



2017 North County Site-Specific Plan Amendment Planning Commission Nomination Screening Staff Report

Planning Commission Public Hearings on Nominations:
Thursday, June 21, 2018 at 7:30 p.m.

Planning Commission Mark-up of Plan Amendment Work Program:
Thursday, June 28, 2018 at 7:30 p.m.

Board Auditorium
Fairfax County Government Center
12000 Government Center Parkway
Fairfax, Virginia 22035



Dranesville, Providence, & Sully Supervisor Districts*

This document contains the staff report for the proposed 2018 Comprehensive Plan Amendment Work Program, which includes the staff and task force summary reports for the 2017 North County Site-Specific Plan Amendment nominations. For more information, visit the Department of Planning and Zoning website at www.fairfaxcounty.gov/planning-zoning/plan-amendments/sspa, or call the Department of Planning and Zoning at 703-324-1380.

June 7, 2018

* No nominations were received in the Hunter Mill Supervisor District.

FAIRFAX COUNTY, VIRGINIA

← SUPERVISOR DISTRICTS 2017 NORTH COUNTY SSPA AND 2019 SOUTH COUNTY SSPA

KEY



Supervisor Districts

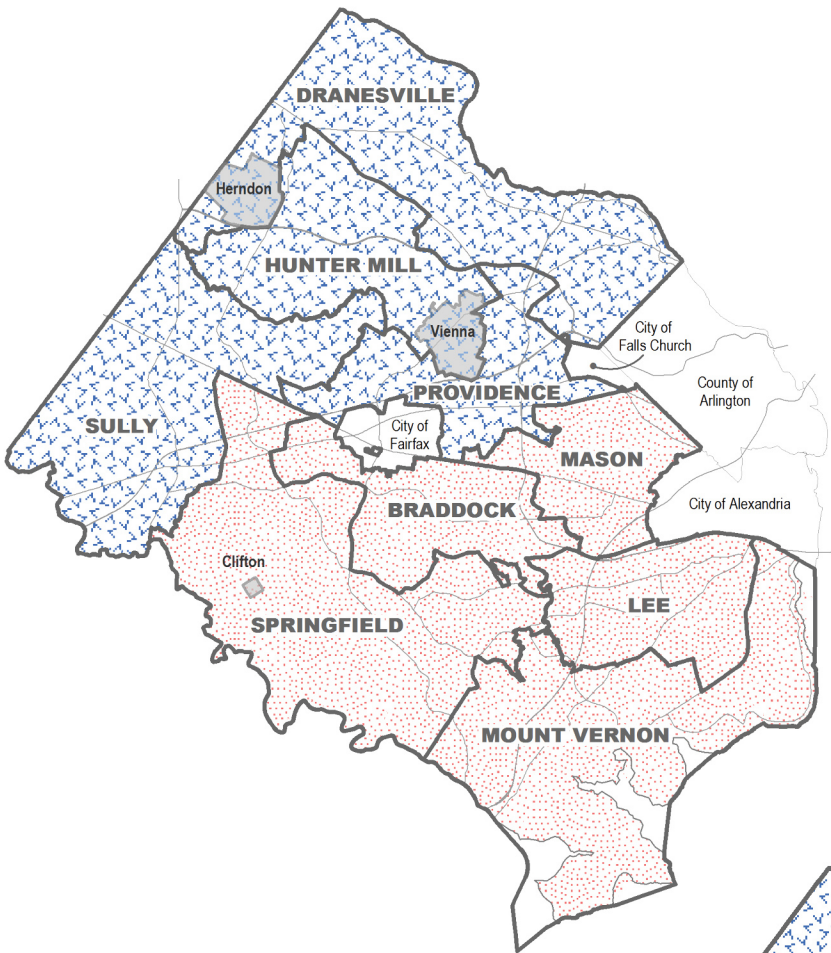


2017 North County SSPA



2019 South County SSPA

PLEASE NOTE: The towns of Clifton, Herndon and Vienna maintain their own land use plans and are excluded from Fairfax County's Site-Specific Plan Amendment Process.



→ PLANNING DISTRICTS 2017 NORTH COUNTY SSPA AND 2019 SOUTH COUNTY SSPA

KEY



Planning Districts

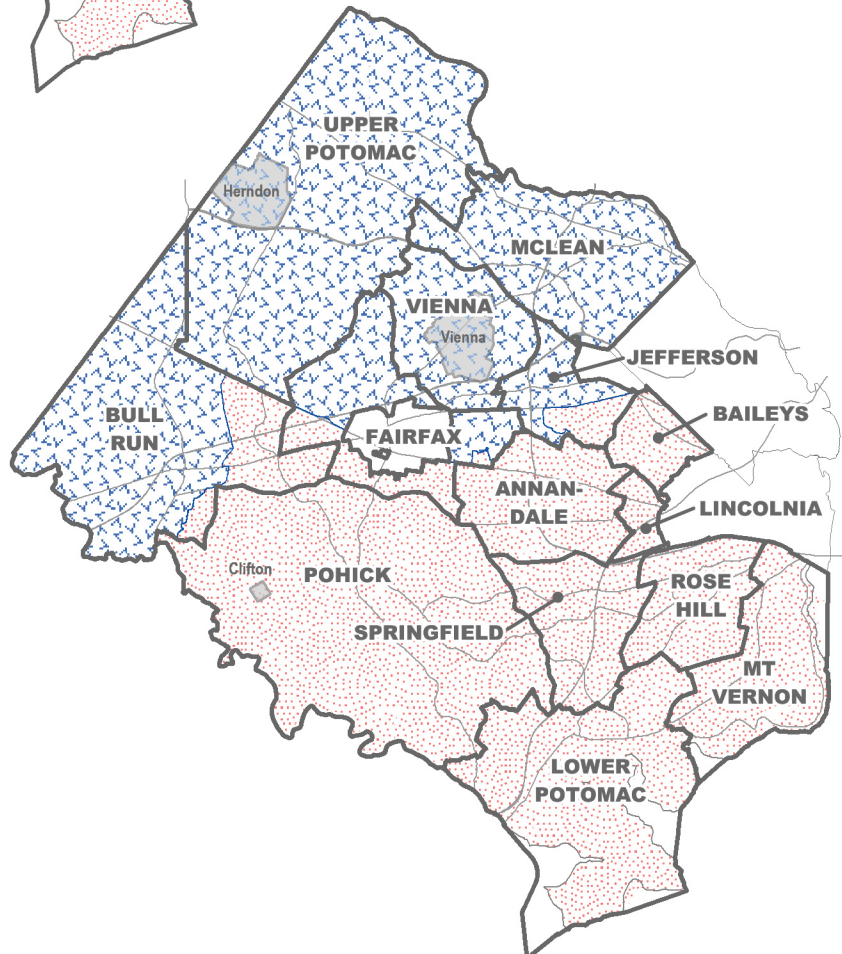
| | |
|------------|---------------|
| Area I | Area III |
| Annan Dale | Bull Run |
| Baileys | Pohick |
| Jefferson | Upper Potomac |
| Lincolnia | Area IV |
| Area II | Lower Potomac |
| Fairfax | Mount Vernon |
| McLean | Rose Hill |
| Vienna | Springfield |



2017 North County SSPA



2019 South County SSPA



**SCHEDULE FOR THE 2017 NORTH COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS**
PLANNING COMMISSION NOMINATION SCREENING

**FAIRFAX COUNTY GOVERNMENT CENTER
BOARD AUDITORIUM
12000 GOVERNMENT CENTER PARKWAY
FAIRFAX, VA 22035**

Planning Commission Public Hearings for the Nominations

*Dranesville, Providence, and Sully Supervisor Districts**
Thursday, June 21, 2018 at 7:30 PM

Planning Commission Mark-Up of the Comprehensive Plan Amendment Work Program

*Dranesville, Providence, and Sully Supervisor Districts**
Thursday, June 28, 2018 at 7:30 PM

Individuals wishing to speak before the Planning Commission at the public hearings should call (703) 324-2865 or log on to the Planning Commission Website at www.fairfaxcounty.gov/planningcommission/ to be placed on the speakers' list. ADA: Reasonable accommodation is available upon 48 hours advance notice; please call 703-324-2865 or TTY 711 (Virginia Relay Center).

More detailed information will be available in the Weekly Agenda available online at www.fairfaxcounty.gov/planningcommission/meetingcalendar.

**The Board of Supervisors is anticipated to take action on the
2018 Comprehensive Plan Amendment Work Program**

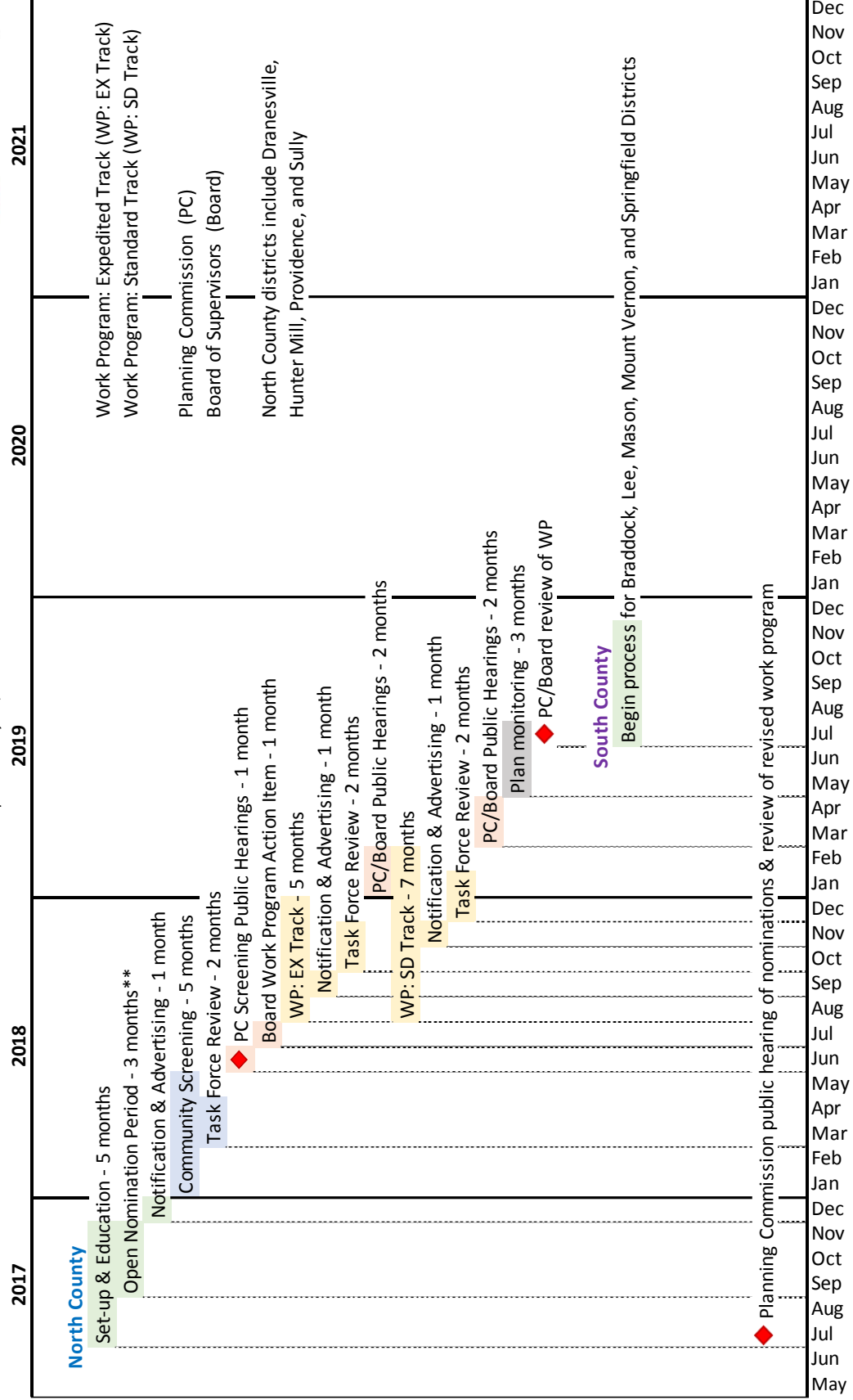
Tuesday, July 31, 2018 at 10:10 AM

**No nominations were received in the Hunter Mill Supervisor District*



North County SSPA Timeline for the Expedited and Standard Tracks of the Comprehensive Plan Amendment Work Program

Updated May 16, 2018



THE FAIRFAX COUNTY BOARD OF SUPERVISORS

Sharon Bulova, *Chairman*
Penelope A. Gross, *Mason District, Vice Chairman*
John C. Cook, *Braddock District*
John W. Foust, *Dranesville District*
Kathy L. Smith, *Sully District*
Pat Herrity, *Springfield District*
Catherine M. Hudgins, *Hunter Mill District*
Daniel G. Storck, *Mount Vernon District*
Jeffrey C. McKay, *Lee District*
Linda Q. Smyth, *Providence District*

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Ellen J. Hurley, *Braddock District*
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Walter Clarke, *Mount Vernon District*
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Donté Tanner, *Sully District*
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Kimberly Bassarab, *Assistant Director*
John W. Cooper, *Clerk to the Planning Commission*

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Fred R. Selden, *Director*
Marianne Gardner, *Director, Planning Division*
Leslie Johnson, *Director, Zoning Administration Division*
Tracy Strunk, *Director, Zoning Evaluation Division*
Leanna O'Donnell, *Chief, Policy & Plan Development Branch*
Meghan Van Dam, *Chief, Policy & Plan Development Branch*
Denise James, *Chief, Environmental & Development Review Branch*
Clara Johnson, *Chief, Quantification, Forecasting, Policy & Plan Development Branch*
Michelle Stahlhut, *Chief, Facilities Planning Branch*
Bernard Suchicital, *Planner III, Policy & Plan Development Branch*
Aaron Klibaner, *Planner II, Policy & Plan Development Branch*
Michael Lynskey, *Planner II, Policy & Plan Development Branch*
Natalie Knight, *Planner II, Facilities Planning Branch*
David Stinson, *Planner II, Facilities Planning Branch*
Roger Dindyal, *Planner II, Policy & Plan Development Branch*
Alexis Robinson, *Planner I, Policy & Plan Development Branch*
Homaira Amin, *Planning Technician II, Policy & Plan Development Branch*
Cedric Suzuki, *Planning Technician I, Policy & Plan Development Branch*
Harry Rado, *GIS Analyst, Facilities Planning Branch*
Daniel White, *GIS Coordinator, Administration-Information Technology*
Thomas Lee, *Business Analyst II, Administration-Information Technology*

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2017 North County SSPA

Dranesville, Providence, & Sully Supervisor Districts

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To request this information in an alternate format, call Department of Planning and Zoning at 703-324-1380 or TTY 711 (Virginia Relay Center).

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Screening Report for the 2017 North County Site-Specific Plan Amendment Nominations and the Staff Proposed 2018 Comprehensive Plan Amendment Work Program

The Comprehensive Plan is a guide for land use decision-making in Fairfax County. It is used by the community, staff, and decisions-makers to guide the county's physical growth and development. The Plan includes general policies for land use, transportation, public facilities, and other topics that are used to shape the county's development in the future. Since 1975, the community, staff, Planning Commission, and the Board of Supervisors have used the Comprehensive Plan to inform decisions about growth and development.

BACKGROUND

On June 20, 2017, the Board of Supervisors (Board) adopted the Site-Specific Plan Amendment (SSPA) process to increase public participation in the development of the Comprehensive Plan Amendment Work Program, which lists all Plan amendments and planning studies that the Board has authorized. The SSPA process allows anyone to nominate site-specific land use changes to the Comprehensive Plan. The SSPA process consists of a two-year review of the North County districts of Dranesville, Hunter Mill, Providence, and Sully and a subsequent two-year review of the South County districts of Braddock, Lee, Mason, Mount Vernon, and Springfield. Of the ten nominations that the county accepted into the 2017 North County SSPA review cycle, six nominations remain pending: four in the Providence District, one in the Dranesville District, and one in the Sully District. The nominations are published online at www.fairfaxcounty.gov/planning-zoning/site-specific-plan-amendment-process/track-nomination.

The first phase of the 2017 North County review – the screening phase – is currently underway. The purpose of the screening process is to determine which nominations should be placed on the Comprehensive Plan Amendment Work Program. During the nomination screening phase, community task forces for each supervisor district were appointed by the respective Board member. The task forces worked in partnership with county staff to hold discussions with the nominators, compare the nominations with county policy, and assess the merits and urgency of the nominations. Both task forces and staff formulated recommendations as to whether the nomination(s) should be added to the work program as proposed or modified.

As a next step, these nominations and recommendations will be considered by the Planning Commission at a public hearing on Thursday, June 21, 2018. At the mark-up session scheduled for Thursday, June 28, 2018, the Planning Commission will recommend which of the nominations should be added to the Comprehensive Plan Amendment Work Program. Action by the Board on the work program is scheduled on July 31, 2018.

INTRODUCTION

The following report contains the background and analysis for the six pending SSPA nominations, and the recommended revisions to the adopted 2013 Comprehensive Plan

Amendment Work Program based on the nominations and proposed rescissions of inactive Plan amendments. The report should inform decisions by the Planning Commission and the Board on the screening of the SSPA nominations and the 2018 Comprehensive Plan Amendment Work Program.

ADOPTED COMPREHENSIVE PLAN AMENDMENT WORK PROGRAM

As of May 15, 2018, the Comprehensive Plan Amendment Work Program lists 35 Plan amendments; 17 amendments are actively under review. The work program includes such amendments as Phase III of the Lincolnia Community Business Center (CBC) Study, the McLean CBC Study, and the Beacon/Groveton and Hybla Valley/Gum Springs Study, which resulted from the adoption of the Embark-Richmond Highway Corridor Study. The adopted 2013 Comprehensive Plan Amendment Work Program can be found at:

www.fairfaxcounty.gov/planning-zoning/sites/planning-zoning/files/assets/documents/compplanamend/sspa/workprogram/adopted_2013_work_program.pdf

SUMMARY OF PROPOSED NOMINATIONS

2017 North County Site-Specific Plan Amendment Nominations

The inclusion of six SSPA nominations on the work program will be considered by the Planning Commission at the upcoming public hearing. The screening reports for each of the SSPA nominations can be found in Appendix I of this report. The screening reports consist of the staff summary reports, task force reports, and original nominations. Staff recommends the continued evaluation of four of the nominations and that these nominations be added to the work program. These nominations propose to review the Comprehensive Plan guidance for the West Falls Church Transit Station Area Land Unit A (PC17-DR-001); the Inova facility at the former Exxon-Mobil campus (PC17-PR-001) and portions of Fairview Park (PC17-PR-002), which are located in the Merrifield Suburban Center; and the Sully Station Shopping Center (PC17-SU-001), located immediately south of the Dulles Suburban Center. Two of the nominations, PC17-PR-001 and PC17-PR-002, are recommended to be grouped into one study of the Merrifield Suburban Center due to their proximity and potential impacts in the Non-Core Area of the Merrifield Suburban Center, as described in the summary report.

Staff and the task force recommendations concur on all of the nominations except for the Merrifield at Dunn Loring Station (PC17-PR-005). The Providence SSPA Task Force recommended that this nomination be added to the work program with the proposed intensity reduced from a maximum of 1.9 floor area ratio (FAR) to a 1.2 FAR with the bulk of the intensity concentrated in the northern and eastern portions of the properties. The adopted Plan includes an option for a doubling of the planned intensity and a limited mix of supporting uses. No justification was provided to explain why the existing Plan option is no longer viable. Last, staff believes that an evaluation of this site, if undertaken, should be conducted within the framework of a review of the Area Adjacent to the Core Area of the Dunn Loring Transit Station Area (TSA), rather than in isolation. Therefore, staff does not support the addition of this nomination to the work program.

Inactive Plan Amendments

Nine amendments listed on the work program are no longer active due to shifting priorities, or due to incorporation or review that occurred during subsequent studies.

Plan amendments which are recommended to be rescinded and added are shown in Attachment II of this report.

Anticipated Plan Amendments

It is anticipated that the Board will authorize at least eight Plan amendments in the coming months. Resources for these amendments will need to be reserved.

CONCLUSION

The 2017 North County SSPA screening process resulted in recommendations for four nominations to be added to the work program, based on the staff recommendations, or five, based on the task force recommendations. Staff also recommends that nine amendments be rescinded. Staff also recommends SSPA nominations PC17-PR-001 and PC17-PR-002, which are proximate to each other, be grouped into one study of the Merrifield Suburban Center to allow for a comprehensive review of the benefits and impacts. Furthermore, the process originally provided a schedule of review for these nominations to follow either an expedited or standard evaluation track. However, due to the low volume of nominations submitted to the SSPA process and the unique needs of the nominations that are recommended to be added to the work program, individualized timelines may be created as shown in Attachment II.

STAFF RECOMMENDATION ON THE REVISED WORK PROGRAM

Staff recommends the proposed 2018 Comprehensive Plan Amendment Work Program language as shown in Attachment II. Additions to the work program are shown in underline. Recommended rescissions are shown in ~~striketrough~~.

Components

| | |
|---------------|--|
| Attachment I | 2017 North County SSPA Screening Reports and Nominations |
| Attachment II | Proposed 2018 Comprehensive Plan Amendment Work Program |

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LOCATOR MAP

Attachment I

**DRANESVILLE
SUPERVISOR
DISTRICT**

SSPA NORTH
2017

PC17-DR-002

PC17-DR-003

PC17-PR-007

**PC17-
DR-001**

**PC17-
SU-001**

PC17-PR-005

PC17-PR-002

PC17-PR-006

PC17-PR-001

PC17-PR-004

**SULLY
SUPERVISOR
DISTRICT**

**PROVIDENCE
SUPERVISOR
DISTRICT**

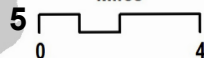
PLEASE NOTE: The Town of Clifton, and the Washington Dulles Airport maintain their own land use plans and are excluded from Fairfax County's Site-Specific Plan Amendment Process.

Nominations for the 2017 North County Site-Specific Plan Amendment Process

Prepared by DPZ 2018



Miles



2017 North County Site-Specific Plan Amendment Process

Nominations Log for the Comprehensive Plan Amendment Work Program for Screening

| SCREENING NUMBER / NAME | SUPERVISOR DISTRICT | PLANNING DISTRICT / SPECIAL AREA | NOMINATOR NAME | ADDRESS / GENERAL LOCATION | TAX MAP PARCEL NUMBER | ACRES | CURRENT PLAN | NOMINATED CHANGE | STAFF REC. | TASK FORCE REC. |
|---|---------------------|--|---|---------------------------------------|---|--------|--|---|--|---|
| PC17-DR-001 West Falls Church Metro Station | Dranesville | West Falls Church Transit Station Area | Brian Winterhalter (Cooley, LLP) | 6920, 6922, 7040 Haycock Road | 40-4 ((1)) 13, 40-4 ((2)) 1, 2; 40-3 ((1)) 83, 84 | 23.99 | Public Facilities, governmental, and institutional, and mixed use. Option for res. use at 30 du/ac. | Office and res. mixed-use up to 0.96 FAR. | Include on Work Program | Include on Work Program |
| PC17-DR-002 Temple Baptist School (Withdrawn) | Dranesville | Upper Potomac | Matthew Roberts (Bean, Kinney & Korman, P.C.) | 1545, 1551 Dranesville Road | 10-2 ((1)) 7, 7A | 5.63 | Res. use at 2-3 du/ac. | Add an option for public and/or private educational facilities. | N/A | N/A |
| PC17-DR-003 Innovation Center Station (North) (Withdrawn) | Dranesville | Dulles Suburban Center | Richard Stout (Stout & Teague Company) | 2124, 2140, 2144, 2148 Rock Hill Road | 15-2 ((1)) 1, 2, 3; 16-1 ((1)) 4, 4A, 4B | 12.47 | Office, research and development up to 0.25 FAR. Rail transit option for res. mixed-use up to 1.6 FAR w/in ¼ - ½ mile of transit station, and res. use at 16-20 du/ac at an overall intensity up to 0.50 FAR beyond ½ mile from transit station. | Mixed-use office, retail, and res. Eliminate the adopted base Plan recommendation. The rail transit option becomes the new base Plan recommendation. Requests Land Unit L-3 be considered w/ PA 2017-III-DS1. | N/A | N/A |
| PC17-PR-001 Inova / Exxon-Mobil | Providence | Merrifield Suburban Center | Tim Sampson (INOVA Health Care Services) | 3225 Gallows Road | 49-4 ((1)) 57 | 116.78 | Office use up to 0.35 FAR. | Two options for office, institution, res. mixed-use. Option 1 up to 1.0 FAR. Option 2 up to 3.0 FAR. | Include on Work Program, group with PR-002 | Include Option 1 on Work Program, group with PR-002 |
| PC17-PR-002 Fairview Park | Providence | Merrifield Suburban Center | Elizabeth Baker (Walsh, Colucci, Lubeley & Walsh, P.C.) | 2900, 2941 Fairview Park Drive | 49-4 ((1)) 71, 73, 73A1, 73A2, 74A, 74B | 86.5 | Area north of Rt. 50 – office, accessory retail, and public park uses. Area south of Rt. 50 – office use. | Mixed-use office, hotel, res., retail, and other uses with an intensity range of 0.80 FAR to 1.0 FAR. | Include on Work Program, group with PR-001 | Include on Work Program, group with PR-001 |

(Note: rec. = recommendation; res. = residential; du/ac = dwelling units per acre; FAR = floor area ratio; sf = square feet.)



