 Land Unit
 Baseline Plan Recommendation

500 FEET PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS MAP CURRENT TO OCTOBER 2022

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Supervisor District / Nomination Number / Common Name	Providence / CPN22-PR-001 / Briarwood Farm
Is the site in a Development Center?	No, Suburban Neighborhood
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-PR-001
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Land Use Element, Appendix 8 Guidelines for Neighborhood Redevelopment, Policy 7: The proposal must demonstrate that the scale and intensity of development, anticipated with the replanning, is compatible with adjacent land uses and/or neighborhoods and that it will not create an adverse, long-term land use precedent for change on nearby properties.</p> <p>Comprehensive Plan, Housing Element, Board of Supervisors Goal: "Opportunities should be available to all who live or work in Fairfax County to purchase or rent safe, decent, price-appropriate housing within their means in accordance with the One Fairfax policy and Communitywide Housing Strategic Plan. Housing affordable for all income levels should be located as close as possible to employment opportunities while maximizing quality of life standards. The provision of affordable housing should be a vital element in high density and mixed-use developments and [sic] should be encouraged in revitalization areas and mixed-use centers, and stimulated through flexible zoning wherever possible.</p> <p>Comprehensive Plan, Housing Element, Objective 2, Policy a: Expand for-sale and rental housing opportunities in or near Mixed-Use Centers as a way of providing the opportunity for persons to live and work within the county.</p> <p>Comprehensive Plan, Land Use Element, Objective 8, Policy a: Protect and enhance existing neighborhoods by ensuring that infill development is of compatible use, and density/intensity, and that adverse impacts on public facility and transportation systems, the environment and the surrounding community will not occur.</p> <p>Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	Yes
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Tier 3
Comments	Defer consideration pending refinement of the concept plan and further nominator outreach to the surrounding community.

CPN22-PR-001

Briarwood Farm



500 FEET

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MAP PREPARED DECEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

**SCREENING
CPN22-PR-002
THE BORO EAST**

Address/Tax Map Parcels: 8251, 8255, 8282, 8283, and 8285 Greensboro Drive
Tax Map Parcels 29-3 ((15)) 2, 3A, 3B, and 3C1

Nominator: Zachary Williams, agent for The Meridian Group

Supervisor District: Providence
Planning Area: Area II
Planning District: Tysons Urban Center, Tysons Central 7 District - North Subdistrict
Acreage: 13.15 acres

Current Plan Map/Text: Base Option: Office with support retail and service uses up to 1.65 Floor Area Ratio (FAR); Redevelopment Option: in Transit Station Mixed-use (TSMU) areas, recommended use mix is 65% office with a residential component on the order of 20% or more. Within ¼ mile of Metrorail station, office use up to 2.5 FAR, and residential use is not subject to maximum FAR, provided traffic and other impacts can be mitigated.

Nomination: Mixed-use up to 3.37 FAR, consisting of 64% residential use, 32% office use, and 4% retail use.

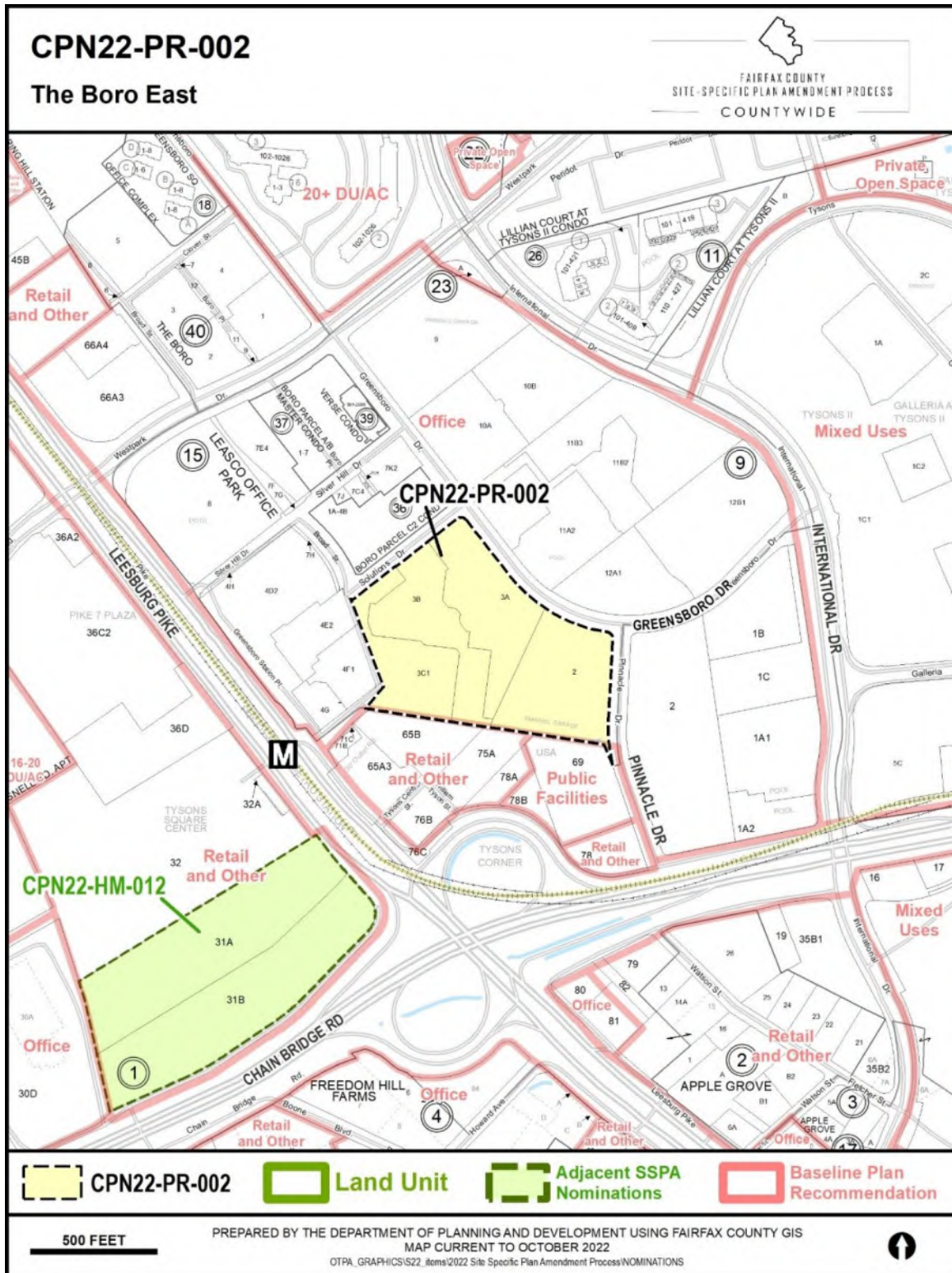
Comprehensive Plan Considerations:

The subject site is located one block north of the Greensboro Metrorail Station on the south side of Greensboro Drive, east of Pinnacle Drive and southeast of Solutions Drive. The four subject parcels are currently developed with five commercial office buildings constructed between 1980 and 2001 and structured parking facilities. Nearby sites just north of Greensboro Drive are developed with office uses in mid- and high-rise buildings. Sites to the south, northwest, and southwest, including a collection of sites known as “The Boro”, are either planned, entitled, or in later stages of redevelopment for high-rise residential mixed-use and office uses supported by hotel and retail uses.

The adopted Plan’s Concept for Future Development designates Tysons as the County’s Urban Center, which is envisioned as a dynamic area marked by the socioeconomic diversity of residents and workers; a wide range of opportunities and activities; the quality of buildings, aesthetics, and open spaces; and connections and accessibility for all. The framework for future development in Tysons including encouraging transit-oriented development (TOD) areas surrounding four Metrorail stations, improving the jobs/housing balance, providing diverse and affordable housing, incorporating community benefits, and creating excellence in the public realm. The subject site is further designated as a Transit Station Mixed Use (TSMU) area, a classification for lands near Metrorail stations with a mixed-use recommendation Throughout all of the TSMU areas in Tysons, the plan recommends approximately 65% office uses. Individual sites in a TSMU area can be developed with more than 65% office use if other sites are entitled for development with lower proportions of office space. Additionally, individual developments within a TSMU area should have a residential component of 20% or more. The Tysons areawide guidance indicates that land use mixes will vary by TOD district and subdistrict. The subject area is located within the North Subdistrict of the Tysons Central 7 TSMU area, for which the Redevelopment Option notes should remain as one of the highest concentrations of office use in Tysons, with the greatest intensities established nearest to the Greensboro Metro station. However, to become a vibrant 24-hour area, the area’s diversity of land use including hotel, residential and retail uses should be provided at intensities and land use mixes consistent with the Areawide Land Use Recommendations. These areawide recommendations note that, with the exception of office use, no individual site within 1/4-mile of a Metrorail station should be subject to a maximum FAR. Office uses for the subdistrict are limited to 1.65 FAR at the base plan level and 2.5 FAR under the Redevelopment Option.

The nomination requests consideration of a mixed use development of up to 3.37 FAR, or approximately 1.9 million square feet of gross floor area, with a land use mix consisting of 64% residential, 32% office, and 4% retail uses, following the demolition of the two office buildings. The statement of justification indicates that, due to the impacts of the COVID-19 pandemic and other factors, shifting away from the higher concentrations of office use in favor of

residential use would support broader goals for the development of Tysons. Adopted plan guidance provides flexibility to support a variety of land uses on individual sites if they achieve areawide and subdistrict level goals. However, if the nomination is added to the Work Program for formal review, additional information should be considered to determine the current status of the areawide target for office use in the Tysons TSMU areas, relative to the subject site and two other site-specific nominations proposing to decrease the percentage of office and increase the percentage of residential use in TSMUs. These are Nomination [CPN22-HM-012](#) for the Koons automobile dealership just south of the subject site on Route 7 in the Tysons Central 7 South Subdistrict, and [CPN22-PR-003](#) in the Tysons East District.



Supervisor District / Nomination Number / Common Name	Providence / CPN22-PR-002 / Boro East
Is the site in a Development Center?	Yes, Tysons Urban Center
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-PR-002
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	N/A
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	N/A
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	N/A
Anticipated Staff Resource Demand	N/A
Staff Recommendation	Plan amendment not required
Comments	

CPN22-PR-002

The Boro East



FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE



CPN22-PR-002

CPN22-HM-012

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MAP PREPARED NOVEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022

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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-PR-003
TYSONS EAST

Addresses: Lincoln: 1700 Old Meadow Road / Westgate: 7381 Colshire Drive / Taylor: No address assigned

Tax Map Parcels: Lincoln: 29-4 ((6)) 101A, Westgate: 30-3 ((28)) (2) 1, and Taylor: 30-3 ((28)) C3

Nominator: John McGranahan and Lynne Strobel

Supervisor District: Providence
 Planning Area: Area II
 Planning District: McLean Planning District, Tysons Urban Center, Tysons East
 Acreage: 13.5 acres total (Lincoln: 3.57 / Westgate: 1.8 / Taylor: 5)

Current Plan Map/Text: *Lincoln and Westgate:* Base Option: Office and Light Industrial uses up to 0.65 Floor Area Ratio (FAR); Redevelopment Option: in Transit Station Mixed-use (TSMU) areas, recommended use mix is 65% office with a residential component on the order of 20% or more. Within ¼ mile of Metrorail station, office use up to 2.5 FAR, and residential use is not subject to maximum FAR, provided traffic and other impacts can be mitigated.
Taylor: Office use up to 2.5 FAR, other uses within ¼ mile of the Metrorail station are not subject to maximum FAR, provided traffic and other impacts can be mitigated.

Nomination:
Lincoln: Residential uses and public park
Westgate: Hotel with office or residential uses with ground floor retail/service uses
Taylor: Senior living and Continuing Care Facility with ground floor retail/service uses

Comprehensive Plan Considerations:
 The nomination proposes land use changes for three separate sites (referred to as “Lincoln”, “Taylor”, and “Westgate” in the nomination and in this summary) that are all within a 1/2-mile radius of one another in the Tysons East District of the Tysons Urban Center, just south of Chain Bridge Road and Dolly Madison Boulevard from the Capital One Center Complex and McLean Metrorail Station. Nearby properties in Tysons East are developed with older low-rise buildings, and newer mid-rise to high-rise buildings with offices, multi-family residential uses, open space, hotels, retail, and other supporting uses. The Lincoln site is at the intersection of Old Meadow Road and Colshire Meadow Drive and contains a six-story office building constructed in 1977. The Westgate site is a vacant parcel at the intersection of Dolly Mason Boulevard and Anderson Road. The Taylor site is a vacant parcel located at the intersection of Colshire Meadow Drive and Colshire Drive, and just east of South Run Community Park.

The adopted Plan’s Concept for Future Development designates Tysons as the County’s Urban Center, which is envisioned as a dynamic area marked by the socioeconomic diversity of residents and workers; a wide range of opportunities and activities; the quality of buildings, aesthetics, and open spaces; and connections and accessibility for all. The framework for future development in Tysons includes encouraging transit-oriented development (TOD) areas surrounding four Metrorail stations, improving the jobs/housing balance, providing diverse and affordable housing, incorporating community benefits, and creating excellence in the public realm. Areawide TOD guidance recommends office uses on sites within 1/4-mile of a Metrorail station up to 2.5 FAR (or higher through approval of a special exception), but other uses within the same area are not subject to a maximum FAR if development impacts can be mitigated. The three sites are located in the Tysons East TOD District, which is envisioned as the gateway to

Tysons from the east and planned for urban and office mixed use development, with the highest concentrations of development near the Mclean Metrorail Station.

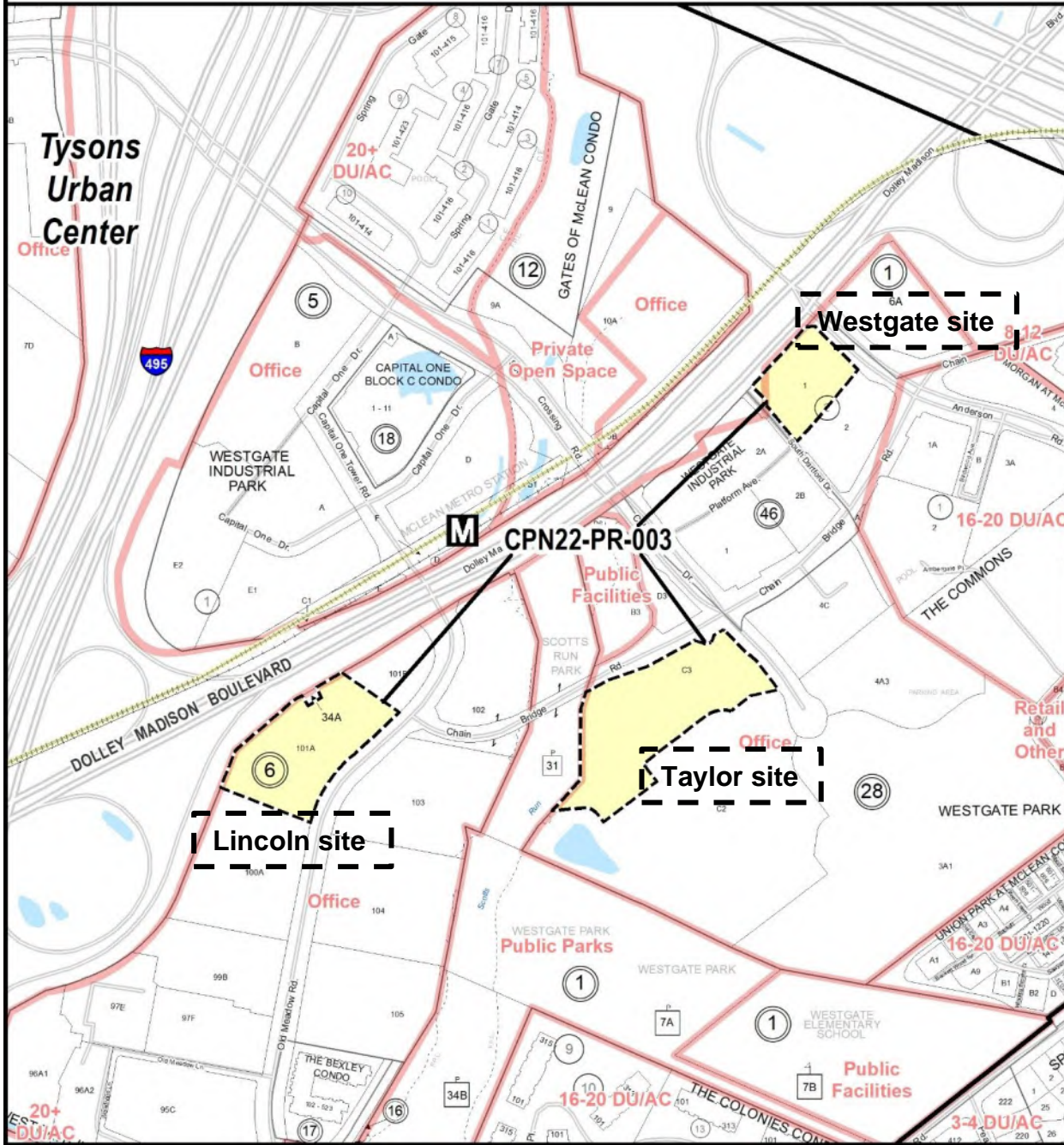
The Lincoln and Westgate sites are planned in the Old Meadow and Anderson Subdistricts respectively, both of which are envisioned to redevelop as urban residential neighborhoods with lively shopping streets, and a diverse range of land uses concentrated at their highest intensities nearest to the Metro Station, and an appropriately scaled networks of blocks, public open space, and grid of streets that promote convenient vehicular and pedestrian access. Lincoln and Westgate sites are further designated in the Transit Station Mixed Use (TSMU) area, a category for lands near Metrorail stations with a mixed-use recommendation. Throughout all of the TSMU areas in Tysons, the plan recommends approximately 65% office uses. Individual sites in a TSMU area can be developed with more than 65% office use if other sites are entitled for development with lower proportions of office space. Additionally, individual developments within a TSMU area should have a residential component of 20% or more. The Tysons areawide guidance indicates that land use mixes will vary by TOD district and subdistrict. The nomination proposes multifamily residential uses and an adjacent public park on the Lincoln site. The Westgate site is proposed for mixed use development consisting of a hotel with either office use or multi-family residential uses, and ground-floor retail, restaurants, and services in an adjacent building.

The Taylor site is in Colshire Subdistrict, which is planned for substantial redevelopment with a more intense and diverse mix of uses that is predominately characterized by office use combined with residential, retail, public and institutional uses. The Taylor site is further designated in an Office category land use area, which recommends development that consists almost exclusively of office uses with supporting retail and service uses, such as hotels, daycare centers for adults or children, and restaurants. The nomination proposes a senior living residential use and Continuing Care Facility (CCF) with ground floor retail, restaurant, and service uses. Objective 2 of the Housing element of the Policy Plan recommends for senior housing to be developed in Mixed-Use Centers to help diversify housing stock and expand options for lower cost housing. CCFs are classified as institutional uses intended to provide a continuum of accommodations and service choices that seniors may rely on to age-in-place, and Appendix 14 of the Land Use element of the adopted Policy Plan states that CCFs may be established in areas that are planned for institutional, residential, mixed use, or commercial development.

Adopted plan guidance provides flexibility to support a variety of land uses on individual sites if areawide and subdistrict level goals can be achieved. If the nomination is added to the Work Program for formal review, additional information should be considered to determine the current status of the areawide targets for office use in the Tysons Urban Center, relative to changes proposed on the nominated sites, and to site-specific nominations [CPN22-HM-012](#) and [CPN22-PR-002](#), both of which propose to decrease the percentage of office and increase the percentage of residential use planned for TSMUs in the Tysons Central 7 District.

CPN22-PR-003

Cityline Partners LLC (Tysons East)



CPN22-PR-003 Land Unit Baseline Plan Recommendation

500 FEET

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MAP CURRENT TO OCTOBER 2022

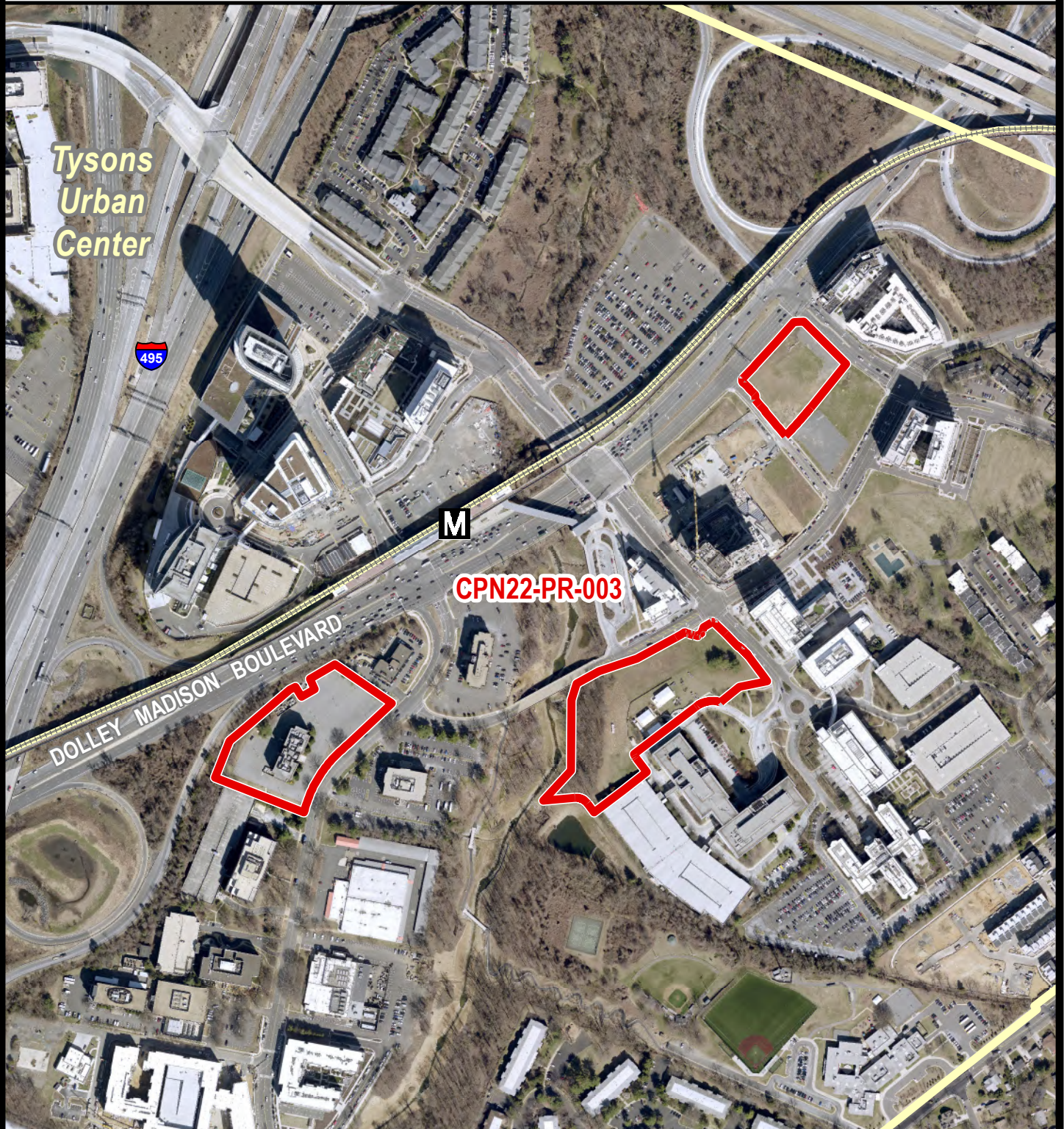
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Supervisor District / Nomination Number / Common Name	Providence / CPN22-PR-003 / Scotts Run - Tysons East
Is the site in a Development Center?	Yes, Tysons Urban Center
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-PR-003
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	N/A
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	N/A
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	N/A
Anticipated Staff Resource Demand	N/A
Staff Recommendation	Plan amendment not required
Comments	

CPN22-PR-003

Cityline Partners LLC (Tysons East)



500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
MAP PREPARED NOVEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
OTPA_GRAPHICS\S22_items\2022 Site Specific Plan Amendment Process\NOMINATIONS





FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-PR-004
AT&T CAMPUS
OAKTON

Address/Tax Map Parcels: 3033 Chain Bridge Road
Tax Map Parcel 47-2 ((1)) 58

Nominator: Mark Looney

Supervisor District: Providence
 Planning Area: Area II
 Planning District: Fairfax Planning District, Flint Hill Suburban Center, Land Unit B
 Acreage: 32 acres

Current Plan Map/Text: Mixed use up to an intensity of 0.40 FAR. Further development on the AT&T site should be within the approved intensity and compatible with existing development on the site.

Nomination: Residential mixed-use up to 1.0 FAR, consisting of single-family attached dwellings, multifamily dwellings, office use, and community serving retail uses.

Comprehensive Plan Considerations:
 The subject site is located at the intersection of Chain Bridge Road and Jermantown Road to the north of Interstate 66. The subject property is developed at an intensity of 0.31 FAR and contains a 443,750-square-foot building, constructed in 1980, that once served as a corporate office campus for AT&T. Open space on the site is maintained with a central lawn with stands of mature trees that buffer the campus building from the surrounding roads and nearby development at the site’s perimeter. A large surface parking lot serving the campus is located in the eastern portion and accessed by drive aisles from Chain Bridge Road and Jermantown Road. Adjacent areas to the north of Jermantown Road and south of Flagpole Lane are developed for and developed with single-family attached residential uses. Adjacent non-residential uses consist of a Borge Street Park to the east of the subject site, and commercial sites to the west of White Granite Road and Chain Bridge Road, which are planned for mixed use and primarily developed with low-rise to mid-rise office uses with supporting retail, restaurant, and service uses. The area immediately south of the site has an option for mid-rise multifamily development up to a density of 12-16 dwelling units per acre (du/ac) in buildings with heights that do not exceed six stories.

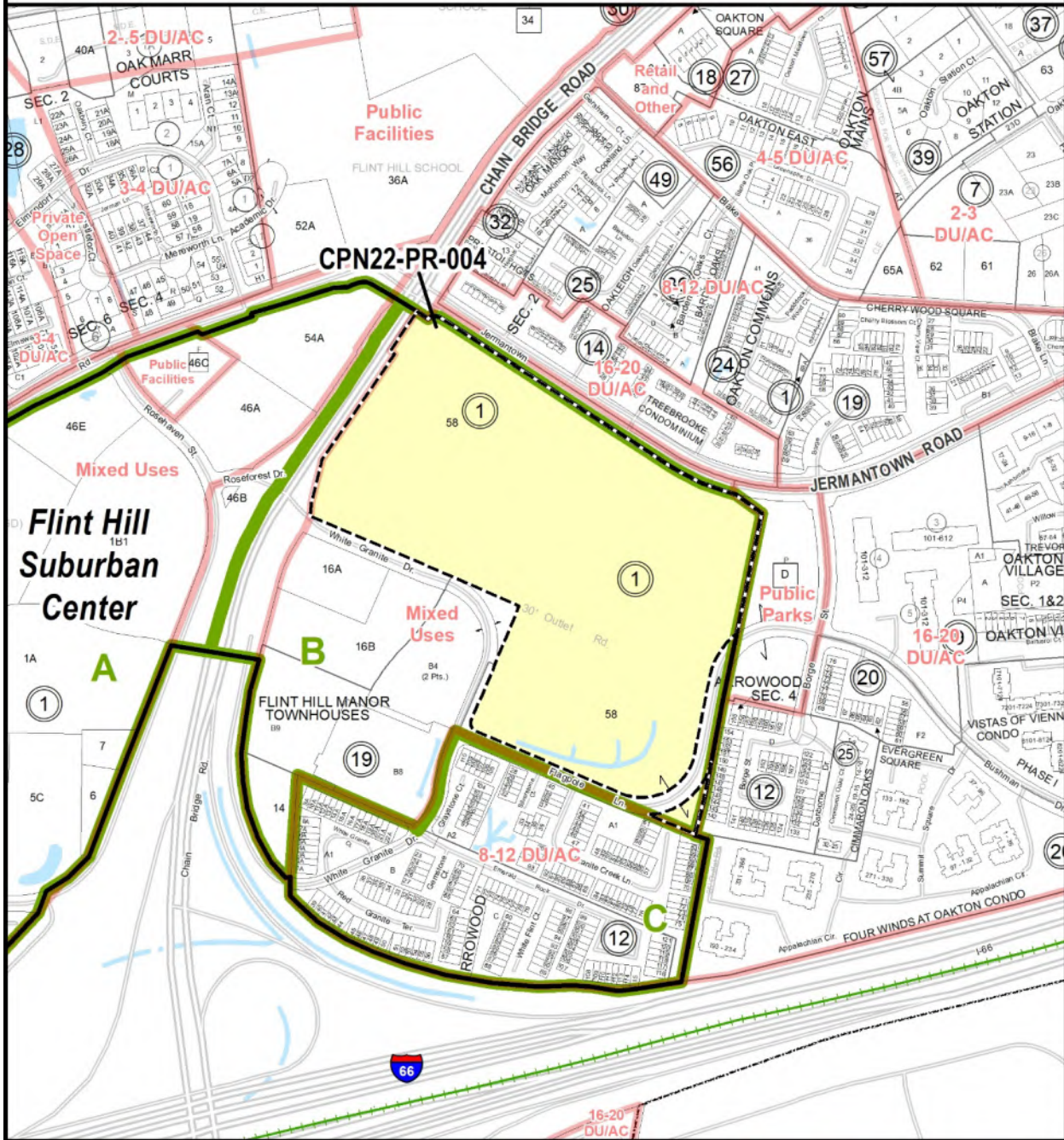
The Concept for Future Development notes that the area is located in the Flint Hill Suburban Center. Suburban Centers are employment centers located along major arterials, and area evolving to include mixed-use cores that are more urban in character. The core areas are generally surrounded by transitional areas of lesser intensity. Within Suburban Centers generally, a complementary mix of office, retail, and residential use are encouraged in a cohesive moderate to high-intensity setting. The Flint Hill Suburban Center is the smallest suburban center in the County, and a specific core area is not identified in the plan. The subject site is the largest parcel in Land Unit B of the Flint Hill Suburban Center and the Plan contains site-specific guidance recommending that any further development of the AT&T campus should within with the approved intensity and with existing access points, and with further recommended conditions related to restaurant uses, landscaping, and transportation improvements.

