



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.