2017 North County Site-Specific Plan Amendment Process

Nominations Log for the Comprehensive Plan Amendment Work Program for Screening – Continued

| SCREENING NUMBER / NAME | SUPERVISOR DISTRICT | PLANNING DISTRICT / SPECIAL AREA | NOMINATOR NAME | ADDRESS / GENERAL LOCATION | TAX MAP PARCEL NUMBER | ACRES | CURRENT PLAN | NOMINATED CHANGE | STAFF REC. | TASK FORCE REC. |
|--|---------------------|----------------------------------|-----------------------------------|--|-------------------------------|-------|--|--|--------------------------------|--|
| PC17-PR-004 Fairfax Plaza Shopping Center (Withdrawn) | Providence | Merrifield Suburban Center | David Gill (McGuire-Woods, LLP) | 2936, 2950, 2960 Gallows Road | 49-4 ((1)) 12A, 12B, 13 | 12.61 | Community-serving retail use up to 0.35 FAR. Option 1: office and retail up to 0.65 FAR. Option 2: mixed-use with res. and/or hotel up to 1.2 FAR. | Add a third option for mixed-use up to 1.9 FAR. | N/A | N/A |
| PC17-PR-005 Merrifield at Dunn Loring Station | Providence | Merrifield Suburban Center | David Gill (McGuire-Woods, LLP) | 8130 Prescott Drive, 2740 Hartland Road, 2700 Pleasantdale Road, 2701 Livingstone Lane, 8020 Harte Place | 49-2 ((1)) 37, 39, 40, 48, 53 | 38.24 | Res. use at 16-20 du/ac. Option for residential use at 30-40 du/ac with retail and service uses. | Add an option for res., office, hotel, and retail mixed-use up to 1.9 FAR. | Do not include on Work Program | Include on Work Program as modified, up to 1.2 FAR |
| PC17-PR-006 2817 & 2832 Dorr Ave (Withdrawn) | Providence | Merrifield Suburban Center | David Gill (McGuire-Woods, LLP) | 2817, 2832 Dorr Avenue | 49-1 ((13)) 1, 29 | 2.53 | Warehouse and industrial uses at current intensities. | Add an option for mixed-use or res. use up to 1.35 FAR. | N/A | N/A |
| PC17-PR-007 Valo Park | Providence | Tysons Urban Center | Greg Riegler (McGuire-Woods, LLP) | 7950 Jones Branch Drive | 29-2 ((15)) C1 | 16.74 | Office use up to 1.0 FAR. | Add an option for office/res. mixed-use with ground floor retail use up to 1.75 FAR. | Do not include on Work Program | Do not include on Work Program |
| PC17-SU-001 Sully Station Shopping Center | Sully | Bull Run | David Gill (McGuire-Woods, LLP) | 5001, 5035 Westfields Boulevard | 44-3 ((7)) B2, B3 | 17.43 | Retail use up to 0.25 FAR. | Add option for retail, office, hotel, assisted living, and private recreation mixed-use up to 0.75 FAR. Incorporate into the Dulles Suburban Center. | Include on Work Program | Include on Work Program |

(Note: rec. = recommendation; res. = residential; du/ac = dwelling units per acre; FAR = floor area ratio; sf = square feet.)

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PC17-DR-001

Publication Date: June 7, 2018

Address/Tax Map Parcel(s): 7040 Haycock Rd, 6922 Haycock Rd, 6920 Haycock Rd/ Tax Map
Parcels 40-4 ((1)) 13, 40-4 ((2)) 1 and 2; 40-3 ((1)) 83, and 84

Nominator: Brian Winterhalter

Supervisor District: Dranesville
Planning Area: Area II
Planning District: McLean – West Falls Church Transit Station Area (TSA)
Acreage: 24

Current Plan Map/Text: Public Facilities, Governmental and Institutional/Mixed Use; Option for
residential use at a density 30 dwelling units per acre (du/ac).

Proposed Amendment: Mixed use with office, retail, multifamily, and townhouses up to an
intensity of .96 floor area ratio (FAR).

Considerations:

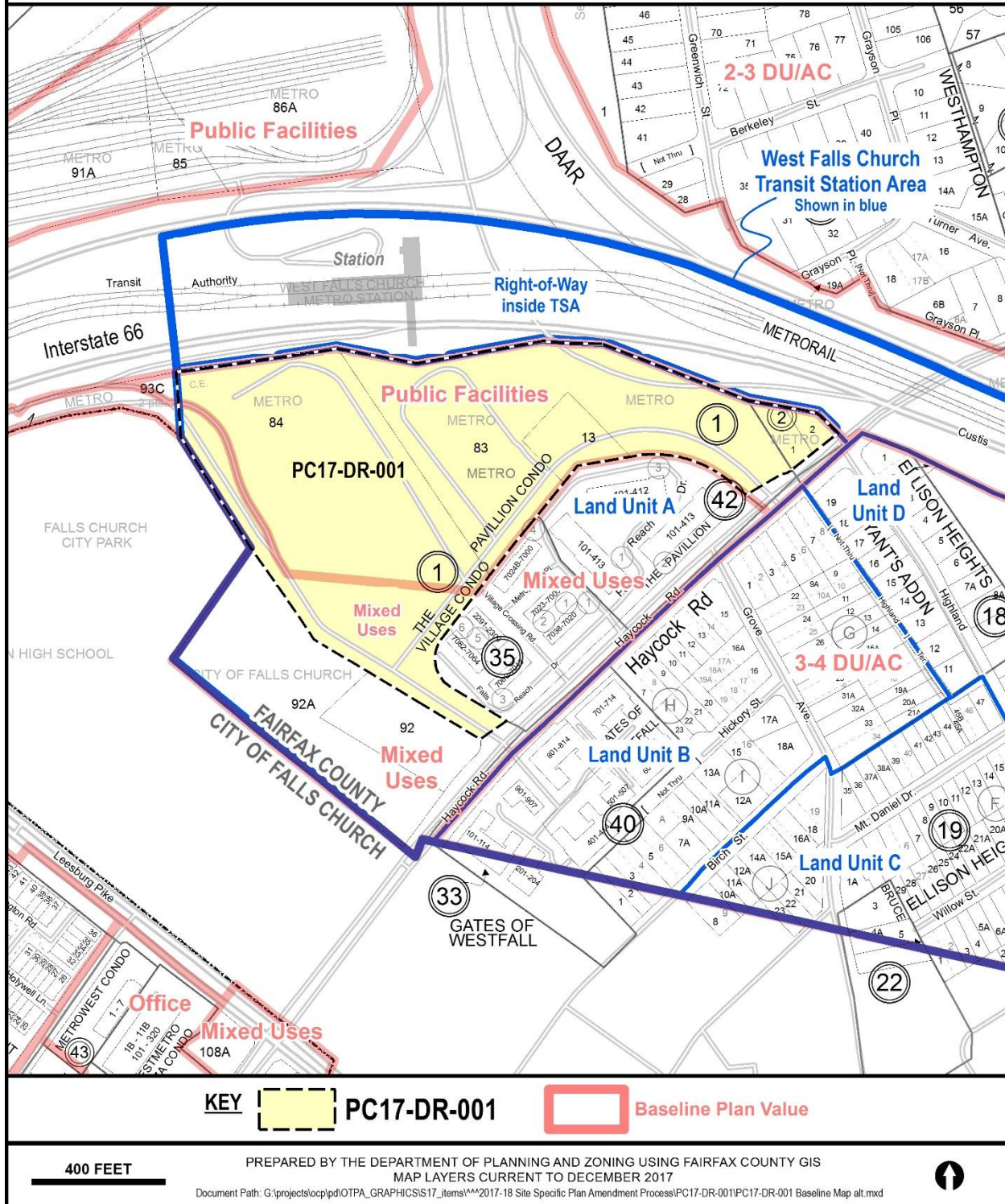
The subject property consists of five parcels located in the West Falls Church TSA in the McLean Planning District owned by the Washington Metropolitan Area Transit Authority (WMATA). Three parcels (Tax Map 40-3 ((1)) 13, 83 and 84) consisting of 23 acres are developed with a Metrorail parking garage, kiss and ride lot, and bus drop-off/pick-up area, station access road and retention pond. The remaining parcels (Tax Map 40-4 ((2)) 1 and 2) consisting of .68 acres are undeveloped. The subject parcels are bordered by interstate 66 to the north, the City of Falls Church and George Mason High School/Mary Ellen Henderson Middle School to the west, the University of Virginia/Virginia Tech Education Center is to the southwest, and multi-family residential units to the southeast. The West Falls Church TSA Plan text includes an option for residential development on the subject parcels at a density of 30 du/ac to the extent that such development complements its use as a transit hub and the surrounding road network supports additional development without diminishing access to the metro station. The Plan text also includes recommendations for maximum height limits ranging from 45' to 65'. The nomination submission proposes to amend the Comprehensive Plan to allow a mix of uses up to 150,000 square feet of office, 500 multi-family units and townhouses, and 50,000 square feet of retail, with increased height limits up to 65' and 85'. The previous Plan amendment PA 2013-II-M1 editorially updated the West Falls Church TSA and revised the Fairfax County boundary to reflect the 2014 boundary change between the County and the City of Falls Church.

Final Staff Recommendation:

PC17-DR-001 is recommended to be added to the 2018 Comprehensive Plan Amendment Work Program. The land use recommendations for the West Falls Church TSA encourage a mix of uses in a compact, pedestrian friendly urban form located within a 5-7 minute walk of the Metro Station while preserving existing stable neighborhoods around the station.

PC17-DR-001

West Falls Church Metro Station



DRANESVILLE DISTRICT TASK FORCE
SSPA TASK FORCE RECOMMENDATION
NORTH COUNTY SITE-SPECIFIC PLAN AMENDMENT
COMMUNITY SCREENING

SSPA Item # PC 17 - DR - 001

Date reviewed by Task Force: Tuesday, April 24, 2018

Nominator(s): BRIAN WINTERHALTER

SUMMARY TASK FORCE RECOMMENDATION:

Include nomination on the Plan Amendment Work Program as proposed ✓

Include a modification of the original nomination on the Plan Amendment Work Program
 (Modification provided below under Explanation/Comments or attached as a separate page to
 this document.) _____

Do not include on the Plan Amendment Work Program _____

VOTE TALLY:

In favor: 6

Opposed: _____

Abstentions: 2

Task Force member(s) who recused themselves from the vote: None

TASK FORCE EXPLANATION/COMMENTS:

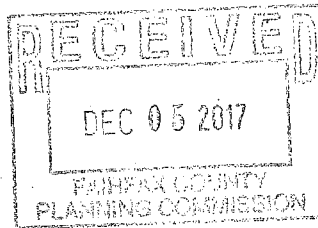
Task Force Chair: David Wuehmann

Date: 4/24/18



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PC17-DR-001



**FAIRFAX COUNTY, VIRGINIA
2017 NORTH COUNTY SITE SPECIFIC PLAN AMENDMENT PROCESS
NOMINATION TO AMEND THE COMPREHENSIVE PLAN**

TYPE OR PRINT RESPONSES IN BLACK INK

Incomplete forms will not be accepted for review and will be returned to the nominator. Staff reserves the right to correct errors in street address, tax map number, acreage or current Plan designation and may contact the nominator for clarification before acceptance. Be sure to attach required map and original certified mail receipts as proof of property owner notification.

THIS BOX FOR STAFF USE ONLY

Date Received: _____

Date Accepted: _____

Planning District: _____

Special Area: _____

1. NOMINATOR/AGENT INFORMATION

Name: Brian Winterhalter Daytime Phone: 703-456-8168

Address: 11951 Freedom Drive, Suite 1400; Reston, Virginia 20190

Nominator E-mail Address: bwinterhalter@cooley.com

Signature of Nominator (NOTE: There can be only one nominator per nomination):

Brian J. Winterhalter

Signature of Owner(s) if applicable: (NOTE: Attach an additional sheet if necessary. Each owner of a nominated parcel must either sign the nomination or be sent a certified letter):

Nina Aubert

**NINA AUBERT, MANAGING DIRECTOR, REAL ESTATE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

Anyone signing on behalf of a business entity, must state the relationship to that organization below or on an attached page:

2. GENERAL INFORMATION

Check appropriate supervisor district: ☒ Dranesville ☐ Hunter Mill ☐ Providence ☐ Sully

Total number of parcels nominated: 5.00

Total aggregate size of all nominated parcels (in acres and square feet): 24 acres 1,045,440 sq. ft.

Is the nomination a Neighborhood Consolidation Proposal: ☐ Yes ☒ No (See page 22 of the Guide to the SSPA for more information. Nominations for neighborhood consolidation will need to attach a petition bearing the signatures of 75 percent or more of the owners and must at a minimum account for 75 percent of the land area being proposed for replanning.)

IMPORTANT NOTE: No nominations that include residential uses including residential mixed-use proposals will be accepted within the Site-specific Plan Amendment (SSPA) process for areas of the county subject to the 2016 Proffer Bill Legislation.

Are you aware that proposals that generate more than 5,000 vehicle trips per day over the current adopted Comprehensive Plan will trigger additional VDOT review? Visit http://www.vdot.virginia.gov/info/traffic_impact_analysis_regulations.asp for more information. (See pages 14-15 of the Guide to the SSPA for more information.)

☒ Yes ☐ No

3. PROPERTY INFORMATION — Attach either the Property Information Table found at the end of this application form or a separate 8 ½ x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

All subject property owners must be sent written notice of the nomination by certified mail unless their signature(s) appears in part 1 (above).

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.

4. CURRENT AND PROPOSED COMPREHENSIVE PLAN RECOMMENDATION AND ZONING DESIGNATION See Section IV, #4, of the Citizen's Guide for instructions.

a. Current Comprehensive Plan text for nominated property: Use the Plan on the Web (www.fairfaxcounty.gov/dpz/comprehensiveplan) for your citation.

Please see attached Comprehensive Plan text.

b. Current Plan Map (<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/compplanmap.htm>)

Designation: Public Facilities

c. Current Zoning Designation (<http://www.fairfaxcounty.gov/myneighborhood/>).

R-30

d. Proposed Comprehensive Plan Designation: (NOTE: Your nomination as proposed will be evaluated and subject to the consideration and vote by the task force).

Please see attached proposed Comprehensive Plan text.

e. Describe what development under the new Plan would look like. (What uses? Type of buildings? Building heights? Surface or structured parking? Typical unit size?)

The development under the proposed Comprehensive Plan text would include an office building, mid-rise residential buildings, four-story townhouses and a retail component. Recommended maximum heights would be 85 feet for the office and mid-rise residential buildings and 65 feet for the townhouses. Please see the attached Statement of Justification for further information.

f. RESIDENTIAL PROPOSALS: Select the appropriate density range proposed and complete the Residential Unit Type table.

| Residential Land Use Categories | | Residential Unit Types | | | |
|---|-----------------|------------------------------------|-----------------|---------------------|-------------------|
| Categories expressed in dwelling units per acre (du/ac) | Number of Units | Unit Type | Number of Units | Unit Size (sq. ft.) | Total Square Feet |
| .1 - .2 du/ac (5-10 acre lots) | | Single Family Detached | | | |
| .2 - .5 du/ac (2-5 acre lots) | | Townhouse | 200 | 2,500 | 500k |
| .5 - 1 du/ac (1 - 2 acre lots) | | Low-Rise Multifamily (1-4 stories) | | | |
| 1 - 2 du/ac | | Mid-Rise Multifamily (5-8 stories) | 300 | 1,000 | 300k |
| 2 - 3 du/ac | | High-Rise Multifamily (9+ stories) | | | |
| 3 - 4 du/ac | | TOTAL: | 500 | 1,600 | 800k |
| 4 - 5 du/ac | | | | | |
| 5 - 8 du/ac | | | | | |
| 8 - 12 du/ac | | | | | |
| 12 - 16 du/ac | | | | | |
| 16 - 20 du/ac | | | | | |
| 20 + du/ac** | | | | | |

**** If you are proposing residential densities above 20 du/ac, you must specify a range such as 20-30 du/ac or 30 -40 du/ac.**

g. NON-RESIDENTIAL or MIXED-USE PROPOSALS: Check the proposed use(s):

☒ Office
 ☒ Retail
 ☐ Institutional
 ☐ Private Recreation/
 ☐ Industrial
 ☒ Residential

Open Space
(specify uses in table)

Total Floor Area Ratio (FAR) Proposed: 0.96 Total Gross Square Feet: 1,000,000

| Categories | Percent of Total FAR | Square Feet |
|--|----------------------|------------------|
| Office | 15% | 150,000 |
| Retail | 5% | 50,000 |
| Institutional | | |
| Private Recreation/Open Space | | |
| Industrial | | |
| Residential* | 80% | 800,000 |
| TOTAL | 100% | 1,000,000 |
| <i>*If residential is a component, please provide the approximate number and size of each type of dwelling unit proposed in the chart above based on the approximate square footage.</i> | | |

5. MAP OF SUBJECT PROPERTY

Attach a Property Map (property maps may be accessed using the online Digital Map Viewer application at <https://www.fairfaxcounty.gov/gisapps/DMV/Default.aspx>) clearly outlining in black ink the property of the proposed Plan amendment. The map must be no larger than 8 1/2 x 11 inches and clearly legible. Maps in color will not be accepted.

6. JUSTIFICATION

Check the appropriate box and attach a written justification that explains why your nomination should be considered, based on the guidelines below (two-page limit).

- ☐ Addresses an emerging community concern(s);
- ☒ Better implements the Concept for Future Development, and is not contrary to long-standing policies established in the Concept for Future Development;
- ☒ Advances major policy objectives:
 - o Environmental protection,
 - o Revitalization of designated areas,
 - o Economic development,
 - o Preserving open space,
 - o Affordable housing, or
 - o Balancing transportation infrastructure and public facilities with growth and development.
- ☐ Responds to actions by others, such as Federal, State, or adjacent jurisdictions;
- ☐ Reflects implementation of Comprehensive Plan guidance;
- ☒ Responds to or incorporates research derived from technical planning or transportation studies.

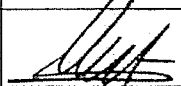
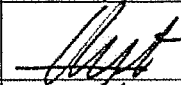
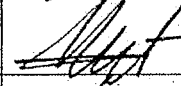


All completed nomination forms must be submitted between 8:00 a.m. on September 5, 2017 and 4:30 p.m. December 5, 2017 to:

Fairfax County Planning Commission Office
<http://www.fairfaxcounty.gov/planning/>
 Government Center Building, Suite 330
 12000 Government Center Parkway
 Fairfax, Virginia 22035-5505

PROPERTY INFORMATION TABLE

All subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part 1 of this application. If you are required to notify more than one property owner, you must provide all the information requested below.

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail recipient(s) and copies of each notification letter and map will not be accepted.

| Tax Map Number | Name of Property Owner | Street Address of Parcel | Mailing Address of Owner | Parcel size in acres | Signature of owner or Certified Receipt Number |
|----------------|--|--------------------------|---------------------------------------|----------------------|---|
| 40-3 ((1)) 83 | Washington Metropolitan Area Transit Authority | 7040 Haycock Road | 600 5th St NW Washington, DC 20001 | 9.52 |  |
| 40-3 ((1)) 84 | Washington Metropolitan Area Transit Authority | N/A | 600 5th St NW Washington, DC 20001 | 12.84 |  |
| 40-3 ((1)) 13 | Washington Metropolitan Area Transit Authority | N/A | 600 5th St NW Washington, DC 20001 | 0.94 |  |
| 40-4 ((2)) 1 | Washington Metropolitan Area Transit Authority | 6922 Haycock Road | 600 5th St NW Washington, DC 20001 | 0.43 |  |
| 40-4 ((2)) 2 | Washington Metropolitan Area Transit Authority | 6920 Haycock Road | 600 5th St NW Washington, DC 20001 | 0.26 |  |
| | | | | | |
| | | | | | |
| | | | | | |

Existing Comprehensive Plan

WEST FALLS CHURCH TRANSIT STATION AREA

OVERVIEW

The West Falls Church Transit Station Area is located north of the City of Falls Church along the I-66 corridor north of Leesburg Pike (Route 7) and south of I-66 and the Dulles Airport Access Road DAAR, (Route 267). The Transit Station Area encompasses the Metrorail station. The Washington Metropolitan Area Transit Authority (WMATA) Metrorail station lies in the median of I-66 and is bordered on the north by the WMATA Service and Inspection Yard. To the south are parcels owned by WMATA and adjacent to this land is the University of Virginia/Virginia Tech Education Center. The WMATA Tract and University of Virginia/Virginia Tech Education Center are bounded by the Fairfax County – City of Falls Church boundary. The City of Falls Church's George Mason High School, Mary Ellen Henderson Middle School, and athletic fields are west of the WMATA Tract and the University of Virginia/Virginia Tech Education Center, within the City of Falls Church. Multifamily residential development is located along Haycock Road. The surrounding area is characterized by stable neighborhoods consisting mostly of single-family detached houses.

Key considerations with respect to the West Falls Church Transit Station Area relate to the appropriate transit station related development at adjacent sites and the protection of the existing residential communities. A result of the Metrorail station is the increased pressure to develop land and to redevelop certain existing uses in the area. The accessibility of rail transit has generated pressure to redevelop the adjacent low density residential neighborhoods southeast of the Metrorail site. While the Policy Plan encourages greater use of rail transit and reducing dependency upon the automobile, there is also the need to preserve stable neighborhoods, maintain a supply of affordable housing, and enhance the established sense of community in areas where Metrorail stations are located. It is imperative that Metrorail related development be compatible with existing uses near the station.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development designates the West Falls Church Transit Station Area as one of several specialized planning areas that encompasses a Metrorail station in Fairfax County. Each is part of the Adopted Regional System for Metrorail. These Metrorail stations provide the opportunity for compatible, non-automobile dependent development to occur. The intention of the Transit Station Area designation is to capitalize on the opportunity to provide transit-focused housing and employment locations, while still maintaining the existing, nearby land uses.

Figure 12 shows the boundary of the West Falls Church Transit Station Area. The West Falls Church Transit Station Area is divided into separate "land units" for the purpose of organizing Plan recommendations.

RECOMMENDATIONS

Land Use

The purpose of the planning recommendations for the West Falls Church Transit Station Area is to guide and direct future growth in the area by recognizing both opportunities and constraints. The land use recommendations are based upon the concept of concentrating development to a limited area nearest to the Metro Station and preserving the existing stable neighborhoods around the station.

Where parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed and efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan. Infill development in residential neighborhoods, within and surrounding the West Falls Church Transit Station Area, 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.

By its distinct character, the West Falls Church Transit Station Area warrants special development conditions and incentives that may apply to this area and nowhere else in the county. Implementation strategies may include special transit zoning, urban design guidelines, parking policies and funding mechanisms for roads and other public improvements. For the most part, these conditions and other implementation strategies only come into effect for development at the higher densities and intensities recommended by the Plan.

Traffic reduction measures such as ride-sharing, transit incentives and other Transportation Demand Management (TDM) programs are applicable to this area. In addition to the county implementation of planned road improvements and TDM programs, the development community must address the impacts of increased traffic associated with new development within the Transit Station Area. Mitigation strategies may include TDM programs, financing for road improvements and/or the deferral of development until adequate road improvements have been implemented. Outside of the West Falls Church Transit Station Area, existing stable residential neighborhoods should be preserved. Commercial areas existing near the TSA should be encouraged to improve, but additional density is not recommended.

Transit Development Area Conditions and Recommendations

The area determined to be appropriate for higher intensity, mixed-use development within the West Falls Church Transit Station Area is identified as the "Transit Development Area" which is generally defined as within a 5 to 7 minute walk of the station. As illustrated in Figure 13, the Transit Development Area is comprised of 47 acres which offer the most viable opportunities for development and redevelopment. It includes the WMATA property, the City of Falls Church Property (leased by University of Virginia and Virginia Tech) the University of Virginia/Virginia Tech parcel and The Villages at West Falls Church and The Pavilion developments which together comprise Land Unit A. This area also includes The Gates of West Falls Church and the northern portions of the Ellison Heights neighborhood along Haycock Road (Land Unit B) west of Grove Avenue.

The land use plan for the Transit Development Area recommends a maximum level of development of 1,370 dwelling units and 90,000 gross square feet of retail/office space with an option for 240,000 square feet of institutional use as a joint graduate and continuing education facility (education center) on Tax Map 40-3((1))92 and 92A. The institutional use option would replace approximately 130 dwelling units and 43,800 gross square feet of office/retail use planned at the maximum level on these parcels. The first phase of the joint graduate and continuing education center facility was constructed in 1996, and consists of a 101,460 square foot building occupied by the University of Virginia and Virginia Tech.

The maximum level of development is recommended in order to achieve the goals and objectives set forth for the West Falls Church Transit Station Area, especially those relating to the promotion of Metrorail ridership, renewal and improvement of the community, and the reduction of auto dependency while maintaining commuter accessibility. In order to achieve these public goals and objectives, it is necessary that new development be responsive to general criteria and site-specific conditions which focus on mitigating potential impacts. Development proposals must be responsive to the following development criteria, which apply to all sites in the Transit Development Area:

1. Development should be in accordance with the design concept illustrated in Figures 13 and 14. In addition, the urban design guidelines for Transit Station Areas contained in the Concept for Future Development should be used as a guide.
2. Proffer a development plan that provides high quality site and architectural design, streetscaping, landscaping, urban design and development amenities.
3. Provide off-site public road improvements, or funding of such improvements to accommodate traffic generated by the development. If, at any phase of the development, further mitigation of traffic generated by the development is deemed necessary, provide and implement a plan which reduces development traffic to a level deemed satisfactory to the Fairfax County Department of Transportation through TDM programs, especially those which encourage the use of Metrorail.
4. Provide design, siting, style, scale, and materials compatible with adjacent development and the surrounding community, and which serves to maintain and/or enhance the stability of existing neighborhoods.
5. For residential uses, provide energy conservation features that will benefit future residents of the development.
6. Provide moderately-priced housing that will serve the needs of the county's population. Housing development should only be approved for the maximum level of development if a minimum of 15 percent of the dwelling units are provided for low- and moderate-income households.
7. Consolidate land and/or coordinate development plans with adjacent development to achieve Comprehensive Plan objectives.

8. Provide structured parking (above or below grade). If surface parking is permitted, it should integrate the highest level of screening at the street level.
9. Consolidate vehicular access points to minimize interference with commuter access to the Metro station.
10. Provide stormwater management by the use of Fairfax County's Best Management Practices System.