The nomination proposes residential mixed-use development at a density of 1.0 FAR. The proposal is for a variety of residential use types including market-rate dwellings, affordable units, and senior housing in the form of townhomes and mid-rise multifamily buildings up to a maximum height of seven stories, which the nomination notes would be compatible with the existing residential densities on adjacent developments. Non-residential uses are proposed as office use and a mix of community-serving retail, restaurants, a grocery store, and other supportive uses, with approximately 24 percent of the site, including the stand of mature trees along Chain Bridge Road, to be maintained

in open space. The statement of justification indicates that the proposal would advance important County objectives by offering housing at a variety of income levels, revitalizing underperforming commercial space that is currently developed as non-residential uses, improving transportation infrastructure, and increasing the amount of open space available to the community. The addition of a mix of uses would support the vision for the Suburban Center by providing additional housing and shopping opportunities. The proposed intensity of development is higher than surrounding properties, however, given the size and location of the campus, the nomination presents an opportunity to develop a “core” to the Flint Hill Suburban Center with active uses and open spaces. If the nomination is added to the Work Program, compatible transitions to adjacent residential areas as well as the retention of beneficial existing trees and open spaces, multimodal circulation, and access should be carefully considered.

CPN22-PR-004

AT&T Campus Oakton



 CPN22-PR-004  Land Unit  Baseline Plan Recommendation

Supervisor District / Nomination Number / Common Name	Providence / CPN22-PR-004 / AT&T Oakton
Is the site in a Development Center?	Yes, Suburban Center
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-PR-004
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Housing Element, Countywide Objectives and Policies: Higher densities can help to support housing affordability as the prices of new homes and the rents of new apartments are directly related to allowable density. Determining acceptable locations for higher density residential development is necessary as part of a strategy to provide more units addressing a range of affordability.</p> <p>Comprehensive Plan, Environment Element, Objective 10. Conserve and restore tree cover on developed and developing sites. Provide tree cover on sites where it is absent prior to development. Policy a: Protect or restore the maximum amount of tree cover on developed and developing sites consistent with planned land use and good silvicultural practices.</p> <p>Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.</p> <p>Comprehensive Plan, Parks and Recreation Element, Objective 6: Ensure the mitigation of adverse impacts to park and recreation facilities and service levels caused by growth and land development through the provision of proffers, conditions, contributions, commitments, and land dedication. Policy d: Ensure that Comprehensive Plan land use amendment proposals for higher densities include recommendations for the provision of parkland and trails to offset the impacts of increased density.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p> <p>Countywide Strategic Plan, Economic Opportunity, Prioritize Placemaking, Strategy EO12. Focus land development efforts on creating a variety of vibrant, transit-connected, walkable mixed-use destinations throughout the county that meet the needs of residents, employers and the workforce.</p> <p>Countywide Strategic Plan, Environment, Promote and Ensure Environmental Sustainability, Strategy E2. Reduce greenhouse gas emissions and vehicle miles traveled by incentivizing walkable, bikeable and transit-oriented development patterns, adding more mass transit and on-demand travel patterns, and discouraging single occupancy automobile use.</p> <p>Countywide Strategic Plan, Health, Support Healthy Communities, Strategy H2. Create walkable, bikeable, transit-oriented, dense, mixed-use and connected places that make inviting and vibrant communities with opportunities for recreation and active living for individuals of all ages and abilities.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	Yes
Anticipated Staff Resource Demand	Medium given community outreach, visioning, and interagency coordination
Staff Recommendation	Tier 1
Comments	

CPN22-PR-004

AT&T Campus Oakton



500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
MAP PREPARED NOVEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
OTPA_GRAPHICS\S22_items\2022 Site Specific Plan Amendment Process\NOMINATIONS





FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-PR-005
HUNTERS BRANCH
OFFICE COMPLEX

Address/Tax Map Parcels: 9300 and 9302 Lee Hwy
Tax Map Parcels 48-4 ((1)) 1E and 1G

Nominator: Jill S. Parks (agent for BCSP Hunters Branch Fee, LLC and BCSP Hunters Branch Lessee, LLC)

Supervisor District: Providence
Planning Area: Area II
Planning District: Vienna Planning District, Vienna Transit Station Area (TSA), Land Unit A
Acreage: 13.9

Current Plan Map/Text: Land Use A: Mixed-use development to include multifamily residential units and office uses up to 0.50 FAR, and consideration for additional residential uses on undeveloped portions of Land Unit A at an average of 20-30 dwelling units per acre (du/ac) or a ratio of 1:1 (one office square foot for one residential square foot) if converting approved office use to residential uses.

Nomination: Residential uses up to a density of 65-80 du/ac, including the potential for adaptive reuse of the existing office building for partial redevelopment, or redevelopment of the entire site for multi-family residential uses.

Comprehensive Plan Considerations:

The subject site is located at the northwest intersection of Nutley Street and Lee Highway (Route 29), approximately ½ mile from the Vienna Metrorail Station, and is comprised of two adjoining parcels with two, twelve-story office buildings that were constructed in the 1980s and two structured parking facilities. Adjacent sites to the north and west are planned for and developed with a mix of multi-family and single-family residential uses in two, four, and five-story buildings. The eastern portion of the site is heavily wooded, and contains the stream valley, floodplain, and Resource Protection Area (RPA) associated with Hunters Branch stream. Properties to the east, across Nutley Street, are planned for and developed with single-family detached dwellings, an electrical substation, and an automotive repair service. Development on the south side of Lee Highway consists of the Pan Am Shopping Center to the southeast which is subject to pending [Comprehensive Plan amendment study](#) to consider mixed use redevelopment, and townhomes to the southwest..

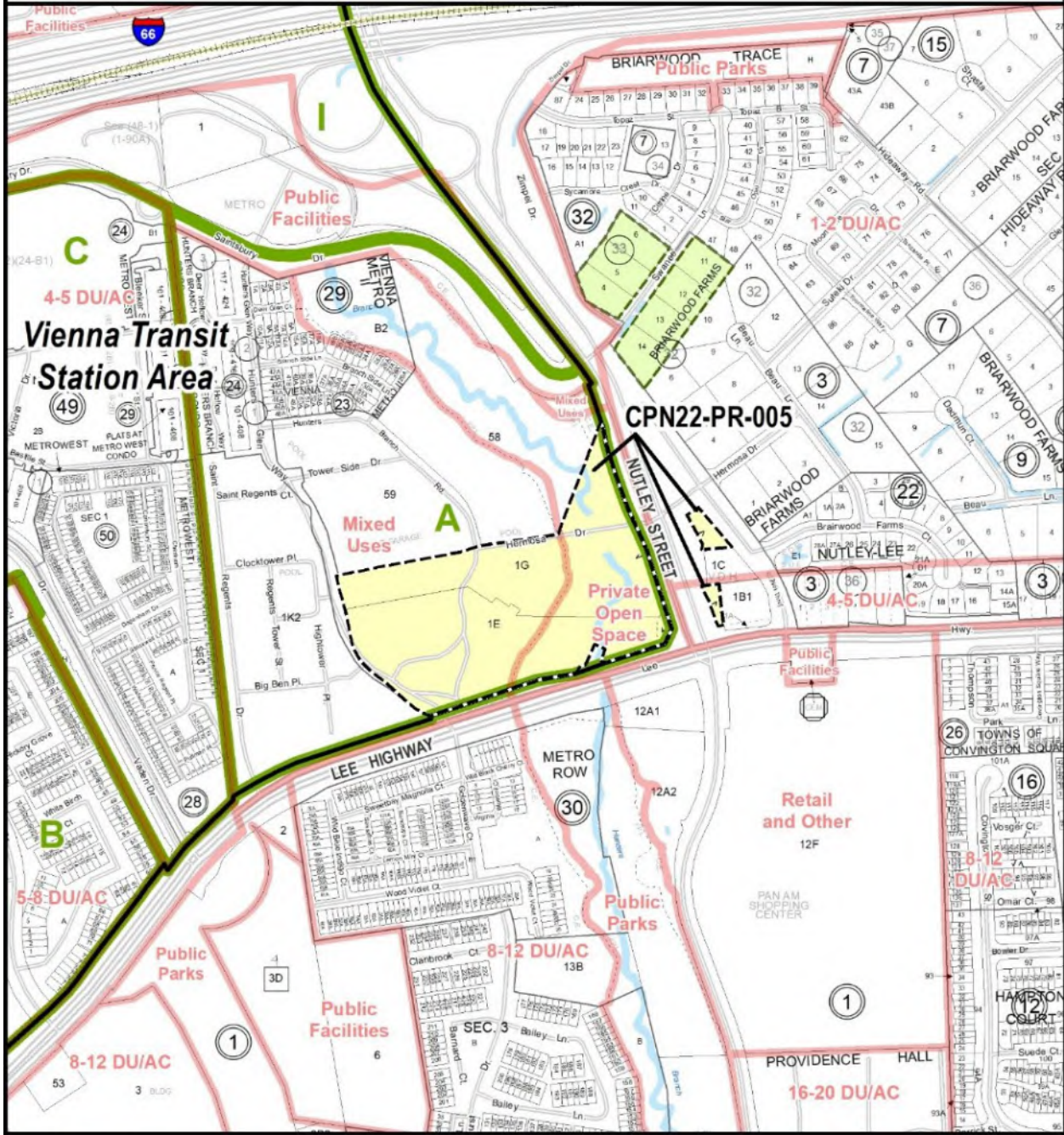
The Concept for Future Development notes the area as the Vienna Transit Station Area (TSA), one of several mixed-use centers located around the fourteen Metrorail stations in the County. Generally, TSAs promote a land use pattern that supports Metrorail by encouraging a mix of uses in a compact, pedestrian-friendly urban form within walking distance of the Metrorail station and provide opportunities for non-automobile dependent development to occur in a manner that is compatible with and helps maintain the viability of the existing nearby land uses. Recommendations for development of the area within the Vienna TSA note that future development should provide facilities to encourage residents to access the station without using their private vehicles, including through installation of pedestrian/bike paths. Infill development within and surrounding the Vienna TSA should be of a compatible use, type, and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

The nomination proposes an option to allow redevelopment of residential uses with a density up to 65-80 du/ac under two potential concept plans. The first scenario proposes adaptive reuse of the two existing office buildings and replacing one of the two parking garages for a mix of residential uses to include age restricted independent living alongside supportive services of a Continuing Care Facility (CCF) and/or multi-family residential units. The second

scenario proposes replacing both office buildings and one of the parking structures with up to 1,124 multi-family residential units with buildings between seven to ten stories. The statement of justification notes that the nomination aligns with County goals by providing new housing opportunities near transit, generating economic development from an underutilized property, and providing a continuum of housing options for a range of incomes, age, and household sizes. The nominator's first scenario for redevelopment could potentially be in harmony with Appendix 13 of the Land Use element of the Policy Plan's guidance on repurposing commercial buildings, which establishes that the conversion of Office to Institutional Uses (including CCFs) and Residential Uses may be appropriate in TSAs. Such a conversion would need to achieve certain goals including compatibility with the surrounding neighborhoods, generation of fewer vehicular trips than the occupied office building(s) through improved multi-modal transportation access, and reduction of excess parking. Conversely, Scenario 2 could result in residential uses that are approximately three times the adopted intensity recommendations for the Vienna TSA - Land Unit A, and what is entitled and developed in the immediate surroundings. Given the site's environmental and topographical constraints, as well as the pattern of surrounding residential development, the proposed intensity for Scenario 2 would need careful consideration and attention to providing residential amenities, usable open spaces, and achieving the TSA's goals for compatible infill development.

CPN22-PR-005

Hunters Branch Office Complex



CPN22-PR-005 Land Unit Baseline Plan Recommendation

500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
MAP CURRENT TO OCTOBER 2022

OTPA_GRAPHICS\S22_items\2022 Site Specific Plan Amendment Process\NOMINATIONS



Supervisor District / Nomination Number / Common Name	Providence / CPN22-PR-005 / ICF Building
Is the site in a Development Center?	Yes, Transit Station Area
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-PR-005
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Housing Element, Objective 2, Policy a: Expand for-sale and rental housing opportunities in or near Mixed-Use Centers as a way of providing the opportunity for persons to live and work within the county.</p> <p>Comprehensive Plan, Land Use Element, Objective 16: Fairfax County should encourage Transit-Oriented Development (TOD) with focused growth near certain planned and existing rail transit stations as a way to create opportunities for compact pedestrian- and bicyclefriendly, neighborhood centers accessible to transit.</p> <p>Comprehensive Plan, Land Use Element, Objective 12, Policy a: Concentrate the highest level of development intensity in areas of transportation advantage, i.e., the Tysons Urban Center, cores of Suburban Centers and Transit Station Areas.</p> <p>Comprehensive Plan, Land Use Element, TOD Guidelines, Guideline 2: Examine the unique characteristics and needs of a particular station area when evaluating TOD principles to ensure the appropriate development intensity and mix of land uses relative to the existing and planned uses for the surrounding areas. Guideline 4: Promote a mix of uses to ensure the efficient use of transit, to promote increased ridership during peak and off peak travel periods in all directions, and to encourage different types of activity throughout the day.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p> <p>Countywide Strategic Plan, Economic Opportunity, Prioritize Placemaking, Strategy EO12. Focus land development efforts on creating a variety of vibrant, transit-connected, walkable mixed-use destinations throughout the county that meet the needs of residents, employers and the workforce.</p> <p>Countywide Strategic Plan, Environment, Promote and Ensure Environmental Sustainability, Strategy E2. Reduce greenhouse gas emissions and vehicle miles traveled by incentivizing walkable, bikeable and transit-oriented development patterns, adding more mass transit and on-demand travel patterns, and discouraging single occupancy automobile use.</p> <p>Countywide Strategic Plan, Health, Support Healthy Communities, Strategy H2. Create walkable, bikeable, transit-oriented, dense, mixed-use and connected places that make inviting and vibrant communities with opportunities for recreation and active living for individuals of all ages and abilities.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	Yes, however, multimodal connections to the Vienna Metrorail station, Pan Am Shopping Center, and other destinations, would be warranted
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Tier 3
Comments	Defer pending refinement of the two concept plans. Repurposing of the existing office building that adheres to the Guidelines for Commercial Building Repurposing may not require a plan amendment.

CPN22-PR-005

Hunters Branch Office Complex



Vienna Transit Station Area

CPN22-PR-001

CPN22-PR-005

NUTLEY STREET

LEE HIGHWAY

500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
MAP PREPARED DECEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
OTPA_GRAPHICS\S22_items\2022 Site Specific Plan Amendment Process\NOMINATIONS





FAIRFAX COUNTY
 SITE-SPECIFIC PLAN AMENDMENT PROCESS
 COUNTYWIDE

SCREENING
 CPN22-PR-006
 ALLIANCE CENTER
 CONDOMINIUMS

Address/Tax Map Parcels: 2929 and 2931 Eskridge Road
 Tax Map 049 ((34)) 2929 - Parcels: A, B, C, D, E, F, G, H, J, K, L, M, N, S, T, and U and Tax Map 049 ((34)) 2931 - Parcels: A, B, C, D, E, F, G, and H

Nominator: Steve Teets (agent for the Alliance Center Condominium owners)

Supervisor District: Providence
 Planning Area: Area I
 Planning District: Jefferson Planning District, Merrifield Suburban Center, Sub-Unit F2, Merrifield Community Revitalization Area

Acreage: 3.2 acres

Current Plan Map/Text: Baseline: Industrial and office uses up to 0.50 Floor Area Ratio (FAR); Two Plan options for higher intensities contributing to the Town Center Area vision: Option 1 - Office and Retail uses up to 0.65 FAR, or Option 2 – Residential mixed-use up to 1.2 FAR.

Nomination: Residential mixed-use up to 3.0 FAR as multifamily residential with ground floor commercial use.

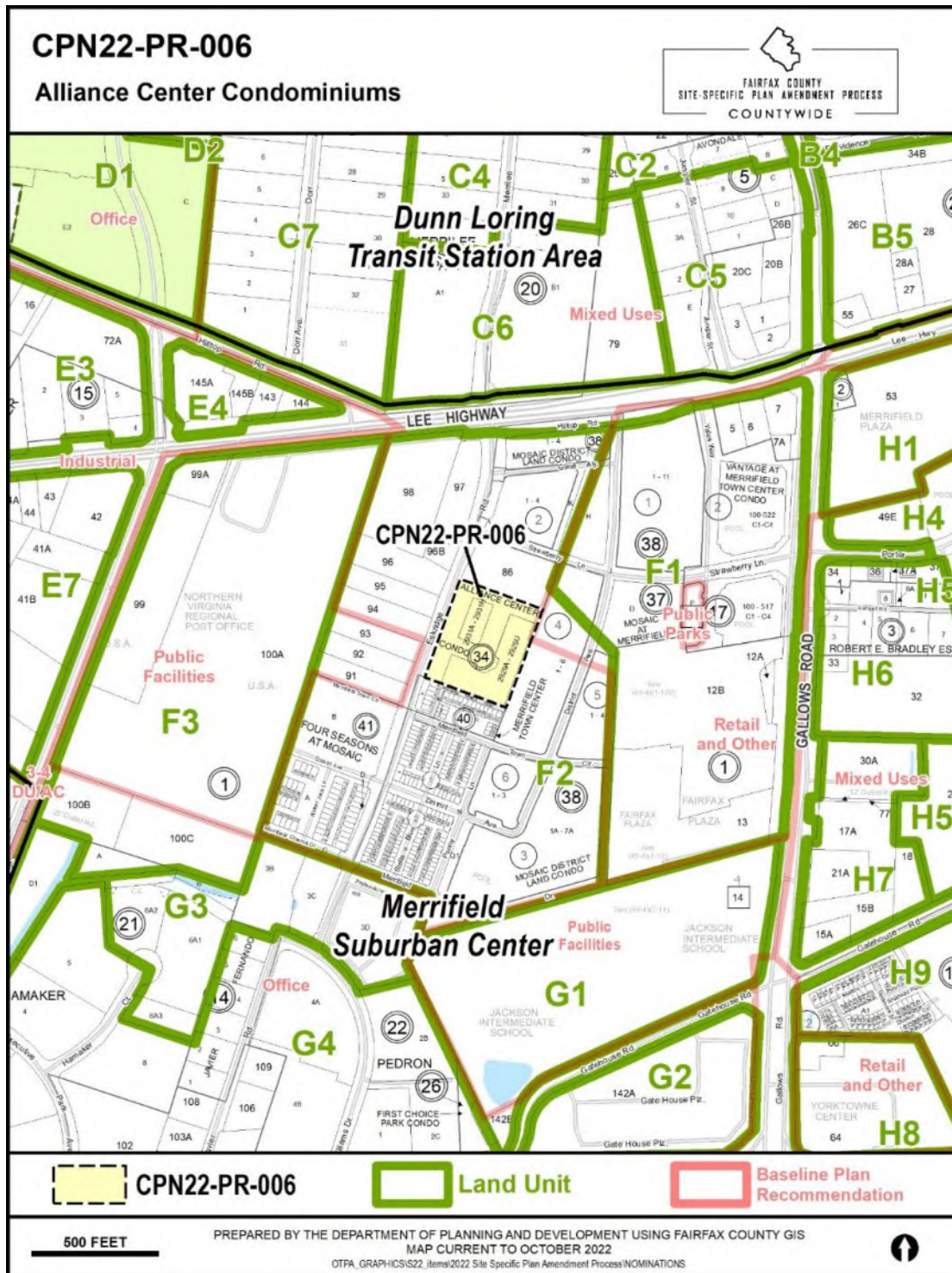
Comprehensive Plan Considerations:

The subject site is located on Eskridge Road, south of Lee Highway (Route 29), and is developed with the Alliance Center, which consists of two two-story buildings constructed in 1976 and divided into a 24-unit commercial condominium complex. The adjacent parcel to the north is a Cox Communications cable telecommunications facility developed with service buildings, a telecommunications tower, several dishes, and related infrastructure. The area to the east is developed with the Mosaic District, a mixed-use center planned under the same sub-unit recommendation as the subject site that contains mid-rise multifamily and retail uses. The rear of a structured parking garage serving a six-story multifamily building abuts the nominated property across Penny Lane. The area to the south is planned for and developed with single-family attached townhomes, and areas to the west, across Eskridge Road, are planned under the baseline plan and developed with offices, the Northern Virginia Regional Post Office facility, and surface parking.

The Concept for Future Development notes that the area is located in the Merrifield Suburban Center. Suburban Centers are employment centers located along major arterials, and area evolving to include mixed-use cores that are more urban in character. The core areas are generally surrounded by transitional areas of lesser intensity. Within Suburban Centers generally, a complementary mix of office, retail, and residential use are encouraged in a cohesive moderate to high-intensity setting. The Merrifield Suburban Center plan is based on the development of two core areas, one focused on a Town Center (subunit F2) generally comprising the subject site and the surrounding Mosaic District, and the other focused near the Dunn Loring Metrorail Station. These core areas are envisioned to be more pedestrian-oriented and relatively urban in character.

The nomination proposes residential mixed-use up to 3.0 FAR, consisting of two multifamily buildings, with ground floor space that could potentially include office and service uses similar to those currently operated by the existing condominium owners. The nomination’s illustrative concept plan shows two mirrored seven-story buildings that would have a two-story structured parking incorporated into the buildings, and a central landscaped plaza to provide open space amenities for on-site residents and employees. The nomination states that higher intensity on the subject site would result in a built form that is similar to and compatible with existing development in the Town Center Core and balance of the land unit.

The adopted Plan also sets guidelines for infill development proposals to demonstrate how, smaller individual sites can be integrated with previously approved development applications that met consolidation goals with compatible architectural and urban design elements, inter-parcel circulation, streetscape improvements, and other planning objectives intended to establish and advance the Town Center concept. However, because there are no other parcels available to achieve consolidation at a larger scale, the land use pattern, building forms, streetscape, pedestrian connections, and other essential elements of the subject site must demonstrate compatibility with the high-quality urban design characteristics established on other sites throughout the adjacent Mosaic District. Furthermore, any proposal would have to demonstrate that development on the subject site would not negatively impact the current balance of open space, amenities, and facilities required to serve land uses within the Town Center core area.



Supervisor District / Nomination Number / Common Name	Providence / CPN22-PR-006 / Alliance Center
Is the site in a Development Center?	Yes, Suburban Center
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-PR-006
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	Comprehensive Plan, Housing Element, Countywide Objectives and Policies: Higher densities can help to support housing affordability as the prices of new homes and the rents of new apartments are directly related to allowable density. Determining acceptable locations for higher density residential development is necessary as part of a strategy to provide more units addressing a range of affordability.
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p> <p>Economic Success Plan, Action 2.3: Support higher density mixed use development in the designated revitalization areas, as a way to attract new businesses and residential growth.</p> <p>Countywide Strategic Plan, Economic Opportunity, Prioritize Placemaking, Strategy EO12. Focus land development efforts on creating a variety of vibrant, transit-connected, walkable mixed-use destinations throughout the county that meet the needs of residents, employers and the workforce.</p> <p>Countywide Strategic Plan, Environment, Promote and Ensure Environmental Sustainability, Strategy E2. Reduce greenhouse gas emissions and vehicle miles traveled by incentivizing walkable, bikeable and transit-oriented development patterns, adding more mass transit and on-demand travel patterns, and discouraging single occupancy automobile use.</p> <p>Countywide Strategic Plan, Health, Support Healthy Communities, Strategy H2. Create walkable, bikeable, transit-oriented, dense, mixed-use and connected places that make inviting and vibrant communities with opportunities for recreation and active living for individuals of all ages and abilities.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	Yes
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Tier 1
Comments	

CPN22-PR-006

Alliance Center Condominiums



500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
MAP PREPARED NOVEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
OTPA_GRAPHICS\S22_items\2022 Site Specific Plan Amendment Process\NOMINATIONS





FAIRFAX COUNTY
 SITE-SPECIFIC PLAN AMENDMENT PROCESS
 COUNTYWIDE

SCREENING
 CPN22-PR-007
 PROSPERITY
 BUSINESS CAMPUS

Address/Tax Map Parcels: 2690, 2700, 2701, 2711, 2720, 2721, 2730, 2731, 2740, 2741, 2750, and 2751 Prosperity Avenue
 Tax Map 49-1 ((19)) - Parcels: A, C, D, E2, F1, F2, F3, F4, G, H, 1, 2, 3 and 4

Nominator: Bernard Suchicital (agent for B9 Sequoia Prosperity Owner LLC)

Supervisor District: Providence
 Planning Area: Area I
 Planning District: Jefferson Planning District, Merrifield Suburban Center, Land Unit D, Sub-Units D1 (part) and D2, Merrifield Community Revitalization Area

Acreage: 41 acres

Current Plan Map/Text: Baseline for Land Unit D: Office and Industrial uses at current intensities, and Private Open Space.
 Redevelopment Option 1 (Parcels -1, 2, 3, and 4 only): Office with Retail and Service uses up to 0.85 Floor Area Ratio (FAR) with consolidation and other recommended conditions.
 Redevelopment Option 2 (Sub-Unit D2 only): Residential mixed-use up to 1.35 FAR with recommended conditions.