In addition to these general development criteria, site-specific conditions are identified with the following recommendations for each of the land units and tracts within the Transit Development Area. The following sections of this document describe the recommended maximum development level for the four component sites of the Transit Development Area. In addition, land uses are specified for areas within each site. These recommendations ensure a balanced mixed-use development which is both Metro-oriented and compatible with the surrounding community.

Land Unit A

Land Unit A (Figure 12) is comprised of land parcels which offer the most viable opportunities for mixed-use development. The area includes property owned by WMATA, The University of Virginia and Virginia Tech, and the City of Falls Church, as well as developments known as The Villages at West Falls Church and The Pavilion. Land Unit A, approximately 40 acres in size, is the most accessible property from the station and contains parcels with a strong potential for development fronting on Haycock Road. WMATA's Metro station parking, bus pick-up and drop-off, and kiss-and-ride facilities are located at the northern edge of the land unit away from Haycock Road. The Villages at West Falls Church and The Pavilion developments are located between the WMATA parcels and Haycock Road. The University of Virginia/Virginia Tech parcels to the south, also front Haycock Road.

Opportunities may exist within Land Unit A for a joint development effort between the City of Falls Church, WMATA and private owners. Taken as a whole, 1,110 dwelling units plus 43,800 gross square feet of commercial development are recommended for the land unit. The distribution of this density is noted below:

- WMATA tract - This 24 acre tract (Tax Map 40-3 ((1)) 83 and 84, Tax Map 40-4 ((1))13 and Tax Map 40-4((2))1 and 2) is appropriate for residential development at 30 dwelling units/acre to the extent that such development complements rather than competes with its use as a transit hub and the surrounding road network supports additional residential development without diminishing access to the station. A parking garage constructed in 2004 serves the parking needs of the Metro Station as well and additional parking demands of the University of Virginia/Virginia Tech;
- City of Falls Church tract (Tax Map 40-3((1))92A) - This 5.34 acre site is leased by the University of Virginia and Virginia Tech, and is the site of a 101,460 square foot education center. The site is appropriate for residential development at 25 dwelling units per acre. It is planned for 130 dwelling units;

- The University of Virginia and Virginia Tech tract (Tax Map 40-3((1))92)- This 2.19-acre site is appropriate for low to medium intensity mixed-use development not to exceed a maximum .50 FAR. It is planned for 43,800 gross square feet of office/retail space.

- The Villages at West Falls Church and The Pavilion developments (Tax Map 40-3((35)) and Tax Map 40-4((42))). This 8.1-acre site is appropriate for residential development not to exceed a maximum of 260 dwelling units. The site contains 252 multifamily dwelling units.

These preceding recommendations represent the maximum development level planned for the respective parcels. The physical distribution of this density should be accomplished under the ten general criteria previously listed for the Transit Development Area as well as the following site-specific conditions:

- Development should be coordinated. At a minimum, the development plan should demonstrate that the new development will not preclude development of other parcels in the land unit in conformance with the Plan;

- Retail uses should be limited to the ground level of the proposed buildings along the main pedestrian access route to the Metro Station;

- High density residential development in low- to mid-rise structures is appropriate along Haycock Road, as well as between the WMATA property and the George Mason High School site; and

- Commercial development should be limited to support retail and service uses associated with the planned residential development on the WMATA site. This development should take advantage of the pedestrian and vehicular access through the site. In addition, the planned residential development would also assume the reconfiguration of the WMATA parking area to be part of an integrated development.

Under an option in the Plan, there is an opportunity for 240,000 square feet of institutional use on the City of Falls Church and the University of Virginia and Virginia Tech tracts (Tax Map 40-3((1))92 and 92A). The option would replace approximately 130 dwelling units and 43,800 square feet of office/retail use planned at the maximum level on these parcels.

The first phase of the option for institutional use was constructed in 1996, and consists of a 101,460 square foot education center for the University of Virginia/Virginia Tech. The option for institutional use may be appropriate for development of an education center, provided that it meets the ten general criteria previously listed for the Transit Development Area as well as the following site specific conditions:

- Parcels 40-3((1))92 and 92A are consolidated.

- The center is developed in phases to ensure transportation impacts are adequately monitored and addressed. Up to 50 percent of the center may be completed in Phase 1. Prior to construction of Phase 2, a traffic analysis shall be performed to determine the impact of such expansion on the operation of the Leesburg Pike/Haycock Road intersection, and the potential need for additional parking. Improvements and/or actions including aggressive Transportation Demand Management

Strategies necessary to address any potential deficiencies should be provided in conjunction with any such expansion.

- A shared parking agreement with WMATA is pursued as a way to reduce the amount of on-site parking and promote the efficient use of land.
- Primary site access is provided via the access road to the West Falls Church-VT/UVA Metro Station. A shared driveway with George Mason High School may be appropriate to provide secondary access for the center's delivery and service uses. No direct access should be provided to Haycock Road.
- The eastern portion of the site closest to Haycock Road provides an urban plaza (see Figure 14). This portion of the site is the most visible from nearby residential communities and Leesburg Pike and should provide high-quality design. Buildings should frame a plaza area which is oriented to Haycock Road and functions as a gathering place and visual anchor. Variation in building massing and appropriate architectural treatment should be employed to avoid creating blank walls along Haycock Road and the southeastern portion of the site.
- If buildings are set back a minimum of 55 feet from the Haycock Road right-of-way, a maximum height of 55 feet may be appropriate.
- A secondary focal point is provided in the vicinity of the shared driveway entrance using elements such as landscaping, signage and a pedestrian walkway leading from Haycock Road to the education center and the adjacent George Mason High School in the City of Falls Church.
- A system of walkways at least 6 to 8 feet wide, landscaped and well-lighted at the pedestrian level is incorporated into the design. In addition to providing a walkway along Haycock Road, the pedestrian circulation system should link the campus to George Mason High School and the Metro Station. The walkway linking the Universities Center (education center) with George Mason High School should provide a logical connection that avoids pedestrian/vehicular conflict, and which takes into account the needs of George Mason High School given the presence of students.
- Tree preservation, as recommended by the County Arborist, is provided throughout the site, but especially along the southwestern and northeastern boundaries, and within parcel 92. Every effort should be made to preserve a specimen Sycamore tree located in the center of the site. Existing vegetation should be supplemented with high quality landscaping.

If it becomes necessary in the future to convert the institutional use to another use planned for the Transit Development Area, any conversion would be subject to the approval of Fairfax County either through a proffered condition amendment or rezoning. The following conditions should be met:

- Except for office use needed to serve the Universities (education center), commercial office use is initiated only after institutional use has ceased.

- A traffic analysis is provided to determine the impact of any conversion on transportation in the area, and the potential need for additional parking. Improvements and/or actions including aggressive Transportation Demand Management Strategies, necessary to address any potential deficiencies identified in the analysis should be provided in conjunction with any commercial office use. Any additional parking should be provided on site. To avoid loss of open space, additional parking should be provided within the existing parking lot areas (e.g. above or below grade parking structures), except that any parking areas located along Haycock Road should not be intensified or expanded.
- No direct access should be provided to Haycock Road.
- Redevelopment or renovation for another use continues to provide a campus environment and respond to the general criteria for the Transit Development Area as well as all applicable site-specific conditions listed for the institutional use option.

Haycock Road South (Portions of Land Unit B)

The area bounded by Haycock Road, the City of Falls Church boundary line, Grove Avenue and Hickory Street contains single-family detached housing and the Gates of Westfall townhouse development. (See Figure 12). Parcels immediately to the west of Grove Avenue are not to be included in the area recommended for redevelopment. (See Figure 13). The portions that are recommended for redevelopment should provide an area of transition between the high intensity development in Land Unit A and the low intensity existing development to the south. This site also offers an important opportunity for pedestrian circulation from the south and serves as a collector along Haycock Road.

This area is planned for 120 dwelling units. It is recommended for redevelopment at a residential density between 16 and 20 dwelling units per acre when the following site-specific criteria are met:

- High densities oriented to Haycock Road should transition to low densities along Hickory Street;
- Units should take advantage of orientations to enhance transitions;
- Pedestrian amenities including well-paved and well-lighted walks which meet light pollution curbs, should be part of the design; and
- A trail system originating in the City of Falls Church should be accommodated in this area. This should include bicycle paths.

Alternatives for Development

For the development levels that are recommended in the Transit Development Area, all of the sites would require rezoning to permit the higher densities and mixture of uses. In the event that an owner does not want to proceed with a rezoning, or wants to develop property without meeting the conditions and criteria in the recommended plan for each property, development could proceed at

the base level permitted under the existing zoning, although this would not achieve many of the goals and objectives identified for the West Falls Church Transit Station Area.

It is also possible that a developer would like to develop above the base level but does not want to meet all development conditions and criteria, or does not want to develop at the maximum level defined in the recommended plan. An intermediate level of development has been identified which would require that the following conditions be met:

- All site-specific conditions;
- Criteria #1, #2, #3 and #4 of the general development criteria; and
- One-half of the remaining general development criteria.

If the developer desires the maximum level of development as outlined in the previous text, the following must be satisfied:

- All site-specific conditions; and
- All of the general development criteria.

Base and Intermediate Levels

Land Unit A

- Tax Map 40-3((1))83, 84; 40-4((1))13; and 40-4((2))1 and 2 (WMATA tract) - Base and intermediate level for public facilities.
- Tax Map 40-3((1))92A (City of Falls Church tract) - Base and intermediate level of 0 dwelling units.
- Tax Map 40-3((1))92 (The University of Virginia and Virginia Tech tract)- Base level of 2 dwelling units and intermediate level of 40 dwelling units.

Land Unit B

- Tax Map 40-4((19))(H) 7, 9, 10, 11, 20, 21, 22 and 23 - Base level of 4 dwelling units and intermediate level of 17 dwelling units.

For any proposed development beyond the base level, county staff has the discretion to prioritize criteria for evaluation purposes to allow flexibility in the planning process.

Urban Design Concept

The proposed plan for the West Falls Church Transit Station Area is intended to fulfill community objectives to orient development to Metro without significant negative impacts on the stable

residential neighborhoods near the station. The reconciliation between new development and the existing community is a formidable task, as new development should serve to enhance the character, appearance and function of the immediate and larger community. Added to this objective are the goals of orienting development toward the Metro Station and improving access to the station. While the land use recommendations provide a method of addressing these concerns, their successful achievement requires the application of an urban design concept.

The use of urban design within the Transit Development Area ensures that Metro-related development is internally organized to provide important community spaces based upon transit and pedestrian activities. A higher level of urban design also results in positive impacts for the community, since it attracts and encourages redevelopment and revitalization efforts while reinforcing conservation of stable residential areas.

Urban design recommendations for the West Falls Church Transit Station Area are presented as part of the following discussion on building heights, open space and buffers, and pedestrian circulation. These recommendations, along with the land use recommendations, will help achieve the goals and objectives identified for the Transit Station Area.

Building Heights

To reduce the visual impact of new development upon the surrounding community, it is recommended that development should taper in building heights with the tallest building, a parking garage, adjacent to I-66 on the WMATA property as shown in Figure 13. Other heights on the WMATA property should not exceed 45 and 35 feet (as shown on Figure 13) in order to be compatible with the surrounding residential communities. The 65-foot maximum would permit buildings of approximately 5 to 6 stories. This height would reinforce the Metro station as the focal point, providing a strong sense of identity for the community without being out-of-scale with surrounding development. It would also make the site highly visible from I-66, Leesburg Pike and the Dulles Airport Access Road and Dulles toll road (DAAR, Route 267). Outside of this area, heights are recommended to taper from a medium range maximum of 55 feet to a low range maximum of 35 feet.

Pedestrian Circulation

Improvements in the pedestrian circulation system are needed throughout the Station Area to facilitate access to the Metro station and new development. Within the Transit Development Area specific attention should be given to a system of pedestrian walkways which not only facilitates access to the station and surrounding development but also serves as a cohesive element to tie parcels and uses together.

It is recommended that a public plaza, or similar public space such as a courtyard be provided beyond the southern tip of the WMATA property. See Figure 14. Such a public space on this site would serve several purposes:

- Organize circulation between the Metro station and buildings constructed on various sites;

- Serve as a focal point for community activities related to new development and the Metro station by the transit user;
- Provide a "front door" for the Metro station and adjacent development that can be easily identified;
- Enhance the overall image of this area and create a special identity for the Metro station area; and
- Provide a strong physical and visual link between the City of Falls Church at Haycock Road and the Metro station.

Open Space and Landscaped Buffers

Figure 14 shows the recommended location of open space and landscaped buffer areas which mitigate the impact of new development and improve the appearance of the community. Landscaped buffers are strips of land that are intensively planted with trees and shrubs (often including berms) and are generally recommended on parcels of limited land area where such parcels abut existing low and medium density residential development.

Recommendations Outside of the Transit Development Area

Balance of the Transit Station Area (Portions of Land Unit B and Land Units C and D)

Portions of Land Unit B adjacent to the Transit Development Area (TDA) and on the same block should be reviewed for potential redevelopment in the future pending changing conditions. This area should generally not exceed a density of 8-12 dwelling units per acre and should serve as a transition between higher densities in the TDA and stable neighborhoods to the east and south. Review of this area should be based upon mitigation of any transportation impacts.

The balance of the Transit Station Area is, for the most part, stable residential communities that are planned at the densities shown on the Comprehensive Plan map. Special efforts should be taken to provide pedestrian amenities which allow access to the Metro station. Infill development should occur at densities similar to that of adjacent development. Cluster development may be appropriate because of site difficulties.

Transportation

The recommended Transportation Plan includes recommendations for road improvements, public transit improvements and Transportation Demand Management (TDM) programs. Successful implementation of this recommended Transportation Plan requires careful planning efforts to reduce peak hour vehicle trips. These efforts include (but are not limited to):

- Ridesharing programs;
- Bus transit planning and promotion;

- Parking management programs; and
- Non-motorized connections.

Recommended Road Improvements

Planned roadway improvements in the vicinity of the West Falls Church Transit Station Area are shown on Figure 15.

Recommended Public Transit Improvements

The potential exists to expand county-operated bus service to replace or supplement WMATA provided service. Should this be the case, the West Falls Church-VT/UVA Metro Station should be given consideration for county-provided service. As part of the Station's feeder service, consideration should be given to providing shuttle bus service between the Tysons area and the Metro Station. This service would be intended to increase reverse and off-peak ridership. Consideration should also be given to providing a peak period shuttle bus service from the apartments and condominiums at Idylwood Road and Leesburg Pike to the station. This service would be more effective than a pedestrian pathway through the Service and Inspection Yard which was found to be infeasible. The county's current carpool/vanpool matching services, which are provided through the RIDESOURCES program, should be continued.

Implementation and Phasing of Transportation Improvements

The traffic impact of any proposed development in the station vicinity should be carefully analyzed. It is imperative to phase any new land use development with appropriate transportation improvements in order to assure a balanced roadway network.

Pedestrian Circulation Recommendations

For the entire Transit Station Area, a pedestrian circulation system is recommended which provides an interconnected system of walkways linking pedestrians to their destinations. This system proposes new pedestrian routes, improves existing pedestrian facilities, and provides special physical treatments to enhance the pedestrian experience.

A streetscape program should be developed for the segments of Leesburg Pike, Haycock Road and Great Falls Street that lie within the vicinity of the Transit Station Area to meet the functional needs of commuters and make the walk to the Metro station more pleasant. Special treatment along both sides of these streets includes street trees, pedestrian-level lighting, special paving, coordinated graphics and street furniture. Streetscape design should transition into existing and programmed sidewalks rather than requiring their replacement. Developers should be encouraged to provide this streetscape treatment as part of any new development.

Throughout the Transit Station Area and surrounding communities, new sidewalks and sidewalk improvements should be constructed to facilitate access between the Metro station, new

development, and existing neighborhoods. For those pathways which can accommodate possible bicycle trails, the decision regarding specific bicycle routes should be made by each community.

Heritage Resources

Plan guidance is located in the McLean Planning District, M-2 Community Planning Sector.

Public Facilities

Plan guidance is located in the McLean Planning District, M-2 Community Planning Sector.

Parks and Recreation

Plan guidance is located in the McLean Planning District, M-2 Community Planning Sector.

Trails and Bicycle Facilities

Plan guidance is located in the McLean Planning District, M-2 Community Planning Sector.

Proposed Comprehensive Plan Amendment

WEST FALLS CHURCH TRANSIT STATION AREA

OVERVIEW

The West Falls Church Transit Station Area is located north of the City of Falls Church along the I-66 corridor north of Leesburg Pike (Route 7) and south of I-66 and the Dulles Airport Access Road DAAR, (Route 267). The Transit Station Area encompasses the Metrorail station. The Washington Metropolitan Area Transit Authority (WMATA) Metrorail station lies in the median of I-66 and is bordered on the north by the WMATA Service and Inspection Yard. To the south are parcels owned by WMATA and adjacent to this land is the University of Virginia/Virginia Tech Education Center. The WMATA Tract and University of Virginia/Virginia Tech Education Center are bounded by the Fairfax County – City of Falls Church boundary. The City of Falls Church's George Mason High School, Mary Ellen Henderson Middle School, and athletic fields are west of the WMATA Tract and the University of Virginia/Virginia Tech Education Center, within the City of Falls Church. Multifamily residential development is located along Haycock Road. The surrounding area is characterized by stable neighborhoods consisting mostly of single-family detached houses.

Key considerations with respect to the West Falls Church Transit Station Area relate to the appropriate transit station related development at adjacent sites and the protection of the existing residential communities. A result of the Metrorail station is the increased pressure to develop land and to redevelop certain existing uses in the area. The accessibility of rail transit has generated pressure to redevelop the adjacent low density residential neighborhoods southeast of the Metrorail site. While the Policy Plan encourages greater use of rail transit and reducing dependency upon the automobile, there is also the need to preserve stable neighborhoods, maintain a supply of affordable housing, and enhance the established sense of community in areas where Metrorail stations are located. It is imperative that Metrorail related development be compatible with existing uses near the station.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development designates the West Falls Church Transit Station Area as one of several specialized planning areas that encompasses a Metrorail station in Fairfax County. Each is part of the Adopted Regional System for Metrorail. These Metrorail stations provide the opportunity for compatible, non-automobile dependent development to occur. The intention of the Transit Station Area designation is to capitalize on the opportunity to provide transit-focused housing and employment locations, while still maintaining the existing, nearby land uses.

Figure 12 shows the boundary of the West Falls Church Transit Station Area. The West Falls Church Transit Station Area is divided into separate "land units" for the purpose of organizing Plan recommendations.

RECOMMENDATIONS

Land Use

The purpose of the planning recommendations for the West Falls Church Transit Station Area is to guide and direct future growth in the area by recognizing both opportunities and constraints. The land use recommendations are based upon the concept of concentrating development to a limited area nearest to the Metro Station and preserving the existing stable neighborhoods around the station.

Where parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed and efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan. Infill development in residential neighborhoods, within and surrounding the West Falls Church Transit Station Area, 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.

By its distinct character, the West Falls Church Transit Station Area warrants special development conditions and incentives that may apply to this area and nowhere else in the county. Implementation strategies may include special transit zoning, urban design guidelines, parking policies and funding mechanisms for roads and other public improvements. For the most part, these conditions and other implementation strategies only come into effect for development at the higher densities and intensities recommended by the Plan.

Traffic reduction measures such as ride-sharing, transit incentives and other Transportation Demand Management (TDM) programs are applicable to this area. In addition to the county implementation of planned road improvements and TDM programs, the development community must address the impacts of increased traffic associated with new development within the Transit Station Area. Mitigation strategies may include TDM programs, financing for road improvements and/or the deferral of development until adequate road improvements have been implemented. Outside of the West Falls Church Transit Station Area, existing stable residential neighborhoods should be preserved. Commercial areas existing near the TSA should be encouraged to improve, but additional density is not recommended outside of the TSA.

Transit Development Area Conditions and Recommendations

The area determined to be appropriate for higher intensity, mixed-use development within the West Falls Church Transit Station Area is identified as the "Transit Development Area" which is generally defined as within a 5 to 7 minute walk of the station. As illustrated in Figure 13, the Transit Development Area is comprised of 47 acres which offer the most viable opportunities for development and redevelopment. It includes the WMATA property, the City of Falls Church Property (leased by University of Virginia and Virginia Tech) the University of Virginia/Virginia Tech parcel and The Villages at West Falls Church and The Pavilion developments which together comprise Land Unit A. This area also includes The Gates of West Falls Church and the northern portions of the Ellison Heights neighborhood along Haycock Road (Land Unit B) west of Grove Avenue.

The land use plan for the Transit Development Area recommends a maximum level of development of 1,370 dwelling units and 240,000 gross square feet of retail/office space with an option for 240,000 square feet of institutional use as a joint graduate and continuing education facility (education center) on Tax Map 40-3((1))92 and 92A. The institutional use option would replace approximately 130 dwelling units and 43,800 gross square feet of office/retail use planned at the maximum level on these parcels. The first phase of the joint graduate and continuing education center facility was constructed in 1996, and consists of a 101,460 square foot building occupied by the University of Virginia and Virginia Tech.

The maximum level of development is recommended in order to achieve the goals and objectives set forth for the West Falls Church Transit Station Area, especially those relating to the promotion of Metrorail ridership, renewal and improvement of the community, and the reduction of auto dependency while maintaining commuter accessibility. In order to achieve these public goals and objectives, it is necessary that new development be responsive to general criteria and site-specific conditions which focus on mitigating potential impacts. Development proposals must be responsive to the following development criteria, which apply to all sites in the Transit Development Area:

1. Development should be in accordance with the design concept illustrated in Figures 13 and 14. In addition, the urban design guidelines for Transit Station Areas contained in the Concept for Future Development should be used as a guide.
2. Proffer a development plan that provides high quality site and architectural design, streetscaping, landscaping, urban design and development amenities.
3. Provide off-site public road improvements, or funding of such improvements to accommodate traffic generated by the development. If, at any phase of the development, further mitigation of traffic generated by the development is deemed necessary, provide and implement a plan which reduces development traffic to a level deemed satisfactory to the Fairfax County Department of Transportation through TDM programs, especially those which encourage the use of Metrorail.
4. Provide design, siting, style, scale, and materials compatible with adjacent development and the surrounding community, and which serves to maintain and/or enhance the stability of existing neighborhoods.
5. For residential uses, provide energy conservation features that will benefit future residents of the development.
6. Provide moderately-priced housing and a variety of housing types that will serve the needs of the county's population. Housing development should only be approved for the maximum level of development if a minimum of 15 percent of the dwelling units are provided for low- and moderate-income households.
7. Consolidate land and/or coordinate development plans with adjacent development to achieve Comprehensive Plan objectives.

8. Provide structured parking (above or below grade). If surface parking is permitted, it should integrate the highest level of screening at the street level.
9. Consolidate vehicular access points to minimize interference with commuter access to the Metro station.
10. Provide stormwater management by the use of Fairfax County's Best Management Practices System.

In addition to these general development criteria, site-specific conditions are identified with the following recommendations for each of the land units and tracts within the Transit Development Area. The following sections of this document describe the recommended maximum development level for the four component sites of the Transit Development Area. In addition, land uses are specified for areas within each site. These recommendations ensure a balanced mixed-use development which is both Metro-oriented and compatible with the surrounding community.

Land Unit A

Land Unit A (Figure 12) is comprised of land parcels which offer the most viable opportunities for mixed-use development. The area includes property owned by WMATA, The University of Virginia and Virginia Tech, and the City of Falls Church, as well as developments known as The Villages at West Falls Church and The Pavilion. Land Unit A, approximately 40 acres in size, is the most accessible property from the station and contains parcels with a strong potential for development fronting on Haycock Road. WMATA's Metro station parking, bus pick-up and drop-off, and kiss-and-ride facilities are located at the northern edge of the land unit away from Haycock Road. The Villages at West Falls Church and The Pavilion developments are located between the WMATA parcels and Haycock Road. The University of Virginia/Virginia Tech parcels to the south, also front Haycock Road.

Opportunities may exist within Land Unit A for a joint development effort between the City of Falls Church, WMATA and private owners. Taken as a whole, 1,110 dwelling units plus 243,800 gross square feet of commercial development are recommended for the land unit. The distribution of this density is noted below:

- WMATA tract – Two development options are appropriate for this 24 acre tract (Tax Map 40-3 ((1)) 83 and 84, Tax Map 40-4 ((1))13 and Tax Map 40-4((2))1 and 2). Under Option 1, the WMATA tract is appropriate for residential development at 30 dwelling units/acre up to a maximum of 720 dwelling units. Under Option 2, the portion of the WMATA tract located closest to the Metrorail station is appropriate for up to 150,000 square feet of office uses, and the remainder of the WMATA tract is appropriate for residential development at 30 dwelling units/acre up to a maximum of 500 dwelling units. Support retail and service uses up to 50,000 square feet are appropriate under Option 1 or Option 2. Development under either option is appropriate to the extent that such development complements rather than competes with the WMATA tract's use as a transit hub and the surrounding road network supports the additional development without diminishing access to the station. A parking garage constructed in 2004

serves the parking needs of the Metro Station as well and additional parking demands of the University of Virginia/Virginia Tech.

- City of Falls Church tract (Tax Map 40-3((1))92A) - This 5.34 acre site is leased by the University of Virginia and Virginia Tech, and is the site of a 101,460 square foot education center. The site is appropriate for residential development at 25 dwelling units per acre. It is planned for 130 dwelling units;
- The University of Virginia and Virginia Tech tract (Tax Map 40-3((1))92)- This 2.19-acre site is appropriate for low to medium intensity mixed-use development not to exceed a maximum .50 FAR. It is planned for 43,800 gross square feet of office/retail space.
- The Villages at West Falls Church and The Pavilion developments (Tax Map 40-3((35)) and Tax Map 40-4((42)). This 8.1-acre site is appropriate for residential development not to exceed a maximum of 260 dwelling units. The site contains 252 multifamily dwelling units.

These preceding recommendations represent the maximum development level planned for the respective parcels. The physical distribution of this density should be accomplished under the ten general criteria previously listed for the Transit Development Area as well as the following site-specific conditions:

- Development should be coordinated. At a minimum, the development plan should demonstrate that the new development will not preclude development of other parcels in the land unit in conformance with the Plan;
- Retail uses should be limited to the ground level of the proposed buildings, and may be located along the main pedestrian access route to the Metro Station or elsewhere within the land unit.
- High density residential development in low- to mid-rise structures is appropriate along Haycock Road, as well as between the WMATA property and the George Mason High School site. Residential development in mid-rise multi-family structures and/or four-story single-family attached units is appropriate within the WMATA property; and
- Commercial development should be limited to office, support retail and service uses associated with the planned residential or mixed-use development on the WMATA site. This development should take advantage of the pedestrian and vehicular access through the site. In addition, the planned residential or mixed-use development would also assume the reconfiguration of the WMATA parking area to be part of an integrated development.

Under an option in the Plan, there is an opportunity for 240,000 square feet of institutional use on the City of Falls Church and the University of Virginia and Virginia Tech tracts (Tax Map 40-3((1))92 and 92A). The option would replace approximately 130 dwelling units and 43,800 square feet of office/retail use planned at the maximum level on these parcels.

The first phase of the option for institutional use was constructed in 1996, and consists of a 101,460 square foot education center for the University of Virginia/Virginia Tech. The option for

institutional use may be appropriate for development of an education center, provided that it meets the ten general criteria previously listed for the Transit Development Area as well as the following site specific conditions:

- Parcels 40-3((1))92 and 92A are consolidated.
- The center is developed in phases to ensure transportation impacts are adequately monitored and addressed. Up to 50 percent of the center may be completed in Phase 1. Prior to construction of Phase 2, a traffic analysis shall be performed to determine the impact of such expansion on the operation of the Leesburg Pike/Haycock Road intersection, and the potential need for additional parking. Improvements and/or actions including aggressive Transportation Demand Management Strategies necessary to address any potential deficiencies should be provided in conjunction with any such expansion.
- A shared parking agreement with WMATA is pursued as a way to reduce the amount of on-site parking and promote the efficient use of land.
- Primary site access is provided via the access road to the West Falls Church-VT/UVA Metro Station. A shared driveway with George Mason High School may be appropriate to provide secondary access for the center's delivery and service uses. No direct access should be provided to Haycock Road.
- The eastern portion of the site closest to Haycock Road provides an urban plaza (see Figure 14). This portion of the site is the most visible from nearby residential communities and Leesburg Pike and should provide high-quality design. Buildings should frame a plaza area which is oriented to Haycock Road and functions as a gathering place and visual anchor. Variation in building massing and appropriate architectural treatment should be employed to avoid creating blank walls along Haycock Road and the southeastern portion of the site.
- If buildings are set back a minimum of 55 feet from the Haycock Road right-of-way, a maximum height of 55 feet may be appropriate.
- A secondary focal point is provided in the vicinity of the shared driveway entrance using elements such as landscaping, signage and a pedestrian walkway leading from Haycock Road to the education center and the adjacent George Mason High School in the City of Falls Church.
- A system of walkways at least 6 to 8 feet wide, landscaped and well-lighted at the pedestrian level is incorporated into the design. In addition to providing a walkway along Haycock Road, the pedestrian circulation system should link the campus to George Mason High School and the Metro Station. The walkway linking the Universities Center (education center) with George Mason High School should provide a logical connection that avoids pedestrian/vehicular conflict, and which takes into account the needs of George Mason High School given the presence of students.
- Tree preservation, as recommended by the County Arborist, is provided throughout the site, but especially along the southwestern and northeastern boundaries, and within parcel 92. Every effort

should be made to preserve a specimen Sycamore tree located in the center of the site. Existing vegetation should be supplemented with high quality landscaping.

If it becomes necessary in the future to convert the institutional use to another use planned for the Transit Development Area, any conversion would be subject to the approval of Fairfax County either through a proffered condition amendment or rezoning. The following conditions should be met:

- Except for office use needed to serve the Universities (education center), commercial office use is initiated only after institutional use has ceased.
- A traffic analysis is provided to determine the impact of any conversion on transportation in the area, and the potential need for additional parking. Improvements and/or actions including aggressive Transportation Demand Management Strategies, necessary to address any potential deficiencies identified in the analysis should be provided in conjunction with any commercial office use. Any additional parking should be provided on site. To avoid loss of open space, additional parking should be provided within the existing parking lot areas (e.g. above or below grade parking structures), except that any parking areas located along Haycock Road should not be intensified or expanded.
- No direct access should be provided to Haycock Road.
- Redevelopment or renovation for another use continues to provide a campus environment and respond to the general criteria for the Transit Development Area as well as all applicable site-specific conditions listed for the institutional use option.

Haycock Road South (Portions of Land Unit B)

The area bounded by Haycock Road, the City of Falls Church boundary line, Grove Avenue and Hickory Street contains single-family detached housing and the Gates of Westfall townhouse development. (See Figure 12). Parcels immediately to the west of Grove Avenue are not to be included in the area recommended for redevelopment. (See Figure 13). The portions that are recommended for redevelopment should provide an area of transition between the high intensity development in Land Unit A and the low intensity existing development to the south. This site also offers an important opportunity for pedestrian circulation from the south and serves as a collector along Haycock Road.

This area is planned for 120 dwelling units. It is recommended for redevelopment at a residential density between 16 and 20 dwelling units per acre when the following site-specific criteria are met:

- High densities oriented to Haycock Road should transition to low densities along Hickory Street;
- Units should take advantage of orientations to enhance transitions;

- Pedestrian amenities including well-paved and well-lighted walks which meet light pollution curbs, should be part of the design; and
- A trail system originating in the City of Falls Church should be accommodated in this area. This should include bicycle paths.

Alternatives for Development

For the development levels that are recommended in the Transit Development Area, all of the sites would require rezoning to permit the higher densities and mixture of uses. In the event that an owner does not want to proceed with a rezoning, or wants to develop property without meeting the conditions and criteria in the recommended plan for each property, development could proceed at the base level permitted under the existing zoning, although this would not achieve many of the goals and objectives identified for the West Falls Church Transit Station Area.

It is also possible that a developer would like to develop above the base level but does not want to meet all development conditions and criteria, or does not want to develop at the maximum level defined in the recommended plan. An intermediate level of development has been identified which would require that the following conditions be met:

- All site-specific conditions;
- Criteria #1, #2, #3 and #4 of the general development criteria; and
- One-half of the remaining general development criteria.

If the developer desires the maximum level of development as outlined in the previous text, the following must be satisfied:

- All site-specific conditions; and
- All of the general development criteria.

Base and Intermediate Levels

Land Unit A

- Tax Map 40-3((1))83, 84; 40-4((1))13; and 40-4((2))1 and 2 (WMATA tract) - Base and intermediate level for public facilities.
- Tax Map 40-3((1))92A (City of Falls Church tract) - Base and intermediate level of 0 dwelling units.
- Tax Map 40-3((1))92 (The University of Virginia and Virginia Tech tract)- Base level of 2 dwelling units and intermediate level of 40 dwelling units.

Land Unit B

- Tax Map 40-4((19))(H) 7, 9, 10, 11, 20, 21, 22 and 23 - Base level of 4 dwelling units and intermediate level of 17 dwelling units.

For any proposed development beyond the base level, county staff has the discretion to prioritize criteria for evaluation purposes to allow flexibility in the planning process.

Urban Design Concept

The proposed plan for the West Falls Church Transit Station Area is intended to fulfill community objectives to orient development to Metro without significant negative impacts on the stable residential neighborhoods near the station. The reconciliation between new development and the existing community is a formidable task, as new development should serve to enhance the character, appearance and function of the immediate and larger community. Added to this objective are the goals of orienting development toward the Metro Station and improving access to the station. While the land use recommendations provide a method of addressing these concerns, their successful achievement requires the application of an urban design concept.

The use of urban design within the Transit Development Area ensures that Metro-related development is internally organized to provide important community spaces based upon transit and pedestrian activities. A higher level of urban design also results in positive impacts for the community, since it attracts and encourages redevelopment and revitalization efforts while reinforcing conservation of stable residential areas.

Urban design recommendations for the West Falls Church Transit Station Area are presented as part of the following discussion on building heights, open space and buffers, and pedestrian circulation. These recommendations, along with the land use recommendations, will help achieve the goals and objectives identified for the Transit Station Area.

Building Heights

To reduce the visual impact of new development upon the surrounding community, it is recommended that development should taper in building heights with the tallest buildings and a parking garage adjacent to I-66 on the WMATA property as shown in Figure 13. Other heights on the WMATA property should not exceed 45 and 35 feet (as shown on Figure 13) in order to be compatible with the surrounding residential communities. The 85-foot maximum would permit buildings of approximately 5 to 8 stories and accommodate the planned office and mid-rise multi-family residential buildings on the WMATA property. This height would reinforce the Metro station as the focal point, providing a strong sense of identity for the community without being out-of-scale with surrounding development. It would also make the site highly visible from I-66, Leesburg Pike and the Dulles Airport Access Road and Dulles toll toad (DAAR, Route 267). Outside of this area, heights are recommended to taper from a medium range maximum of 65 feet to accommodate mid-rise multi-family residential buildings and four-story single-family attached units and a low range maximum of 35 feet.

Pedestrian Circulation

Improvements in the pedestrian circulation system are needed throughout the Station Area to facilitate access to the Metro station and new development. Within the Transit Development Area specific attention should be given to a system of pedestrian walkways which not only facilitates access to the station and surrounding development but also serves as a cohesive element to tie parcels and uses together.

It is recommended that a public plaza, or similar public space such as a courtyard be provided beyond the southern tip of the WMATA property. See Figure 14. Such a public space on this site would serve several purposes:

- Organize circulation between the Metro station and buildings constructed on various sites;
- Serve as a focal point for community activities related to new development and the Metro station by the transit user;
- Provide a "front door" for the Metro station and adjacent development that can be easily identified;
- Enhance the overall image of this area and create a special identity for the Metro station area; and
- Provide a strong physical and visual link between the City of Falls Church at Haycock Road and the Metro station.

Open Space and Landscaped Buffers

Figure 14 shows the recommended location of open space and landscaped buffer areas which mitigate the impact of new development and improve the appearance of the community. Landscaped buffers are strips of land that are intensively planted with trees and shrubs (often including berms) and are generally recommended on parcels of limited land area where such parcels abut existing low and medium density residential development.

Recommendations Outside of the Transit Development Area

Balance of the Transit Station Area (Portions of Land Unit B and Land Units C and D)

Portions of Land Unit B adjacent to the Transit Development Area (TDA) and on the same block should be reviewed for potential redevelopment in the future pending changing conditions. This area should generally not exceed a density of 8-12 dwelling units per acre and should serve as a transition between higher densities in the TDA and stable neighborhoods to the east and south. Review of this area should be based upon mitigation of any transportation impacts.

The balance of the Transit Station Area is, for the most part, stable residential communities that are planned at the densities shown on the Comprehensive Plan map. Special efforts should be taken

to provide pedestrian amenities which allow access to the Metro station. Infill development should occur at densities similar to that of adjacent development. Cluster development may be appropriate because of site difficulties.

Transportation

The recommended Transportation Plan includes recommendations for road improvements, public transit improvements and Transportation Demand Management (TDM) programs. Successful implementation of this recommended Transportation Plan requires careful planning efforts to reduce peak hour vehicle trips. These efforts include (but are not limited to):

- Ridesharing programs;
- Bus transit planning and promotion;
- Parking management programs; and
- Non-motorized connections.

Recommended Road Improvements

Planned roadway improvements in the vicinity of the West Falls Church Transit Station Area are shown on Figure 15.

Recommended Public Transit Improvements

The potential exists to expand county-operated bus service to replace or supplement WMATA provided service. Should this be the case, the West Falls Church-VT/UVA Metro Station should be given consideration for county-provided service. As part of the Station's feeder service, consideration should be given to providing shuttle bus service between the Tysons area and the Metro Station. This service would be intended to increase reverse and off-peak ridership. Consideration should also be given to providing a peak period shuttle bus service from the apartments and condominiums at Idylwood Road and Leesburg Pike to the station. This service would be more effective than a pedestrian pathway through the Service and Inspection Yard which was found to be infeasible. The county's current carpool/vanpool matching services, which are provided through the RIDESOURCES program, should be continued.

Implementation and Phasing of Transportation Improvements

The traffic impact of any proposed development in the station vicinity should be carefully analyzed. It is imperative to phase any new land use development with appropriate transportation improvements in order to assure a balanced roadway network.

Pedestrian Circulation Recommendations

For the entire Transit Station Area, a pedestrian circulation system is recommended which provides an interconnected system of walkways linking pedestrians to their destinations. This system proposes new pedestrian routes, improves existing pedestrian facilities, and provides special physical treatments to enhance the pedestrian experience.

A streetscape program should be developed for the segments of Leesburg Pike, Haycock Road and Great Falls Street that lie within the vicinity of the Transit Station Area to meet the functional needs of commuters and make the walk to the Metro station more pleasant. Special treatment along both sides of these streets includes street trees, pedestrian-level lighting, special paving, coordinated graphics and street furniture. Streetscape design should transition into existing and programmed sidewalks rather than requiring their replacement. Developers should be encouraged to provide this streetscape treatment as part of any new development.

Throughout the Transit Station Area and surrounding communities, new sidewalks and sidewalk improvements should be constructed to facilitate access between the Metro station, new development, and existing neighborhoods. For those pathways which can accommodate possible bicycle trails, the decision regarding specific bicycle routes should be made by each community.

Heritage Resources

Plan guidance is located in the McLean Planning District, M-2 Community Planning Sector.

Public Facilities

Plan guidance is located in the McLean Planning District, M-2 Community Planning Sector.

Parks and Recreation

Plan guidance is located in the McLean Planning District, M-2 Community Planning Sector.

Trails and Bicycle Facilities

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Existing Proposed Comprehensive Plan Amendment

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4. Provide design, siting, style, scale, and materials compatible with adjacent development and the surrounding community, and which serves to maintain and/or enhance the stability of existing neighborhoods.
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9. Consolidate vehicular access points to minimize interference with commuter access to the Metro station.
10. Provide stormwater management by the use of Fairfax County's Best Management Practices System.

In addition to these general development criteria, site-specific conditions are identified with the following recommendations for each of the land units and tracts within the Transit Development Area. The following sections of this document describe the recommended maximum development level for the four component sites of the Transit Development Area. In addition, land uses are specified for areas within each site. These recommendations ensure a balanced mixed-use development which is both Metro-oriented and compatible with the surrounding community.

Land Unit A

Land Unit A (Figure 12) is comprised of land parcels which offer the most viable opportunities for mixed-use development. The area includes property owned by WMATA, The University of Virginia and Virginia Tech, and the City of Falls Church, as well as developments known as The Villages at West Falls Church and The Pavilion. Land Unit A, approximately 40 acres in size, is the most accessible property from the station and contains parcels with a strong potential for development fronting on Haycock Road. WMATA's Metro station parking, bus pick-up and drop-off, and kiss-and-ride facilities are located at the northern edge of the land unit away from Haycock Road. The Villages at West Falls Church and The Pavilion developments are located between the WMATA parcels and Haycock Road. The University of Virginia/Virginia Tech parcels to the south, also front Haycock Road.

Opportunities may exist within Land Unit A for a joint development effort between the City of Falls Church, WMATA and private owners. Taken as a whole, 1,110 dwelling units plus 243,800 gross square feet of commercial development are recommended for the land unit. The distribution of this density is noted below:

- WMATA tract – Two development options are appropriate for this 24 acre tract (Tax Map 40-3 ((1)) 83 and 84, Tax Map 40-4 ((1))13 and Tax Map 40-4((2))1 and 2). Under Option 1, the WMATA tract is appropriate for residential development at 30 dwelling units/acre up to a maximum of 720 dwelling units. Under Option 2, the portion of the WMATA tract located closest to the Metrorail station is appropriate for up to 150,000 square feet of office uses, and the remainder of the WMATA tract is appropriate for residential development at 30 dwelling units/acre up to a maximum of 500 dwelling units. Support retail and service uses up to 50,000 square feet are appropriate under Option 1 or Option 2. Development under either option is appropriate to the extent that such development complements rather than competes with the WMATA tract's use as a transit hub and the surrounding road network supports the additional residential development without diminishing access to the station. A parking garage constructed

in 2004 serves the parking needs of the Metro Station as well and additional parking demands of the University of Virginia/Virginia Tech;

- City of Falls Church tract (Tax Map 40-3((1))92A) - This 5.34 acre site is leased by the University of Virginia and Virginia Tech, and is the site of a 101,460 square foot education center. The site is appropriate for residential development at 25 dwelling units per acre. It is planned for 130 dwelling units;
- The University of Virginia and Virginia Tech tract (Tax Map 40-3((1))92)- This 2.19-acre site is appropriate for low to medium intensity mixed-use development not to exceed a maximum .50 FAR. It is planned for 43,800 gross square feet of office/retail space.
- The Villages at West Falls Church and The Pavilion developments (Tax Map 40-3((35)) and Tax Map 40-4((42)). This 8.1-acre site is appropriate for residential development not to exceed a maximum of 260 dwelling units. The site contains 252 multifamily dwelling units.

These preceding recommendations represent the maximum development level planned for the respective parcels. The physical distribution of this density should be accomplished under the ten general criteria previously listed for the Transit Development Area as well as the following site-specific conditions:

- Development should be coordinated. At a minimum, the development plan should demonstrate that the new development will not preclude development of other parcels in the land unit in conformance with the Plan;
- Retail uses should be limited to the ground level of the proposed buildings, and may be located along the main pedestrian access route to the Metro Station; or elsewhere within the land unit.
- High density residential development in low- to mid-rise structures is appropriate along Haycock Road, as well as between the WMATA property and the George Mason High School site. Residential development in mid-rise multi-family structures and/or four-story single-family attached units is appropriate within the WMATA property; and
- Commercial development should be limited to office, support retail and service uses associated with the planned residential or mixed-use development on the WMATA site. This development should take advantage of the pedestrian and vehicular access through the site. In addition, the planned residential or mixed-use development would also assume the reconfiguration of the WMATA parking area to be part of an integrated development.

Under an option in the Plan, there is an opportunity for 240,000 square feet of institutional use on the City of Falls Church and the University of Virginia and Virginia Tech tracts (Tax Map 40-3((1))92 and 92A). The option would replace approximately 130 dwelling units and 43,800 square feet of office/retail use planned at the maximum level on these parcels.

The first phase of the option for institutional use was constructed in 1996, and consists of a 101,460 square foot education center for the University of Virginia/Virginia Tech. The option for

institutional use may be appropriate for development of an education center, provided that it meets the ten general criteria previously listed for the Transit Development Area as well as the following site specific conditions:

- Parcels 40-3((1))92 and 92A are consolidated.
- The center is developed in phases to ensure transportation impacts are adequately monitored and addressed. Up to 50 percent of the center may be completed in Phase 1. Prior to construction of Phase 2, a traffic analysis shall be performed to determine the impact of such expansion on the operation of the Leesburg Pike/Haycock Road intersection, and the potential need for additional parking. Improvements and/or actions including aggressive Transportation Demand Management Strategies necessary to address any potential deficiencies should be provided in conjunction with any such expansion.
- A shared parking agreement with WMATA is pursued as a way to reduce the amount of on-site parking and promote the efficient use of land.
- Primary site access is provided via the access road to the West Falls Church-VT/UVA Metro Station. A shared driveway with George Mason High School may be appropriate to provide secondary access for the center's delivery and service uses. No direct access should be provided to Haycock Road.
- The eastern portion of the site closest to Haycock Road provides an urban plaza (see Figure 14). This portion of the site is the most visible from nearby residential communities and Leesburg Pike and should provide high-quality design. Buildings should frame a plaza area which is oriented to Haycock Road and functions as a gathering place and visual anchor. Variation in building massing and appropriate architectural treatment should be employed to avoid creating blank walls along Haycock Road and the southeastern portion of the site.
- If buildings are set back a minimum of 55 feet from the Haycock Road right-of-way, a maximum height of 55 feet may be appropriate.
- A secondary focal point is provided in the vicinity of the shared driveway entrance using elements such as landscaping, signage and a pedestrian walkway leading from Haycock Road to the education center and the adjacent George Mason High School in the City of Falls Church.
- A system of walkways at least 6 to 8 feet wide, landscaped and well-lighted at the pedestrian level is incorporated into the design. In addition to providing a walkway along Haycock Road, the pedestrian circulation system should link the campus to George Mason High School and the Metro Station. The walkway linking the Universities Center (education center) with George Mason High School should provide a logical connection that avoids pedestrian/vehicular conflict, and which takes into account the needs of George Mason High School given the presence of students.
- Tree preservation, as recommended by the County Arborist, is provided throughout the site, but especially along the southwestern and northeastern boundaries, and within parcel 92. Every effort

should be made to preserve a specimen Sycamore tree located in the center of the site. Existing vegetation should be supplemented with high quality landscaping.

If it becomes necessary in the future to convert the institutional use to another use planned for the Transit Development Area, any conversion would be subject to the approval of Fairfax County either through a proffered condition amendment or rezoning. The following conditions should be met:

- Except for office use needed to serve the Universities (education center), commercial office use is initiated only after institutional use has ceased.
- A traffic analysis is provided to determine the impact of any conversion on transportation in the area, and the potential need for additional parking. Improvements and/or actions including aggressive Transportation Demand Management Strategies, necessary to address any potential deficiencies identified in the analysis should be provided in conjunction with any commercial office use. Any additional parking should be provided on site. To avoid loss of open space, additional parking should be provided within the existing parking lot areas (e.g. above or below grade parking structures), except that any parking areas located along Haycock Road should not be intensified or expanded.
- No direct access should be provided to Haycock Road.
- Redevelopment or renovation for another use continues to provide a campus environment and respond to the general criteria for the Transit Development Area as well as all applicable site-specific conditions listed for the institutional use option.

Haycock Road South (Portions of Land Unit B)

The area bounded by Haycock Road, the City of Falls Church boundary line, Grove Avenue and Hickory Street contains single-family detached housing and the Gates of Westfall townhouse development. (See Figure 12). Parcels immediately to the west of Grove Avenue are not to be included in the area recommended for redevelopment. (See Figure 13). The portions that are recommended for redevelopment should provide an area of transition between the high intensity development in Land Unit A and the low intensity existing development to the south. This site also offers an important opportunity for pedestrian circulation from the south and serves as a collector along Haycock Road.

This area is planned for 120 dwelling units. It is recommended for redevelopment at a residential density between 16 and 20 dwelling units per acre when the following site-specific criteria are met:

- High densities oriented to Haycock Road should transition to low densities along Hickory Street;
- Units should take advantage of orientations to enhance transitions;

- Pedestrian amenities including well-paved and well-lighted walks which meet light pollution curbs, should be part of the design; and
- A trail system originating in the City of Falls Church should be accommodated in this area. This should include bicycle paths.

Alternatives for Development

For the development levels that are recommended in the Transit Development Area, all of the sites would require rezoning to permit the higher densities and mixture of uses. In the event that an owner does not want to proceed with a rezoning, or wants to develop property without meeting the conditions and criteria in the recommended plan for each property, development could proceed at the base level permitted under the existing zoning, although this would not achieve many of the goals and objectives identified for the West Falls Church Transit Station Area.

It is also possible that a developer would like to develop above the base level but does not want to meet all development conditions and criteria, or does not want to develop at the maximum level defined in the recommended plan. An intermediate level of development has been identified which would require that the following conditions be met:

- All site-specific conditions;
- Criteria #1, #2, #3 and #4 of the general development criteria; and
- One-half of the remaining general development criteria.

If the developer desires the maximum level of development as outlined in the previous text, the following must be satisfied:

- All site-specific conditions; and
- All of the general development criteria.

Base and Intermediate Levels

Land Unit A

- Tax Map 40-3((1))83, 84; 40-4((1))13; and 40-4((2))1 and 2 (WMATA tract) - Base and intermediate level for public facilities.
- Tax Map 40-3((1))92A (City of Falls Church tract) - Base and intermediate level of 0 dwelling units.
- Tax Map 40-3((1))92 (The University of Virginia and Virginia Tech tract)- Base level of 2 dwelling units and intermediate level of 40 dwelling units.

Land Unit B

- Tax Map 40-4((19))(H) 7, 9, 10, 11, 20, 21, 22 and 23 - Base level of 4 dwelling units and intermediate level of 17 dwelling units.

For any proposed development beyond the base level, county staff has the discretion to prioritize criteria for evaluation purposes to allow flexibility in the planning process.

Urban Design Concept

The proposed plan for the West Falls Church Transit Station Area is intended to fulfill community objectives to orient development to Metro without significant negative impacts on the stable residential neighborhoods near the station. The reconciliation between new development and the existing community is a formidable task, as new development should serve to enhance the character, appearance and function of the immediate and larger community. Added to this objective are the goals of orienting development toward the Metro Station and improving access to the station. While the land use recommendations provide a method of addressing these concerns, their successful achievement requires the application of an urban design concept.

The use of urban design within the Transit Development Area ensures that Metro-related development is internally organized to provide important community spaces based upon transit and pedestrian activities. A higher level of urban design also results in positive impacts for the community, since it attracts and encourages redevelopment and revitalization efforts while reinforcing conservation of stable residential areas.

Urban design recommendations for the West Falls Church Transit Station Area are presented as part of the following discussion on building heights, open space and buffers, and pedestrian circulation. These recommendations, along with the land use recommendations, will help achieve the goals and objectives identified for the Transit Station Area.