Nomination: Residential mixed-use up to 1.35 FAR (with bonus density potential of up to 1.51 FAR) on Sub-Unit D1

Comprehensive Plan Considerations:

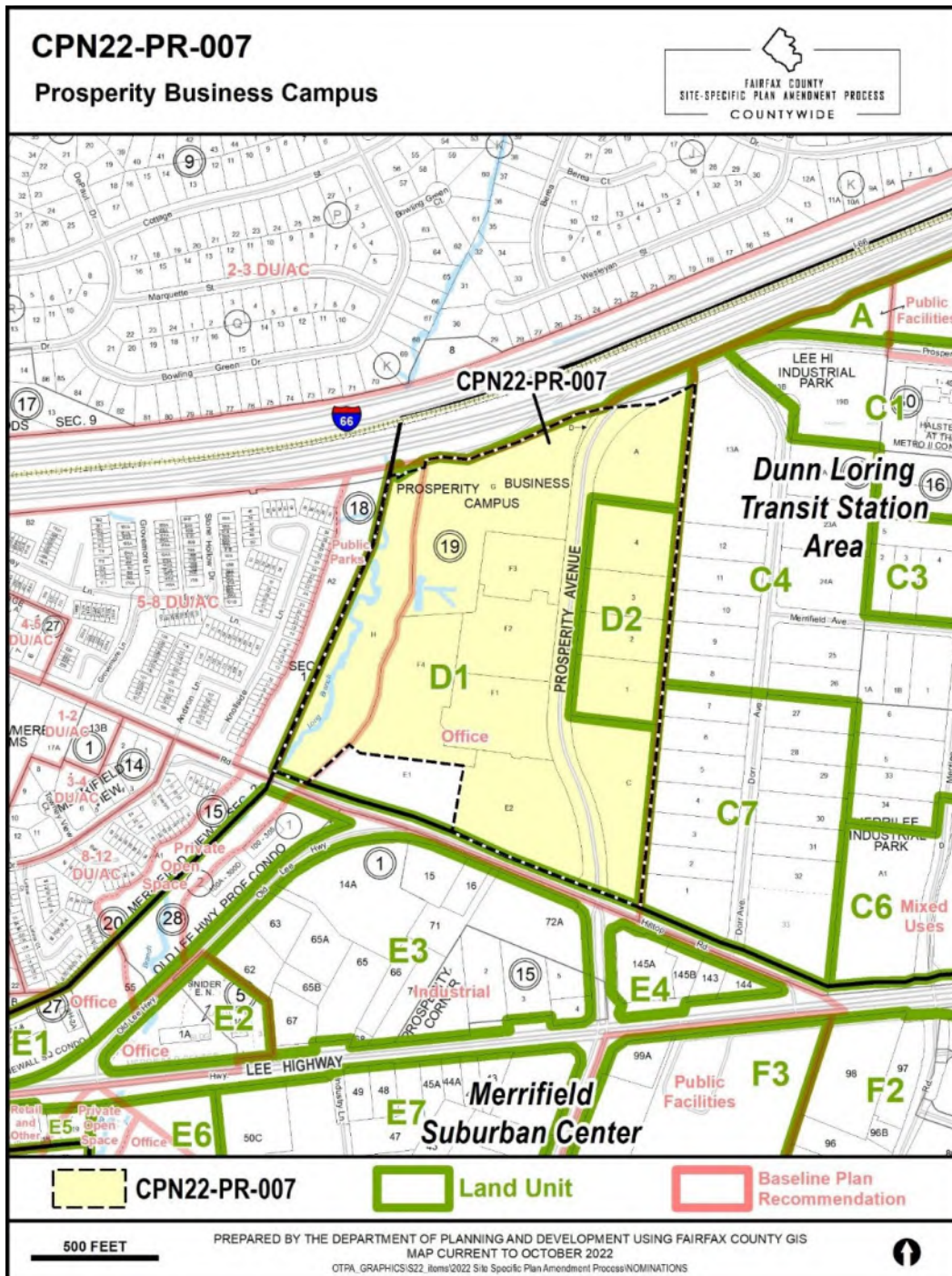
The subject site is located on the east and west sides of Prosperity Drive between Interstate 66 and Hilltop Road and is developed with low and mid-rise office and industrial use buildings. The site consists of 14 parcels in the Prosperity at Merrifield business park campus and comprises most of Land Unit D of the Merrifield Suburban Center, except for the 2.6-acre Saudi Arabian Cultural Mission site near the southwest corner of Land Unit D1. Portions of the site are within from 1.2 miles to less than ½ mile walking distance to the Dunn Loring - Merrifield Metrorail Station and from 0.7 miles to less than ½ mile walking distance to the Mosaic District town center. Adjacent parcels to the east are planned and developed with low-rise commercial and light industrial uses, and a high-rise residential building; I-66 is located to the north; to the west is a wooded area surrounding Long Branch stream and planned for public parks, and a neighborhood of single-family attached townhomes planned and developed at 5-8 dwelling units per acre (du/ac); properties to the south, across Hilltop Road, are planned and developed with retail and industrial uses.

The Concept for Future Development notes that the area is located in the Merrifield Suburban Center. Suburban Centers are employment centers located along major arterials, and area evolving to include mixed-use cores that are more urban in character. The core areas are generally surrounded by transitional areas of lesser intensity. Within Suburban Centers generally, a complementary mix of office, retail, and residential use are encouraged in a cohesive moderate to high-intensity setting. The Merrifield Suburban Center plan is based on the development of two core areas, one focused on a Town Center and the other focused near the Dunn Loring Metrorail Station. These core areas are envisioned to be more pedestrian-oriented and relatively urban in character. The northeast portions of the nominated site (Tax Map Parcels 49-1 ((19)) 1, 2, 3 and 4) are planned in the “Adjacent to Core Area” surrounding the Metrorail station core area. The adopted plan recommends for development in core-adjacent areas to be stepped down to lower intensities than those established in core areas while maintaining an overall urban character that prioritizes pedestrian-friendly connectivity to the defining assets of the cores. The rest of the nominated site is planned in a “Non-Core Area” which is recommended to be maintained in a predominantly suburban land use pattern while also having improved pedestrian connectivity with land uses in Merrifield’s dual core areas.

The nomination proposes residential mixed use up to 1.35 FAR in Sub-Unit D1, which would mirror the adopted plan option for Sub-Unit D2. The statement of justification proposes up to 2.7 million gross square feet of approximately

2,173 new multifamily and single-family attached dwelling units with office, retail, and supporting services uses. The nominator's conceptual plans indicate the proposed development would also retain more than one-quarter of the total site area, approximately 12.87 acres for active and passive recreational uses.

The nomination aligns with broader goals for advancing the concentrating land uses at higher intensities on sites that are in close proximity to Metrorail stations and mixed-use centers and, as with [CPN22-PR-008](#), may represent an opportunity to explore revisions to the land use concept in the Merrifield plan. Land use considerations, such as providing compatible transitions to nearby lower-density residential uses, as well as means for retaining compatible commercial and industrial uses, should be carefully considered to ensure the nomination achieves the broader vision for development in Merrifield. Coordination with nearby areas near the cores would be key to any future study in order to accommodate planned multimodal transportation improvements such as the East-West Connector Road and pedestrian improvements, the provision of parks and open spaces, and other public facilities.



Supervisor District / Nomination Number / Common Name	Providence / CPN22-PR-007 / Sequoia Capital
Is the site in a Development Center?	Yes, Suburban Center
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-PR-007
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Housing Element, Objective 2, Policy a: Expand for-sale and rental housing opportunities in or near Mixed-Use Centers as a way of providing the opportunity for persons to live and work within the county.</p> <p>Comprehensive Plan, Land Use Element, Objective 12, Policy a: Concentrate the highest level of development intensity in areas of transportation advantage, i.e., the Tysons Urban Center, cores of Suburban Centers and Transit Station Areas.</p> <p>Comprehensive Plan, Land Use Element, Objective 16: Fairfax County should encourage Transit-Oriented Development (TOD) with focused growth near certain planned and existing rail transit stations as a way to create opportunities for compact pedestrian- and bicycle friendly, neighborhood centers accessible to transit.</p> <p>Comprehensive Plan, Land Use Element, TOD Guidelines, Guideline 2: Examine the unique characteristics and needs of a particular station area when evaluating TOD principles to ensure the appropriate development intensity and mix of land uses relative to the existing and planned uses for the surrounding areas. Guideline 4: Promote a mix of uses to ensure the efficient use of transit, to promote increased ridership during peak and off peak travel periods in all directions, and to encourage different types of activity throughout the day.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p> <p>Economic Success Plan, Action 2.3: Support higher density mixed use development in the designated revitalization areas, as a way to attract new businesses and residential growth.</p> <p>Countywide Strategic Plan, Economic Opportunity, Prioritize Placemaking, Strategy EO12. Focus land development efforts on creating a variety of vibrant, transit-connected, walkable mixed-use destinations throughout the county that meet the needs of residents, employers and the workforce.</p> <p>Countywide Strategic Plan, Environment, Promote and Ensure Environmental Sustainability, Strategy E2. Reduce greenhouse gas emissions and vehicle miles traveled by incentivizing walkable, bikeable and transit-oriented development patterns, adding more mass transit and on-demand travel patterns, and discouraging single occupancy automobile use.</p> <p>Countywide Strategic Plan, Health, Support Healthy Communities, Strategy H2. Create walkable, bikeable, transit-oriented, dense, mixed-use and connected places that make inviting and vibrant communities with opportunities for recreation and active living for individuals of all ages and abilities.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	Yes
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Tier 1
Comments	

CPN22-PR-007

Prosperity Business Campus



500 FEET

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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-PR-008
MERRIFIELD AT DUNN LORING
STATION APARTMENTS

Address/Tax Map Parcels: 2700 Pleasantdale Road, 2701 Livingstone Land, 8130 Prescott Drive, and 2740 Hartland Road / Tax Map 49-2 ((1)) 39, 40, 48 and 53

Nominator: Jenn Garcia (agent for Fairfax Merrifield Associates LLC)

Supervisor District: Providence
 Planning Area: Area I
 Planning District: Jefferson Planning District, Merrifield Suburban Center, Land Unit B, Sub-Unit B2, Merrifield Community Revitalization Area

Acreage: 35 acres

Current Plan Map/Text: Baseline: Residential uses up to 16-20 dwelling units per acre (du/ac).
 Redevelopment Option: Residential uses up to 20-30 du/ac, and with non-auto-oriented retail and service uses.

Nomination: Option for residential mixed-use up to 1.9 Floor Area Ratio (FAR), with office use or hotel, and ground floor convenience retail uses

Comprehensive Plan Considerations:

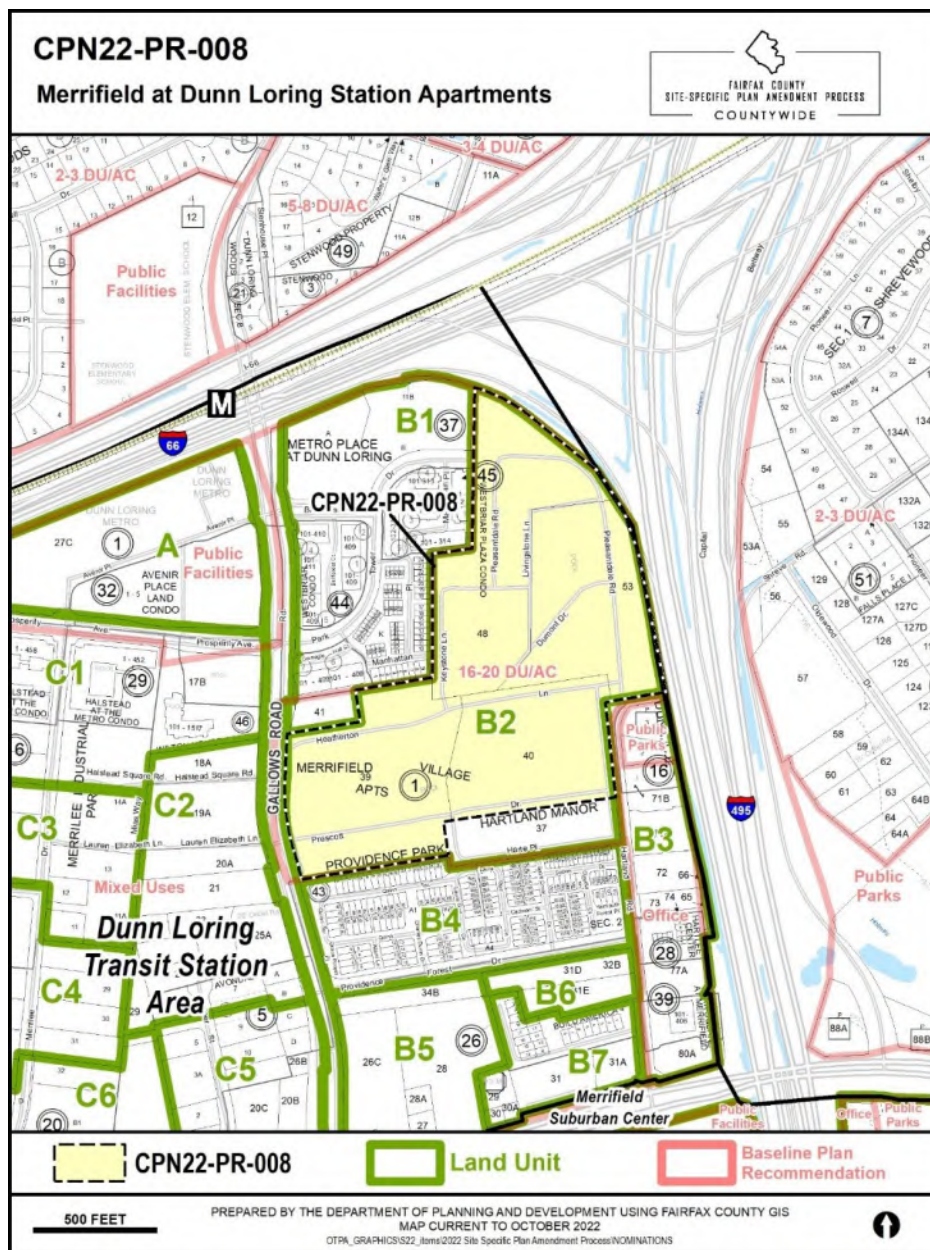
The subject site consists of four parcels at the southwest quadrant of the Interstate 66/Interstate 495 interchange that are developed with approximately 700 low-rise and mid-rise multifamily apartment buildings known the Merrifield at Dunn Loring Station Apartments. The site comprises the majority of Sub-Unit B2 in the Merrifield Suburban Center and is located from ½ to ¼-mile walking distance to the Dunn Loring-Merrifield Metrorail Station and one mile to ½ mile walking distance to the Mosaic District town center. A sound wall borders the subject site at its northern boundary with I-66 and eastern boundary with I-495. Adjoining parcels near the southeast corner of the site consist of a public park and low-rise office buildings. Sites to the south of the subject site are developed with low-rise multifamily and single-family attached residential uses. Adjacent properties to the west contain a mix of office uses with structured parking to the north and transition to mid-rise multifamily and single-family townhomes to the south.

The Concept for Future Development notes that the area is located in the Merrifield Suburban Center. Suburban Centers are employment centers located along major arterials, and area evolving to include mixed-use cores that are more urban in character. The core areas are generally surrounded by transitional areas of lesser intensity. Within Suburban Centers generally, a complementary mix of office, retail, and residential use are encouraged in a cohesive moderate to high-intensity setting. The Merrifield Suburban Center plan is based on the development of two core areas, one focused on a Town Center and the other focused near the Dunn Loring Metrorail Station. These core areas are envisioned to be more pedestrian-oriented and relatively urban in character. The northern and western portions of the site are planned in the “Adjacent to Core Area” surrounding the Metrorail station core area. The adopted plan recommends for development in core-adjacent areas to be stepped down to lower intensities than those established in core areas while maintaining an overall urban character that prioritizes pedestrian-friendly connectivity to the defining assets of the cores. The southwest portion of the nominated site is planned in a “Non-Core Area” which is recommended to be maintained in a predominantly suburban land use pattern while also having improved pedestrian connectivity with land uses in Merrifield’s dual core areas. Areas east of Pleasantdale Drive are planned as “Edges (Transition Areas)” at the periphery of the Merrifield Suburban Center, where intense development is restricted given the adjacent interstate right-of-way.

An adopted Plan option allows the subject site to develop as residential uses up to 30-40 DU/AC, with the incorporation of retail, service, and limit office uses. Development under the currently adopted Plan option could yield approximately 1,408 units in mid- and high-rise buildings. The nomination proposes a Plan option for mixed-use redevelopment for approximately twice the intensity of the adopted Plan option, consisting primarily of multifamily residential dwellings and stacked townhomes, and ancillary non-residential uses, such as a hotel, office, retail, and supporting service uses. Active and passive open space amenities are proposed to be distributed throughout the development, including a

proposed expansion of the existing Hartland Green Park. An illustrative concept plan submitted with the nomination proposes the highest intensity of development within ¼ mile of the Metrorail Station at the northeast tip of the site. From there, intensities are proposed to step down and establish compatibility with residential uses on the adjoining sites to the south. The statement of justification suggests that the proposed redevelopment would accommodate the completion of the planned “ring road” intended to improve circulation throughout the Merrifield area by extending Hartland Road to connect with Park Tower Drive. The nomination indicates that the proposed mix and intensity would allow the subject site to redevelop in a pattern that is similar to nearby sites to the west, while also promoting harmony with the adopted Plan’s vision for Merrifield.

The nomination aligns with broader goals for advancing the concentrating land uses at higher intensities on sites that are in close proximity to Metrorail stations and mixed-use centers and, as with nomination [CPN22-PR-007](#), may represent an opportunity to explore revisions to land use concept in the Merrifield plan. Land use considerations, such as the proposed doubling of intensity compared to the adopted plan option, the ability to preserve the affordability of any existing market or committed affordable rental housing on the site, and achieving compatible transitions to surrounding residential properties, should be carefully considered. Coordination with nearby areas near the cores would be key to any future study in order to accommodate planned multimodal transportation improvements such as the planned Ring Road and pedestrian improvements, the provision of parks and open spaces, and other public facilities.



Supervisor District / Nomination Number / Common Name	Providence / CPN22-PR-008 / Merrifield at Dunn Loring Station Apartments
Is the site in a Development Center?	Yes, Suburban Center
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-PR-008
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Housing Element, Objective 2, Policy a: Expand for-sale and rental housing opportunities in or near Mixed-Use Centers as a way of providing the opportunity for persons to live and work within the county.</p> <p>Comprehensive Plan, Land Use Element, Objective 12, Policy a: Concentrate the highest level of development intensity in areas of transportation advantage, i.e., the Tysons Urban Center, cores of Suburban Centers and Transit Station Areas.</p> <p>Comprehensive Plan, Land Use Element, Objective 16: Fairfax County should encourage Transit-Oriented Development (TOD) with focused growth near certain planned and existing rail transit stations as a way to create opportunities for compact pedestrian- and bicycle friendly, neighborhood centers accessible to transit.</p> <p>Comprehensive Plan, Land Use Element, TOD Guidelines, Guideline 2: Examine the unique characteristics and needs of a particular station area when evaluating TOD principles to ensure the appropriate development intensity and mix of land uses relative to the existing and planned uses for the surrounding areas. Guideline 4: Promote a mix of uses to ensure the efficient use of transit, to promote increased ridership during peak and off peak travel periods in all directions, and to encourage different types of activity throughout the day.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p> <p>Economic Success Plan, Action 2.3: Support higher density mixed use development in the designated revitalization areas, as a way to attract new businesses and residential growth.</p> <p>Countywide Strategic Plan, Economic Opportunity, Prioritize Placemaking, Strategy EO12. Focus land development efforts on creating a variety of vibrant, transit-connected, walkable mixed-use destinations throughout the county that meet the needs of residents, employers and the workforce.</p> <p>Countywide Strategic Plan, Environment, Promote and Ensure Environmental Sustainability, Strategy E2. Reduce greenhouse gas emissions and vehicle miles traveled by incentivizing walkable, bikeable and transit-oriented development patterns, adding more mass transit and on-demand travel patterns, and discouraging single occupancy automobile use.</p> <p>Countywide Strategic Plan, Health, Support Healthy Communities, Strategy H2. Create walkable, bikeable, transit-oriented, dense, mixed-use and connected places that make inviting and vibrant communities with opportunities for recreation and active living for individuals of all ages and abilities.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	Yes
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Tier 1
Comments	

CPN22-PR-008

Merrifield at Dunn Loring Station Apartments



500 FEET

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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

**SCREENING
CPN22-PR-009
FALLFAX CENTER**

Address/Tax Map Parcels: 7630 Lee Highway, and 2816, 2818, 2820, 2822, and 2828 Fallfax Drive
Tax Map Parcels 49-2 ((9)) 1B, 1C, 2, 2A, 2B, 3, 4, 5 and 6

Nominator: Mark Viani (agent for Fallfax Center Assoc. LP and Fallfax Partnership)

Supervisor District: Providence
Planning Area: Area I
Planning District: Jefferson Planning District, J8 Shreve West Community Planning Sector
Acreage: 4.6

Current Plan Map/Text: Parcels 1B, 1C, 2, 2A, 2B, and 3: Retail and other commercial uses up to 0.25 Floor Area Ratio (FAR) / Parcels 4, 5 and 6: Light industrial uses up to 0.30 FAR

Nomination: Residential mixed use up to 1.9 FAR with multifamily residential and ground floor retail uses

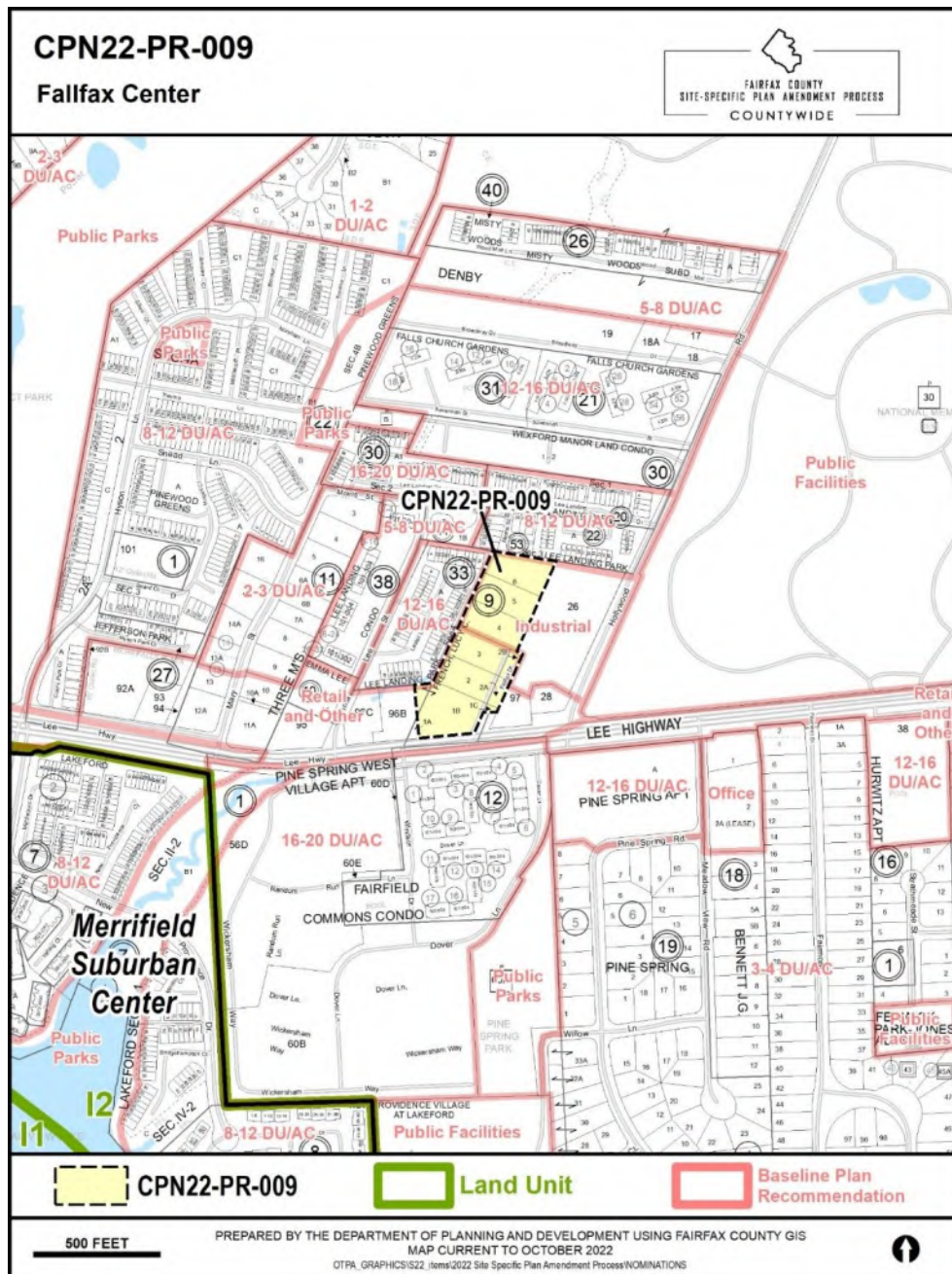
Comprehensive Plan Considerations:

The subject site is comprised of nine parcels containing four buildings surrounded by surface parking lots at the intersection of Lee Highway (US Route 29) and Fallfax Drive, approximately a half-mile east of the Interstate 495 overpass. The three closest parcels to Lee Highway are comprised of three buildings with a mix of retail uses, a brewery, restaurant, and service establishments. The three parcels to the north contain one building serving light industrial uses. Properties to the north and west are developed with single-family attached dwellings, planned for and developed at 8-12 du/ac and 12-16 du/ac respectively. The properties to the east of Fallfax Drive are developed with two large self-storage buildings, planned under the same industrial use recommendation as the northern portion of the subject site. The adjoining parcels on Lee Highway consist of an auto service center with gasoline sales to the east and auto sales to the west and are planned for retail and other commercial uses. Sites directly across Lee Highway to the south are developed with low-rise multi-family residential uses. A channelized stream runs along the northern and western portions of the site, and county records indicate that the majority of the site is in Watershed Management Plan floodplain and a smaller portion is in a flood hazard zone. Multiple flooding complaints have been filed on the property, including for building flooding in 2014.

The Concept for Future Development designates this area as a Suburban Neighborhood. These areas contain a broad mix of allowable residential densities, styles, parks, and open space. Where appropriate, supporting neighborhoods serving commercial services, public facilities and institutional use are encouraged provided that the proposed intensities and character are compatible with the surrounding area. The Plan identifies the J8 Shreve West Community Planning Sector as being largely developed with stable residential neighborhoods. Infill development is recommended to be of a compatible use, type and intensity as provided in the Land Use Element of the Policy Plan’s Objectives 8 and 14.

The nomination proposes residential mixed-use development up to an intensity of 1.9 FAR, consisting of up to 380 multi-family residential units, which would yield a density of 87 dwelling units per acre (du/ac), which would be substantially higher than surrounding residential uses. The nomination’s conceptual plan proposes the site to be redeveloped as three connected buildings, approximately 385,000 gross square-feet in area with a maximum building height of six stories at the southern end of the site which would taper down to five stories along the building’s western edge and four stories at its northern end. Approximately 6,000 square feet of ancillary ground floor retail use is proposed at the southeastern corner facing the intersection of Lee Highway and Fallfax Drive and the central building would include structured parking, as well as onsite amenities for the residents. The statement of justification indicates that the proposed increase of residential uses in this development would align with the existing residential uses at the rear and side property boundaries and support county goals for the creation of a larger and more diverse housing stock.

Furthermore, the nomination suggests that new areas of open space will provide additional buffer to the adjacent lower-density residential uses and adequate space to improved onsite stormwater facilities where impervious parking lots are currently developed. The building would be located within the minor floodplain, and a portion would be in the FEMA floodplain, raising significant concerns about introducing residential use in this area. Properties to the east, which are planned under the same industrial use recommendation, have been noted by the nominator for potential expansion of the study area, and are not encumbered by floodplains to the same extent as the subject site. If the nomination is added to the Work Program for further review, changes to the illustrative conceptual plan that can achieve a logical consolidation, avoid flood hazards, and provide buffering to neighboring residential properties would be needed. Moreover, given the loss of much of the community-serving retail uses on the site, additional consideration should be given for increasing the non-residential mix of uses to provide services for the surrounding neighborhood and future residents.



Supervisor District / Nomination Number / Common Name	Providence / CPN22-PR-009 / Fallfax
Is the site in a Development Center?	No, Suburban Neighborhood
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-PR-009
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Environment Element, Objective 7: Minimize the exposure of new development to the potential of flood impacts. Policy a: Prohibit new residential structures within flood impact hazard areas.</p> <p>Comprehensive Plan, Environment Element, Objective 9: Identify, protect and enhance an integrated network of ecologically valuable land and surface waters for present and future residents of Fairfax County.</p> <p>Comprehensive Plan, Land Use Element, Objective 7. Fairfax County should reserve and/or conserve areas which provide primarily community-serving retail and service uses. Policy c: Encourage redevelopment or repurposing projects in commercial areas that would preserve or increase desirable community services.</p> <p>Comprehensive Plan, Land Use Element, Objective 8, Policy a: Protect and enhance existing neighborhoods by ensuring that infill development is of compatible use, and density/intensity, and that adverse impacts on public facility and transportation systems, the environment and the surrounding community will not occur.</p> <p>Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, adjacent properties under the same adopted site-specific recommendation should be considered through expansion of the study area.
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Tier 3
Comments	Defer consideration pending potential expansion of the study area to include the properties to the east and south that abut the site, and revisions to the concept plan that can ensure a compatible density, form, arrangement of open spaces, and site access.