Building Heights

To reduce the visual impact of new development upon the surrounding community, it is recommended that development should taper in building heights with the tallest buildings, and a parking garage, adjacent to I-66 on the WMATA property as shown in Figure 13. Other heights on the WMATA property should not exceed 45 and 35 feet (as shown on Figure 13) in order to be compatible with the surrounding residential communities. The 6585-foot maximum would permit buildings of approximately 5 to 68 stories and accommodate the planned office and mid-rise multi-family residential buildings on the WMATA property. This height would reinforce the Metro station as the focal point, providing a strong sense of identity for the community without being out-of-scale with surrounding development. It would also make the site highly visible from I-66, Leesburg Pike and the Dulles Airport Access Road and Dulles toll toad (DAAR, Route 267). Outside of this area, heights are recommended to taper from a medium range maximum of 5565 feet to accommodate mid-rise multi-family residential buildings and four-story single-family attached units and a low range maximum of 35 feet.

Pedestrian Circulation

Improvements in the pedestrian circulation system are needed throughout the Station Area to facilitate access to the Metro station and new development. Within the Transit Development Area specific attention should be given to a system of pedestrian walkways which not only facilitates access to the station and surrounding development but also serves as a cohesive element to tie parcels and uses together.

It is recommended that a public plaza, or similar public space such as a courtyard be provided beyond the southern tip of the WMATA property. See Figure 14. Such a public space on this site would serve several purposes:

- Organize circulation between the Metro station and buildings constructed on various sites;
- Serve as a focal point for community activities related to new development and the Metro station by the transit user;
- Provide a "front door" for the Metro station and adjacent development that can be easily identified;
- Enhance the overall image of this area and create a special identity for the Metro station area; and
- Provide a strong physical and visual link between the City of Falls Church at Haycock Road and the Metro station.

Open Space and Landscaped Buffers

Figure 14 shows the recommended location of open space and landscaped buffer areas which mitigate the impact of new development and improve the appearance of the community. Landscaped buffers are strips of land that are intensively planted with trees and shrubs (often including berms) and are generally recommended on parcels of limited land area where such parcels abut existing low and medium density residential development.

Recommendations Outside of the Transit Development Area

Balance of the Transit Station Area (Portions of Land Unit B and Land Units C and D)

Portions of Land Unit B adjacent to the Transit Development Area (TDA) and on the same block should be reviewed for potential redevelopment in the future pending changing conditions. This area should generally not exceed a density of 8-12 dwelling units per acre and should serve as a transition between higher densities in the TDA and stable neighborhoods to the east and south. Review of this area should be based upon mitigation of any transportation impacts.

The balance of the Transit Station Area is, for the most part, stable residential communities that are planned at the densities shown on the Comprehensive Plan map. Special efforts should be taken

to provide pedestrian amenities which allow access to the Metro station. Infill development should occur at densities similar to that of adjacent development. Cluster development may be appropriate because of site difficulties.

Transportation

The recommended Transportation Plan includes recommendations for road improvements, public transit improvements and Transportation Demand Management (TDM) programs. Successful implementation of this recommended Transportation Plan requires careful planning efforts to reduce peak hour vehicle trips. These efforts include (but are not limited to):

- Ridesharing programs;
- Bus transit planning and promotion;
- Parking management programs; and
- Non-motorized connections.

Recommended Road Improvements

Planned roadway improvements in the vicinity of the West Falls Church Transit Station Area are shown on Figure 15.

Recommended Public Transit Improvements

The potential exists to expand county-operated bus service to replace or supplement WMATA provided service. Should this be the case, the West Falls Church-VT/UVA Metro Station should be given consideration for county-provided service. As part of the Station's feeder service, consideration should be given to providing shuttle bus service between the Tysons area and the Metro Station. This service would be intended to increase reverse and off-peak ridership. Consideration should also be given to providing a peak period shuttle bus service from the apartments and condominiums at Idylwood Road and Leesburg Pike to the station. This service would be more effective than a pedestrian pathway through the Service and Inspection Yard which was found to be infeasible. The county's current carpool/vanpool matching services, which are provided through the RIDESOURCES program, should be continued.

Implementation and Phasing of Transportation Improvements

The traffic impact of any proposed development in the station vicinity should be carefully analyzed. It is imperative to phase any new land use development with appropriate transportation improvements in order to assure a balanced roadway network.

Pedestrian Circulation Recommendations

For the entire Transit Station Area, a pedestrian circulation system is recommended which provides an interconnected system of walkways linking pedestrians to their destinations. This system proposes new pedestrian routes, improves existing pedestrian facilities, and provides special physical treatments to enhance the pedestrian experience.

A streetscape program should be developed for the segments of Leesburg Pike, Haycock Road and Great Falls Street that lie within the vicinity of the Transit Station Area to meet the functional needs of commuters and make the walk to the Metro station more pleasant. Special treatment along both sides of these streets includes street trees, pedestrian-level lighting, special paving, coordinated graphics and street furniture. Streetscape design should transition into existing and programmed sidewalks rather than requiring their replacement. Developers should be encouraged to provide this streetscape treatment as part of any new development.

Throughout the Transit Station Area and surrounding communities, new sidewalks and sidewalk improvements should be constructed to facilitate access between the Metro station, new development, and existing neighborhoods. For those pathways which can accommodate possible bicycle trails, the decision regarding specific bicycle routes should be made by each community.

Heritage Resources

Plan guidance is located in the McLean Planning District, M-2 Community Planning Sector.

Public Facilities

Plan guidance is located in the McLean Planning District, M-2 Community Planning Sector.

Parks and Recreation

Plan guidance is located in the McLean Planning District, M-2 Community Planning Sector.

Trails and Bicycle Facilities

Plan guidance is located in the McLean Planning District, M-2 Community Planning Sector.

WEST FALLS CHURCH TRANSIT STATION AREA COMPREHENSIVE PLAN AMENDMENT

I. Introduction

The Washington Metropolitan Area Transit Authority ("WMATA") is the owner of property located south of the West Falls Church Metrorail Station, identified on the Fairfax County Tax Map as 40-3 ((1)) 83 and 84, 40-3 ((1)) 13, and 40-4 ((2)) 1 and 2 (the "Property"). The Property is directly south of interstate 66, northwest of The Villages and The Pavilion condominiums, and northeast of the University of Virginia/Virginia Tech Education Center. A Tax Map with the Property outlined in black is attached as Exhibit A.

The Property is located in the West Falls Church Transit Station Area ("TSA") and is currently developed with a Metrorail parking garage, kiss and ride lot, and bus drop-off/pick-up area. On behalf of WMATA, Cooley LLP (the "Nominator") requests approval of a Comprehensive Plan Amendment to provide an office use option and a modest height increase to accommodate the office, mid-rise multi-family residential buildings, and four-story single-family attached units at an overall intensity comparable to that already planned for the Property.

II. Comprehensive Plan Amendment

The Property is within Land Unit A of the West Falls Church TSA portion of the Fairfax County Comprehensive Plan (the "Plan"). For the transit-oriented development option, the Plan currently recommends development of the Property with residential development at 30 dwelling units/acre. Across the approximately 24 acres of the Property, this density would allow up to 720 dwelling units. The Plan suggests retail and service uses may be appropriate, but does not recommend any other non-residential uses for the Property.

A. Option for Office Use

The proposed Comprehensive Plan Amendment would provide an additional option for up to 150,000 square feet of office use on the Property. The recommendations for development within Land Unit A permit predominantly residential development, and the proposal would further the Plan's vision of diversifying the mix of uses in the TSAs and encouraging greater use of Metrorail, all while maintaining development at a scale and intensity consistent with the current Plan recommendations for the Property and compatible with the surrounding residential uses. As the current Plan states, the goal of the TSA is to capitalize on the opportunity to provide transit-focused housing and employment locations. With such a limited amount of non-residential development currently recommended for this area, the proposed office use is a much-needed option to draw the employment uses sought for this TSA.

With this office development option, the proposed Plan language does not seek additional intensity beyond that currently recommended in the Comprehensive Plan. Development under the proposed Plan language would either be the same as the current Plan with residential at 30 dwelling units/acre and up to 720 units, or at an intensity consistent with the current Plan with 150,000 square feet of office use and the remainder of the site at 30 dwelling units/acre and up to

500 units. As such, the overall intensity of the development will remain comparable to the existing Comprehensive Plan recommendation, except with the additional benefit of providing an opportunity for mixed-use development with complementary office and residential uses and a potential support retail component that improves upon the current Plan recommendations in achieving the overall vision for the West Falls Church TSA.

As the Property is to remain under the ownership of WMATA, it is important to note that WMATA policies require its employees to utilize Metrorail and discourage any vehicular use. Office uses typically generate more peak hour traffic than residential uses, however, this specific office building would have the goal of generating a nominal, if not net zero, amount of additional vehicular trips. The current Plan for the TSA mentions the goal of reducing vehicular-dependency multiple times, and the proposed office use would support this objective.

Furthermore, the recommendation that ground-floor retail may be appropriate throughout the Property remains consistent with the current Plan's goal to create a sense of community and encourage pedestrian activity throughout the TSA. By permitting ground floor retail within both the office and multi-family residential buildings, the development can provide areas with pedestrian-activated streets with a stronger transit-oriented design than is otherwise achieved with the currently recommended development.

B. Modest Height Increase

The Comprehensive Plan currently recommends development of the Property up to 65 feet closest to the Metro station and up to 45 feet closest to Haycock Road. The proposed Plan language increases these building heights to better reflect the urban design character envisioned for this TSA. The proposal seeks an increase to 85 feet closest to the Metro station to accommodate an office building and mid-rise multi-family residential buildings of five to eight stories and 65 feet on the portion of the Property closer to Haycock Road to accommodate mid-rise multi-family residential and four-story single-family attached dwelling units. Please see Exhibit B for a depiction of the areas with the requested height increases. These heights would permit the type of mixed-use, urban residential buildings that are ideal for the TSAs and provide a pedestrian-oriented environment close to Metrorail.

As noted above, the proposed Plan language does not seek an increase in development intensity, even with the proposed increases in building heights. These heights will facilitate the desired transit-oriented development, while still respecting the surrounding residential uses and maintaining consistency with the other surrounding non-residential uses.

III. Conclusion

The proposed Comprehensive Plan Amendment would provide a complementary office option for mixed-use development and modestly increase the building heights for the Property in furtherance of the Plan's goals for the TSA by diversifying the mix of uses and supporting transit-oriented development. The Nominator, therefore, respectfully requests the support of the County Staff, the Planning Commission, and approval by the Board of Supervisors.



Legal Disclaimer:

The information contained on this page is NOT to be construed or used as a "legal description". It is not a survey product. Any determination of topography or contours, or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for the design, modification, or construction of improvements to real property or for flood plain determination. While Fairfax County strives to provide the best data possible, it does not provide any guarantee of accuracy or completeness regarding the map information. Any errors or omissions should be reported to the Fairfax County Geographic Information Systems and Mapping Services Branch of the Department of Information Technology.

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Property Map

Produced by Fairfax
County GIS and Mapping
Services 12/5/2017



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GIS and Mapping Services
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Parkway Suite 117
Fairfax, VA 22031-6016
(703) 367-7172

www.fairfaxcounty.gov/maps
email: gis_help@fairfaxcounty.gov

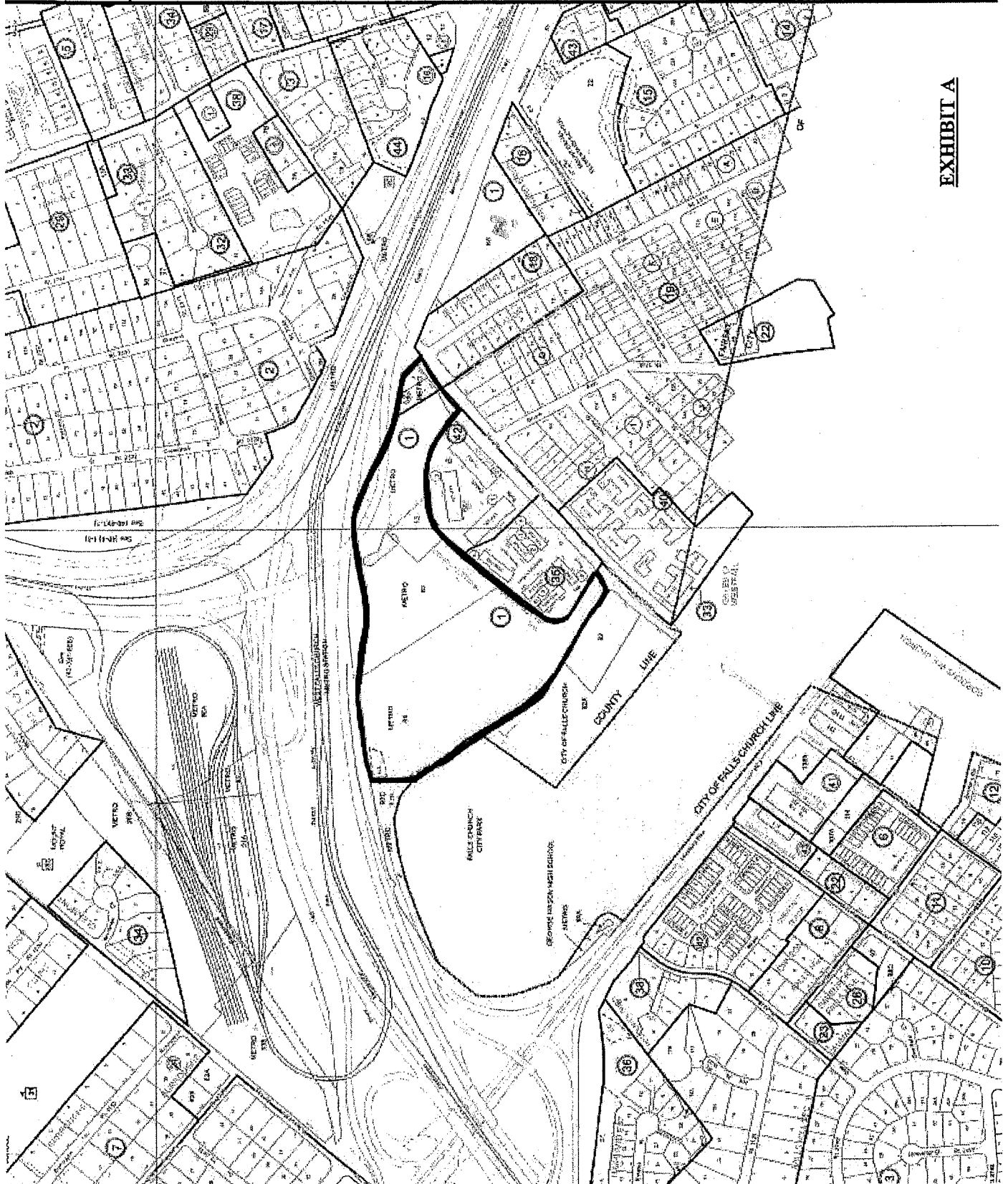
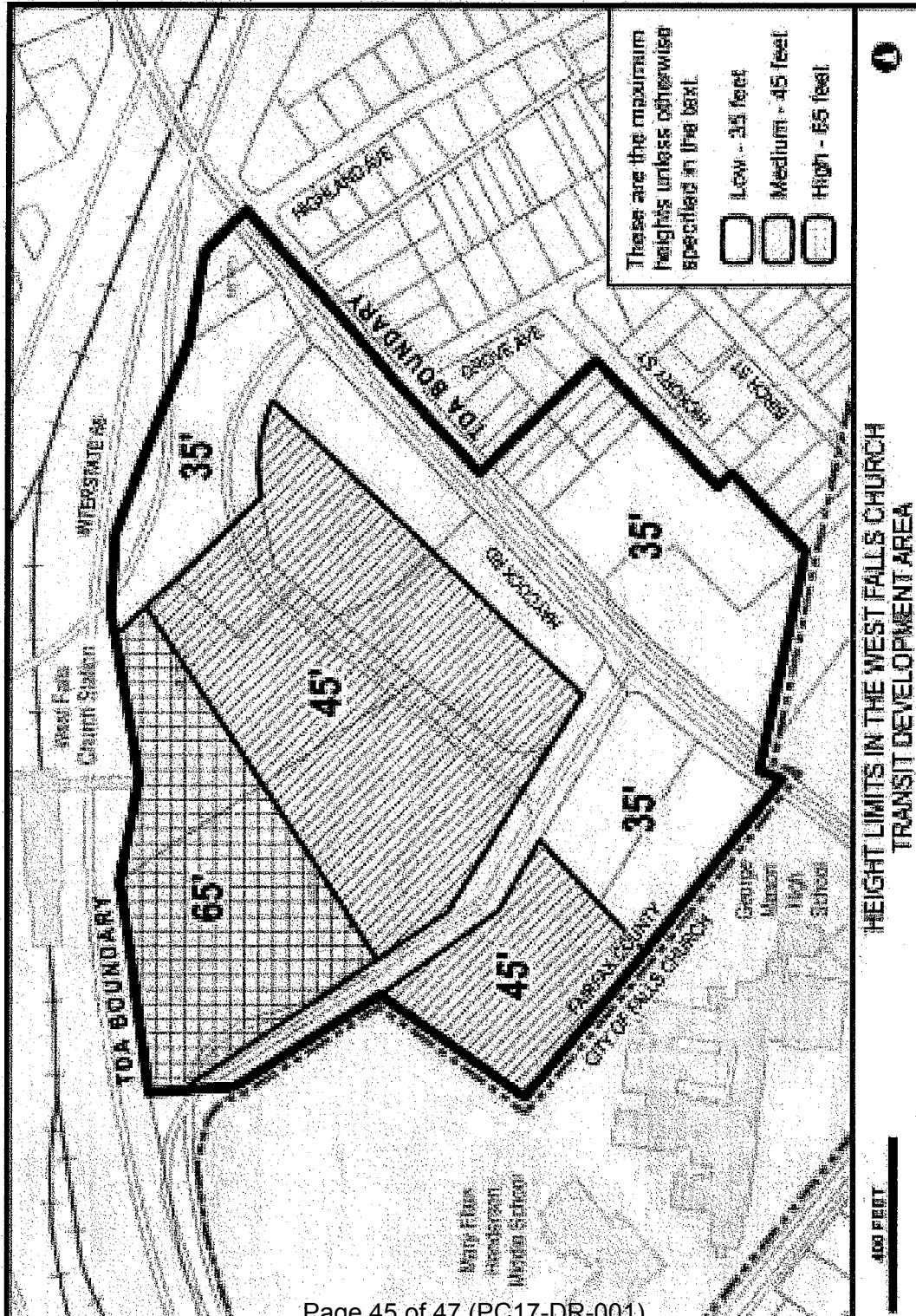
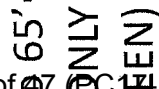


EXHIBIT A

EXHIBIT B **West Falls Church Comprehensive Plan: Current Height Recommendations**





From: Knight, Natalie
Sent: Thursday, March 15, 2018 11:17 AM
To: Suchicital, Bernard S.; Amin, Homaira
Subject: FW: West Falls Church Metro Station SSPA Parcel Tax Map Numbers

From: Winterhalter, Brian [mailto:bwinterhalter@cooley.com]
Sent: Thursday, March 15, 2018 11:13 AM
To: Knight, Natalie <Natalie.Knight@fairfaxcounty.gov>; NMAIbert@wmata.com
Subject: RE: West Falls Church Metro Station SSPA Parcel Tax Map Numbers

Understood, thanks!

From: Knight, Natalie [mailto:Natalie.Knight@fairfaxcounty.gov]
Sent: Thursday, March 15, 2018 10:53 AM
To: NMAIbert@wmata.com; Winterhalter, Brian <bwinterhalter@cooley.com>
Subject: West Falls Church Metro Station SSPA Parcel Tax Map Numbers

Hello,

We noted a correction to be made in one of the tax map numbers provided to us for the nomination parcels. It was 40-3 ((1)) 13 and should be 40-4 ((1)) 13. We are making this correction now.

Thank you,

Natalie

Natalie Knight, Planner
Facilities Planning Branch, Planning Division
Department of Planning and Zoning
12055 Government Center Pkwy, #730
Fairfax, VA 22035
703-324-3109

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PC17-PR-001

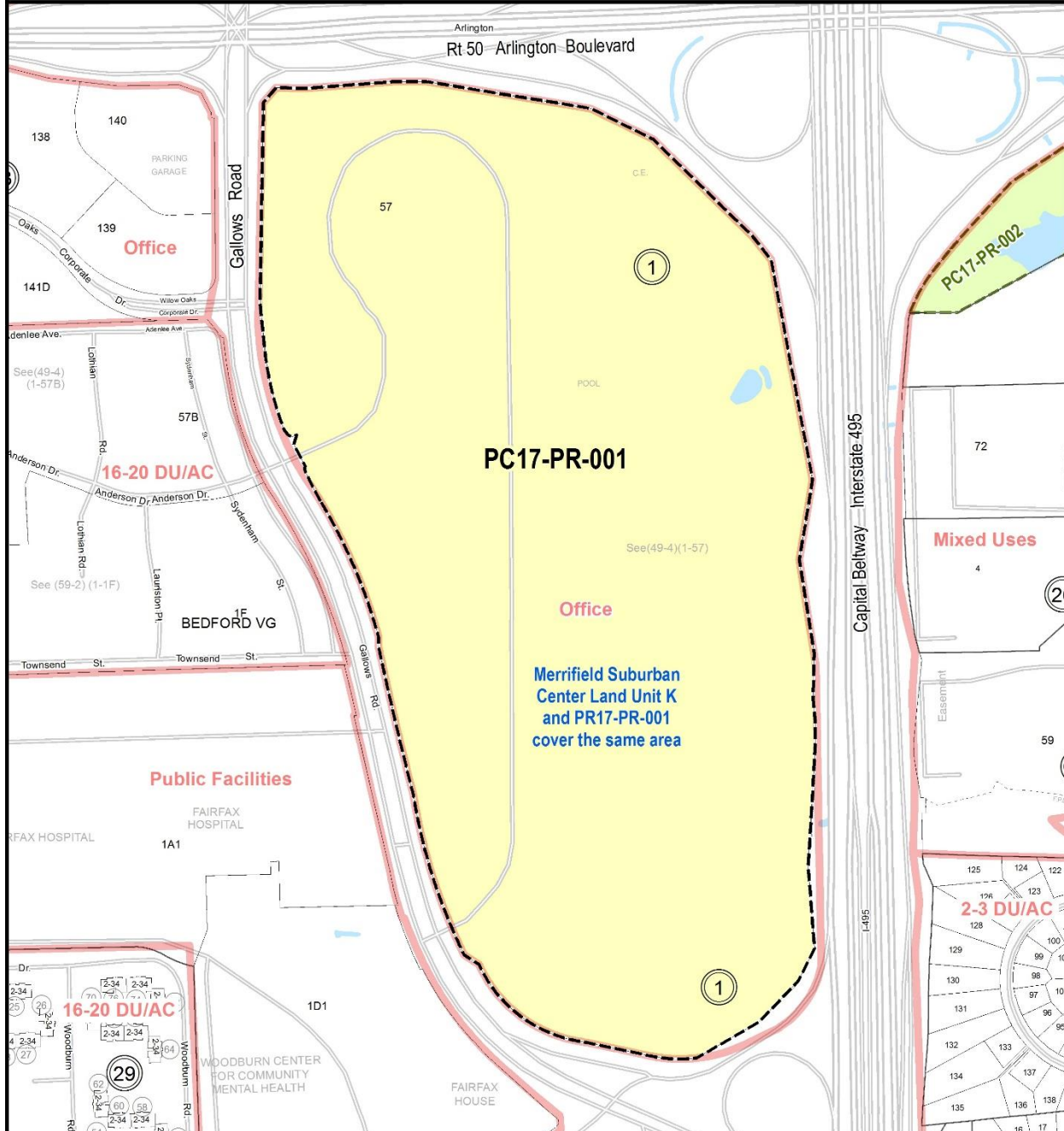
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|----------------------------|---|
| Publication Date: | June 7, 2018 |
| Address/Tax Map Parcel(s): | 3225 Gallows Road/ Tax Map Parcel 49-4 ((1)) 57 |
| Nominator: | Timothy Sampson |
| Supervisor District: | Providence |
| Planning Area: | Area I |
| Planning District: | Jefferson; Merrifield Suburban Center, Land Unit K |
| Acreage: | 116.78 acres |
| Current Plan Map/Text: | Office use, planned for up to an intensity of 0.35 floor area ratio (FAR) |
| Proposed Amendment: | Two options for an office/institution/residential mixed-use development up to and intensity of 1.0 FAR (Option 1) and up to 3.0 FAR (Option 2). |

Considerations:

The subject parcel is located south of Arlington Boulevard (Route 50), west of the Capital Beltway (Interstate-495), and east and north of Gallows Road, and is planned for and developed as an office campus within the Merrifield Suburban Center. The adopted Plan for the suburban center recommends redevelopment to concentrate in two core areas, one at a transit station and the other at a town center connected by a “main street.” The proposed development has the potential to create a third core area located south of Arlington Boulevard with up to five million square feet (SF) of development in Option 1 and 15 million SF of development in Option 2. Option 2 would increase the total planned development potential of the entire suburban center (approximately 30 million SF) by approximately 44% if the maximum is supported. The proposed development may compete with available development potential that is closer to the transit station within the existing core areas and exacerbate concerns with the existing and future roadway and public facilities. At the same time, the demand for office use is changing in the county, and the adopted plan without a redevelopment option may no longer be viable in the long-term. The justification for the nomination also states that the redevelopment would support the transformation of healthcare services for Inova. The geographic size of the subject area also may provide opportunities to address community needs, such as schools and parks. The subject area is located to the south and west of the subject area of SSPA Nomination PC17-PR-002 (Fairview Park), which proposes a redevelopment options up to 3.7 million SF.