CPN22-PR-009

Fallfax Center



*Merrifield
Suburban
Center*

CPN22-PR-009

LEE HIGHWAY

500 FEET

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FAIRFAX COUNTY
 SITE-SPECIFIC PLAN AMENDMENT PROCESS
 COUNTYWIDE

SCREENING
 CPN22-SP-001
 Fair Lakes – Peterson Options

Address/Tax Map Parcels: (multiple addresses)
 Tax Map Parcels 45-4 ((21)) A1; 55-2 ((1)) 6A, 8A2; 55-2 ((4)) 12, 16, 19; 55-2 ((5)) A1, B, D4

Nominator: Peterson Companies (Andrew A. Painter, attorney/agent)

Supervisor District: Springfield

Planning Area: Area III

Planning District/Special Area: Fairfax Center Area, Sub-unit E1

Acreage: (entire Sub-unit – approx. 530 ac.)

Current Plan Map/Text: Baseline: Residential use at 1 dwelling unit per acre (du/ac)
 Overlay: Office mixed-use up to 0.25 Floor Area Ratio (FAR)
 Development Options: Additional 1.07 million square feet (sf) in excess of 0.25 FAR overlay, subject to specific use maximums and additional guidance.

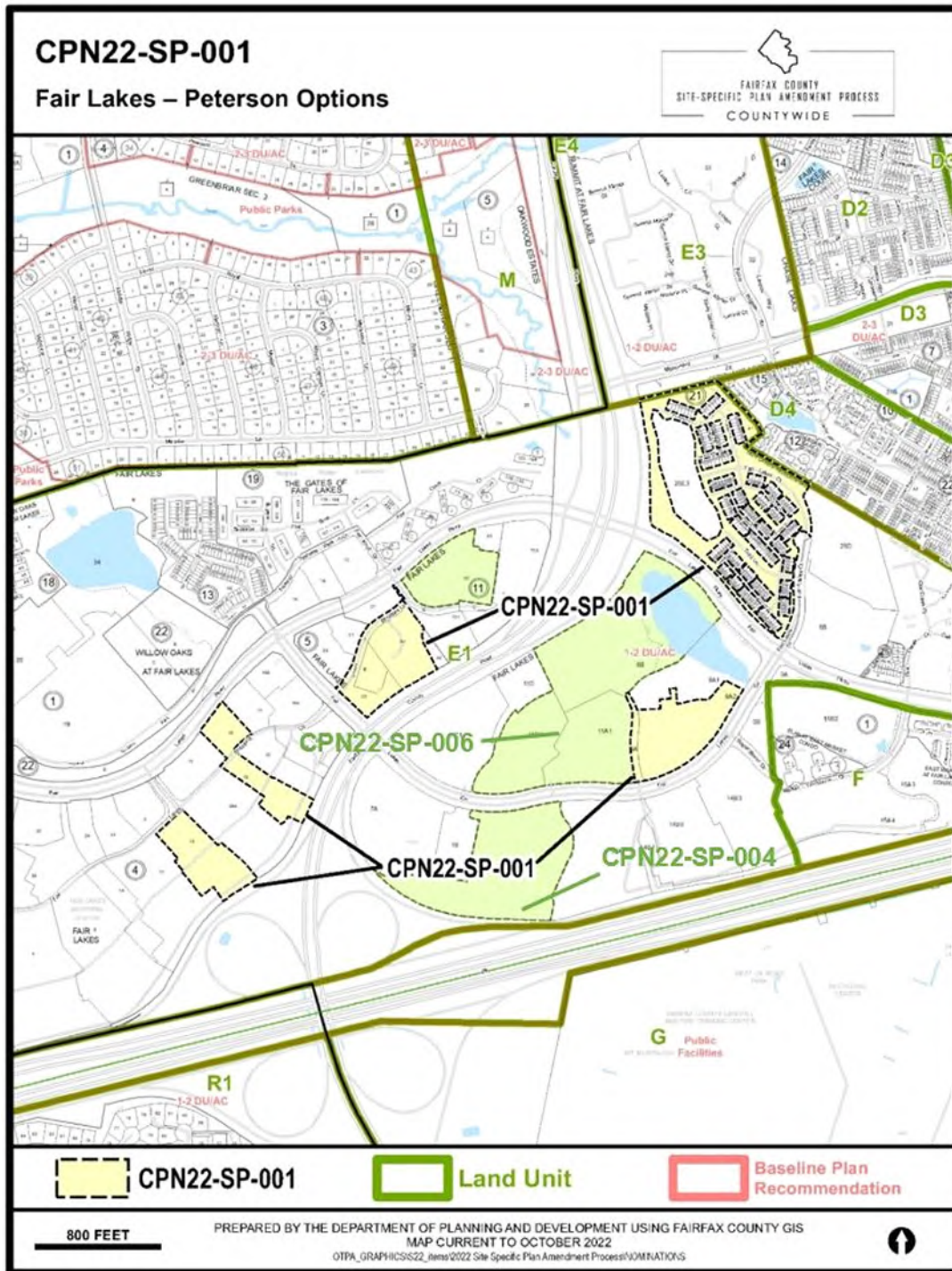
Nomination: Eliminate the use maximums of the adopted development options to permit the remaining unbuilt option potential to be utilized for any of the planned uses.

Comprehensive Plan Considerations:
 The nominated parcels are located within Sub-unit E1 of the Comprehensive Plan’s Fairfax Center Area Special Planning Area. Sub-unit E1 encompasses the majority of the Fair Lakes development area, located on both sides of Fairfax County Parkway, north of Interstate 66 (I-66), and south of the Greenbriar neighborhood. The area is developed with a mixture of office, residential, retail, hotel, and other uses.

The Plan’s Concept for Future Development classifies the Fairfax Center Area as a mixed-use Suburban Center, a land use category envisioned as a place to live, work, and play, with the greatest development intensity focused around a planned transit station in the median of I-66 near the Fair Oaks Mall, Fairfax Corner, and the County’s Government Center Complex. Suburban Neighborhoods and Low-Density Residential Areas are located at the periphery of the Suburban Center. Sub-unit E1 (Fair Lakes) represents one of several other main nodes of activity within the Suburban Center. The sub-unit originally developed under an overlay recommendation for office mixed-use development up to .25 FAR, which established a goal of a 2 to 1 split between primary uses (office, hotel and retail) and residential uses, which were to remain secondary. Several additional development options were added to the Plan in the mid-2000s. The subject nomination concerns specific development option recommendations which include maximum square-footages for each use category (up to 230k sf office/hotel, up to 140k sf retail, and up to 700k sf residential). A significant portion of the planned residential allocation of these development options is already being developed; however, the majority of the planned office/hotel and retail allocations have yet to be built. The proposal would remove the specific use allocations from the options and allow the utilization of the remaining unbuilt intensity for any of the planned uses, which would likely result in the utilization of much of the remaining office/hotel and retail potential for residential use. The adopted option recommendations allow the unbuilt potential under these options to be transferred throughout most of the sub-unit.

In addition to the subject nomination, two other SSPA nominations have been proposed within Sub-unit E1 ([CPN22-SP-004](#) and [CPN22-SP-006](#)) which propose similar Plan flexibility that would allow conversion of planned non-residential use potential to residential use. The three nominations combined could result in conversion of over 1 million sf of currently planned non-residential use potential to residential use, as well as adding over 600k sf of new planned residential uses. The cumulative effect of these proposals would fundamentally alter the envisioned mixture

of uses for the Fair Lakes area as a whole, which envisions residential as a secondary use. Staff has also received inquiries from other Fair Lakes properties with an interest in residential redevelopment of existing office uses who did not submit nominations for the current SSPA cycle, and there are many other aging office and other non-residential uses within Fair Lakes which could be candidates for redevelopment. Should the nomination be added to the Work Program, a unified study of the planning for the entire Sub-unit would likely be recommended, in order to re-evaluate the desired mix of uses and determine what modifications to the Plan may be appropriate.



Supervisor District / Nomination Number / Common Name	Springfield / CPN22-SP-001 / Fair Lakes - Peterson Options
Is the site in a Development Center?	Yes, Suburban Center
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-SP-001
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Environment Element, Objective 7: Minimize the exposure of new development to the potential of flood impacts. Policy a: Prohibit new residential structures within flood impact hazard areas. Policy o: [...] The more restrictive type of Chesapeake Bay Preservation Area is known as the "Resource Protection Area (RPA)." With a few exceptions (e.g. water wells, recreation, infrastructure improvements, "water dependent" activities, and redevelopment), new development is prohibited in these areas. [...]</p> <p>Comprehensive Plan, Environment Element, Objective 9: Identify, protect and enhance an integrated network of ecologically valuable land and surface waters for present and future residents of Fairfax County.</p> <p>Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.</p> <p>Comprehensive Plan, Parks and Recreation Element, Objective 6: Ensure the mitigation of adverse impacts to park and recreation facilities and service levels caused by growth and land development through the provision of proffers, conditions, contributions, commitments, and land dedication. Policy d: Ensure that Comprehensive Plan land use amendment proposals for higher densities include recommendations for the provision of parkland and trails to offset the impacts of increased density.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, issue of residential development cap expressed in the nomination affects multiple properties within Fair Lakes, expansion of study area warranted.
Anticipated Staff Resource Demand	High given combined study
Staff Recommendation	Tier 1
Comments	Combine with other Fair Lakes nominations and balance of Subunit E1 for Special Study.

CPN22-SP-001

Fair Lakes – Peterson Options



800 FEET

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FAIRFAX COUNTY
 SITE-SPECIFIC PLAN AMENDMENT PROCESS
 COUNTYWIDE

SCREENING
CPN22-SP-002
Fair Oaks Business Park

Address/Tax Map Parcels: 3949 Pender Drive, 11204 & 11208 Waples Mill Road
Tax Map Parcels 56-2 ((1)) 74B; 57-1 ((1)) 10 and 23

Nominator: The Peterson Companies (Contact: Adam Cook)

Supervisor District: Springfield
 Planning Area: Area III
 Planning District: Fairfax Center Area Special Plan Area, Land Unit K
 Acreage: 22.6 acres

Current Plan Map/Text: Base Plan: Office use up to 0.25 Floor Area Ratio (FAR)
Overlay Plan: Office to 0.50 FAR

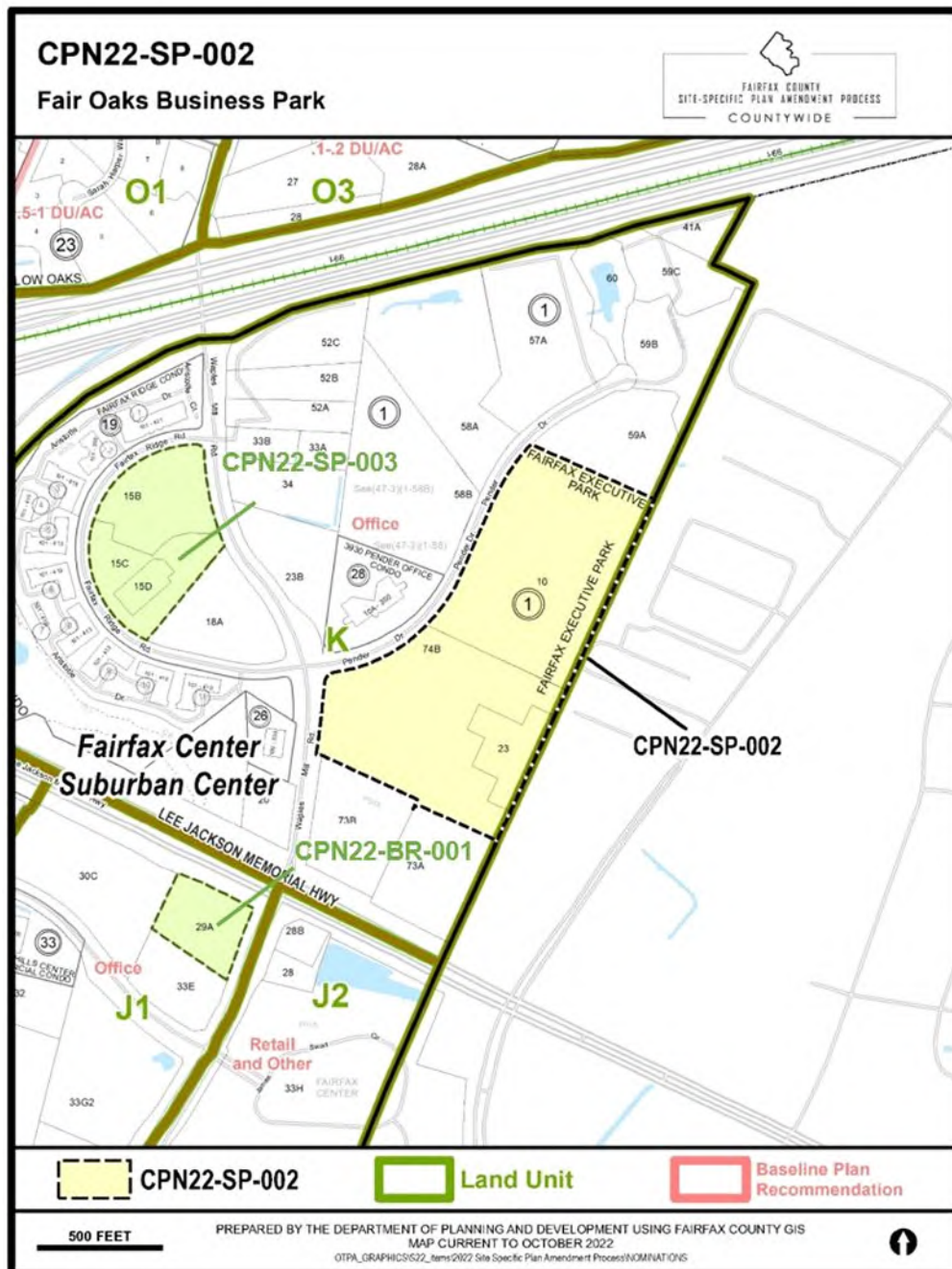
Nomination: Residential mixed-use up to 1.2 FAR in 5-6 story buildings, consisting of 750-900 residential units and 60k - 120k square feet (sf) of office use, ancillary retail use and potential continuing care or assisted living uses.

Comprehensive Plan Considerations:
 The subject site consists of three parcels comprising the Fair Oaks Business Park, located west of Pender Drive at its intersection with Waples Mill Road, north of Route 50, and adjacent to the City of Fairfax boundary to the east. The Business Park was developed in the 1980s with two clusters of low-rise office buildings, totaling 332k sf, and is occupied with a wide variety of small businesses with shared surface parking. Inova Health Care Services owns a 1.75-acre portion of the site (Parcel 23), which houses their Keller Center.

The site and surrounding properties within the County are located within the Suburban Center (Non-core) portion of the Comprehensive Plan’s Fairfax Center Area Special Plan Area, in an area further designated as Land Unit K. The Plan’s Concept for Future Development classifies the Fairfax Center Area as a mixed-use Suburban Center, a land use category envisioned as a place to live, work, and play, with the greatest development intensity focused around a planned transit station in the median of I-66 near the Fair Oaks Mall, Fairfax Corner, and the County’s Government Center Complex. Non-core areas of the Suburban Center, such as the subject area, are planned for a variety of uses but generally at lower intensities than the Core Area. Land Unit K is planned at the overlay level for office use up to 0.50 FAR, with additional options supporting the Fairfax Ridge residential development, at 20 to 25 dwelling-units-per-acre (du/ac), and an adjacent residential use at 16 to 20 du/ac. The surrounding area consists primarily of similar office developments to the north and west, as well as a hotel use and the Fairfax Ridge multifamily residential development to the south and southwest (all within Fairfax County), and a combination of office, retail, and older residential uses to the east (within the City of Fairfax). The proposed intensity is higher than is planned for the surrounding areas, including Core Area land units located to the west.

The nomination proposes to replace the existing office and institutional uses with mixed-use redevelopment consisting of a combination of multifamily residential, office and retail, with the potential for continuing care or assisted living. While there are residential uses located adjacent to the north portion of the site, within the City of Fairfax, and other established multifamily residential located elsewhere in Land Unit K, much of the surrounding area consists of office, hotel, large format retail, and light industrial uses. There is one other SSPA nomination ([CPN22-SP-003](#)) located in Land Unit K which also proposes removal and redevelopment of an existing office use with a residential use, and there has been other interest in potential redevelopment of aging office uses in this land unit, all of which share a common land-unit-wide recommendation for office use with the subject site and have similar potential for redevelopment. While there may be the potential to increase the percentage of residential uses in the land unit while

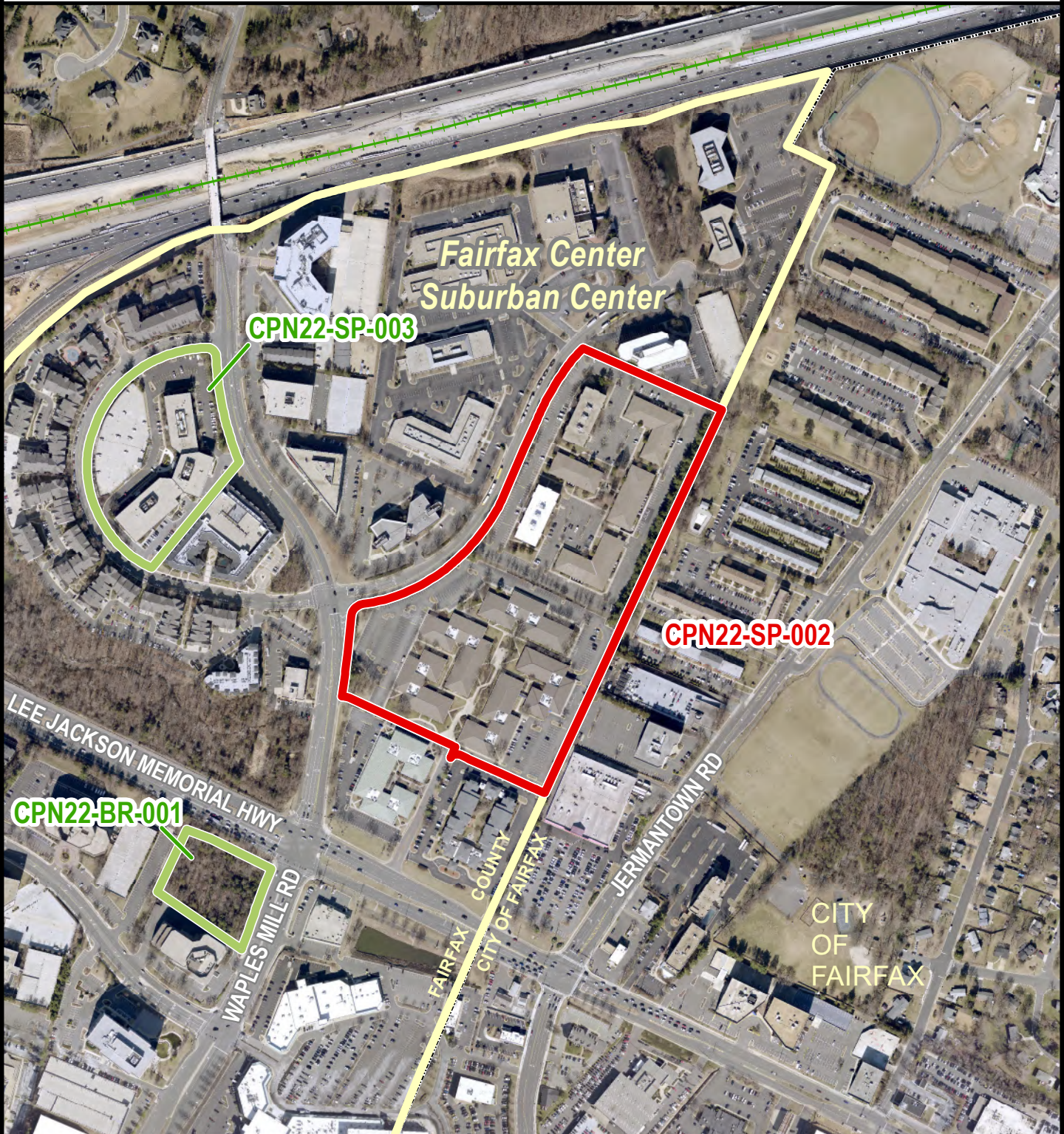
maintaining its base of non-residential uses, a site-specific approach may result in compatibility issues between residential and non-residential uses, and difficulty in coordinating the provision of the types of amenities that support a livable residential neighborhood. Therefore, consideration could be given to a potential re-evaluation of the recommendations for the larger land unit, rather than individual site-specific amendments, to determine the type and nature of redevelopment that may be appropriate in the context of the overall area. Other potential considerations include the impacts of the loss of small, affordable office spaces that currently house a variety of community-serving businesses and organizations, as well as future connectivity with planned uses within the larger Suburban Center and the City of Fairfax.



Supervisor District / Nomination Number / Common Name	Springfield / CPN22-SP-002 / Fair Oaks Business Park
Is the site in a Development Center?	Yes, Suburban Center
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-SP-002
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	Comprehensive Plan, Land Use Element, Objective 2: Fairfax County should seek to establish areas of community focus which contain a mixture of compatible land uses providing for housing, commercial, institutional/public services, and recreation and leisure activities. Policy b: Encourage, within the Tysons Urban Center, cores of Suburban Centers, cores of Community Business Centers, and Transit Station Areas, and other areas within these Centers that would benefit from revitalization and redevelopment, the development of mixed-use projects.
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport. One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	Yes
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Tier 2
Comments	Concurrent review recommended, need to show how the frontage parcels could redevelop in line with the adopted plan recommendation, or expand the study area.

CPN22-SP-002

Fair Oaks Business Park



500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS 233
MAP PREPARED NOVEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022

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FAIRFAX COUNTY
 SITE-SPECIFIC PLAN AMENDMENT PROCESS
 COUNTYWIDE

SCREENING
CPN22-SP-003
Fairfax Ridge Road

Address/Tax Map Parcels: 3877 Fairfax Ridge Road, 11225 Waples Mill Road
 Tax Map Parcels 46-4 ((1)) 15B; 56-2 ((1)) 15C and 15D

Nominator: High Ridge TEI Equities, LLC (Lynne Strobel, Agent/Attorney)

Supervisor District: Springfield
 Planning Area: Area III
 Planning District: Fairfax Center Area Special Plan Area, Land Unit K
 Acreage: 6.2 acres

Current Plan Map/Text: Base Plan: Office use up to 0.25 Floor Area Ratio (FAR)
 Overlay Plan: Office use up to 0.50 FAR

Nomination: Residential use up to 1.5 FAR, consisting of two new multifamily buildings containing up to 400 residential units and up to 70 feet in height, The existing office building would be demolished and the existing parking structure would be retained and utilized for residential parking.

Comprehensive Plan Considerations:
 The subject site consists of two parcels bordered by Fairfax Ridge Road and Waples Mill Road, generally located in the area comprising the southeast quadrant of the Route 50 and Interstate 66 interchange. The site, which contains two connected office buildings totaling 218k square feet (sf) and an associated parking structure, is directly adjacent to multifamily residential uses, including the 420-unit Fairfax Ridge condominium complex to the north and west, and the four-story, 150-unit Radiant at Fairfax Ridge apartment complex to the south. To the east, across Waples Mill Road, is an area planned and developed with office, institutional, and other non-residential uses.

The site and surrounding properties within the County are located within the Suburban Center (Non-core) portion of the Comprehensive Plan’s Fairfax Center Area Special Plan Area, in an area further designated as Land Unit K. The Plan’s Concept for Future Development classifies the Fairfax Center Area as a mixed-use Suburban Center, a land use category envisioned as a place to live, work, and play, with the greatest development intensity focused around a planned transit station in the median of I-66 near the Fair Oaks Mall, Fairfax Corner, and the County’s Government Center Complex. Non-core areas of the Suburban Center, such as the subject area, are planned for a variety of uses but generally at lower intensities than the core area. Land Unit K is planned at the overlay level for office use up to .50 FAR, with additional options supporting the Fairfax Ridge residential development, at 20 to 25 dwelling-units-per-acre (du/ac), and an adjacent residential use, at 16 to 20 du/ac. The residential uses that surround the subject property on three sides were all developed under the Plan’s Fairfax Ridge residential option, while the subject property was developed under the overlay office recommendation. The nomination proposes to replace the existing office uses with two new multifamily residential buildings, which would retain and utilize the existing parking structure. The proposal for up to 400 dwellings on 6.2 acres represents a density of approximately 65 du/ac, which is higher than was planned for the neighboring residential uses. Proposed residential development of this site should consider potential integration with the neighboring residential community.

There is one other SSPA nomination ([CPN22-SP-002](#)) located in Land Unit K which also proposes removal and redevelopment of an existing office use with residential uses, and there has been interest in potential redevelopment of other aging office uses in this land unit, all of which share a common land-unit-wide recommendation for office use with the subject site and have similar potential for redevelopment. Therefore, consideration could be given to a

Supervisor District / Nomination Number / Common Name	Springfield / CPN22-SP-003 / Fairfax Ridge Road
Is the site in a Development Center?	Yes, Suburban Center
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-SP-003
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Area Plans, Concept for Future Development, Suburban Center Land Use Classification: Suburban centers are employment centers located along major arterials. These areas are evolving to include mixed-use cores such as transit station areas and town centers that are more urban in character. The core areas are generally surrounded by transitional areas of lesser intensity. Encourage a complementary mix of office, retail and residential uses in a cohesive moderate to high-intensity setting[...]</p> <p>Comprehensive Plan, Housing Element, Countywide Objectives and Policies: Higher densities can help to support housing affordability as the prices of new homes and the rents of new apartments are directly related to allowable density. Determining acceptable locations for higher density residential development is necessary as part of a strategy to provide more units addressing a range of affordability.</p> <p>Comprehensive Plan, Housing Element, Objective 2, Policy b: Promote the development of multifamily and senior housing in both Mixed-Use Centers and existing residential areas, as appropriate, in an effort to diversify the housing stock and expand lower cost housing options.</p> <p>Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	Yes
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Tier 2
Comments	Concurrent review recommended

CPN22-SP-003

Fairfax Ridge Road



**Fairfax Center
Suburban Center**

500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
MAP PREPARED NOVEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
OTPA_GRAPHICS\S22_items\2022 Site Specific Plan Amendment Process\NOMINATIONS





FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-SP-004
Fair Lakes – Argon Plaza

Address/Tax Map Parcels: 12701 Fair Lakes Circle
Tax Map Parcels 55-2 ((1)) 9A

Nominator: Plaza Fairfax Office, LLC (DLA Piper LLP (US), agent)

Supervisor District: Springfield

Planning Area: Area III

Planning District/Special Area: Fairfax Center Area, Sub-unit E1

Acreage: 11.7 acres

Current Plan Map/Text: Baseline: Residential use at 1 dwelling unit per acre (du/ac)
Overlay: Office mixed-use up to 0.25 Floor Area Ratio (FAR)
Site-Specific Option: Up to 100k square feet (sf) of hotel or office use in addition to overlay recommendation, subject to conditions.

Nomination: Allow 5-story, 254k sf multifamily residential building in an existing surface parking area, and retain 290k sf office building. The residential building’s planned intensity would require conversion of 213k sf of existing unbuilt office potential, as well as an additional 41k sf of planned residential intensity.

Comprehensive Plan Considerations:
The subject site is located on the south side of Fair Lakes Circle, adjacent to Interstate 66 to the south, and just east of Fairfax County Parkway. The site contains the existing 10-story Argon Plaza office building and over 5 acres of surface parking. The site shares two access points onto Fair Lakes Circle with neighboring office and residential uses to the east and west. The nominated parcels are located within Sub-unit E1 of the Comprehensive Plan’s Fairfax Center Area Special Planning Area. Sub-unit E1 encompasses the majority of the Fair Lakes development area, located on both sides of Fairfax County Parkway, north of Interstate 66 (I-66), and south of the Greenbrier neighborhood. The area is developed with a mixture of office, residential, retail, hotel, and other uses.

The Plan’s Concept for Future Development classifies the Fairfax Center Area as a mixed-use Suburban Center, a land use category envisioned as a place to live, work, and play, with the greatest development intensity focused around a planned transit station in the median of I-66 near the Fair Oaks Mall, Fairfax Corner, and the County’s Government Center Complex. Suburban Neighborhoods and Low-Density Residential Areas are located at the periphery of the Suburban Center. Sub-unit E1 (Fair Lakes) represents one of several other main nodes of activity within the Suburban Center. The sub-unit originally developed under an overlay recommendation for office mixed-use development up to .25 FAR, which established a goal of a 2 to 1 split between primary uses (office, hotel and retail) and residential uses, which were to remain secondary. Several additional development options were added to the Plan in the mid-2000s, including a site-specific option on the nominated site for 100k sf of office or hotel use, in addition to the planned overlay intensity. A combination of planned overlay and option intensity was utilized in a 2007 zoning approval (PCA 82-P-069-16) to entitle a 213k sf office building on the site, which was never constructed. The nomination proposes to convert the 213k sf of unbuilt office intensity, as well as 41k sf of additional residential intensity, to develop a 254k sf multifamily residential building on the site. The existing Argon Plaza office building would remain on the site.

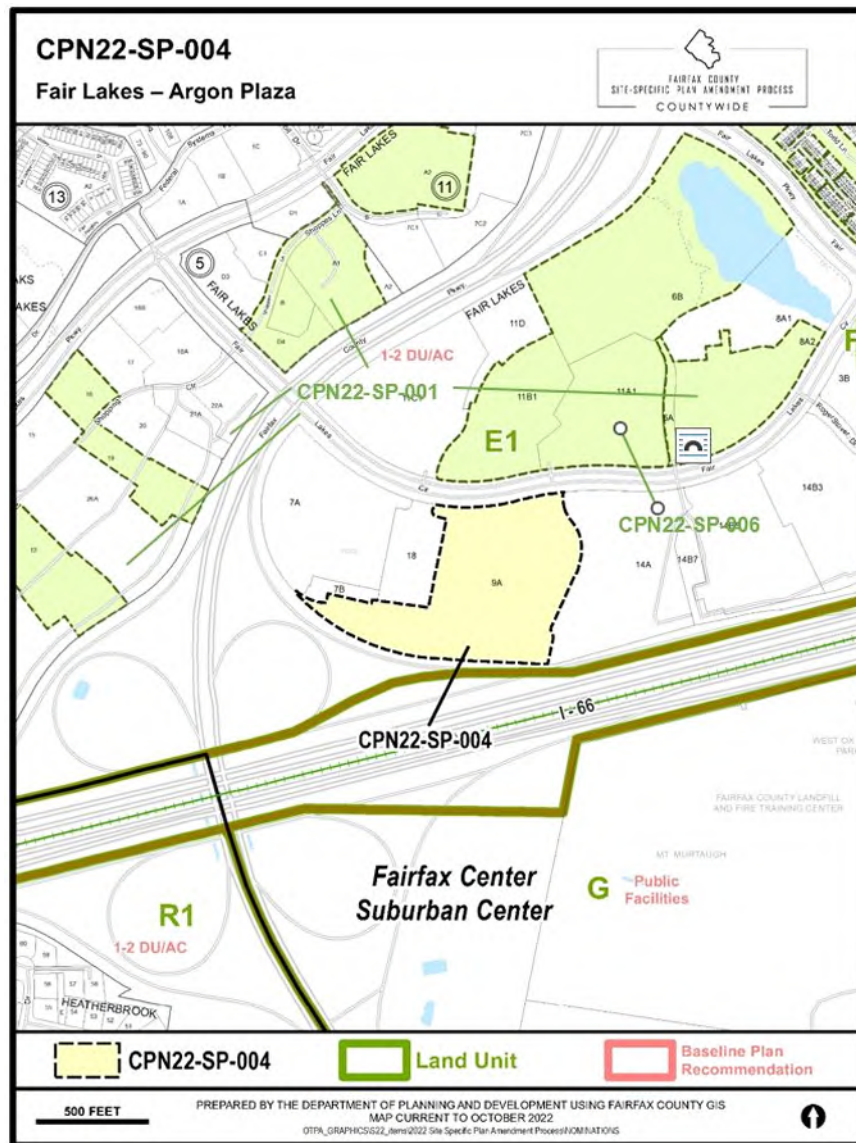
In addition to the subject nomination, two other SSPA nominations have been proposed within Sub-unit E1 ([CPN22-SP-001](#) and [CPN22-SP-006](#)), which propose similar Plan flexibility that would allow conversion of planned non-residential use potential to residential use. The three nominations combined could result in conversion of over 1 million sf of currently planned non-residential use potential to residential use, as well as adding over 600k sf of new planned



FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-SP-004
Fair Lakes – Argon Plaza

residential uses. The cumulative effect of these proposals would fundamentally alter the envisioned mixture of uses for the Fair Lakes area as a whole, which envisions residential as a secondary use. Staff has also received inquiries from other Fair Lakes properties with an interest in residential redevelopment of existing office uses who did not submit nominations for the current SSPA cycle, and there are many other aging office and other non-residential uses within Fair Lakes which could be candidates for redevelopment. Should the nomination be added to the Work Program, a unified study of the planning for the entire Sub-unit would likely be recommended, in order to re-evaluate the desired mix of uses and determine what modifications to the Plan may be appropriate. Other considerations for this particular site include compatibility/integration with neighboring office uses and potential noise impacts of Interstate 66.



Supervisor District / Nomination Number / Common Name	Springfield / CPN22-SP-004 / Fair Lakes - Argon Plaza
Is the site in a Development Center?	Yes, Suburban Center
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-SP-004
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.</p> <p>Comprehensive Plan, Parks and Recreation Element, Objective 6: Ensure the mitigation of adverse impacts to park and recreation facilities and service levels caused by growth and land development through the provision of proffers, conditions, contributions, commitments, and land dedication. Policy d: Ensure that Comprehensive Plan land use amendment proposals for higher densities include recommendations for the provision of parkland and trails to offset the impacts of increased density.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, issue of residential development cap expressed in the nomination affects multiple properties within Fair Lakes, expansion of study area warranted.
Anticipated Staff Resource Demand	High given combined study
Staff Recommendation	Tier 1
Comments	Combine with other Fair Lakes nominations and balance of Subunit E1 for Special Study

CPN22-SP-004

Fair Lakes – Argon Plaza



500 FEET





FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-SP-006
Fair Lakes – Rock Creek

Address/Tax Map Parcels: 12500, 12600 & 12700 Fair Lakes Circle
Tax Map Parcels 55-2 ((1)) 6B, 11A1 & 11A2

Nominator: Rock Creek Property Group, LLC (DLA Piper LLP (US), agent)

Supervisor District: Springfield

Planning Area: Area III

Planning District/Special Area: Fairfax Center Area, Sub-unit E1

Acreage: 24.5 acres

Current Plan Map/Text: Baseline: Residential use at 1 dwelling unit per acre (du/ac)
Overlay: Office mixed-use up to 0.25 Floor Area Ratio (FAR)
Site-Specific Option: Up to 267k (square feet) sf of office use in addition to overlay recommendation, subject to conditions.

Nomination: Allow 1.1 million sf of residential use, consisting of a combination of townhomes, stacked townhomes, and multifamily residential structures. The residential planned intensity would require conversion of 297k sf of existing, built office intensity to be demolished and 267k sf of unbuilt entitled office intensity, as well as an additional 583k sf of new planned residential intensity.

Comprehensive Plan Considerations:
The subject site consists of three parcels located on the north side of Fair Lakes Circle, adjacent to Fairfax County Parkway to the north and Fair Lakes Parkway to the east. Each of the subject parcels contain an existing office building, which combined total 297k sf of office use. Parcel 6B also includes a portion of a regional stormwater management pond that serves a larger area. The site is accessed from multiple access drives connecting to Fair Lakes Circle.

The nominated parcels are located within Sub-unit E1 of the Comprehensive Plan’s Fairfax Center Area Special Planning Area. Sub-unit E1 encompasses the majority of the Fair Lakes development area, located on both sides of Fairfax County Parkway, north of Interstate 66 (I-66), and south of the Greenbrier neighborhood. The area is developed with a mixture of office, residential, retail, hotel, and other uses. The Plan’s Concept for Future Development classifies the Fairfax Center Area as a mixed-use Suburban Center, a land use category envisioned as a place to live, work, and play, with the greatest development intensity focused around a planned transit station in the median of I-66 near the Fair Oaks Mall, Fairfax Corner, and the County’s Government Center Complex. Suburban Neighborhoods and Low-Density Residential Areas are located at the periphery of the Suburban Center. Sub-unit E1 (Fair Lakes) represents one of several other main nodes of activity within the Suburban Center. The sub-unit originally developed under an overlay recommendation for office mixed-use development up to .25 FAR, which established a goal of a 2 to 1 split between primary uses (office, hotel and retail) and residential uses, which were to remain secondary. Several additional development options were added to the Plan in the mid-2000s, including a site-specific option on the subject site for 267k sf of office use - which was entitled in a 2007 rezoning approval (PCA 82-P-069-15) but never constructed. The nomination proposes to demolish the existing office buildings on the site, and utilize a combination of that 297k sf of “reclaimed” overlay office intensity, the 267k sf of unbuilt entitled option office intensity, and an additional 700k sf of all-new residential planned intensity in order to develop up to 1.1 million sf of residential uses.

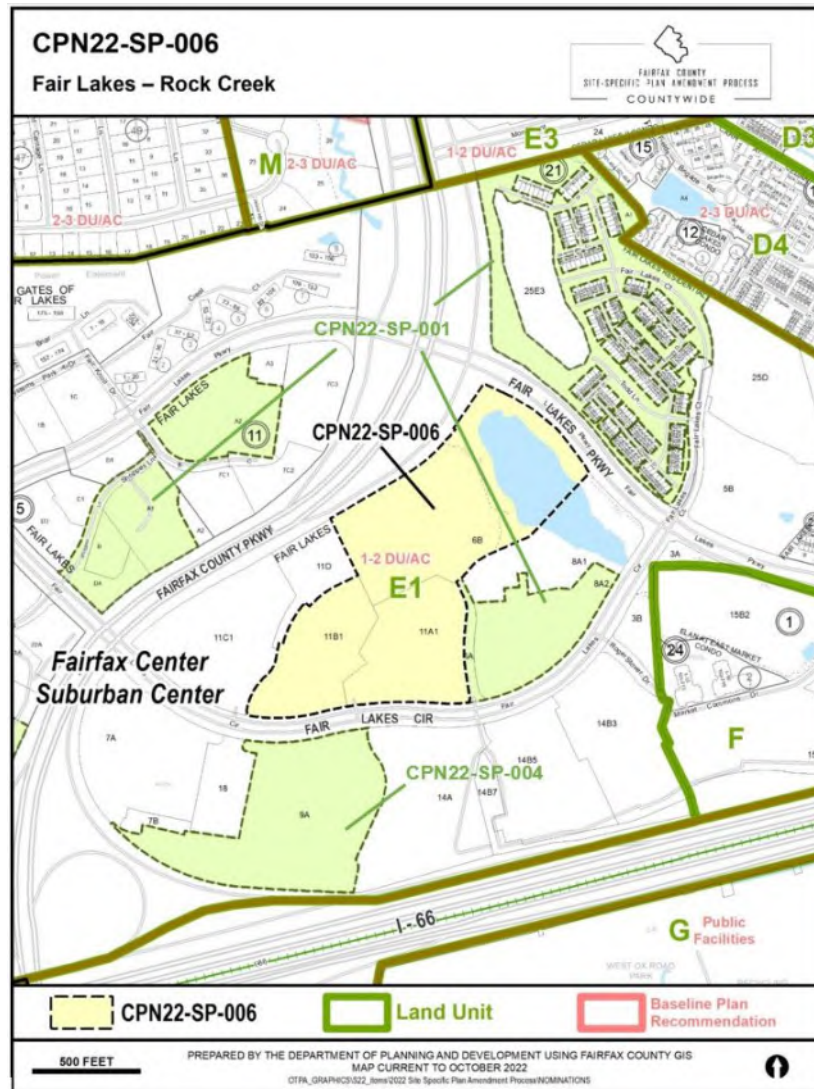
In addition to the subject nomination, two other SSPA nominations have been proposed within Sub-unit E1 ([CPN22-SP-001](#) and [CPN22-SP-004](#)), which propose similar Plan flexibility that would allow conversion of planned non-



FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-SP-006
Fair Lakes – Rock Creek

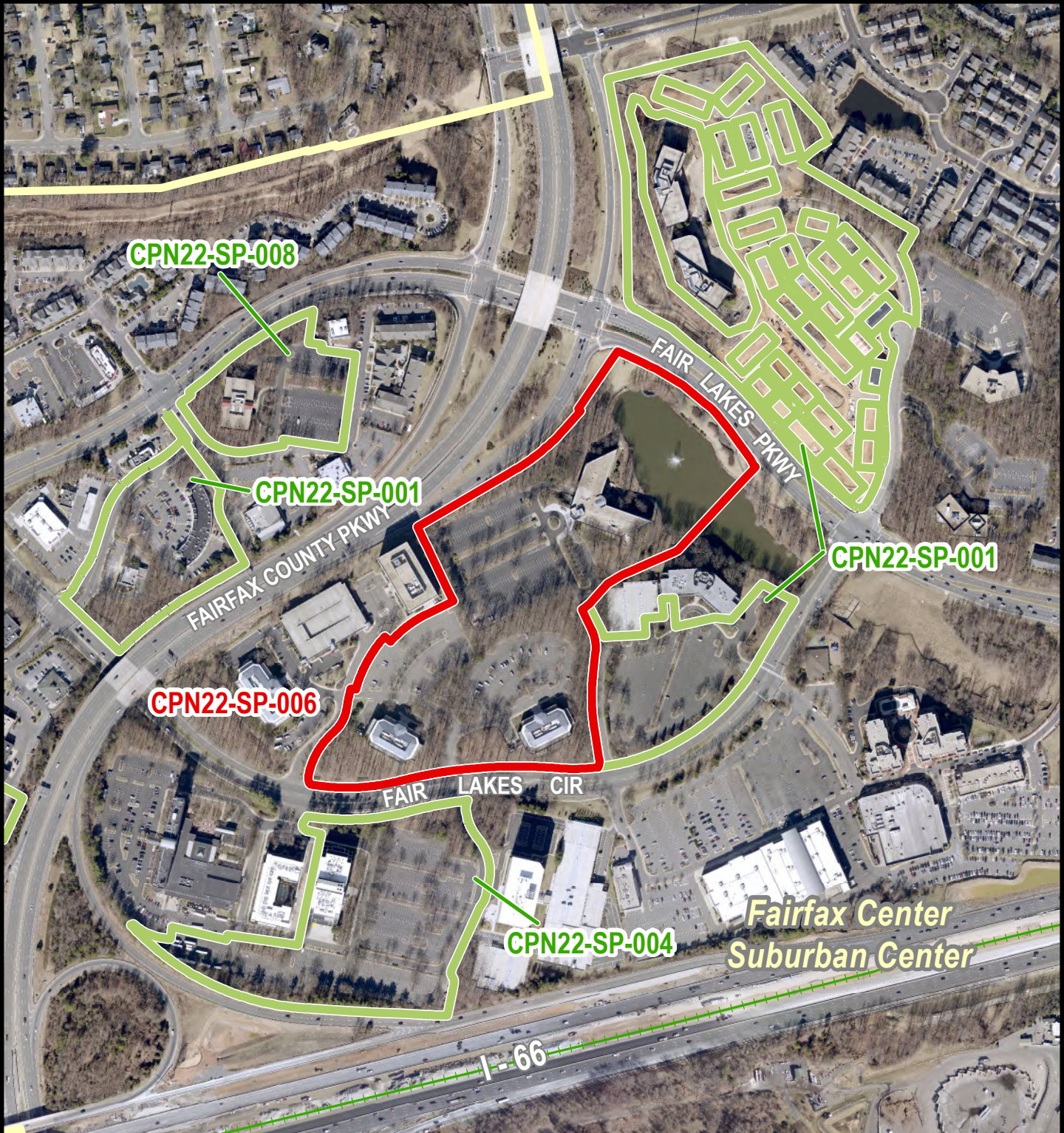
residential use potential to residential use. The three nominations combined could result in conversion of over 1 million sf of currently planned non-residential use potential to residential use, as well as adding over 600k sf of new planned residential uses. The cumulative effect of these proposals would fundamentally alter the envisioned mixture of uses for the Fair Lakes area as a whole, which envisions residential as a secondary use. Staff has also received inquiries from other Fair Lakes properties with an interest in residential redevelopment of existing office uses who did not submit nominations for the current SSPA cycle, and there are many other aging office and other non-residential uses within Fair Lakes which could be candidates for redevelopment. Should the nomination be added to the Work Program, a unified study of the planning for the entire Sub-unit would likely be recommended, in order to re-evaluate the desired mix of uses and determine what modifications to the Plan may be appropriate. Other considerations for this nomination include the loss of existing employment uses, compatibility/integration with neighboring office uses, and preservation of Resource Protection/Floodplain areas on the site.



Supervisor District / Nomination Number / Common Name	Springfield / CPN22-SP-006 / Fair Lakes - Rock Creek
Is the site in a Development Center?	Yes, Suburban Center
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-SP-006
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Environment Element, Objective 7: Minimize the exposure of new development to the potential of flood impacts. Policy a: Prohibit new residential structures within flood impact hazard areas. Policy o: [...] The more restrictive type of Chesapeake Bay Preservation Area is known as the "Resource Protection Area (RPA)." With a few exceptions (e.g. water wells, recreation, infrastructure improvements, "water dependent" activities, and redevelopment), new development is prohibited in these areas. [...]</p> <p>Comprehensive Plan, Environment Element, Objective 9: Identify, protect and enhance an integrated network of ecologically valuable land and surface waters for present and future residents of Fairfax County.</p> <p>Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.</p> <p>Comprehensive Plan, Parks and Recreation Element, Objective 6: Ensure the mitigation of adverse impacts to park and recreation facilities and service levels caused by growth and land development through the provision of proffers, conditions, contributions, commitments, and land dedication. Policy d: Ensure that Comprehensive Plan land use amendment proposals for higher densities include recommendations for the provision of parkland and trails to offset the impacts of increased density.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, issue of residential development cap expressed in the nomination affects multiple properties within Fair Lakes, expansion of study area warranted.
Anticipated Staff Resource Demand	High given combined study
Staff Recommendation	Tier 1
Comments	Combine with other Fair Lakes nominations and balance of Subunit E1 for Special Study

CPN22-SP-006

Fair Lakes – Rock Creek



*Fairfax Center
Suburban Center*

500 FEET





FAIRFAX COUNTY
 SITE-SPECIFIC PLAN AMENDMENT PROCESS
 COUNTYWIDE

SCREENING
 CPN22-SP-007
 12325-12329 Braddock Road

Address/Tax Map Parcels: 12325 & 12329 Braddock Road
 Tax Map Parcels 67-1 ((1)) 62 and 63
 Nominator: CRA MAC Holdings, LLC (Sara V. Mariska, attorney/agent)
 Supervisor District: Springfield
 Planning Area: Area III
 Planning District/Special Area: Pohick Planning District, P1 Twin Lakes Community Planning Sector
 Acreage: 5.25

Current Plan Map/Text: Residential use at 0.1 - 0.2 dwelling units per acre (du/ac) and private open space

Nomination: Option for garden center use

Comprehensive Plan Considerations:

The subject site consists of two parcels located on the south side of Braddock Road, approximately one-half-mile west of its intersection with Fairfax County Parkway. Parcel 63 contains one existing 3k square foot office structure dating to the 1980s; Parcel 62 remains wooded and vacant. A perennial stream traverses Parcel 62, resulting in associated Resource Protection Area (RPA) and Environmental Quality Corridor (EQC) impacting the majority of the site. The properties are also located within the County’s Water Supply Protection Overlay District (WSPOD) area and are zoned to the Residential Conservation (R-C) District.

The Plan’s Concept for Future Development notes this area as a Low-Density Residential Area, a land use classification that also includes environmentally-sensitive parts of the County that require special measures to ensure their protection, including from more intensive development. Accordingly, the subject parcels and surrounding area are planned primarily for low-density residential use at 0.1 - 0.2 du/ac, in support of the Plan’s primary planning objective for the area of protecting the Occoquan Watershed. Private Open Space, which would remain undeveloped, is planned along the perennial stream that traverses Parcel 62. While the subject property and surrounding area are planned and zoned primarily for low-density residential use, Parcel 63 contains an existing office structure/use that predates the County’s downzoning of the area to the R-C and WSPOD Zoning Districts and was permitted to continue as an existing non-conforming office use.

The nomination proposes a garden center use on the site, which is considered a commercial use per the Zoning Ordinance and is not a permissible use in the current R-C Zoning District. Rezoning to another zoning district would be required to implement the proposed use. Rezoning out of the R-C District to permit a commercial use would conflict with longstanding County policies, including the primary objective of the P1 Twin Lakes Planning Sector, which is to protect water quality of the Occoquan Reservoir, while potentially setting a precedent that would enable further commercial development pressure within the WSPOD area. The subject property currently has multiple use options without the proposed Plan amendment: the previously permitted non-conforming office use may continue on the site, and low-density residential use remains an alternative option for the site under its current planning and zoning designations.



FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-SP-007
12325-12329 Braddock Road



Supervisor District / Nomination Number / Common Name	Springfield / CPN22-SP-007 / 12325 Braddock Road
Is the site in a Development Center?	No, Low Density Residential Area
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-SP-007
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Area Plans, Concept for Future Development, Low Density Residential Area Land Use Classification: The primary purpose of Low Density Residential Areas is to ensure the preservation of environmental resources by limiting development primarily to low density, large lot residential and open space uses. The loss of natural habitat coupled with the vital role that portions of these areas serve in protecting water quality dictates that development in these areas be minimized. These are stable areas of little or no change.</p> <p>Comprehensive Plan, Environment Element, Objective 7: Minimize the exposure of new development to the potential of flood impacts. Policy a: Prohibit new residential structures within flood impact hazard areas. Policy o: [...] The more restrictive type of Chesapeake Bay Preservation Area is known as the "Resource Protection Area (RPA)." With a few exceptions (e.g. water wells, recreation, infrastructure improvements, "water dependent" activities, and redevelopment), new development is prohibited in these areas. [...]</p> <p>Comprehensive Plan, Environment Element, Objective 9: Identify, protect and enhance an integrated network of ecologically valuable land and surface waters for present and future residents of Fairfax County.</p> <p>Comprehensive Plan, Land Use Element, Objective 8, Policy a: Protect and enhance existing neighborhoods by ensuring that infill development is of compatible use, and density/intensity, and that adverse impacts on public facility and transportation systems, the environment and the surrounding community will not occur.</p> <p>Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, commercial uses are generally not supported within the Planning District and would require a broader change in County policy in order to be considered on the site.
Anticipated Staff Resource Demand	High given environmental constraints
Staff Recommendation	Do Not Add to Work Program
Comments	

CPN22-SP-007

12325-29 Braddock Road



500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
MAP PREPARED NOVEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
OTPA_GRAPHICS\S22_items\2022 Site Specific Plan Amendment Process\NOMINATIONS





FAIRFAX COUNTY
 SITE-SPECIFIC PLAN AMENDMENT PROCESS
 COUNTYWIDE

SCREENING
 CPN22-SU-001
 AGAPE HOUSE

Address/Tax Map Parcels: 3870 Centerview Drive, Chantilly, VA 20151/ Tax Map Parcels 34-4 ((12)) C7
 Nominator: Mike Van Atta
 Supervisor District: Sully
 Planning Area: Area III
 Planning District/Special Area: Upper Potomac District / Dulles Suburban Center (Land Unit E-1)
 Acreage: 3.79 acres

Current Plan Map/Text: Campus-style office and industrial/flex use up to a maximum of 0.35 Floor Area Ratio (FAR) to be compatible with existing development.

Nomination: Option for affordable independent living, continuing care and/or other senior living uses up to 250 units at 20+ dwelling units per acre (du/ac).

Comprehensive Plan Considerations:

The subject site is a vacant property in the Dulles Business Park located west of the intersection of Centerview Drive and Thunderbolt Place. The site and immediately surrounding area are located in Land Unit E-1 of the Dulles Suburban Center, which is planned for campus-style office, and industrial/flex uses at an intensity of up to 0.35 FAR, with an option for hotel use subject to conditions. Uses surrounding the site include hotels to the southwest, south, and east, and low-rise office buildings to the north.

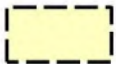
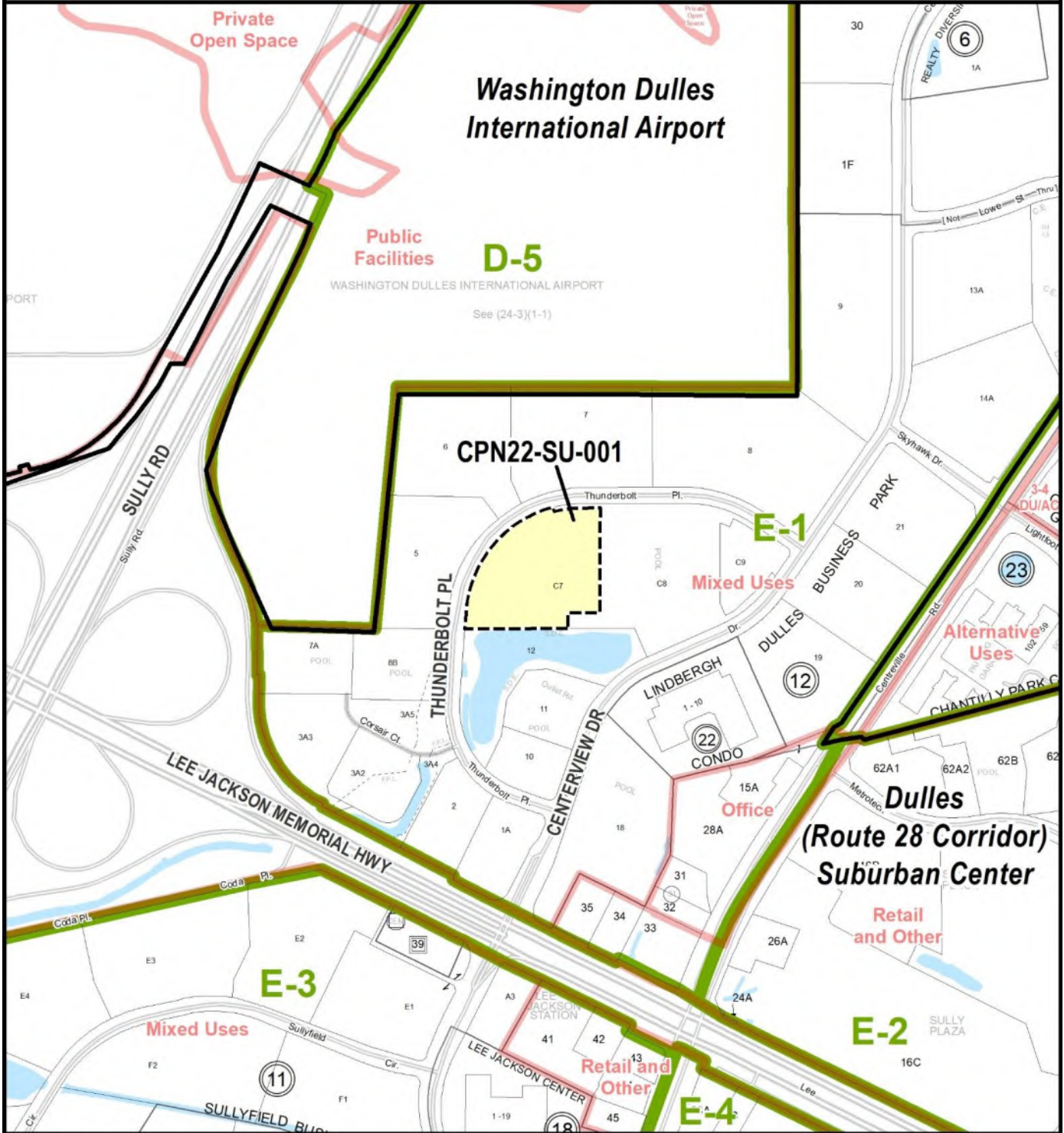
The Plan's Concept for Future Development designates this area as part of the Dulles Suburban Center, one of several employment centers located along arterial roads, such as Centreville Road, that are evolving to include mixed-use cores that are more urban in character. Within the Dulles Suburban Center, the core areas are located at the Innovation Center Metrorail Station, as well as in Land Unit E-2 on Route 50 and in the Westfields area, which is to the east of the subject site across Centreville Road. A principal goal in the Dulles Suburban Center plan is a mixture of residential and nonresidential uses to provide services and amenities to support both employees and residents and expand opportunities for a variety of housing types including affordable housing.

The nomination proposes to introduce affordable residential use in an area planned for a mix of non-residential uses. Noting the limited supply of housing for special populations, including seniors with low income, County policy supports the development of multifamily and senior housing in Mixed-Use Centers, as appropriate, in an effort to diversify the housing stock and expand lower cost housing options. If the nomination is added to the work program for formal review, consideration should be given to ensuring the compatibility of the use with the surrounding area, which while currently developed with office and hotels, could redevelop by-right with industrially oriented businesses under the current I-5 General Industrial Zoning District. The provision of open space and onsite amenities that support the target population of older adults will need to be considered, along with connections to and enhancements of pedestrian facilities around the site, and access to services. The site is located within the DNL 60-65 dBA airport noise contour associated with Dulles Airport to the northwest and would require appropriate noise mitigation

Please note that this nomination is currently being screened to determine if it should be added to the 2023 Comprehensive Plan Amendment Work Program. A detailed analysis of the proposal has not yet been conducted.