Final Staff Recommendation:

PC17-PR-001 is recommended to be scheduled on the 2018 Comprehensive Plan Amendment Work Program as part of an area-wide study of the Merrifield Suburban Center, in tandem with PC17-PR-002 due to the proximity. Staff concurs with the task force recommendation to modify this nomination to review only the proposed 1.0 FAR option, and to consider aspirational Plan text for additional intensities. An existing conditions analysis should be conducted for the suburban center to understand the existing and future land uses adopted in the current Plan, the transportation network, and future human services, parks, and public facilities’ needs, prior to any consideration of the proposed Plan change for the subject area.

PC17-PR-001**INOVA/Exxon-Mobil****KEY****PC17-PR-001****Other 2017 SSPA Nominations****Baseline Plan Value****500 FEET**

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
 MAP LAYERS CURRENT TO DECEMBER 2017

Document Path: G:\projects\ocp\pd\OTPA_GRAPHICS\17_items\2017-18 Site Specific Plan Amendment Process\PC17-PR-001\PC17-PR-001 Baseline Map alt.mxd



PROVIDENCE DISTRICT TASK FORCE
SSPA TASK FORCE RECOMMENDATION
NORTH COUNTY SITE-SPECIFIC PLAN AMENDMENT
COMMUNITY SCREENING

SSPA Item # PC17-PR-001 INOVA/Exxon

Date reviewed by Task Force: Tuesday, April 17, 2018

Nominator(s): Timothy Sampson

SUMMARY TASK FORCE RECOMMENDATION:

Include nomination on the Plan Amendment Work Program as proposed _____

Include a modification of the original nomination on the Plan Amendment Work Program
 (Modification provided below under Explanation/Comments or attached as a separate page to
 this document.) X

Do not include on the Plan Amendment Work Program _____

VOTE TALLY:

In favor: 15
 Opposed: 0
 Abstentions: 0

Task Force member(s) who recused themselves from the vote:

TASK FORCE EXPLANATION/COMMENTS:

Amendment to limit to 1.0 FAR
 The task force recognizes further development
 potential and acknowledges additional development
 we have to be looked at
 at a later date

Task Force Chair: [Signature]

Date: 4/18/18



Task force voted to recommend that PR-002 and PR-001 be studied concurrently programmatically

Task force ~~suggests~~ commented that ~~study~~ programmatic study of PR-002 + PR-001 be considered in tandem with PR-005 as part of broader Merrifield Suburban Center analysis

PC17-PR-001



FAIRFAX COUNTY, VIRGINIA
2017 NORTH COUNTY SITE SPECIFIC PLAN AMENDMENT PROCESS
NOMINATION TO AMEND THE COMPREHENSIVE PLAN

TYPE OR PRINT RESPONSES IN BLACK INK

Incomplete forms will not be accepted for review and will be returned to the nominator. Staff reserves the right to correct errors in street address, tax map number, acreage or current Plan designation and may contact the nominator for clarification before acceptance. Be sure to attach required map and original certified mail receipts as proof of property owner notification.

THIS BOX FOR STAFF USE ONLY

Date Received: _____

Date Accepted: _____

Planning District: _____

Special Area: _____

1. NOMINATOR/AGENT INFORMATIONName: Tim Sampson for Inova HealthCareServices Daytime Phone: 703-618-4135Address: Downs Rachlin Martin PLLC, 199 Main Street, P.O. Box 190, Burlington, VT 05402Nominator E-mail Address: tsampson@drm.com

Signature of Nominator (NOTE: There can be only one nominator per nomination):

Tim Sampson, attorney/agent for Inova Health Care Services

Signature of Owner(s) if applicable: (NOTE: Attach an additional sheet if necessary. Each owner of a nominated parcel must either sign the nomination or be sent a certified letter):

N/A

Anyone signing on behalf of a business entity, must state the relationship to that organization below or on an attached page:

Tim Sampson is attorney and authorized agent of Inova Health Care Services

2. GENERAL INFORMATION

Check appropriate supervisor district:

☐

Dranesville

☐

Hunter Mill

☒

Providence

☐

Sully

Total number of parcels nominated: 1.00Total aggregate size of all nominated parcels (in acres and square feet): 116.78 acres 5,086,937 sq. ft.

Is the nomination a Neighborhood Consolidation Proposal: ☐ Yes ☒ No (See page 22 of the Guide to the SSPA for more information. Nominations for neighborhood consolidation will need to attach a petition bearing the signatures of 75 percent or more of the owners and must at a minimum account for 75 percent of the land area being proposed for replanning.)

IMPORTANT NOTE: No nominations that include residential uses including residential mixed-use proposals will be accepted within the Site-specific Plan Amendment (SSPA) process for areas of the county subject to the 2016 Proffer Bill Legislation.

Are you aware that proposals that generate more than 5,000 vehicle trips per day over the current adopted Comprehensive Plan will trigger additional VDOT review? Visit http://www.vdot.virginia.gov/info/traffic_impact_analysis_regulations.asp for more information. (See pages 14-15 of the Guide to the SSPA for more information.)

☒ Yes ☐ No

3. PROPERTY INFORMATION – Attach either the Property Information Table found at the end of this application form or a separate 8 ½ x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

All subject property owners must be sent written notice of the nomination by certified mail unless their signature(s) appears in part 1 (above).

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.

4. CURRENT AND PROPOSED COMPREHENSIVE PLAN RECOMMENDATION AND ZONING DESIGNATION See Section IV, #4, of the Citizen's Guide for instructions.

a. Current Comprehensive Plan text for nominated property: Use the Plan on the Web (www.fairfaxcounty.gov/dpz/comprehensiveplan) for your citation.

Land Unit K, Merrifield Suburban Center, Area I. Office and accessory uses up to 1.75 million square feet (0.35 FAR). Maximum building height 180 feet. Current recommendations generally reflect existing development and zoning approvals for the site.

b. Current Plan Map (<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/compplanmap.htm>)

Designation: Office

c. Current Zoning Designation (<http://www.fairfaxcounty.gov/myneighborhood/>).

PDC (proffered)

d. Proposed Comprehensive Plan Designation: (NOTE: Your nomination as proposed will be evaluated and subject to the consideration and vote by the task force).

An option for mixed-use/residential, Medical Research, Education, and Clinical Center, up to 5 million SF (1.0 FAR) in Phase I (western portion of site), with option for Phase II expansion up to 15 million SF (3.0 FAR) tied to future transit or technological changes necessary to mitigate impacts.

e. Describe what development under the new Plan would look like. (What uses? Type of buildings? Building heights? Surface or structured parking? Typical unit size?

Mixed-use/residential option including establishments for scientific research, educational facilities, medical care facilities, offices, institutional uses, public uses, residential, hotel, and retail. Mostly high-rise construction anticipated. Building heights generally range from 6-14 stories with one iconic tower at 22 stories in Phase I. Parking in combination of structure (above and below grade) and surface lots.

f. RESIDENTIAL PROPOSALS: Select the appropriate density range proposed and complete the Residential Unit Type table.

| Residential Land Use Categories | | Residential Unit Types | | | |
|---|-----------------|------------------------------------|-----------------|---------------------|-------------------|
| Categories expressed in dwelling units per acre (du/ac) | Number of Units | Unit Type | Number of Units | Unit Size (sq. ft.) | Total Square Feet |
| .1 - .2 du/ac (5-10 acre lots) | | Single Family Detached | 0 | = | = |
| .2 - .5 du/ac (2-5 acre lots) | | Townhouse | 0 | = | = |
| .5 - 1 du/ac (1 - 2 acre lots) | | Low-Rise Multifamily (1-4 stories) | 0 | - | - |
| 1 - 2 du/ac | | Mid-Rise Multifamily (5-8 stories) | 0 | = | = |
| 2 - 3 du/ac | | High-Rise Multifamily (9+ stories) | 1,550 | 775 av. | 1.2M |
| 3 - 4 du/ac | | TOTAL: | | | |
| 4 - 5 du/ac | | | | | |
| 5 - 8 du/ac | | | | | |
| 8 - 12 du/ac | | | | | |
| 12 - 16 du/ac | | | | | |
| 16 - 20 du/ac | | | | | |
| 20 + du/ac** | | | | | |

**** If you are proposing residential densities above 20 du/ac, you must specify a range such as 20-30 du/ac or 30 -40 du/ac.**

g. NON-RESIDENTIAL or MIXED-USE PROPOSALS: Check the proposed use(s):

☒ Office
 ☒ Retail
 ☒ Institutional
 ☐ Private Recreation/
 ☐ Industrial
 ☒ Residential

Open Space
(specify uses in table)

Total Floor Area Ratio (FAR) Proposed: 1.0/Option 3.0 Total Gross Square Feet: 5m / Option 15m

| Categories | Percent of Total FAR | Square Feet |
|--|----------------------|------------------|
| Office | 57% | 2,850,000 |
| Retail | 2% | 100,000 |
| Institutional | 17% | 850,000 |
| Private Recreation/Open Space | - | |
| Industrial | - | |
| Residential* | 24% | 1,200,000 |
| TOTAL | 100% | 5,000,000 |
| <i>*If residential is a component, please provide the approximate number and size of each type of dwelling unit proposed in the chart above based on the approximate square footage.</i> | | |

5. MAP OF SUBJECT PROPERTY

Attach a Property Map (property maps may be accessed using the online Digital Map Viewer application at <https://www.fairfaxcounty.gov/gisapps/DMV/Default.aspx>) clearly outlining in black ink the property of the proposed Plan amendment. The map must be no larger than 8 1/2 x 11 inches and clearly legible. Maps in color will not be accepted.

6. JUSTIFICATION

Check the appropriate box and attach a written justification that explains why your nomination should be considered, based on the guidelines below (two-page limit).

- ☒ Addresses an emerging community concern(s);
- ☐ Better implements the Concept for Future Development, and is not contrary to long-standing policies established in the Concept for Future Development;
- ☒ Advances major policy objectives:
 - o Environmental protection,
 - o Revitalization of designated areas,
 - o Economic development,
 - o Preserving open space,
 - o Affordable housing, or
 - o Balancing transportation infrastructure and public facilities with growth and development.
- ☒ Responds to actions by others, such as Federal, State, or adjacent jurisdictions;
- ☐ Reflects implementation of Comprehensive Plan guidance;
- ☐ Responds to or incorporates research derived from technical planning or transportation studies.

All completed nomination forms must be submitted between 8:00 a.m. on September 5, 2017 and 4:30 p.m. December 5, 2017 to:

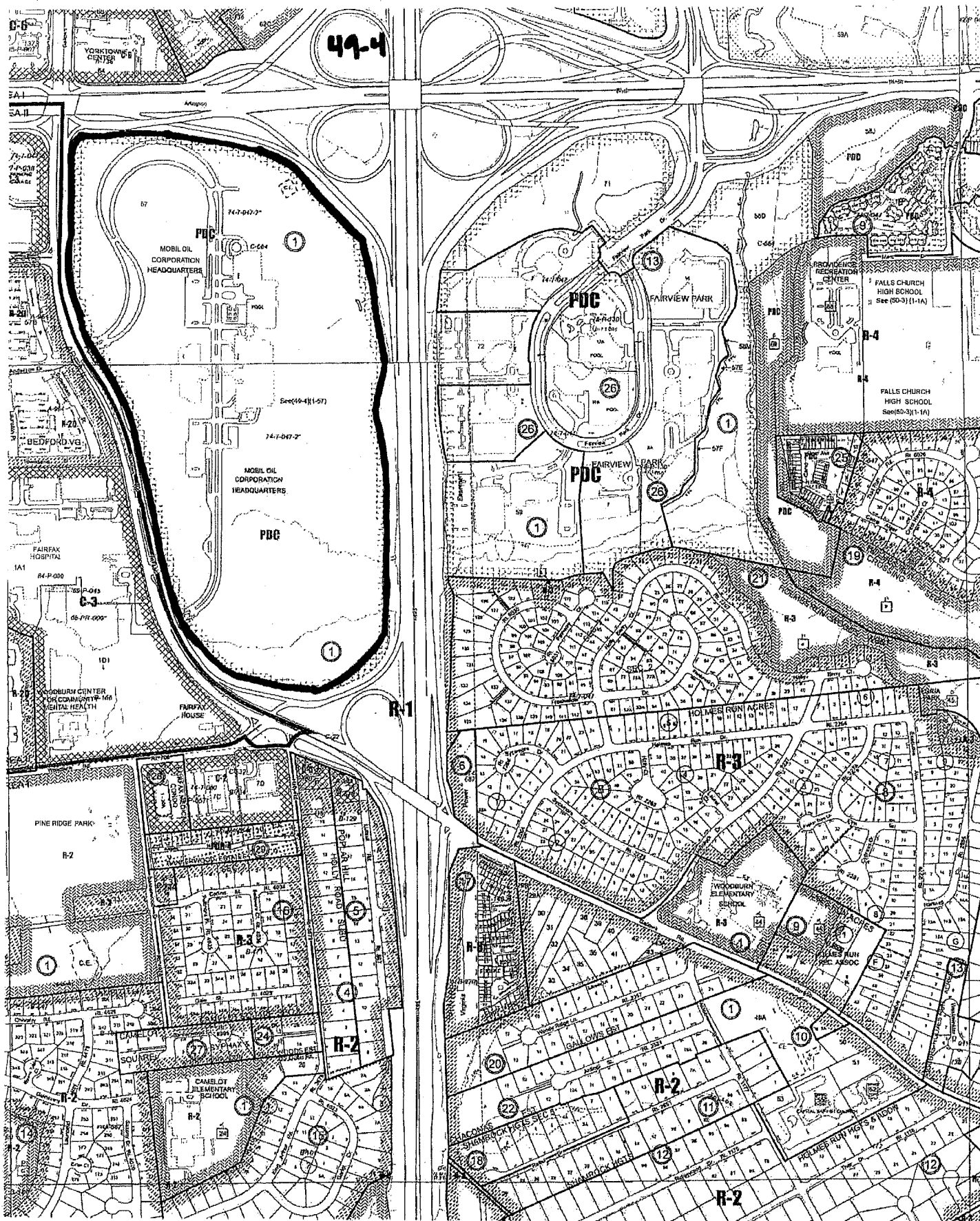
Fairfax County Planning Commission Office
<http://www.fairfaxcounty.gov/planning/>
 Government Center Building, Suite 330
 12000 Government Center Parkway
 Fairfax, Virginia 22035-5505

PROPERTY INFORMATION TABLE

All subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part 1 of this application. If you are required to notify more than one property owner, you must provide all the information requested below.

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail recipient(s) and copies of each notification letter and map will not be accepted.

| Tax Map Number | Name of Property Owner | Street Address of Parcel | Mailing Address of Owner | Parcel size in acres | Signature of owner or Certified Receipt Number |
|----------------|--|--|--|----------------------|--|
| 49-4 ((1)) 57 | ExxonMobil Foundation (fee owner, landlord under ground lease of +30 years) | 3225 GALLOWS RD FAIRFAX VA 22037-4872 | PO BOX 64106 SPRING TX 77387 (per Fairfax County Tax Records) | 116.78 | 7190 908911 1720 6527 |
| | | | | | |
| | | | | | |
| | | | | | |
| 49-4 ((1)) 57 | Inova Health Care Services (tenant under ground lease of +30 years) | 3225 GALLOWS RD FAIRFAX VA 22037-4872 | Inova Health Care Services Attn: John Gaul 8110 Gatehouse Road | 116.78 | 7190 908911 1720 6527 |
| | | | Suite 200 East Falls Church, VA 22042 | | |
| | | | | | |
| | | | | | |



59-2

Statement of Justification
Tax Map Parcel 49-4 (1) 57; 3225 Gallows Road (the "Property")

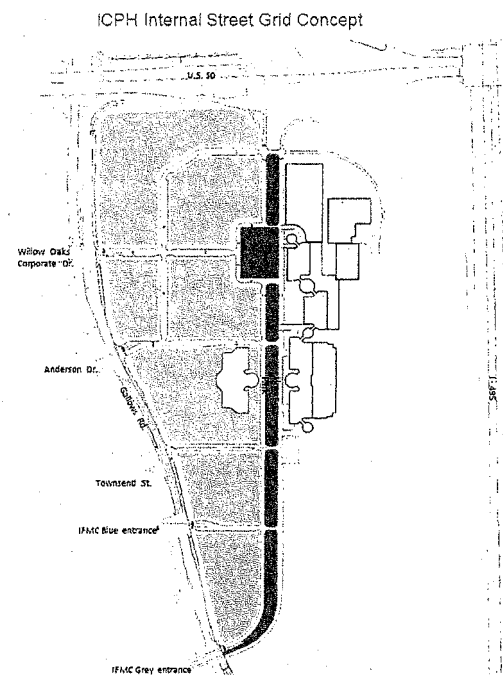
This nomination furthers the work of Inova Health Care Services ("Inova") to establish a health and wellness destination, where public and private investments in discovery will improve the health and quality of life for all Fairfax County residents and attract new economic development benefitting the County and the Commonwealth. The Inova Center for Personalized Health ("ICPH"), as the project is currently known, is located across Gallows Road from the Inova Fairfax Medical Campus ("IFMC") and is a collaborative effort among Inova, the Commonwealth, Fairfax County, Virginia's leading research universities, and other partners.

Thanks to those partnerships, Inova is helping drive the transformation of healthcare from a reactive to a predictive model, using technological innovation, pioneering research, and sophisticated data management to personalize prevention and treatment for every patient. The people who work and live at ICPH will complement existing uses in the immediate Merrifield community, incubate new ideas, and catalyze economic development for Fairfax County and beyond.

ICPH is envisioned to include establishments for scientific research, educational facilities, medical care facilities, offices, institutional uses, public uses, residential (including workforce housing, student housing, senior housing, and market housing), hotel, and retail uses.¹ Inova proposes the conceptual internal grid of streets shown here to accommodate the early phases of the project.

This nomination is justified in multiple respects. Most substantially, it advances Fairfax County's major policy objective for economic development. This is manifest in the County's Economic Success Strategic Plan wherein initial activity at ICPH is prominently featured.² The nomination also addresses the County's major policy objective with respect to mixed-income housing, and development will be phased in support of the County's major policy objective to balance transportation infrastructure. In addition, the nomination both "addresses an emerging community concern" and "responds to actions by others" through Inova's efforts to transform healthcare, which by some measure represents one-sixth (and growing) of the national economy.

This nomination also fits within the past, present, and future planning context for Merrifield. Historically, the Fairfax County Comprehensive Plan ("Plan") recommended several mixed use development options for the Property in recognition of (i) the Property's relationship to IFMC, and (ii) the Property's importance as one of three key areas, together with the Metro TSA and the Town Center, in the Merrifield Suburban



¹ With respect to the boxes on the nomination form "office" includes office, research, and hotel uses; "institutional" includes clinical and educational uses; and "residential" includes a blend of all types of residential uses.

² The Board of Supervisors' Strategic Plan to Facilitate the Economic Success of Fairfax County Fall 2016 Update.

Center.³ While the Plan had anticipated that mixed use development would occur on the Property over an “indefinite period of time”, the Plan contained a reference to (though not a distinct option for) a single, campus-like employment center. That concept was realized in Mobil Oil Company’s development of the Property in the 1970s and 1980s. Mixed-use, healthcare-related development would have to wait.

The Merrifield Suburban Center underwent a revision in 2003 focused substantially on catalyzing redevelopment at the Metro station and creating the long-anticipated Town Center. The Plan, and related efforts, had highly laudable goals for both areas and eventually led to redevelopment worthy of the substantial public investment in rail infrastructure and a very high quality Town Center. Meanwhile, the status quo remained on the Property, with little impetus from the County or Mobil to revisit planning options.

It is now 2017, forty years after Mobil settled on the Property and nearly fifteen years since the 2003 Merrifield Plan Amendments. The Plan’s vision for the Metro Station and Town Center is being realized, and longer range County planning for Merrifield includes potential future light rail down the Gallows Road corridor. This nomination refocuses on the original third key area of Merrifield with an eye toward its future.

Much has changed to justify re-planning the Property:

- ExxonMobil announced in 2012 that it would be moving to Houston, Texas, and has now left.
- Inova Health Care Services now leases the Property.
- IFMC is no longer just a community hospital; it is now a world class medical center.
- With the mapping of the human genome, technology is expanding (exponentially) the reach and understanding of medical science.
- Inova is helping drive the effort to re-invent healthcare, and ICPH will further advance that innovation.
- Fairfax County has transformed from a suburban “bedroom community” to a far more urban environment, supporting employment, housing and commercial activity for a population of greater than one million people.
- Planning in Merrifield has evolved. Planned densities near the Property range from 0.7 to 1.0 FAR.

To fulfill ICPH’s potential, this nomination proposes development up to 5,000,000 square feet (1.0 FAR) in an initial Phase I on the western portion of the Property. Recognizing the long-term (+20 year) potential for ICPH will be even greater, the nomination includes an option for a future Phase II up to 15,000,000 square feet (3.0 FAR) tied to the availability of future transit or technological changes necessary to mitigate impacts. Buildings heights would range from 6 to 14 stories with one iconic tower up to 22 stories in Phase I.

This nomination presents a truly transformative opportunity to connect all of the above in a land use context that is consistent with (i) the Property’s past planning recommendations, recalling an ancillary mix of uses to support itself and IFMC, (ii) present planning recommendations for planned intensity surrounding the site, and (iii) the future planning vision for Merrifield, becoming an even greater hub of activity in Fairfax County. Time is of the essence for Inova to catalyze this initiative and secure the many commitments it needs to make the vision of ICPH a reality. Inova looks forward to continued collaboration with its partners to create a nationally-recognized destination dedicated to promoting the health, wellness, and vibrancy of the entire community.

³ *Fairfax County Comprehensive Plan*, 1984 Edition —Area 1 (page 138)



PC17-PR-002

| | |
|----------------------------|---|
| Publication Date: | June 7, 2018 |
| Address/Tax Map Parcel(s): | 2900 and 2941 Fairview Park Drive/ Tax Map Parcels 49-4 ((1)) 71, 73, 73A1, 73A2, 74A, and 74B |
| Nominator: | Elizabeth D. Baker |
| Supervisor District: | Providence |
| Planning Area: | Area I |
| Planning District: | Jefferson; Merrifield Suburban Center, portions of Sub-Units I1 and I2 and Land Unit J |
| Acreage: | 86.5 acres |
| Current Plan Map/Text: | Sub-unit I1: Office/Office and retail uses; Sub-unit I2: Office, Public Park/ Residential use at 8-12 dwelling units per acre (du/ac) Land Unit J: Mixed-use/ mixed-use with option for 250 residential units |
| Proposed Amendment: | Mixed-use with an intensity range of 0.80 floor area ratio (FAR) to 1.0 FAR, which would include office, hotel, residential, retail, and other uses |

Considerations:

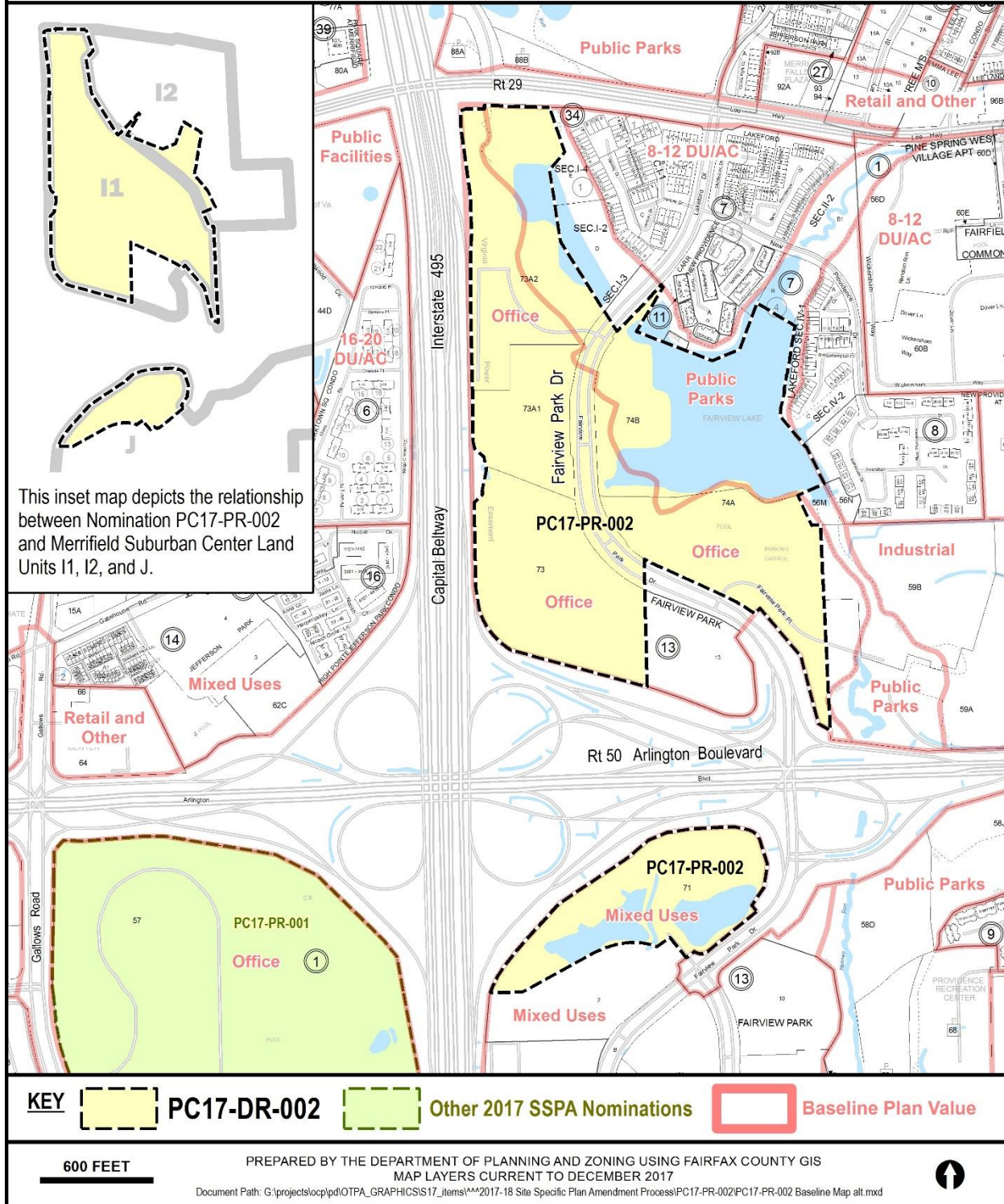
The subject area is located within the Merrifield Suburban Center, east of the Capital Beltway (Interstate-495), primarily between Lee Highway (Route 29) and Arlington Boulevard (Route 50) in Sub-units I1 and I2. This area is planned for and developed with office and accessory retail uses and Public Park. The remaining portion of the subject area, Parcel 71 is located Land Unit J, southeast of the intersection of Arlington Boulevard and the Capital Beltway. Undeveloped land, such as subject Parcel 71 is, is envisioned to develop with office uses. In general, the western portion of Land Unit J (including Parcel 71) is planned for an employment center with a mix of office, hotel, and support retail uses with an option for up to 250 residential units. The adopted Plan for the suburban center provides guidance for a high-quality office park east of the Capital Beltway. The proposed Plan amendment would substantially increase the planned development potential on the subject area [up to a total of 3.7 million square feet (SF)] with an additional mixture of land uses. This redevelopment may compete with available development potential that is closer to the transit station within the existing core areas and may exacerbate concerns with the existing and future roadway and public facilities. At the same time, the demand for office use is changing in the county, and the nomination proposes redevelopment to sustain and reinvigorate the office park. The geographic size of the subject area also may provide opportunities for community needs, such as schools and parks. The subject area is located to the north and east of the subject area of SSPA Nomination PC17-PR-001 (INOVA/Exxon Mobil), which proposes redevelopment plans for up to five and 15 million SF.