CPN22-SU-001

Agape House



CPN22-SU-001



Land Unit



Baseline Plan Recommendation

500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
MAP CURRENT TO OCTOBER 2022

OTPA_GRAPHICS\S22_items\2022 Site Specific Plan Amendment Process\NOMINATIONS



Supervisor District / Nomination Number / Common Name	Sully / CPN22-SU-001 / Agape House
Is the site in a Development Center?	Yes, Suburban Center
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-SU-001
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Housing Element, Countywide Objectives and Policies: Higher densities can help to support housing affordability as the prices of new homes and the rents of new apartments are directly related to allowable density. Determining acceptable locations for higher density residential development is necessary as part of a strategy to provide more units addressing a range of affordability.</p> <p>Comprehensive Plan, Housing Element, Objective 2, Policy b: Promote the development of multifamily and senior housing in both Mixed-Use Centers and existing residential areas, as appropriate, in an effort to diversify the housing stock and expand lower cost housing options.</p> <p>Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Communitywide Housing Strategic Plan, Housing for Vulnerable Populations, Strategy D3: Facilitate Opportunities for Faith Communities to Develop Affordable Housing. Houses of worship in Fairfax County—including churches, temples, synagogues and mosques—often have underutilized land that could be appropriate for housing, particularly housing for vulnerable populations.</p> <p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	Yes
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Tier 1
Comments	

CPN22-SU-001

Agape House



*Washington Dulles
International Airport*

CPN22-SU-001

*Dulles
(Route 28 Corridor)
Suburban Center*

500 FEET





FAIRFAX COUNTY
 SITE-SPECIFIC PLAN AMENDMENT PROCESS
 COUNTYWIDE

SCREENING
 CPN22-SU-002
 A&A CONTRACTING

Address/Tax Map Parcels: No Address Assigned / Tax Map Parcels 33-2 ((1)) 1
 Nominator: Mike Van Atta
 Supervisor District: Sully
 Planning Area: Area III
 Planning District/Special Area: Upper Potomac District / Dulles Suburban Center (Land Unit F-1)
 Acreage: 9.4 acres

Current Plan Map/Text: Office use and industrial/flex use up to a maximum intensity of 0.35 FAR. Portions of the site within the Cub Run Environmental Quality Corridor are planned for public park use, and public and/or private recreation uses and public facilities should be considered.

Nomination: Warehouse or surface parking for vehicle storage up to 0.35 FAR

Comprehensive Plan Considerations:

The subject site is located on the Fairfax County and Loudon County boundary, generally north of Route 50 and south of Dulles International Airport, and contains undeveloped land, including a tributary of Cub Run and associated significant environmental features, including Resource Protection Area and floodplain, across most of the site. The site is land-locked and is accessed via an inter-parcel connection with the businesses to the south, which have direct access Route 50. A sanitary sewer access easement divides the site, providing separation between the buildable area in the western portion of the site and the environmentally sensitive areas.

The area immediately south of the site is planned and developed with industrial/flex uses and planned at the base plan level for Land Unit F. Interparcel access currently exists for the neighboring properties to the south. Similar land uses (industrial/flex) are located to the west across the Loudon County line. Areas to the north of the subject property remain wooded and undeveloped.

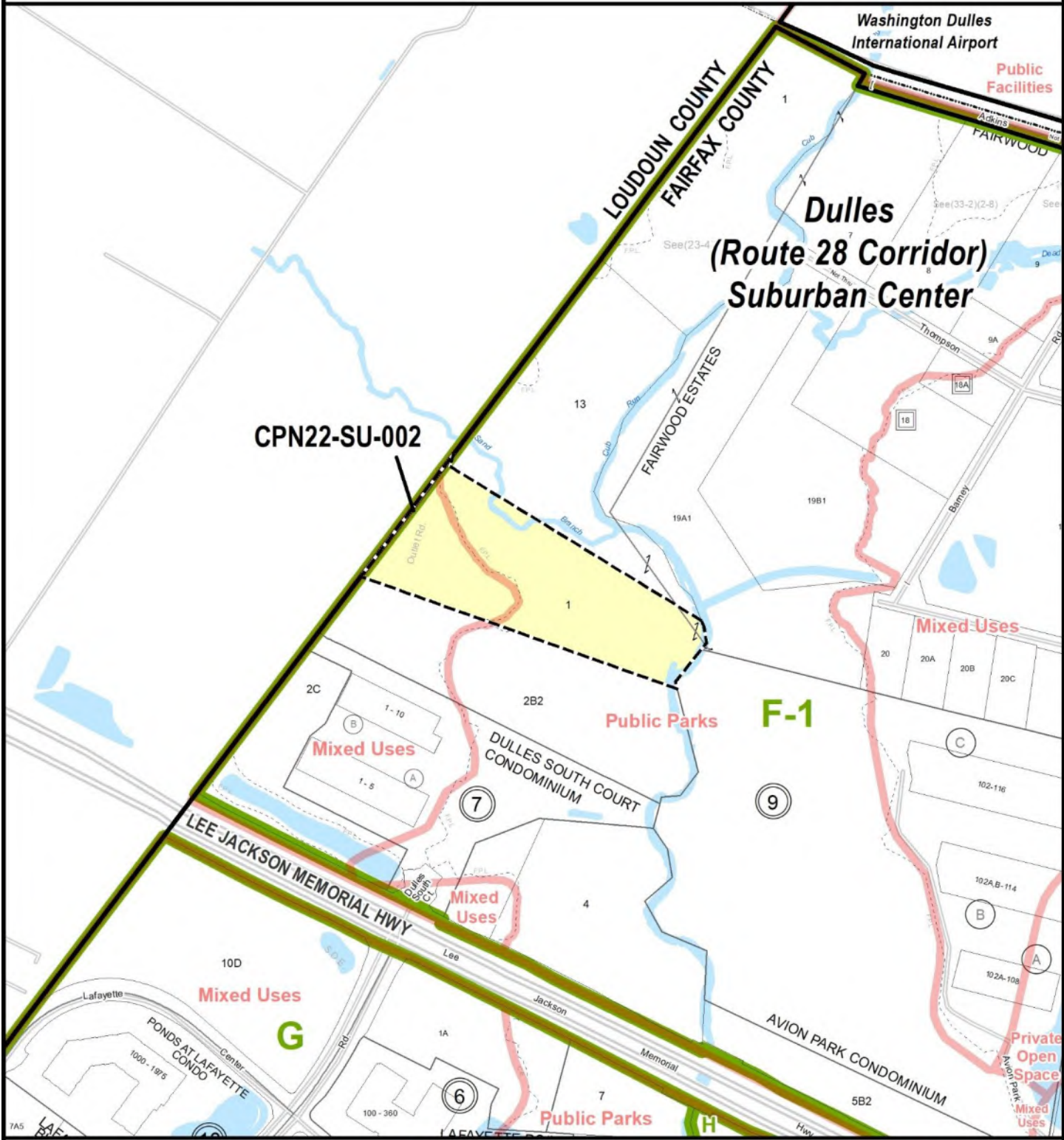
The Plan’s Concept for Future Development designates this area as part of the Dulles Suburban Center, one of several employment centers located along arterial roads, such as Centreville Road, that are evolving to include mixed use cores that are more urban in character. Within the Dulles Suburban Center, the core areas are located at the Innovation Center Metrorail Station, as well as in Land Unit E-2 on Route 50 and in the Westfields area. A principal goal in the Dulles Suburban Center plan is to provide flexibility for economic enterprises attracted to the Dulles Airport area by encouraging a mix of land uses compatible with and that bolster Dulles Airport operations and the existing industrial and office uses.

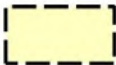
The nomination proposes a warehouse use and/or vehicular storage in an area developed with similar uses. The statement of justification and illustrative concept plan submitted with the nomination indicates that the development would occur outside of the RPA and floodplain areas of the site, which would be a primary consideration for review if the nomination is added to the work program for further review. The Cub Run Environmental Quality Corridor, or EQC, would need to be delineated with any future development. Additionally, stormwater quantity and quality control measures beyond County Codes may be needed and requested. The inter-parcel access needed to connect the property to Route 50 will need to be evaluated further. Lastly, the presence of archeological resources in the area may require and archeological survey at the appropriate point in the future if this nomination is advanced for further review.

Please note that this nomination is currently being screened to determine if it should be added to the 2023 Comprehensive Plan Amendment Work Program. A detailed analysis of the proposal has not yet been conducted.

CPN22-SU-002

A&A Contracting



 CPN22-SU-002

 Land Unit

 Baseline Plan Recommendation

500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
MAP CURRENT TO OCTOBER 2022

OTPA_GRAPHICS\S22_items\2022 Site Specific Plan Amendment Process\NOMINATIONS



Supervisor District / Nomination Number / Common Name	Sully / CPN22-SU-002 / A&A Contracting
Is the site in a Development Center?	Yes, Suburban Center
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-SU-002
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Environment Element, Objective 7, Policy o: [...] The more restrictive type of Chesapeake Bay Preservation Area is known as the "Resource Protection Area (RPA)." With a few exceptions (e.g. water wells, recreation, infrastructure improvements, "water dependent" activities, and redevelopment), new development is prohibited in these areas. [...]</p> <p>Comprehensive Plan, Environment Element, Objective 9: Identify, protect and enhance an integrated network of ecologically valuable land and surface waters for present and future residents of Fairfax County.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p> <p>Countywide Strategic Plan, Economic Opportunity, Attract and Support Businesses, Strategy EO7. Collaborate with the business community to explore innovative approaches to enhance efforts to attract, retain, support, and expand businesses, particularly in target industries and across various types and sizes.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	Yes
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Tier 2
Comments	Concurrent review recommended

CPN22-SU-002

A&A Contracting



500 FEET

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MAP PREPARED NOVEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
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FAIRFAX COUNTY
 SITE-SPECIFIC PLAN AMENDMENT PROCESS
 COUNTYWIDE

SCREENING
 CPN22-SU-003
 DISCOVERY SQUARE

Address/Tax Map Parcels: Tax Map Parcels 24-4 ((1)) 6C1 (no street address)
 Nominator: Sara V. Mariska
 Supervisor District: Sully
 Planning Area: Area III
 Planning District/Special Area: Upper Potomac District / Dulles Suburban Center (Land Unit D-3)
 Acreage: 8.07 acres

Current Plan Map/Text: Base: Office use up to 0.5 – 1.0 Floor Area Ratio (FAR); Mixed use options up to 0.7 FAR with two land use allocations: Option A, retail (5-10%), office (20-30%), residential (50-70%); or Option B, retail (5-10%), residential (90-95%).

Nomination: Reduce retail use component of Option B to approximately 1.4%, and add 50 townhouses and 4 live/work units.

Comprehensive Plan Considerations:

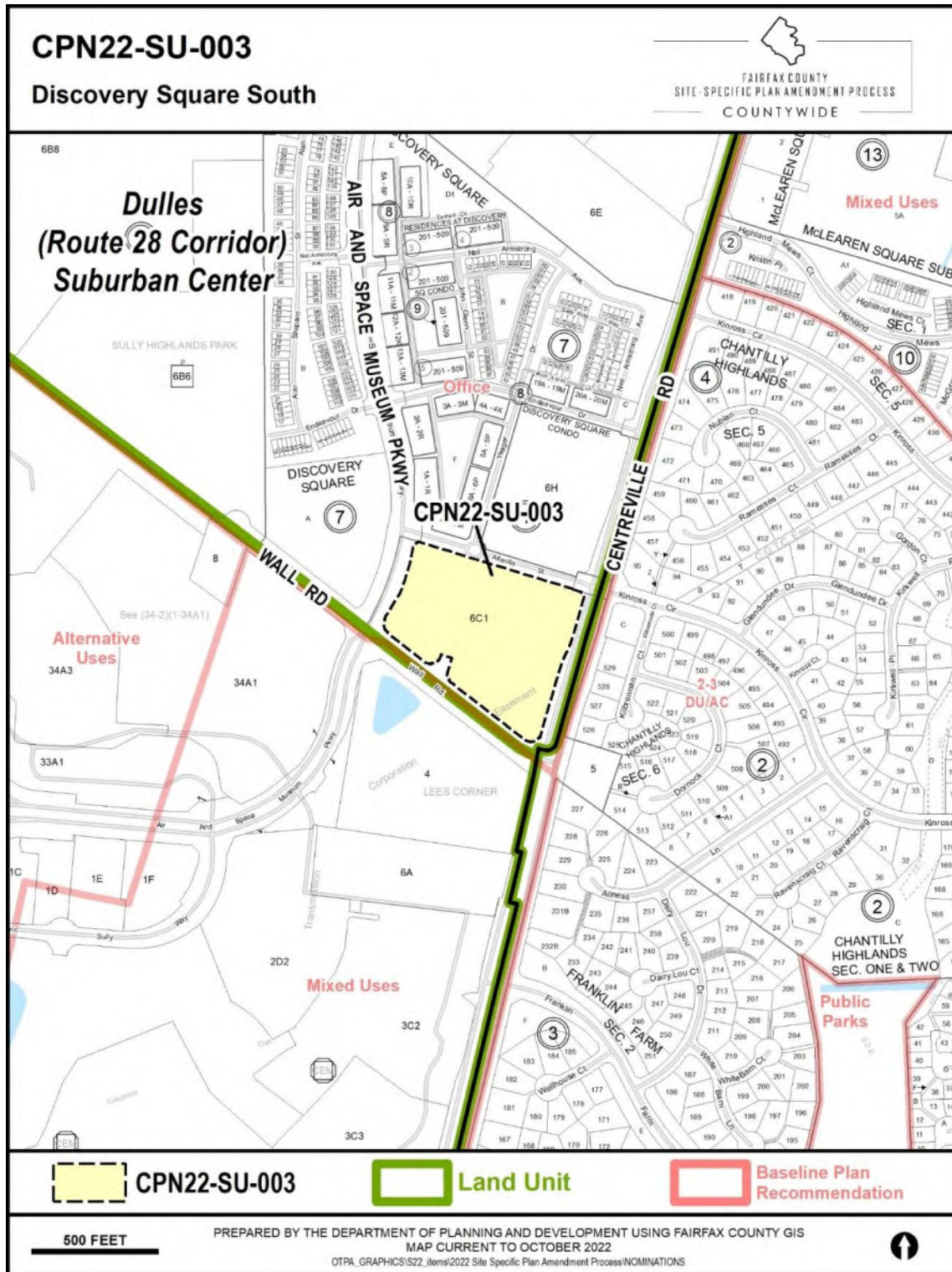
The subject site is located west of Centreville Road, north of Wall Road, east of Air and Space Museum Parkway, and south of Atlantis Drive. The site is vacant and located in Land Unit D-3 of the Dulles Suburban Center, which contains plan recommendations for office at the base plan level, as well as two redevelopment options for residential mixed use up to 0.7 FAR, subject to conditions. Both plan options recommend a predominance of residential use, as well as approximately 5-10% retail use.

The area immediately north of the site is developed with the Discovery Square community of traditional and stacked townhouses and multifamily residential uses consistent with Option B Plan guidance for residential development. Areas northeast and east of the site, across Centreville Road, include the McLearn Square Shopping Center and the Meadow Mews townhouse community, which are planned and developed for a mix of employment and residential uses (residential component at 2-3 du/ac), and the Chantilly Highlands single-family housing community, which is also developed at 2-3 du/ac. Located to the west is the Sully Community Center.

The Plan’s Concept for Future Development designates this area as part of the Dulles Suburban Center, one of several employment centers located along arterial roads, such as Centreville Road, that are evolving to include mixed-use cores that are more urban in character. Within the Dulles Suburban Center, the core areas are located at the Innovation Center Metrorail Station, as well as in Land Unit E-2 on Route 50 and in the Westfields area. A principal goal in the Dulles Suburban Center plan is a mixture of residential and nonresidential uses to provide services and amenities to support both employees and residents and expand opportunities for a variety of housing types including affordable housing. Compatibility with surrounding, lower density suburban neighborhoods outside of the Suburban Center, such as the areas to the east across Centreville Road, should be ensured through screening, buffer, and access management.

The site is approved (PCA/FDPA 2006-SU-007) for a minimum 67,000 square feet of retail uses as a part of the mixed-use Discovery Square development, which represents a 4% retail use component. The residential component of Discovery Square has been fully built out under the adopted plan Option B, however, the retail component has not been built. The nomination proposes to add up to 50 additional townhouses, 4 live/work units, and provide approximately 29,000 square feet of retail on the site. Retail use would be approximately 1.4% of the adopted development potential. The illustrative concept plan shows a retail block focused on a community square and the Atlantis Drive frontage, with townhouses and live/work units in the southern and western portions of the site, including along an extension of Yeager Drive which would bisect the site. Surface parking and a 50-foot landscape buffer are proposed along Centreville Road.

The statement of justification, from the nominator, indicates the adopted plan's retail use recommendation is not feasible given substantial changes in the retail market. In addition to the proposed mix of uses on the subject site, nomination [CPN22-SU-010](#), less than 1/2 mile walking distance from the site and directly north of Discovery Square, proposes up to 177 townhouses to replace an existing office building. While not a part of the Discovery Square development, this separate nomination would further increase the residential use component for the land unit and could support retail businesses on the site in line with the mixed use goals for the area. If considered together, the two nominations provide an opportunity for a broader examination of the land unit. Ensuring robust pedestrian connections, a logical street grid, and providing an appropriate mix of uses that creates the quality living environment envisioned for the Dulles Suburban Center should be considered if advanced for further review.



Supervisor District / Nomination Number / Common Name	Sully / CPN22-SU-003 / Discovery Square
Is the site in a Development Center?	Yes, Suburban Center
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-SU-003
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	Comprehensive Plan, Land Use Element, Objective 2: Fairfax County should seek to establish areas of community focus which contain a mixture of compatible land uses providing for housing, commercial, institutional/public services, and recreation and leisure activities. Policy b: Encourage, within the Tysons Urban Center, cores of Suburban Centers, cores of Community Business Centers, and Transit Station Areas, and other areas within these Centers that would benefit from revitalization and redevelopment, the development of mixed-use projects.
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport. One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	Yes
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Tier 2
Comments	

CPN22-SU-003

Discovery Square South



FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

*Dulles
(Route 28 Corridor)
Suburban Center*



500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS 261
MAP PREPARED NOVEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022

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FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-SU-004
14600 Willard Road

Address/Tax Map Parcels: 14600 Willard Road
Tax Map Parcels 44-1 ((1)) 0002C

Nominator: Veronica Merrill, DLA Piper, P.C.

Supervisor District: Sully

Planning Area: Area III

Planning District/Special Area: Bull Run Planning District, Upper Cub Run Planning Sector, Dulles Suburban Center, Land Unit H

Acreage: 7 acres

Current Plan Map/Text: Industrial, research and development and industrial/flex uses up to 0.35 Floor Area Ratio (FAR), and private open space associated with on-site Resource Protection Area (RPA).

Nomination: Mix of uses that may include office, medical office, gas station and associated commercial uses, and drive through restaurant up to 0.35 FAR. No proposed increase in planned intensity.

Comprehensive Plan Considerations:
The subject property is located northwest of the intersection of Willard Road and Lee Road and is undeveloped. The property includes wooded areas containing Cub Run and associated floodplain and RPA in the northern and eastern portion of the site. The site is located in Land Unit H of the Dulles Suburban Center and is planned for industrial and industrial flex uses. Properties adjacent the subject site to the north, south, and west are similarly planned and are currently developed with lighter industrial uses. Office uses are located to the east across Lee Road, including the Fairfax County Criminal Justice Academy across Lee Road.

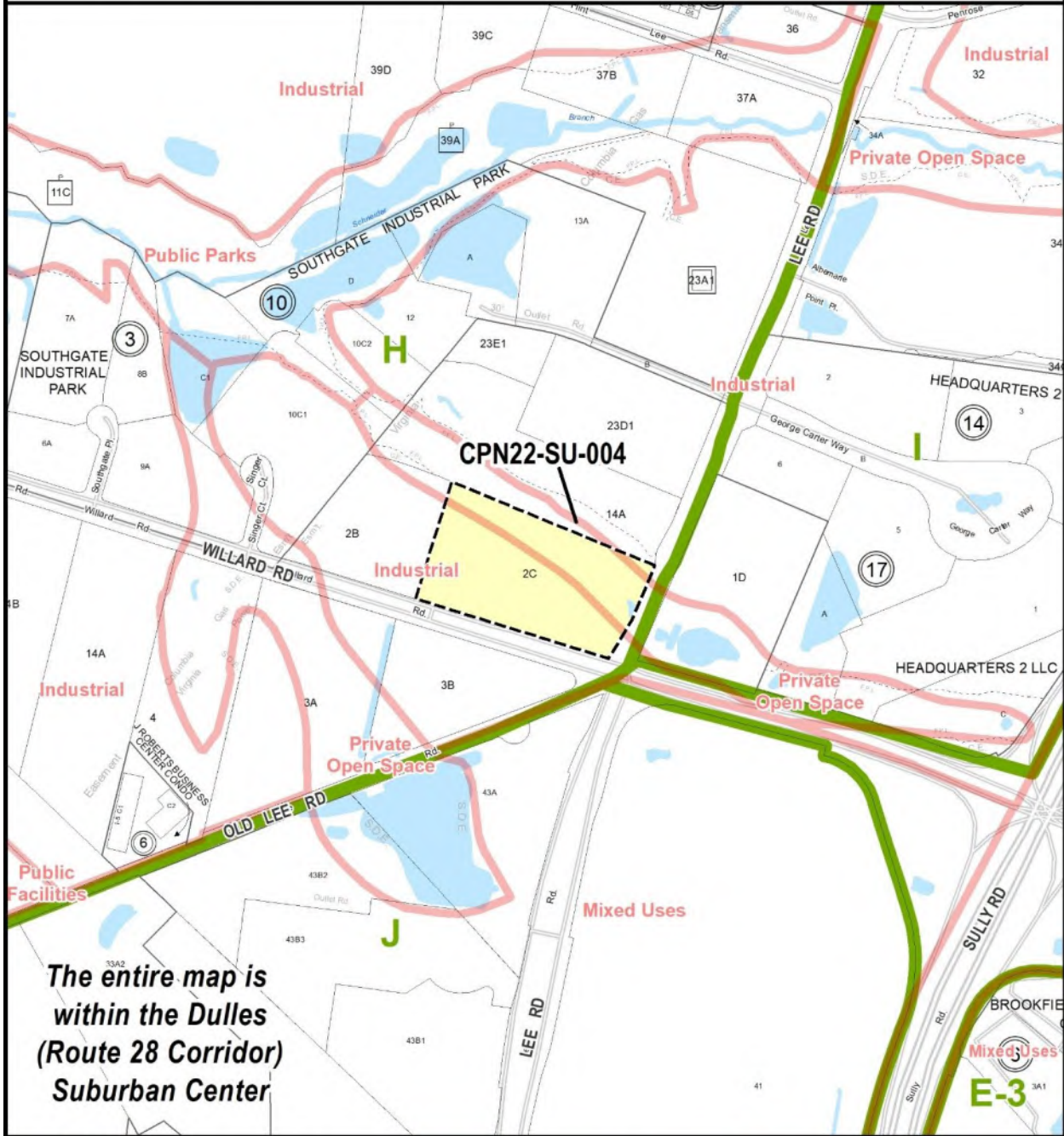
The Plan’s Concept for Future Development designates this area as part of the Dulles Suburban Center, one of several employment centers located along arterials (such as Route 28) that are evolving to include mixed-use cores such as transit station areas and town centers that are more urban in character. Within the Dulles Suburban Center, the core areas are located at the Innovation Center Metrorail Station, as well as in Land Unit E-2 on Route 50 and in the Westfields area. The majority of the Dulles Suburban Center is planned to remain suburban in character, with the edges providing transitions in intensity and scale to surrounding lower-density residential areas.

The nomination proposes to include a range of non-residential uses including; (1) office uses, which may include medical office use, (2) a gas station with associated commercial uses, (3) and a drive-through restaurant. While the land uses proposed are generally consistent with the character of the area, the amount of development proposed introduces additional considerations. Given the auto-oriented nature of the proposed uses, several transportation related concerns are raised and would need to be addressed including access and the impact to the existing intersection. The nomination concept includes a new signal. Proximity to the existing signaled intersection at Willard Road and Lee Road is below distance thresholds and will require a Signal Justification Report. The environmental features onsite are considerable and will require significant review if the nomination is added to the Work Program. Further study is needed to determine if an Environmental Quality Corridor should be delineated with new development.

Please note that this nomination is currently being screened to determine if it should be added to the 2023 Comprehensive Plan Amendment Work Program. A detailed analysis of the proposal has not yet been conducted.

CPN22-SU-004

14600 Willard Rd.



The entire map is within the Dulles (Route 28 Corridor) Suburban Center

CPN22-SU-004 Land Unit Baseline Plan Recommendation

Supervisor District / Nomination Number / Common Name	Sully / CPN22-SU-004 / 14600 Willard Road
Is the site in a Development Center?	Yes, Suburban Center
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-SU-004
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Environment Element, Objective 7, Policy o: [...] The more restrictive type of Chesapeake Bay Preservation Area is known as the "Resource Protection Area (RPA)." With a few exceptions (e.g. water wells, recreation, infrastructure improvements, "water dependent" activities, and redevelopment), new development is prohibited in these areas. [...]</p> <p>Comprehensive Plan, Environment Element, Objective 9: Identify, protect and enhance an integrated network of ecologically valuable land and surface waters for present and future residents of Fairfax County.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, the requested mix of uses would require a broader study of the land unit, and the site is constrained by access and environmental features, which would inhibit the envisioned non-residential use mix.
Anticipated Staff Resource Demand	High due to environmental constraints
Staff Recommendation	Do Not Add to Work Program
Comments	

CPN22-SU-004

14600 Willard Rd.



CPN22-SU-004

*The entire map is
within the Dulles
(Route 28 Corridor)
Suburban Center*

500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS ²⁶⁵
MAP PREPARED NOVEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022

OTPA_GRAPHICS\S22_items\2022 Site Specific Plan Amendment Process\NOMINATIONS





FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-SU-005
Park Center

Address/Tax Map Parcels: 4850 Stonecroft Boulevard
Tax Map Parcels 43-2 ((2)) 39C

Nominator: Scott Adams, McGuire Woods, P.C.

Supervisor District: Sully

Planning Area: Area III

Planning District/Special Area: Bull Run Planning District, Flatlick Planning Sector; Dulles Suburban Center, Land Unit J

Acreage: 64 acres

Current Plan Map/Text: Mix of uses including office, conference center/hotel, industrial, and industrial/flex uses up to of 0.5 Floor Area Ratio (FAR), and Private Open Space.

Nomination: Increase maximum intensity of the site up to 0.69 FAR to allow for an additional office building and parking structure.

Comprehensive Plan Considerations:

The subject site is bounded by Stonecroft Boulevard to the east and Conference Center Drive to the north, south, and west, and comprises the Park Center campus, which consists of multiple existing office structures and a mixture of structured and surface level parking. The site is secured with two gated access points to the north and west along Conference Center Drive. The site and adjacent properties are planned within Land Unit J of the Dulles Suburban Center, which provides for a mix of uses up to 0.5 FAR. To the south, across Conference Center Drive, is a hotel and conference center (Westfields Marriot). A small townhome residential community, Ridge View at Westfields, is also located south of the site with access onto Conference Center Drive. To the north, east, and west are office uses and wooded, vacant land.