Final Staff Recommendation:

PC17-PR-002 is recommended to be scheduled on the 2018 Comprehensive Plan Amendment Work Program as part of an area-wide study of the Merrifield Suburban Center, in tandem with PC17-PR-001 due to the proximity. An existing conditions analysis should be conducted for the suburban center to understand current and future land uses adopted in the current Plan, the transportation network, and future human services, parks, and public facilities' needs, prior to any consideration of the proposed Plan change for the subject area.

PC17-PR-002

Fairview Park



PROVIDENCE DISTRICT TASK FORCE
SSPA TASK FORCE RECOMMENDATION
NORTH COUNTY SITE-SPECIFIC PLAN AMENDMENT
COMMUNITY SCREENING

SSPA Item # PC17-PR-002 Fairview Park

Date reviewed by Task Force: Tuesday, April ¹⁷~~10~~, 2018

Nominator(s): Elizabeth Baker

SUMMARY TASK FORCE RECOMMENDATION:

Include nomination on the Plan Amendment Work Program as proposed X

Include a modification of the original nomination on the Plan Amendment Work Program
 (Modification provided below under Explanation/Comments or attached as a separate page to
 this document.) _____

Do not include on the Plan Amendment Work Program _____

VOTE TALLY:

In favor: 13
 Opposed: 1
 Abstentions: 2

Task Force member(s) who recused themselves from the vote:

TASK FORCE EXPLANATION/COMMENTS:

Task Force voted to recommend that
 PR-002 and PR-001 be studied concurrently
 programmatically ~~in an area~~ and as a component
 of a Merrifield-wide
 study to include

Task Force Chair: [Signature]

Date: 4/17/18



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FAIRFAX COUNTY, VIRGINIA
2017 NORTH COUNTY SITE SPECIFIC PLAN AMENDMENT PROCESS
NOMINATION TO AMEND THE COMPREHENSIVE PLAN

PC17-PR-002

DEC 9 4 2017

TYPE OR PRINT RESPONSES IN BLACK INK

Incomplete forms will not be accepted for review and will be returned to the nominator. Staff reserves the right to correct errors in street address, tax map number, acreage or current Plan designation and may contact the nominator for clarification before acceptance. Be sure to attach required map and original certified mail receipts as proof of property owner notification.

THIS BOX FOR STAFF USE ONLY

Date Received: _____

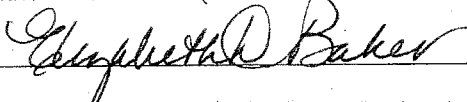
Date Accepted: _____

Planning District: _____

Special Area: _____

1. NOMINATOR/AGENT INFORMATIONName: Elizabeth D. Baker, agent Daytime Phone: 703-528-4700Address: c/o Walsh, Colucci, Lubeley & Walsh, P.C., 2200 Clarendon Boulevard, Suite 1300Arlington, VA 22201Nominator E-mail Address: ebaker@thelandlawyers.com

Signature of Nominator (NOTE: There can be only one nominator per nomination):



Signature of Owner(s) if applicable: (NOTE: Attach an additional sheet if necessary. Each owner of a nominated parcel must either sign the nomination or be sent a certified letter):

See attached certified letters.

Anyone signing on behalf of a business entity, must state the relationship to that organization below or on an attached page:

2. GENERAL INFORMATION

Check appropriate
supervisor district:

☐

Dranesville

☐

Hunter Mill

☒

Providence

☐

Sully

Total number of parcels nominated: 6.00Total aggregate size of all nominated parcels (in acres and square feet): 86.5 acres _____ sq. ft.

Is the nomination a Neighborhood Consolidation Proposal: ☐ Yes ☒ No (See page 22 of the Guide to the SSPA for more information. Nominations for neighborhood consolidation will need to attach a petition bearing the signatures of 75 percent or more of the owners and must at a minimum account for 75 percent of the land area being proposed for replanning.)

IMPORTANT NOTE: No nominations that include residential uses including residential mixed-use proposals will be accepted within the Site-specific Plan Amendment (SSPA) process for areas of the county subject to the 2016 Proffer Bill Legislation.

Are you aware that proposals that generate more than 5,000 vehicle trips per day over the current adopted Comprehensive Plan will trigger additional VDOT review? Visit http://www.vdot.virginia.gov/info/traffic_impact_analysis_regulations.asp for more information. (See pages 14-15 of the Guide to the SSPA for more information.)

☒ Yes ☐ No

3. PROPERTY INFORMATION – Attach either the Property Information Table found at the end of this application form or a separate 8 ½ x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

All subject property owners must be sent written notice of the nomination by certified mail unless their signature(s) appears in part 1 (above).

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.

4. CURRENT AND PROPOSED COMPREHENSIVE PLAN RECOMMENDATION AND ZONING DESIGNATION See Section IV, #4, of the Citizen's Guide for instructions.

a. Current Comprehensive Plan text for nominated property: Use the Plan on the Web (www.fairfaxcounty.gov/dpz/comprehensiveplan) for your citation.

Land Unit I1 of the Merrifield Suburban Center (Northern Portion)
Land Unit J1 of the Merrifield Suburban Center (Southern Portion)
See attached pages from the Comprehensive Plan, with relevant text highlighted.

b. Current Plan Map (<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/compplanmap.htm>)

Designation: Office/Public Park (Northern portion)/Mixed Use (Southern portion)

c. Current Zoning Designation (<http://www.fairfaxcounty.gov/myneighborhood/>).

PDC - Planned Development Commercial District

d. Proposed Comprehensive Plan Designation: (NOTE: Your nomination as proposed will be evaluated and subject to the consideration and vote by the task force).

Mixed-use with an overall FAR in the range of 0.80 to 1.0.

e. Describe what development under the new Plan would look like. (What uses? Type of buildings? Building heights? Surface or structured parking? Typical unit size?

The development could take various forms over the combined 86.5 acres. Care will be taken to foster development within the existing naturalized environmental setting. Uses would include office, multi-family residential, hotel, retail and/or institutional/civic uses. Building heights would range from low rise to high rise (250-300 feet). The majority of parking would be in [continued on attached]

f. RESIDENTIAL PROPOSALS: Select the appropriate density range proposed and complete the Residential Unit Type table.

| Residential Land Use Categories | | Residential Unit Types | | | |
|---|-----------------|------------------------------------|-----------------|---------------------|-------------------|
| Categories expressed in dwelling units per acre (du/ac) | Number of Units | Unit Type | Number of Units | Unit Size (sq. ft.) | Total Square Feet |
| .1 - .2 du/ac (5-10 acre lots) | | Single Family Detached | | | |
| .2 - .5 du/ac (2-5 acre lots) | | Townhouse | | | |
| .5 - 1 du/ac (1 - 2 acre lots) | | Low-Rise Multifamily (1-4 stories) | | | |
| 1 - 2 du/ac | | Mid-Rise Multifamily (5-8 stories) | * | * | * |
| 2 - 3 du/ac | | High-Rise Multifamily (9+ stories) | * | * | * |
| 3 - 4 du/ac | | TOTAL: | * | | * |
| 4 - 5 du/ac | | | | | |
| 5 - 8 du/ac | | | | | |
| 8 - 12 du/ac | | | | | |
| 12 - 16 du/ac | | | | | |
| 16 - 20 du/ac | | | | | |
| 20 + du/ac** | | | | | |

** If you are proposing residential densities above 20 du/ac, you must specify a range such as 20-30 du/ac or 30 -40 du/ac.

*See Attachment

g. NON-RESIDENTIAL or MIXED-USE PROPOSALS: Check the proposed use(s):

☒ Office
 ☒ Retail
 ☒ Institutional
 ☐ Private Recreation/
 ☐ Industrial
 ☒ Residential
☒ Hotel
 Open Space (specify uses in table)

Total Floor Area Ratio (FAR) Proposed: .80 - 1.0 Total Gross Square Feet: ≈ 3,000,000 -
 3,770,000

| Categories | Percent of Total FAR | Square Feet |
|-------------------------------|----------------------|-------------------------------|
| Office /Hotel | ≈ 40 - 50% | ~1,200,000 - 1,885,000 |
| Retail | ≈ 3% | ~90,000 - 113,100 |
| Institutional /Civic/Event | ≈ 2% | ~60,000 - 75,400 |
| Private Recreation/Open Space | | |
| Industrial | | |
| Residential* | ≈ 35 - 45% | ~1,050,000 - 1,696,500 |
| TOTAL | 100% | ~3,000,000 - 3,770,000 |

**If residential is a component, please provide the approximate number and size of each type of dwelling unit proposed in the chart above based on the approximate square footage.*

5. MAP OF SUBJECT PROPERTY

Attach a Property Map (property maps may be accessed using the online Digital Map Viewer application at <https://www.fairfaxcounty.gov/gisapps/DMV/Default.aspx>) clearly outlining in black ink the property of the proposed Plan amendment. The map must be no larger than 8 1/2 x 11 inches and clearly legible. Maps in color will not be accepted.

6. JUSTIFICATION

Check the appropriate box and attach a written justification that explains why your nomination should be considered, based on the guidelines below (two-page limit).

- ☒ Addresses an emerging community concern(s);
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 - Economic development,
 - Preserving open space,
 - Affordable housing, or
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<http://www.fairfaxcounty.gov/planning/>
 Government Center Building, Suite 330
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IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail recipient(s) and copies of each notification letter and map will not be accepted.

| Tax Map Number | Name of Property Owner | Street Address of Parcel | Mailing Address of Owner | Parcel size in acres | Signature of owner or Certified Receipt Number |
|-----------------|---------------------------------------|--------------------------|---|----------------------|--|
| 49-4 ((1)) 71 | Fairview Property Investments, L.L.C. | N/A | 2941 Fairview Park Drive, #105 Falls Church, VA 22042 | 13.7 | 7015 0640 0003 6204 0761 |
| 49-4 ((1)) 73 | Fairview Property Investments, L.L.C. | N/A | 2941 Fairview Park Drive, #105 Falls Church, VA 22042 | 15.4 | 7015 0640 0003 6204 0761 |
| 49-4 ((1)) 73A1 | 2920 Fairview, L.L.C. | N/A | 2941 Fairview Park Drive, #105 Falls Church, VA 22042 | 7.4 | 7015 0640 0003 6204 0778 |
| 49-4 ((1)) 74A | 2941 Fairview Park Drive, LLC | 2941 Fairview Park Drive | 2941 Fairview Park Drive, #105 Falls Church, VA 22042 | 13.8 | 7015 0640 0003 6204 0785 |
| 49-4 ((1)) 74B | Fairview Property Investments, L.L.C. | N/A | 2941 Fairview Park Drive, #105 Falls Church, VA 22042 | 20.2 | 7015 0640 0003 6204 0761 |
| 49-4 ((1)) 73A2 | 2920 Fairview, L.L.C. | 2900 Fairview Park Drive | 2941 Fairview Park Drive, #105 Falls Church, VA 22042 | 16 | 7015 0640 0003 6204 0778 |
| | | | | | |
| | | | | | |

Nomination Form Attachment

e. [continued] structures; the exception being surface parking within the existing Dominion Power easement adjacent to the Capital Beltway. See attached graphics that provide preliminary concepts as to how the development might be organized.

f. Residential Unit Types

| Residential Unit Types | | | |
|------------------------------------|-----------------|------------------------|----------------------|
| Unit Type | Number of Units | Unit Size (sq. ft.) | Total Square Feet |
| Mid-Rise Multifamily (5-8 stories) | ~500-800 | ~1,000 | ~500,000-800,000 |
| High-Rise Multifamily (9+ stories) | ~500-800 | ~1,000 | ~500,000-800,000 |
| TOTAL: | ~1,000-1,600 | | ~1,050,000-1,696,500 |

4. a.

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Gatehouse Road; however, if access to both Gatehouse Road and Gallows Road is not provided, the development proposal should not preclude a future connection for subsequent development proposals. In addition, any development proposal should reduce the number of access points on Gallows Road.

- Design of the commercial uses should have a more urban orientation and character. This redevelopment could include the replacement of existing drive-through uses, provided these uses are designed in a manner to create a more pedestrian-oriented environment. See the Urban Design Section of the Area-Wide Land Use Section for applicable guidance.
- Peak-hour traffic generation of the proposed uses should be similar to or less than the existing uses.

Height Limit: The maximum building height in this sub-unit is 50 feet. Any buildings over one (1) story in height should be designed with an office appearance. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit H8

Sub-Unit H8 is located at the northeast quadrant of Gallows Road and Arlington Boulevard and is planned for and developed with neighborhood-serving retail at current intensities. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Height Limit: The maximum building height in this sub-unit is 50 feet. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit H9

Sub-Unit H9 is located in the northwestern quadrant of I-495 and Arlington Boulevard and is planned for and developed with mixed-uses including residential, hotel and office uses. The residential component is planned for 20-30 dwelling units per acre, with a total of 330 dwelling units. The nonresidential component is planned for up to 1.0 FAR which includes a hotel with 120,000 square feet, and office with a total of 709,000 square feet. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Height Limit: The maximum building height is 50 feet, except for the portion of this land unit planned for office use, where the maximum building height should be 75 feet when development is not integrated with structured parking. In order to encourage structured parking to be located under office buildings, a height bonus of up to 30 feet (or a maximum height of 105 feet) is appropriate when at least 3 levels of structured parking are provided under the building, either at or below grade. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

LAND UNIT I

Land Unit I is comprised of approximately 186 acres and is located east of I-495, bounded by Lee Highway and Arlington Boulevard (see Figure 28). Existing development consists of residential use in the northern and eastern portion, office and industrial uses in the southern

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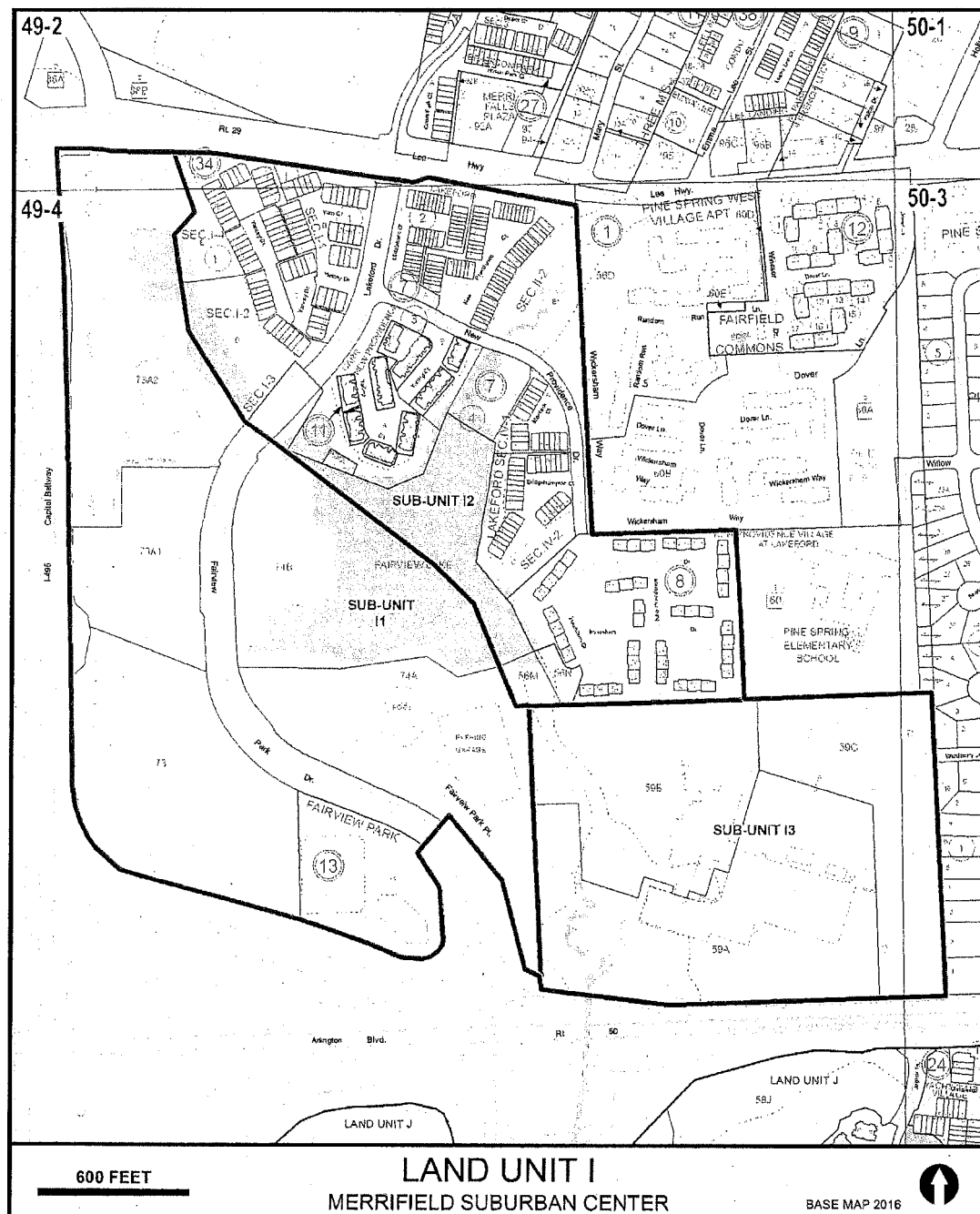


FIGURE 28

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portion and undeveloped land and office in the western portion, abutting I-495. This land unit includes the Holmes Run Environmental Quality Corridor which is preserved as permanent private open space.

This land unit's developed portions are envisioned to remain, with the undeveloped portion to infill primarily with office buildings. Major road improvements such as the construction of Fairview Park Drive and intersection improvements at Lee Highway and Arlington Boulevard were completed with the first phase of development within this Land Unit.

Guidance for evaluating development proposals is provided in the Area-Wide Recommendations under the Land Use, Urban Design, Transportation, and Public Facilities/Infrastructure sections, as well as in the following specific sub-unit recommendations.

Sub-Unit II

Sub Unit II, which is bounded by Fairview Lake on the east and I-495 on the west, is planned for office use and retail uses. The office component is limited to 1.7 million square feet. The retail and accessory uses are limited to 50,000 square feet. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section and any new construction should address the following guidance:

- The retail and accessory uses, such as day care, restaurant, and service uses, may be integrated within the office buildings, or a portion of the retail and accessory uses could be developed as a small retail center. The retail center should be located adjacent to the western side of Fairview Lake between the lake and Fairview Park Drive and should have a minimum of 25,000 square feet. If a retail center is developed, institutional uses are encouraged to be located in this center. Drive-through uses that are low traffic generators, such as financial institutions and drug stores, may be considered provided that the drive-through facility is integrated within a multi-tenant building and is designed in a manner that does not impact pedestrian access. Other drive-through uses are inappropriate.
- If institutional/governmental uses are incorporated into the development, additional intensity may be appropriate if the institutional/governmental use generates no more peak-hour traffic than the planned office development and if development is consistent with the Area-Wide guidance.
- Office buildings should provide structured parking in order to preserve the maximum amount of undisturbed open space. Any surface parking should be buffered through berms and/or landscaping.
- A trail circulation system should be constructed through the office park.

Height Limit: The area immediately adjacent to I2 is part of the Holmes Run Environmental Quality Corridor and Fairview Lake, which should remain as permanent private open space. For the area immediately to the west of the permanent open space, heights should be no more than 7 to 8 stories or 130 feet. In the remainder of the sub-unit, the maximum building height is 15 stories or approximately 180 feet, with tallest buildings oriented to Arlington Boulevard and I-495. The height concept for this area is to have height decrease toward the northern and eastern edges of the sub-unit.

If a retail center is located adjacent to the west side of Fairview Lake, office buildings located in the southwestern portion of this sub-unit, between I-495, Fairview Park Drive and Arlington Boulevard, may be considered for a height increase of up to 18 stories or approximately 230 feet provided that the parking is an integral part of the office development and additional open space above the current approved development plan is provided. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit I2

Sub-Unit I2 is located east of Sub-Unit I1 and bounded by Lee Highway on the north and is planned for and developed with residential use at up to 8-12 dwelling units per acre. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Height Limit: The maximum building height in this sub-unit is 40 feet. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Sub-Unit I3

Sub-Unit I3 is bounded by Arlington Boulevard on the south, Pine Spring subdivision on the east, Pine Spring Elementary School on the north and sub-unit L1 on the west, and is planned for and developed with a mix of office and industrial uses up to .4 FAR. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section, and retain existing buffer areas to the adjacent residential development.

Height Limit: The maximum building height in this sub-unit is 40 feet. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

LAND UNIT J

Land Unit J is approximately 178 acres and is located at the southeastern quadrant of Arlington Boulevard and I-495 (see Figure 29). Existing development consists of a mix of office, hotel and support retail uses on the western portion of the land unit and residential and institutional uses located on the eastern portion of the land unit. In addition, the Holmes Run Environmental Quality Corridor, which runs through the middle of this land unit, is preserved as private and public open space.

This land unit is envisioned to remain as developed, with the remaining undeveloped parcels to develop with office uses. The southern and eastern portions of this land unit provide a transition between the more intense uses and adjacent low intensity single-family development. This transition is provided along the southern perimeter of the site through the retention of a substantial open space buffer of no less than 250 feet which consists of existing tree cover and additional landscaping, a portion of which may be needed for stormwater management. Parkland associated with Holmes Run stream valley and the Providence District Recreation Center provides the transition area along the eastern perimeter of the land unit.

Major transportation improvements, such as the construction of Fairview Park Drive and intersection improvements at Arlington Boulevard, have been completed with the development of this land unit.

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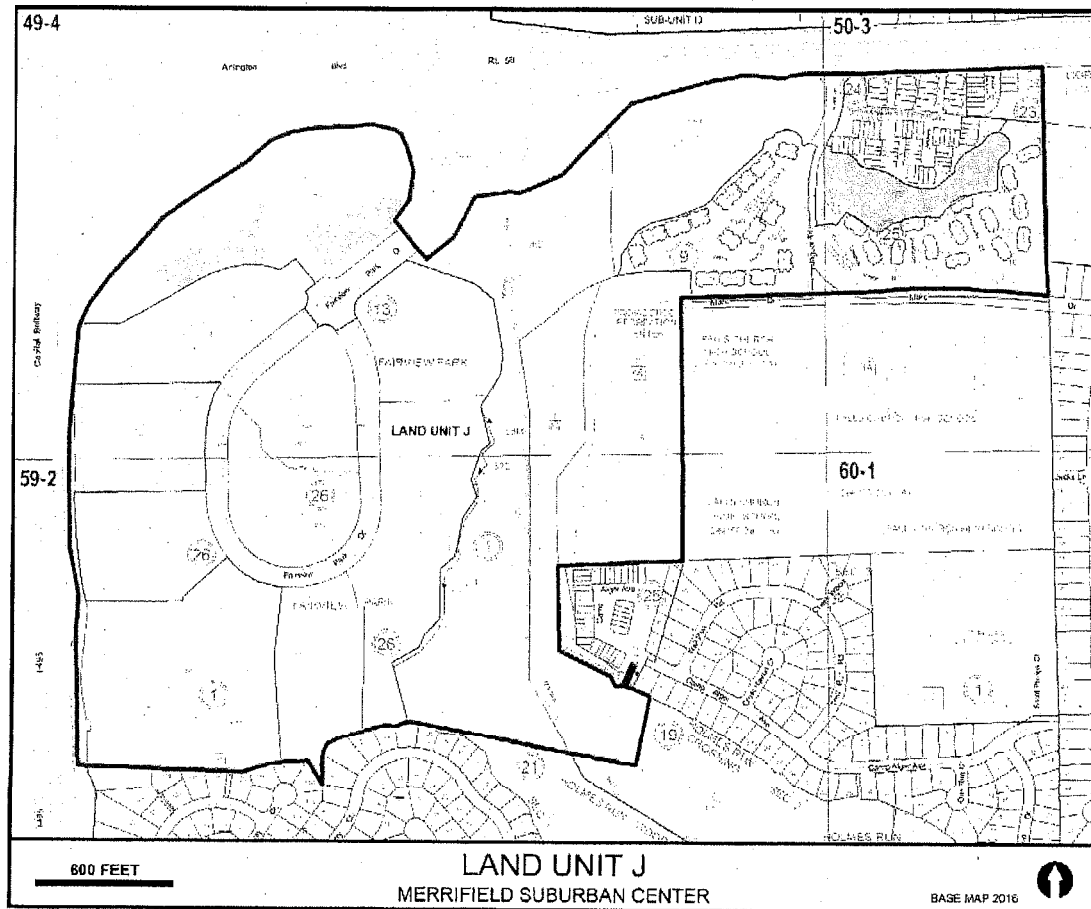


FIGURE 29

FAIRFAX COUNTY COMPREHENSIVE PLAN, 2017 Edition
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Guidance for evaluating development proposals is provided in the Area-Wide Recommendations under the Land Use, Urban Design, Transportation, and Public Facilities/Infrastructure sections, as well as in the following specific Land Unit recommendations.