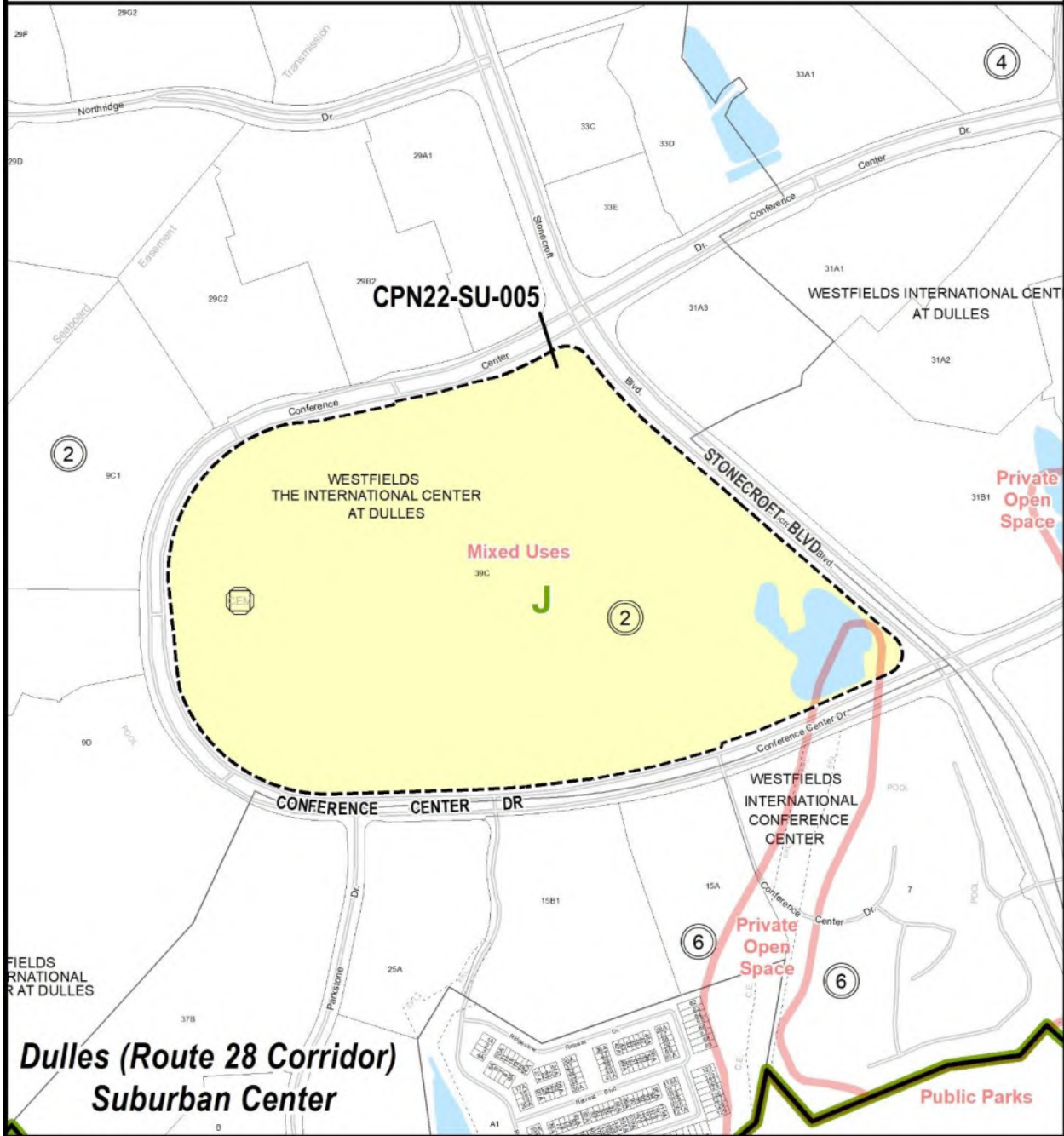
The Plan’s Concept for Future Development designates this area as the Dulles Suburban Center, one of several employment centers located along arterials (such as Route 28) that are evolving to include mixed-use cores such as transit station areas and town centers that are more urban in character. Within the Dulles Suburban Center, the core areas are located at the Innovation Center Metrorail Station, as well as in Land Unit E-2 on Route 50 and in the Westfields area. The subject property itself is located in one of the planned core areas or Village Centers where an active mix of uses and well-connected public spaces support the office uses in the area. The majority of the Dulles Suburban Center is planned to remain suburban in character, with the edges providing transitions in intensity and scale to surrounding lower-density residential areas.

The nomination seeks to add a new office building and supporting parking structure. While the proposed use is in harmony with the character of the area, new development with a modest increase in intensity introduces additional considerations. Daily trips associated with new development on the site are expected to increase and would likely require, at a minimum, a transportation operational analysis. Further analysis related to transportation impacts may be warranted if the proposal is advanced for formal review. Additionally, multiple cemeteries were determined to be present on site during its initial development and as a result an archeological survey for the newly disturbed areas will be needed.

Please note that this nomination is currently being screened to determine if it should be added to the 2023 Comprehensive Plan Amendment Work Program. A detailed analysis of the proposal has not yet been conducted.

CPN22-SU-005

Park Center



**Dulles (Route 28 Corridor)
Suburban Center**

CPN22-SU-005

Land Unit

Baseline Plan Recommendation

500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
MAP CURRENT TO OCTOBER 2022

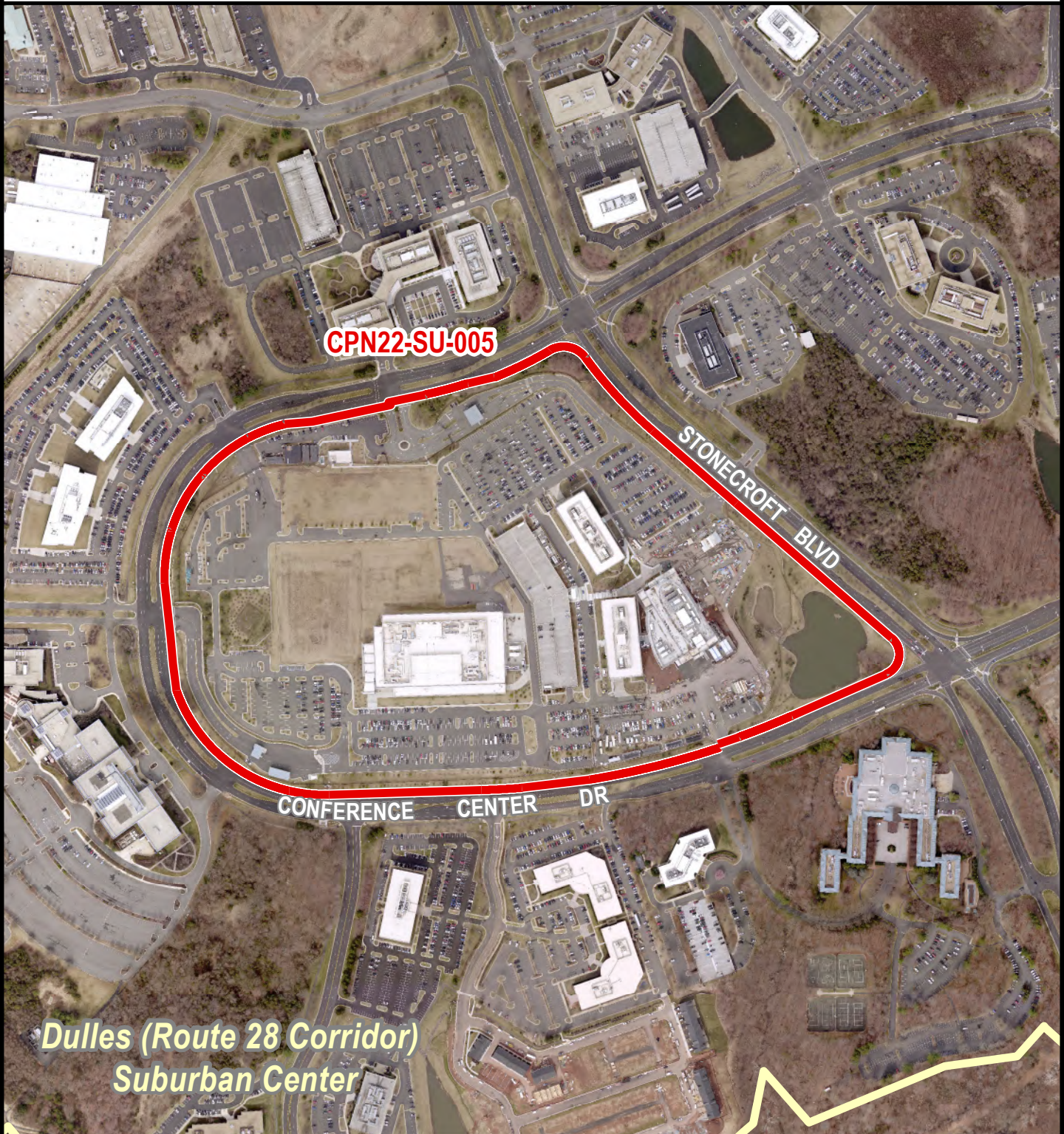
OTPA_GRAPHICS\S22_items\2022 Site Specific Plan Amendment Process\NOMINATIONS



Supervisor District / Nomination Number / Common Name	Sully / CPN22-SU-005 / Park Center
Is the site in a Development Center?	Yes, Suburban Center
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-SU-005
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	Comprehensive Plan, Area Plans, Concept for Future Development, Suburban Center Land Use Classification: Suburban centers are employment centers located along major arterials. These areas are evolving to include mixed-use cores such as transit station areas and town centers that are more urban in character. The core areas are generally surrounded by transitional areas of lesser intensity. Encourage a complementary mix of office, retail and residential uses in a cohesive moderate to high-intensity setting[...]
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	Economic Success Plan. Action 2.4: Continue to support high quality office parks as business locations for those employers seeking this type of location, particularly those that need a high level of building or campus security. One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	Yes
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Tier 1
Comments	

CPN22-SU-005

Park Center



*Dulles (Route 28 Corridor)
Suburban Center*

500 FEET





FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-SU-006
Wharton Lane

Address/Tax Map Parcels: Tax Map Parcel 54-4 ((4)) 4 -Vacant, No address
 Nominator: Lynne Strobel of Walsh, Colucci, Lubeley, & Walsh, P.C.
 Supervisor District: Sully
 Planning Area: Area III
 Planning District/Special Area: Bull Run Planning District, Centreville Planning Sector; Centreville Area – Subunit B-4, Centreville Historic Overlay District (HOD)
 Acreage: 5 acres
 Current Plan Map/Text: 1-3 dwelling units per acre (du/ac); density above 1 du/ac is contingent upon consolidation with properties under the redevelopment option for Centreville Farms Land Unit F.

Nomination: Option for a planned density of 2-3 dwelling units per acre on the subject property without the requirement of consolidating or meeting the goals of consolidation within the redevelopment option for Land Unit F.

Comprehensive Plan Considerations:
 The subject site is located along the east side of Wharton Lane, north of Shelburne Street and south of Wharton Park Court, and contains undeveloped, largely wooded land. The site is located in Subunit B-4 within the Centreville Area section of the Comprehensive Plan. The site and surrounding area is generally planned for lower density residential uses ranging from 5-8 du/ac to the northwest across Wharton Lane, 2-3 du/ac to the northeast along Wharton Park Place and southwest along Shelburne Street, and 1-2 du/ac to the southeast along Summit Street. Publicly-owned park land abuts the site to the southwest and is known to contain a number of archeological resources. The subject site, along with others in the immediate vicinity, are included within the Centreville Historic Overlay District (HOD), which protects Centreville’s historic structures and grounds and to provides for additional regulatory review by the ARB for development and uses that would impact the Centreville Historic District.. A public easement provides access to the area from Shelburne Street.

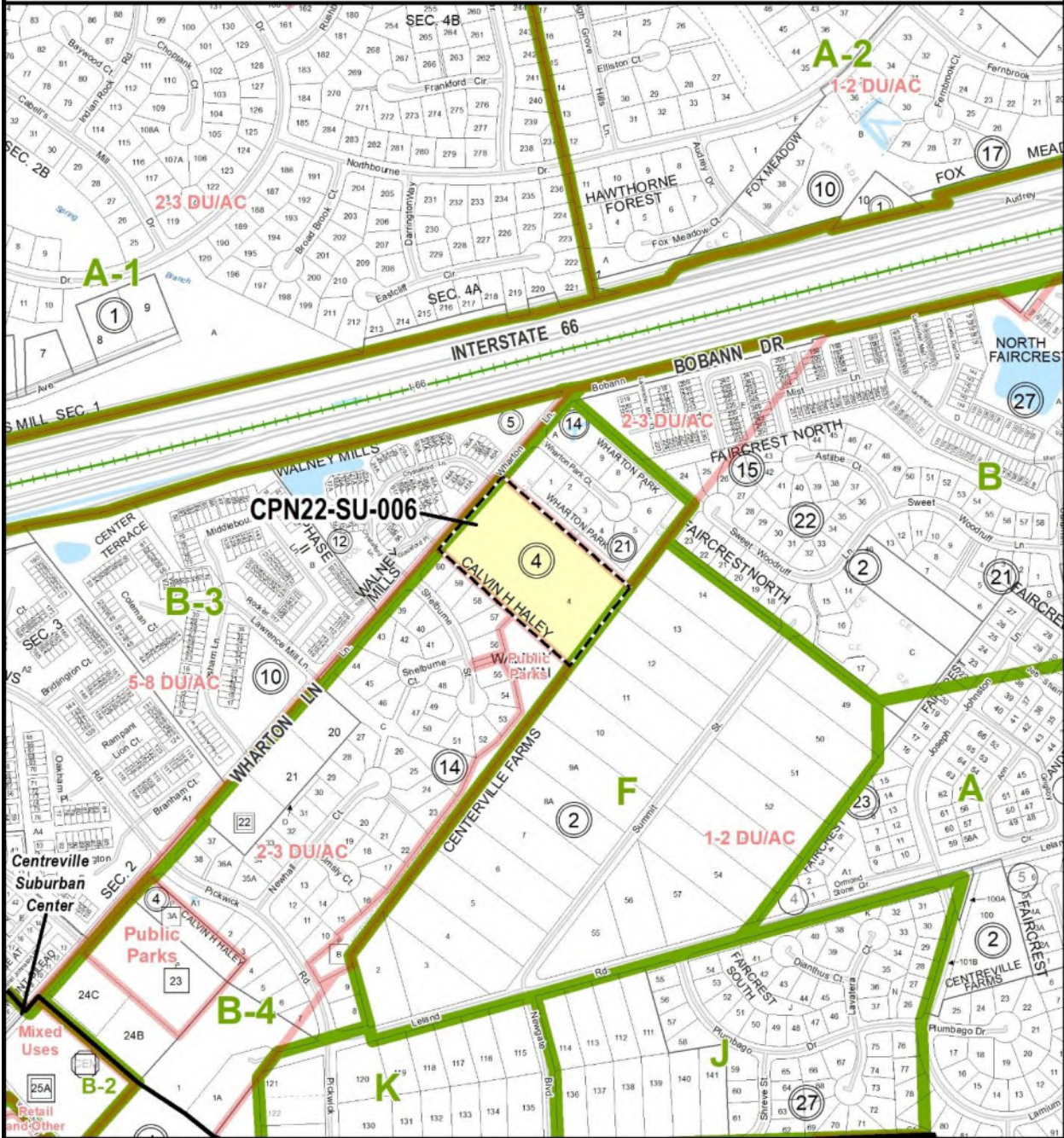
The Plan’s Concept for Future Development designates this area as the Suburban Neighborhood section of the Centreville Area, reflecting its residential character. Within this designation, densities vary but collectively act as a transition between the higher densities in the Centreville Suburban Center and the Fairfax Center Area. Within Sub-Unit B-4, site-specific guidance notes that density above 1 du/ac is contingent upon consolidation with properties within Centreville Farms Land Unit F, which is adjacent to the southeast.

The nomination seeks to remove the plan recommendation for consolidation with adjacent parcels included in the Centreville HOD, which would open the opportunity for 12 single-family homes on the site at a density of 3 du/ac. In addition to formal review by the ARB, should the nomination be added to the Work Program for formal review, a concurrent rezoning application should be submitted in order to determine whether the proposal adheres to the criteria for development at the Redevelopment Option Level for the adjacent Centreville Farms to ensure the benefits of the consolidation recommendation, including the continued protection of historic resources in the area and transportation connectivity, and contiguous open spaces, can be accommodated. Moreover, any proposal would need to demonstrate how future development on these adjacent areas can develop in a manner that conforms with the Plan.

Please note that this nomination is currently being screened to determine if it should be added to the 2023 Comprehensive Plan Amendment Work Program. A detailed analysis of the proposal has not yet been conducted.

CPN22-SU-006

Wharton Lane



CPN22-SU-006 Land Unit Baseline Plan Recommendation

500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
MAP CURRENT TO OCTOBER 2022

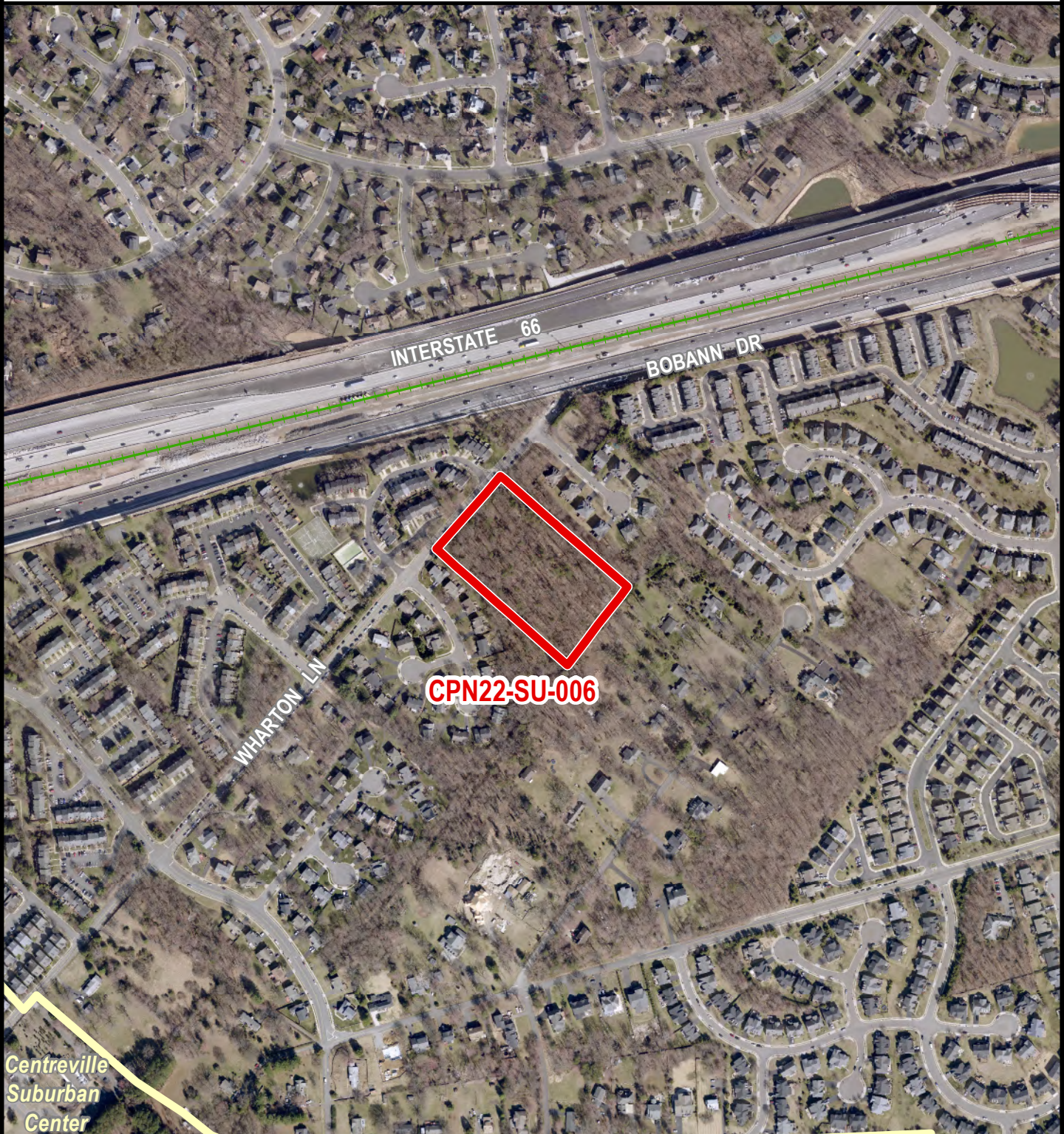
OTPA_GRAPHICS\S22_items\2022 Site Specific Plan Amendment Process\NOMINATIONS



Supervisor District / Nomination Number / Common Name	Sully / CPN22-SU-006 / Wharton Lane
Is the site in a Development Center?	No, Suburban Neighborhood
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-SU-006
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Land Use Element, Objective 8, Policy a: Protect and enhance existing neighborhoods by ensuring that infill development is of compatible use, and density/intensity, and that adverse impacts on public facility and transportation systems, the environment and the surrounding community will not occur.</p> <p>Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.</p> <p>Comprehensive Plan, Land Use Element, Residential Development Criteria, Heritage Resources Criterion: a) Protect heritage resources from deterioration or destruction until they can be documented, evaluated, and/or preserved; b) Conduct archaeological, architectural, and/or historical research to determine the presence, extent, and significance of heritage resources;</p> <p>Comprehensive Plan, Environment Element, Objective 10. Conserve and restore tree cover on developed and developing sites. Provide tree cover on sites where it is absent prior to development. Policy a: Protect or restore the maximum amount of tree cover on developed and developing sites consistent with planned land use and good silvicultural practices.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, given consolidation requirements with adjacent properties.
Anticipated Staff Resource Demand	High given heritage resource constraints and community outreach
Staff Recommendation	Do Not Add to Work Program
Comments	

CPN22-SU-006

Wharton Lane



Centreville
Suburban
Center

500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS 273
MAP PREPARED NOVEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
OTPA_GRAPHICS\S22_items\2022 Site Specific Plan Amendment Process\NOMINATIONS





FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

SCREENING
CPN22-SU-007
13309 Route 29

Address/Tax Map Parcels: 13309 Route 29, Tax Map Parcel 55-3 ((3)) 14
 Nominator: Aaron Frank, Cooley LLP
 Supervisor District: Sully
 Planning Area: Area III
 Planning District/Special Area: Bull Run Planning District, BR-6 Centreville Community Planning Sector, Centreville Farms Area, and Fairfax Suburban Center Overlay, Subunit S1
 Acreage: 1 acre

Current Plan Map/Text: Map: Residential use 2-3 dwelling units per acre (du/ac); Text (Fairfax Center Overlay, Subunit S1) Baseline: Residential use at 1 du/ac / Overlay: residential use at 3 du/ac. Visual buffering should be provided in any development plan for parcels fronting on [Route 29], existing spot commercially-zoned parcels should not be expanded or intensified; redevelopment to uses which are more compatible to adjacent residential areas encouraged.

Nomination: Option for a planned density of 8-12 dwelling units per acre.

Comprehensive Plan Considerations

The subject site is a narrow strip of undeveloped, wooded land located south of Route 29, just west of the intersection with Stringfellow Road and Clifton Road. The site is located in both the BR-6 Centreville Community Planning Sector (Centreville Farms Area) and Subunit S1 within the Fairfax Center Overlay area, with the latter providing applicable use and density recommendations. Surrounding the site are two townhome communities developed at 5-8 du/ac to the north and south, and single-family detached homes at 2-3 du/ac to the west and 1-2 du/ac to the east. A gas station and convenience store (7-Eleven) abuts the subject parcel to the east, with access to both Route 29 and Clifton Road.

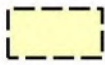
The Concept for Future Development designates this area as a Suburban Neighborhood. These areas contain a broad mix of allowable residential densities, styles, parks and open space. Where appropriate, supporting neighborhoods serving commercial services, public facilities and institutional use are encouraged provided that the proposed intensities and character are compatible with the surrounding area.

The nomination seeks to add up to 11 townhomes on the property at a density of 8-12 du/ac. While residential use would be consistent with the character of the area, the proposed density on a narrow site introduces additional challenges. Access to and from the site would need additional consideration given the current roadway design and planned improvements to Route 29. Current and future access would likely be limited to right-in/right-out. Furthermore, a portion of the property is within the needed right-of-way (ROW) for future improvements to the intersection of Route 29 and Clifton Road. Opportunities to provide access from adjacent residential areas are limited. Additionally, the parcel size may preclude the ability to provide sufficient open spaces and on-site recreation areas needed to support the desired density level.

Please note that this nomination is currently being screened to determine if it should be added to the 2023 Comprehensive Plan Amendment Work Program. A detailed analysis of the proposal has not yet been conducted.

CPN22-SU-007

13309 Route 29



CPN22-SU-007



Land Unit



Baseline Plan Recommendation

500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
MAP CURRENT TO OCTOBER 2022

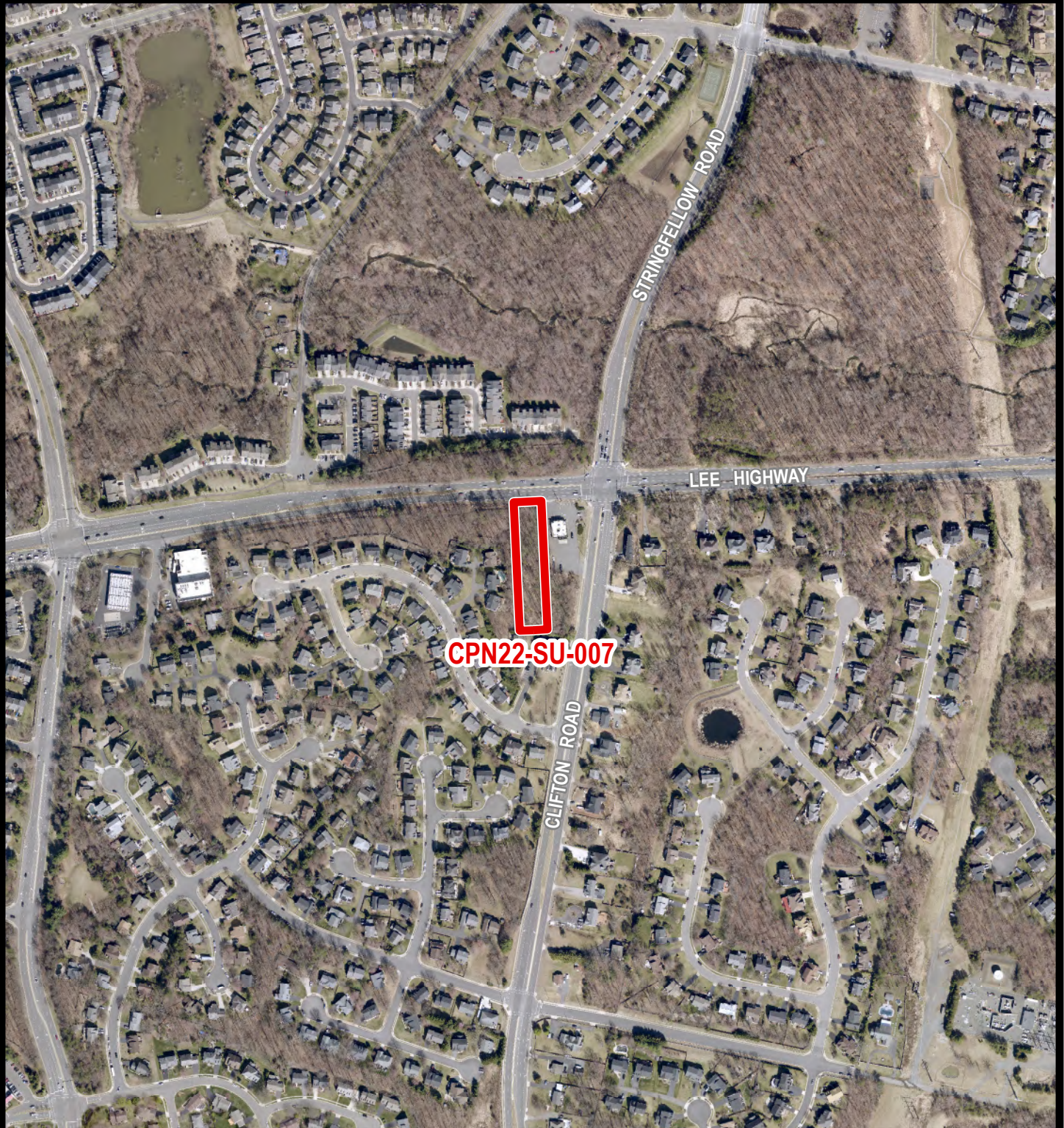
OTPA_GRAPHICS\S22_items\2022 Site Specific Plan Amendment Process\NOMINATIONS



Supervisor District / Nomination Number / Common Name	Sully / CPN22-SU-007 / 13309 Route 29
Is the site in a Development Center?	No, Suburban Neighborhood
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-SU-007
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Land Use Element, Residential Development Criteria, Site Design Criterion 1, Consolidation: Developments should provide parcel consolidation in conformance with any site specific text and applicable policy recommendations of the Comprehensive Plan. Should the Plan text not specifically address consolidation, the nature and extent of any proposed parcel consolidation should further the integration of the development with adjacent parcels.</p> <p>Comprehensive Plan, Land Use Element, Objective 8, Policy a: Protect and enhance existing neighborhoods by ensuring that infill development is of compatible use, and density/intensity, and that adverse impacts on public facility and transportation systems, the environment and the surrounding community will not occur.</p> <p>Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No given small parcel size and lack of consolidation with other properties that could provide sufficient open space, site access, and buffering to adjacent uses.
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Do Not Add to Work Program
Comments	

CPN22-SU-007

13309 Route 29



CPN22-SU-007

500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
MAP PREPARED NOVEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
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FAIRFAX COUNTY
 SITE-SPECIFIC PLAN AMENDMENT PROCESS
 COUNTYWIDE

SCREENING
 CPN22-SU-008
 West Ox Road

Address/Tax Map Parcels: 3143, 3155, 3205 West Ox Road, and 3152 Southfield Drive, Herndon, VA 20171
 Tax Map Parcels 35-4 ((1)) 11A, 12A, and 13, 35-4 ((2)) 24A, 29A, and 30A1

Nominator: Sarah Mariska

Supervisor District: Sully

Planning Area: Area III

Planning District/Special Area: Upper Potomac District, West Ox Community Planning Sector

Acreage: 4.3 acres

Current Plan Map/Text: Parcels 12A, 13, 24A, 29A, and 30A1: Residential use at 0.5 – 1 dwelling unit per acre (du/ac); Parcel 11A: Retail and other commercial uses.

Nomination: Residential use up to 2 du/ac

Comprehensive Plan Considerations:

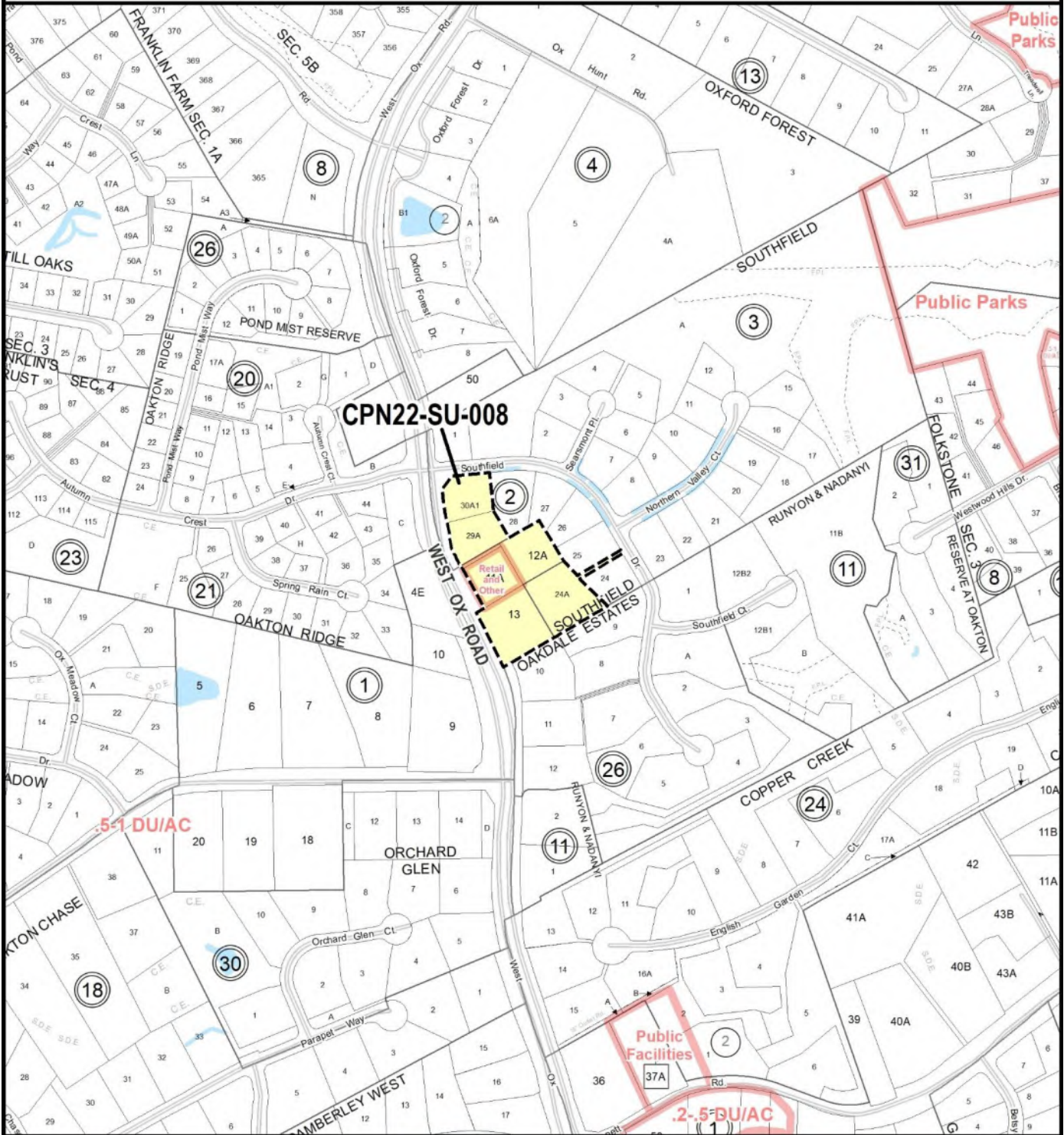
The subject site is located southeast of the intersection of West Ox Road and Southfield Drive, and is developed with a residential structure, commercial storage and parking, and vacant, wooded land. The areas surrounding the site to the north, east, and south are planned and developed with residential uses ranging from 0.5 – 1 dwelling units per acre. Areas to the west across West Ox Road include the Franklin Farm neighborhood, and are planned and developed under a plan option for up to 2 du/ac, provided substantial consolidation and substantial open space can be achieved.

The Concept for Future Development designates the subject area as a Low-Density Residential Area, a land use classification that is meant to ensure the preservation of environmental resources by limiting development primarily to low density, large lot residential and open space uses. Institutional or neighborhood serving uses should be of a compatible scale and intensity. This area is located in the Difficult Run Watershed where the Comprehensive Plan recommends lower density residential uses and public and private open space.

The nomination proposes residential uses at 2 du/ac in a broad area that, to the east of West Ox Road, is predominantly developed at 1 du/ac. Given the small assemblage, opportunities for substantial open space would be limited, which raises concerns regarding the compatibility of and justification for the increase in density. that would affect similarly situated property in the area. Considerations regarding the appropriate density, site access, site design, and buffering from the adjacent residential community would need to be assessed if advanced for further review.

CPN22-SU-008

3155 West Ox



CPN22-SU-008



Land Unit



Baseline Plan Recommendation

500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
MAP CURRENT TO OCTOBER 2022

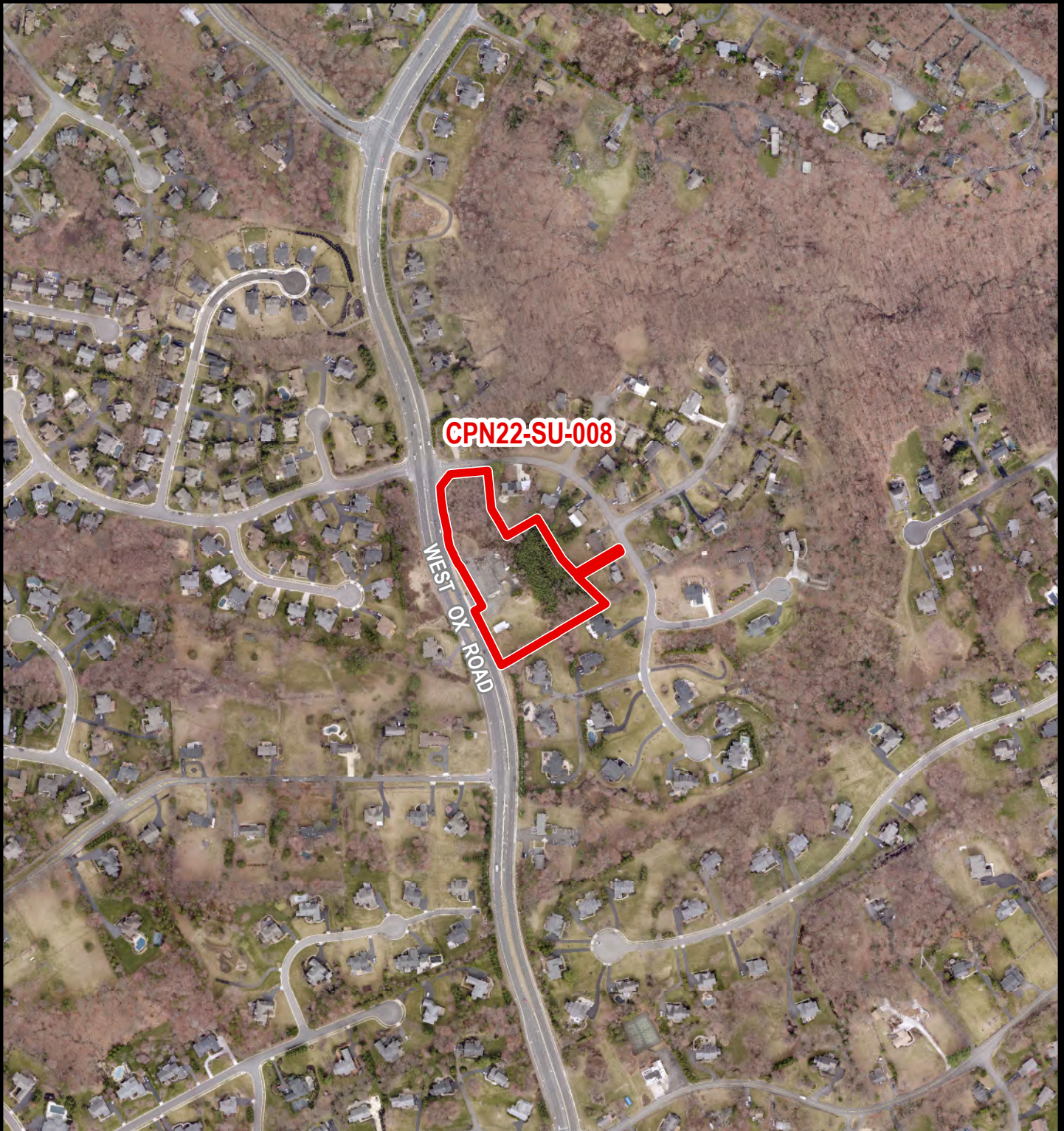
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Supervisor District / Nomination Number / Common Name	Sully / CPN22-SU-008 / West Ox Road
Is the site in a Development Center?	No, Low Density Residential Area
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-SU-008
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Area Plans, Concept for Future Development, Low Density Residential Area Land Use Classification: The primary purpose of Low Density Residential Areas is to ensure the preservation of environmental resources by limiting development primarily to low density, large lot residential and open space uses. The loss of natural habitat coupled with the vital role that portions of these areas serve in protecting water quality dictates that development in these areas be minimized. These are stable areas of little or no change.</p> <p>Comprehensive Plan, Land Use Element, Objective 8, Policy a: Protect and enhance existing neighborhoods by ensuring that infill development is of compatible use, and density/intensity, and that adverse impacts on public facility and transportation systems, the environment and the surrounding community will not occur.</p> <p>Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Do Not Add to Work Program
Comments	

CPN22-SU-008

3155 West Ox



500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
MAP PREPARED NOVEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
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FAIRFAX COUNTY
 SITE-SPECIFIC PLAN AMENDMENT PROCESS
 COUNTYWIDE

SCREENING
 CPN22-SU-009
 Briar Oaks Service Ctr.
 12306 Lee Jackson
 Hwy (Route 50)

Address/Tax Map Parcels: 12306 and 12310 Route 50, Fairfax, VA 22033

Tax Map Parcels 46-3 ((1)) 14A and 14B2

Nominator: David Houston

Supervisor District: Sully

Planning Area: Area III

Planning District/Special Area: Upper Potomac District; Lee Jackson Planning Sector; Fairfax Center Suburban Center, Subunit C2

Acreage: 1.7 acres

Current Plan Map/Text: Fairfax Center Area Base: 2 dwelling units per acre (du/ac). Overlay: Office use up to 0.25 Floor Area Ratio (FAR). Site-specific text: Modernization/reconstruction of the existing service station use with fuel pumps, mini-mart and/or car wash, with no increase in gross floor area is encouraged.

Nomination: Residential mixed use including up to 100 multifamily dwelling units and 14,600 square feet of ancillary retail use.

Comprehensive Plan Considerations

The subject site is located northeast of the intersection of Route 50 and Fair Ridge Drive and is developed with the Briar Oaks Automotive Service Center and Exxon Station and vacant land. The site is surrounded by a variety of uses, including the Fair Oaks Fire and Police Stations to the east, which are planned for public facilities; to the west by the Pender Shopping Center, planned for office, retail, and institutional uses; to the north by the four-story Hilton Garden Inn, planned for office use; and to the south, across Route 50, by a daycare facility, planned for residential use, and by Fair Ridge Park, planned for public park use.

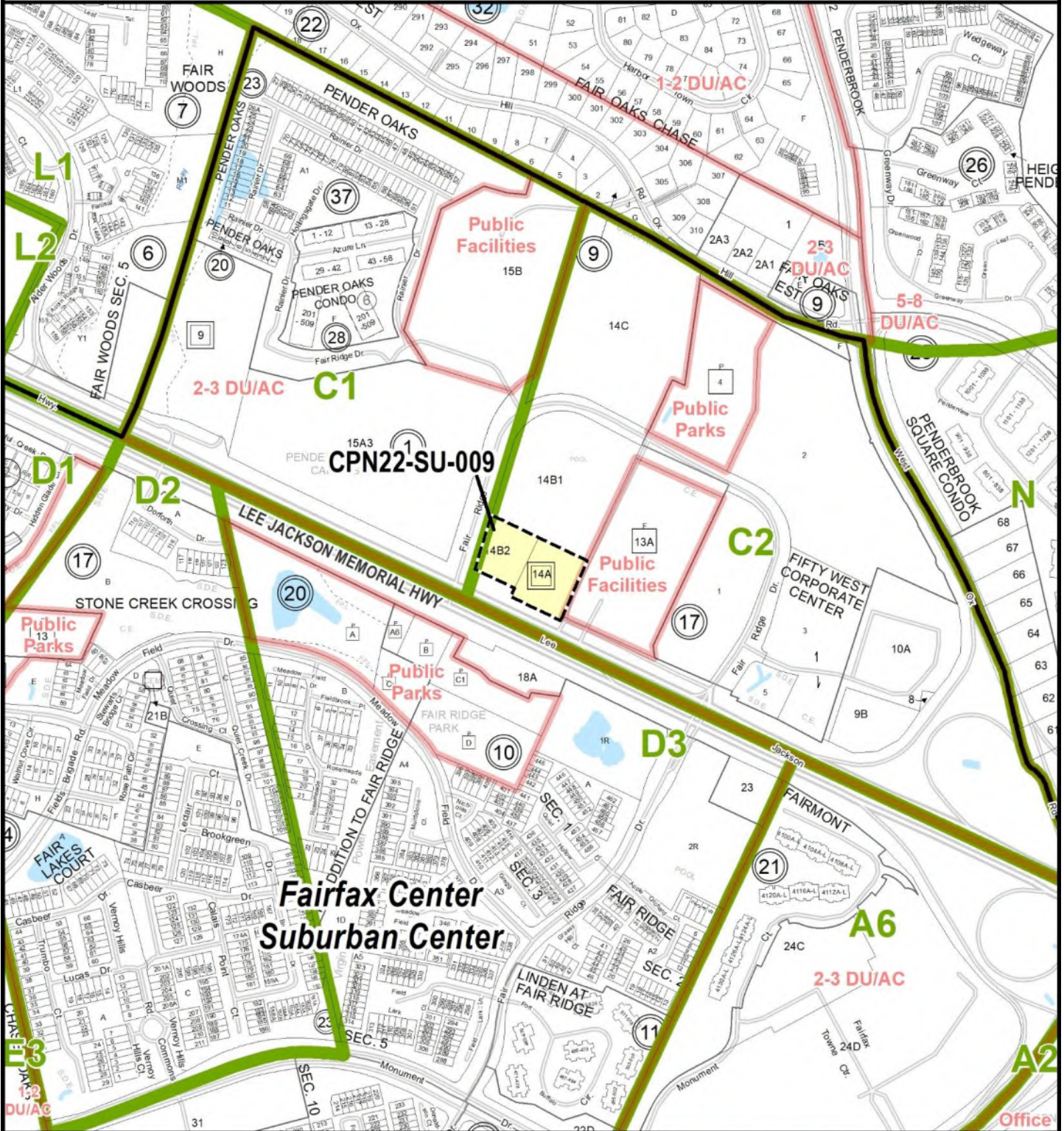
The Plan’s Concept for Future Development classifies the Fairfax Center Area as a mixed-use Suburban Center, a land use category envisioned as a place to live, work, and play, with the greatest development intensity focused around a planned transit station in the median of I-66 near the Fair Oaks Mall, Fairfax Corner, and the County’s Government Center Complex. Suburban Neighborhoods and Low-Density Residential Areas are located at the periphery of the Suburban Center. Non-core areas of the Suburban Center, such as the subject area and surrounding Subunit C2, are planned for a variety of uses but generally at lower intensities than the core area. While not immediately adjacent to the subject site, residential uses, including independent living and townhouse forms, are planned and developed elsewhere within Subunits C1 and C2 in near proximity to the site.

The nomination seeks to consolidate two subject parcels to develop a mixed use, multifamily residential building with up to 100 residential units and approximately 14,500 square feet of ground floor retail use. While the mix of uses proposed are consistent with surrounding uses, the site’s location and size creates additional considerations. If the nomination is evaluated on the Work Program, the proposed density/intensity for the site will need to be evaluated further given the limited size of the property, along with ability of the proposal to meet future parking and open space requirements. Additionally, the proximity of the site to the intersection of Route 50 and Fair Ridge Drive raises roadway noise considerations. The generation of new trips could impact existing vehicular movements around the intersection. Access points to the subject area are limited and may also contribute to impacts.

Please note that this nomination is currently being screened to determine if it should be added to the 2023 Comprehensive Plan Amendment Work Program. A detailed analysis of the proposal has not yet been conducted.

CPN22-SU-009

12306 Lee Jackson Highway



CPN22-SU-009

Land Unit

Baseline Plan Recommendation

500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
MAP CURRENT TO OCTOBER 2022

OTPA_GRAPHICS\S22_items\2022 Site Specific Plan Amendment Process\NOMINATIONS



Supervisor District / Nomination Number / Common Name	Sully / CPN22-SU-009 / Briar Oaks Service Center
Is the site in a Development Center?	Yes, Suburban Center
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-SU-009
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Area Plans, Concept for Future Development, Suburban Center Land Use Classification: Suburban centers are employment centers located along major arterials. These areas are evolving to include mixed-use cores such as transit station areas and town centers that are more urban in character. The core areas are generally surrounded by transitional areas of lesser intensity. Encourage a complementary mix of office, retail and residential uses in a cohesive moderate to high-intensity setting[...]</p> <p>Comprehensive Plan, Housing Element, Countywide Objectives and Policies: Higher densities can help to support housing affordability as the prices of new homes and the rents of new apartments are directly related to allowable density. Determining acceptable locations for higher density residential development is necessary as part of a strategy to provide more units addressing a range of affordability.</p> <p>Comprehensive Plan, Housing Element, Objective 2, Policy b: Promote the development of multifamily and senior housing in both Mixed-Use Centers and existing residential areas, as appropriate, in an effort to diversify the housing stock and expand lower cost housing options.</p> <p>Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	No, if considered also look at the larger loop to consider other sites for housing, open space and amenities, connections to retail and recreation in the area.
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Tier 3
Comments	Defer consideration pending revisions to the concept plan that can ensure a compatible density, form, arrangement of open spaces, and site access, and opportunities to expand the study area to include additional properties on Fair Ridge Road to consider additional sites for housing, open space and amenities, and multimodal connections to support residential use.

CPN22-SU-009

12306 Lee Jackson Highway



500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
MAP PREPARED NOVEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
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FAIRFAX COUNTY
 SITE-SPECIFIC PLAN AMENDMENT PROCESS
 COUNTYWIDE

SCREENING
 CPN22-SU-010
 LINCOLN PARK

Address/Tax Map Parcels: 3080 Centreville Road, Herndon, VA 20171 / Tax Map Parcels 24-4 ((1)) 6F and 6E
 Nominator: David Gill
 Supervisor District: Sully
 Planning Area: Area III
 Planning District/Special Area: Upper Potomac District / Dulles Suburban Center (Land Unit D-3)
 Acreage: 10.08 acres

Current Plan Map/Text: Base: Campus-style Office use at 0.5 – 1.0 Floor Area Ratio (FAR);

Nomination: Residential use with approximately 177 units at 18 dwelling units per acre (du/ac).

Comprehensive Plan Considerations:

The subject site is located west of Centreville Road and south of EDS Drive and contains an existing office building and vacant land. The site is located in Land Unit D-3 of the Dulles Suburban Center, which contains plan recommendations for high quality, campus-style office use up to 1.0 FAR

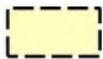
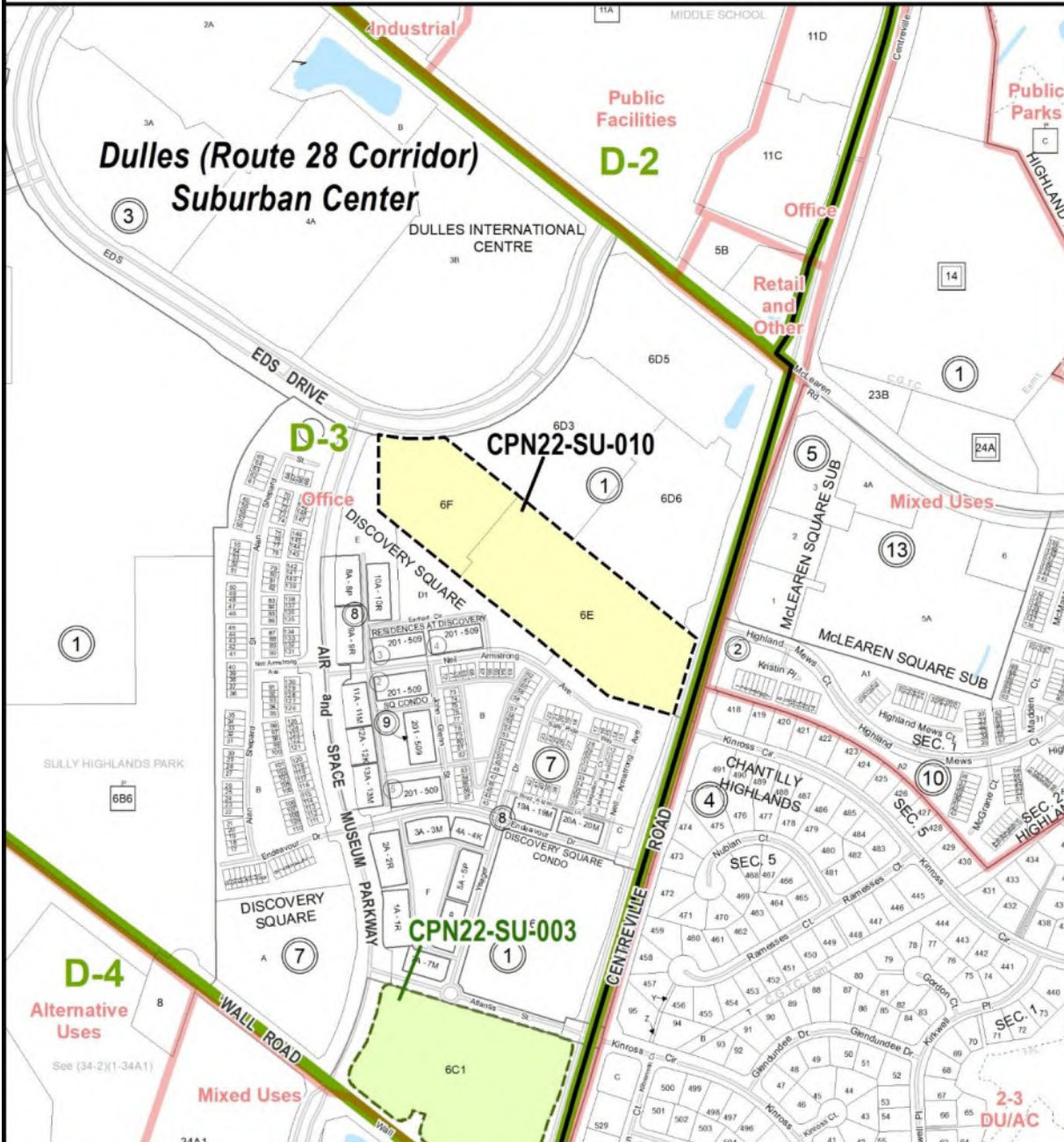
The area immediately north of the site is developed with offices planned at the base plan level for the land unit, while areas to the south are developed with the Discovery Square community of traditional and stacked townhouses and multifamily residential uses in line with redevelopment Option B. Areas east of the site across Centreville Road include the McLearn Square Shopping Center and the Meadow Mews townhouse community, which are planned and developed for a mix of employment and residential uses (residential component at 2-3 du/ac), and the Chantilly Highlands single-family residential community, which is also developed at 2-3 du/ac. The area to the west is developed with townhouses which are planned under redevelopment Option B, and additional office uses and athletic fields.

The Plan’s Concept for Future Development designates this area as part of the Dulles Suburban Center, one of several employment centers located along arterial roads, such as Centreville Road, that are evolving to include mixed-use cores that are more urban in character. Within the Dulles Suburban Center, the core areas are located at the Innovation Center Metrorail Station, as well as in Land Unit E-2 on Route 50 and in the Westfields area. A principal goal in the Dulles Suburban Center plan is a mixture of residential and nonresidential uses to provide services and amenities to support both employees and residents and expand opportunities for a variety of housing types including affordable housing. Compatibility with surrounding, lower density suburban neighborhoods outside of the Suburban Center, such as the areas to the east across Centreville Road, should be ensured through screening, buffering, and access management.

The nomination proposes residential uses in an area planned for office use. Compatibility with surrounding, planned non-residential uses will need to be considered. The Discovery Square development to the south, has established a pattern of development that should be integrated with the design of the Lincoln Park proposal. If considered together, with nomination CPN22-SU-003, the two nominations provide an opportunity for a broader examination of the land unit. Ensuring robust pedestrian connections that creates a high-quality living environment envisioned for the Dulles Suburban Center should be considered if advanced for further review.

CPN22-SU-010

Lincoln Park



CPN22-SU-010



Land Unit



Baseline Plan Recommendation

500 FEET

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MAP CURRENT TO OCTOBER 2022

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Supervisor District / Nomination Number / Common Name	Sully / CPN22-SU-010 / Lincoln Park
Is the site in a Development Center?	Yes, Suburban Center
Justification Criteria: Addressing an Emerging Need, Market Change, or other Change in Circumstance (See the nomination's statement of justification, concept plans, and other submitted materials at the following link):	CPN22-SU-010
Justification Criteria: Alignment with Comprehensive Plan Policies (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>Comprehensive Plan, Area Plans, Concept for Future Development, Suburban Center Land Use Classification: Suburban centers are employment centers located along major arterials. These areas are evolving to include mixed-use cores such as transit station areas and town centers that are more urban in character. The core areas are generally surrounded by transitional areas of lesser intensity. Encourage a complementary mix of office, retail and residential uses in a cohesive moderate to high-intensity setting[...]</p> <p>Comprehensive Plan, Land Use Element, Objective 14, Policy b: Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.</p>
Justification Criteria: Alignment with other Board-adopted policies such as the County Strategic Plan, One Fairfax Policy, Economic Success Plan, and Communitywide Housing Strategic Plan (Note, while not an exhaustive list, relevant policies that are and are not in alignment with the nomination are listed below)	<p>One Fairfax Policy, Focus Area 2: Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport.</p> <p>One Fairfax Policy, Focus Area 11: A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.</p>
Does the subject site warrant site-specific review? Is the area a logical planning area or are there opportunities to expand the study area? Are there similarly planned areas that should be considered?	Yes
Anticipated Staff Resource Demand	Normal
Staff Recommendation	Tier 2
Comments	

CPN22-SU-010

Lincoln Park



500 FEET

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MAP PREPARED NOVEMBER 2022 - AERIAL PHOTO FLIGHT DATE SPRING 2022
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