Land Use

- The 178-acre southeastern quadrant of the I-495/Route 50 interchange should be consolidated for the purpose of development of an employment center and related uses, and for residential development.
- Nonresidential uses should be limited to that portion of the site west of Holmes Run stream valley. The site design of the nonresidential portion of the quadrant should have substantial landscaped open space provided throughout the site and particularly to the south to eliminate any impact upon nearby stable residential communities. At least 35 percent of the area west of the Holmes Run stream valley should be preserved as landscaped open space.
- Underground or multilevel structured parking is encouraged to preserve the maximum amount of undisturbed open space.
- The Holmes Run stream valley should be preserved as a stream valley park in accordance with the county's adopted stream valley policy.
- In order to limit its impact on the surrounding residential communities acknowledging the capacity of the Arlington Boulevard /I-495 road network with improvements as noted in the transportation section which follows, any proposal for an employment center on the southeastern quadrant of the I-495/Arlington Boulevard interchange should have no more than 2.25 million square feet of nonresidential development on the area west of Holmes Run stream valley. The nonresidential development should consist of 1.9 million square feet of office space, 50,000 square feet of retail commercial space and a hotel. As an option, residential space for up to 250 dwelling units may be substituted for approved nonresidential gross floor area.
- That portion of the quadrant east of Holmes Run, north and northwest of Falls Church High School is planned for residential development not to exceed 400 dwelling units. Residential uses in this area should be limited to three stories in height.
- Approximately 3 to 5 acres of parkland should be provided (preferably contiguous to the Providence District Recreation Center) to serve the future residents of this site.
- Hotel/motel uses should be internal to the site and be integrated with the design and layout of the site.
- Retail commercial uses should be provided to service primarily the demand for other nonresidential uses on the site and integrated with the overall design and layout of the site.
- A substantial open space buffer of no less than 250 feet, with 300 feet desirable, consisting of the existing tree cover and supplemented with additional landscaping should be provided along the southern perimeter of the site to eliminate an adverse visual impact upon the detached single-family residences to the south of the site. This buffer should be dedicated to the county, if appropriate, and maintained in its natural state. It is understood that a portion of this area may be needed for stormwater management.

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- The height of all structures in the southern portion of the site should be limited to six stories so as to be visually unobtrusive to the stable low density residential communities to the south and east of the site.
- The provision of lighting on the site and its structures should be visually unobtrusive to and compatible with all nearby residences and adjacent communities. As a general rule, parking lot lighting should not exceed 13 feet in height.
- The small tract immediately south of the Route 50 corridor located off of Black Hickory Drive is recommended for residential development to occur at the lower end of the proposed density range (8 dwelling units per acre) and development should be buffered from Arlington Boulevard. No direct access should be provided to Arlington Boulevard.

Transportation

- Vehicular access for planned nonresidential uses should be separate from access provided for residential uses to the east of the Holmes Run stream valley. Specifically nonresidential uses should access the site from Route 50 only, and such access should be located west of Holmes Run stream valley. Vehicular access to residential uses in the northern portion of the site (north and northwest of the Falls Church High School) should be via Jaguar Trail, while vehicular access to residential uses in the southeastern portion of the site should all be via Camp Alger Avenue. Jaguar Trail, Marc Drive and Camp Alger Avenue should be improved as necessary to accommodate the additional residential traffic from this site. Camp Alger Avenue should not connect with Marc Drive to the north; nor cross the Holmes Run stream valley.
- No on-site vehicular circulation across the Holmes Run stream valley should be permitted.
- Any developer under this option should abide by existing covenants running with the land to neighboring civic associations, which covenants prohibit vehicular access to residential communities south and east of the site.
- In addition to the conditions stated above, all proposals for vehicular access to this site should meet with the approval of Fairfax County and the Virginia Department of Transportation and the Federal Highway Administration, as appropriate. It is imperative that any vehicular access design for this land unit should be compatible with a solution for vehicular access to both the northeastern and the southeastern quadrants. The primary basis of review should be the impact of the proposal on (a) the safe and efficient operation of Arlington Boulevard and I-495, and (b) the level of service on Arlington Boulevard, I-495, and the ramps of the Arlington Boulevard/I-495 interchange. In particular, the level of land use activity planned under this option is conditional upon the provision by the developer(s) of all transportation improvements and transportation strategies (e.g., carpools, van pools, mass transit use) deemed necessary by Fairfax County, and the Virginia Department of Transportation and the Federal Highway Administration, as appropriate, to accommodate the level of traffic generated by each phase of the development of this site. A traffic-monitoring program should be undertaken and maintained by the developer to ensure the effectiveness of the transportation strategies.
- The implementation of these transportation improvements and strategies is to be phased such that the site is adequately served during all stages of development without adversely affecting the safe and efficient operation of Arlington Boulevard and I-495.

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- Arlington Boulevard should not be designed to exceed six through lanes east of Jaguar Trail.

Environment

- The Holmes Run stream valley should all be preserved as a stream valley park under the provisions of the county's adopted stream valley policy and protected from adverse impact both during and after the development of the site.
- Non-vehicular access to and through the Holmes Run stream valley should be provided via this site.
- A substantial portion of the existing tree cover should be preserved as a natural open space screen and buffer, particularly along the periphery with I-495 and Arlington Boulevard.
- In order to control stormwater runoff from this site, any development proposal must include a stormwater management plan, which meets the requirements and objectives of Fairfax County for stormwater management in the Upper Holmes Run watershed. The prospective developer(s) should provide for the control of any post-development peak discharge in excess of the pre-development peak discharge. In addition, the utilization of Best Management Practices (BMP) is strongly encouraged.
- All federal, state and local air and noise standards should be strictly complied with as a result of development on this site.

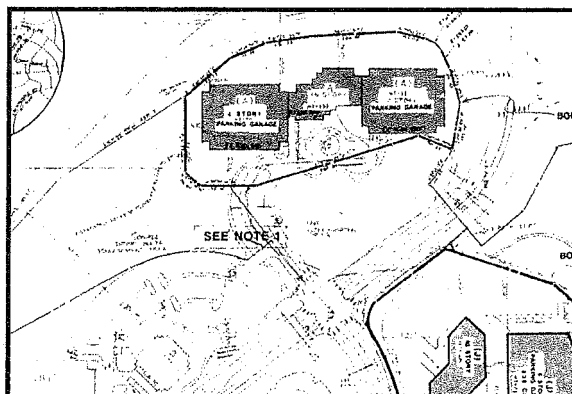
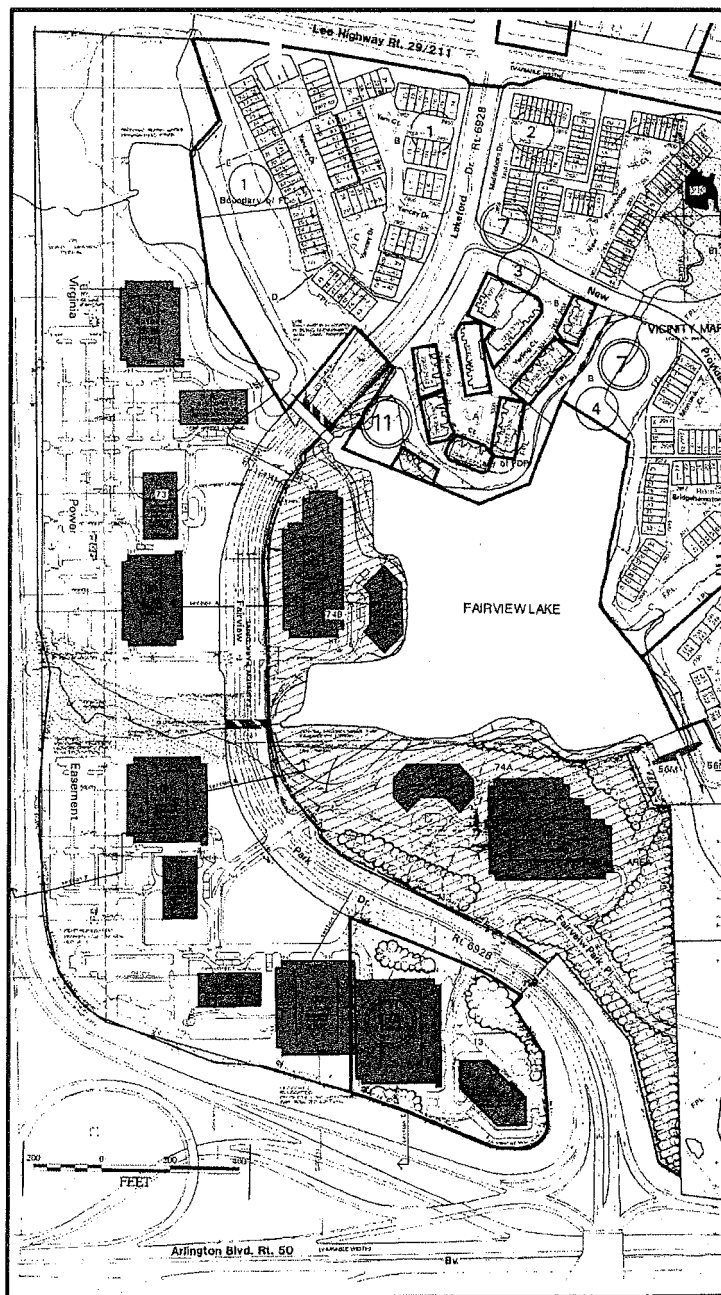
Height Limit: For the northern and western portions this land unit, the maximum building height should be 15 stories or approximately 180 feet. For the area to the east and south of Fairview Park Drive, heights should be no more than 7 to 8 stories or 130 feet. To the south of the 130-foot area, building heights should vary with buildings no more than 75 feet or 6 stories. Along the southernmost perimeter of this land unit, a substantial open space buffer should be provided of no less than 250 feet, with 300 feet desirable. In addition to permanently preserving this open space buffer area, the Holmes Run Stream Valley, which runs between the office development on the west and the residential development on the east, should be preserved as permanent open space. The eastern portion of this land unit, which has developed with residential use, the maximum building height is 40 feet (or 3 stories). See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

LAND UNIT K

Land Unit K is approximately 130 acres, is located at the southwestern quadrant of Arlington Boulevard and I-495, and is planned for office use up to 1.75 million square feet (see Figure 30). This land unit is envisioned to remain as developed, with some additional office potential yet to be built. This land unit includes tributaries to Holmes Run and large treed areas adjacent to I-495, both of which are preserved as private open space.

Guidance for evaluating development proposals is provided in the Area-Wide Recommendations under Land Use, Urban Design, Transportation, and Public Facilities/Infrastructure sections, as well as in the following specific land unit recommendations.

4.e.



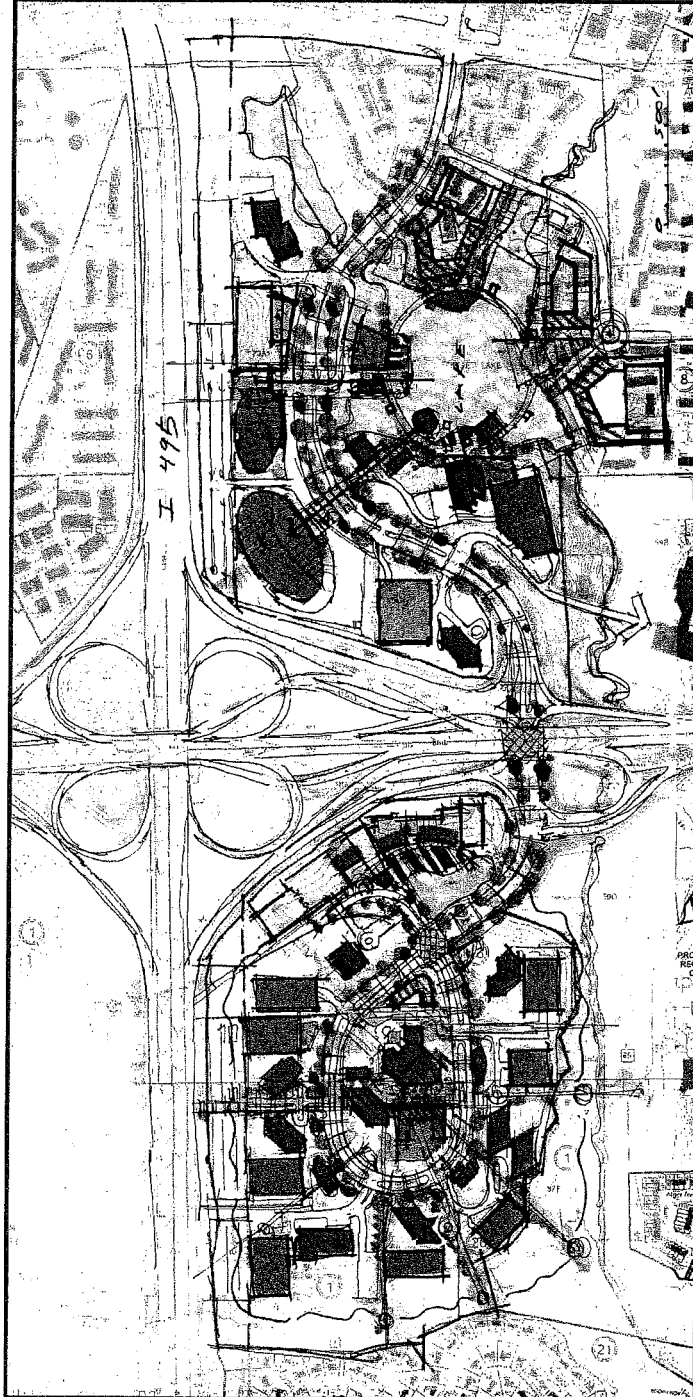
FAIRVIEW PARK CONCEPT PRESENTATION - APPROVED PARCEL LAYOUTS CALLISONRTKL
3 033 07 13 45 24 4 42 7 0 4 4 4 2 5

11-29-2017

MASTERPLAN VISION FROM WORKSHOP

1. PRESERVE THE NATURAL CHARACTER
2. TWO NODES - NORTH, SOUTH.
3. NORTH NODE CENTERS ON LAKE
4. NORTH NODE CULTURAL ORIENTATION
5. SOUTH NODE HAS MIXED USE CENTER
6. CONCENTRIC RINGS W/ RADIAL CONNECTIONS
7. BIND NODES WITH AUTOMATED CIRCULATOR
8. CREATE AN 18 HOUR COMMUNITY
9. BECOME THE COMMUNITY CENTER

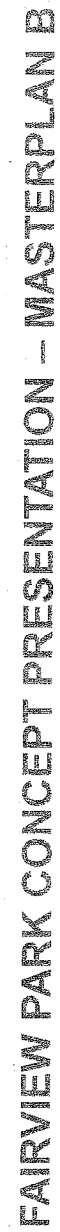
CALLISONRTKL
ARCHITECTS PLANNERS ENGINEERS



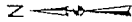
FAIRVIEW PARK CONCEPT PRESENTATION - CONCEPT DIAGRAM
11-29-2017



11-29-2017



11-29-2017



GENERAL NOTES

15. *Chrysomelidae*

| | | |
|------|------|------|
| 49-1 | 49-2 | 50-1 |
| 49-3 | 50-4 | 50-3 |
| 50-1 | 50-2 | 60-1 |

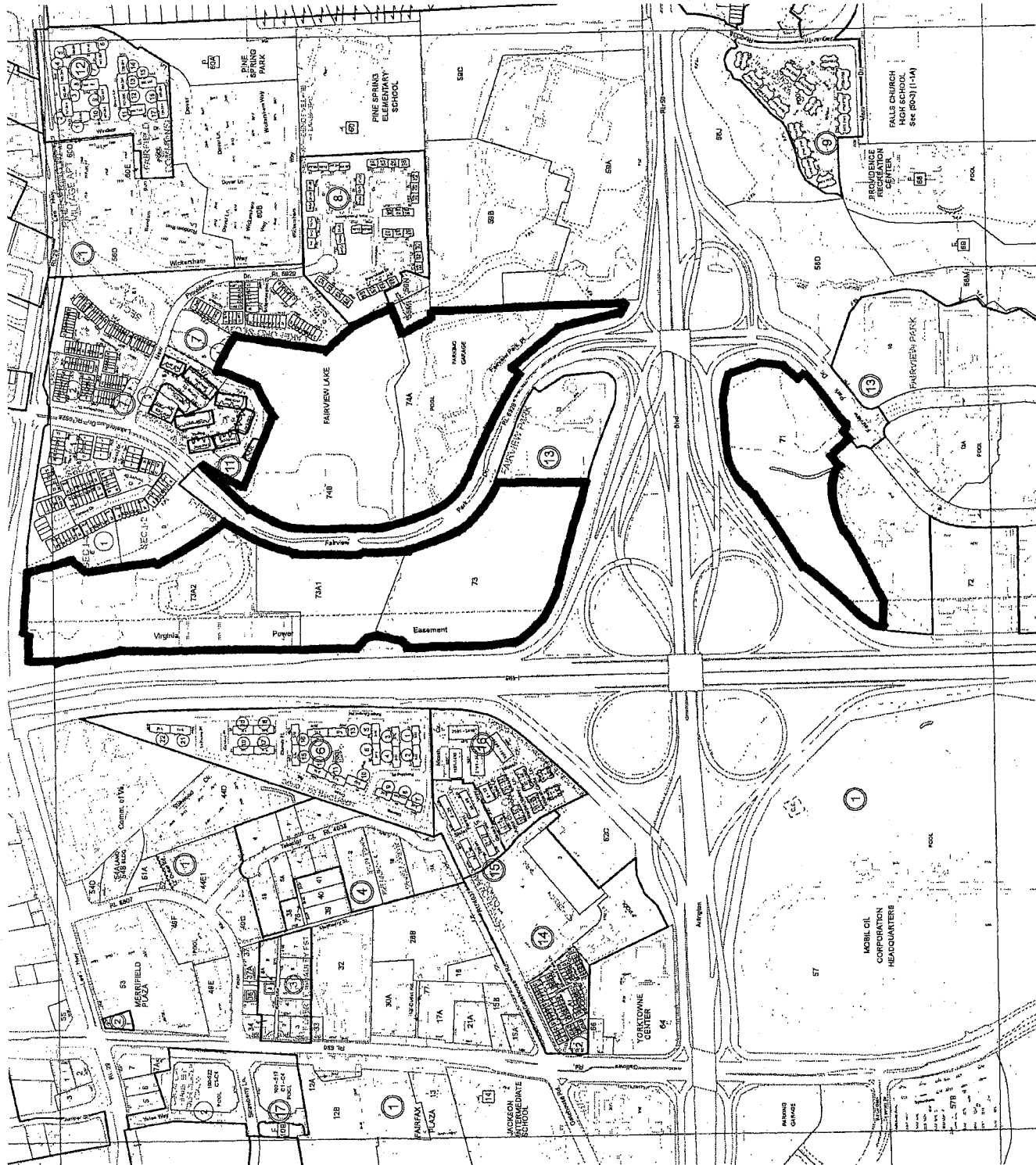
CADASTRAL MAP

49-4

Revised to: 02 - 21 - 2017

freedom

WILSON, JAMES C.



6. Justification

This nomination involves six parcels, totaling approximately 86.5 acres of land in the Fairview Park office campus. Fairview Park is an established office park located inside the Capital Beltway, both north and south of Route 50. Fairview Park was zoned to the PDC district in 1980 with the approval of two separate but related applications.

- The portion of the Fairview Park south of Route 50 ("Fairview Park South") is more fully developed than the portion north of Route 50 ("Fairview Park North"). The only remaining undeveloped parcel in Fairview Park South is Parcel 71, part of the nomination property. Parcel 71 is located immediately south of Route 50 and east of I-495 and is 13.7 acres in size. The approved FDP for Parcel 71 shows a 300,000 SF office building (0.50 FAR) and two associated parking structures.
- The commercial section of Fairview Park North is approved for 1,700,000 SF of office uses and 50,000 SF of retail uses. The approved FDP provides for seven office buildings, three of which have been built. The nomination property includes six of the seven office parcels with approval for 1,488,000 SF (0.47 FAR).

When initially planned, zoned and developed, Fairview Park was a highly successful office park. Great care was given to the site design, the preservation of wooded natural areas, the quality of construction, the provision of significant road improvements and a comprehensive pedestrian trail system. In the 1980s it was the gold standard of office development.

However over time, standalone office parks have struggled to attract and retain tenants and remain relevant as newer mixed use developments can offer businesses and their employees a more vibrant and appealing work environment. In addition, the advent of the Silver Line through Tysons to Dulles has offered the added benefit of a transit oriented development, which is very attractive to a young workforce. The economic recession of 2008, as well as major shifts in the way employers and employees utilize office space, has hastened the decline of previously sought after office parks. By way of example, in 2005 the vacancy rate in Fairview Park was 8%, in 2017 it is 22%. Since 2015 five major companies have relocated or announced plans to relocate from the Merrifield area to submarkets along the Silver Line. In 2017, Merrifield experienced 243,000 SF of negative net absorption in office space.

Single use office parks are no longer sustainable in today's economy. Fairfax County has recognized this issue and has moved to permit a greater mix of uses in various parts of the County and adopted a policy related to repurposing vacant and underutilized office buildings. For economic development and community revitalization objectives, it is very important that Fairfax County continues to work with the owners of office parks to allow such parks to evolve and ensure that they not only survive, but thrive, in the 21st-century.

With Fairview Park's strategic location, high visibility from I-495, well-planned on-site road network, proximity to the Merrifield Town Center, Dunn Loring Metro Station and INOVA, a highly-regarded hospital with plans to expand its facilities and its leadership in the evolving healthcare industry, it is believed that Fairview Park can be successfully transformed. It is not the intent to replicate or compete with the successful redevelopment occurring in the Dunn

Loring Transit Station Area or Mosaic Town Center, but rather to reinvent the nomination property to be a unique, sustainable, community oriented development.

The current Comprehensive Plan recommendations for Fairview Park strictly mirror the approved zoning of the properties, which essentially limits the nomination property to office, with minor retail opportunities. In order to better position Fairview Park to offer its own unique brand of community development, this nomination seeks to transform the nomination properties into a mixed-use community with office, selective retail, hospitality, multi-family residential uses, and outdoor park and public facility enhancements to re-attract professional service firms, government contractors and healthcare technology companies who will appreciate Fairview Park's new vision. The nomination proposes:

- A new mix of uses to include office/hotel uses at 40% to 50%, residential uses at 35% to 45%, and retail and event space on the order of 5% of total development.
- An increase in planned intensity for the properties in the range of 0.8 to 1.0 FAR.
- Consideration of civic uses/public facilities as a means of addressing the impacts of development and of invigorating the park and making it truly a mixed use welcoming community. One idea is to construct an active recreation center atop a new parking garage which could include active play areas, community gardens, tennis/sport courts, etc. Other ideas include a community plaza/event space, a community museum, or a community building with space for meetings, classes, demonstrations and related retail.
- Fostering and enhancing the natural beauty of Fairview Park while permitting a development pattern that permits greater social engagement and closer proximity of uses.
- Reviewing transportation alternatives that may be feasible to augment the improvements to Route 50 and construction of the grade separated interchange of Fairview Park Drive and Route 50 previously provided by the developer of Fairview Park. The alternatives should seek to connect the existing and future uses in Fairview Park without total dependence on the automobile, promote transportation demand management strategies, emphasize bicycling/pedestrian connections, and explore a potential automated circulator connecting the north and south portions of the park and other nearby areas. Wells and Associates has been retained to analyze transportation impacts, alternatives, and strategies.

This nomination serves to advance a number of the County's goals and objectives in the adopted Policy Plan. Specifically the nomination supports Economic Development Objective 1 which states: *Provide an environment where businesses flourish and jobs are created.* It also supports Land Use Objective 2 which reads: *Fairfax County should seek to establish areas of community focus which contains a mixture of compatible land uses providing for housing, commercial, institutional/public services, and recreation and leisure activities.*

The re-planning of the nomination properties provides an opportunity to reinvigorate Fairview Park as an employment center, but more than that, it offers a new perspective on how an office park can evolve to become a well-rounded development that offers multiple benefits to the greater community. It is important that this nomination be brought forward now to address this critical economic development and revitalization matter.



PC17-PR-005

| | |
|----------------------------|--|
| Publication Date: | June 7, 2018 |
| Address/Tax Map Parcel(s): | 8130 Prescott Drive; 2740 Hartland Road; 2700 Pleasantdale Road; 2701 Livingstone Lane; 8020 Harte Place/ Tax Map Parcels 49-2 ((1)) 37, 39, 40, 48 and 53. |
| Nominator: | David Gill |
| Supervisor District: | Providence |
| Planning Area: | Area I |
| Planning District: | Jefferson; Merrifield Suburban Center, Sub-Unit B2 |
| Acreage: | 38.24 |
| Current Plan Map/Text: | Residential use at a density of 16-20 dwelling units per acre (du/ac)/ Residential use at 16-20 du/ac with an option for residential use at 30-40 du/ac with support retail and service uses and limited office use. Redevelopment conditions include an extension of Hartland Road, a provision of affordable dwelling units, landscaped buffer areas, parks and other amenities, among others. |
| Proposed Amendment: | Mixed-use development with predominantly residential use and office, hotel, retail, and institutional uses up to an intensity of 1.9 floor area ratio (FAR). |

Considerations:

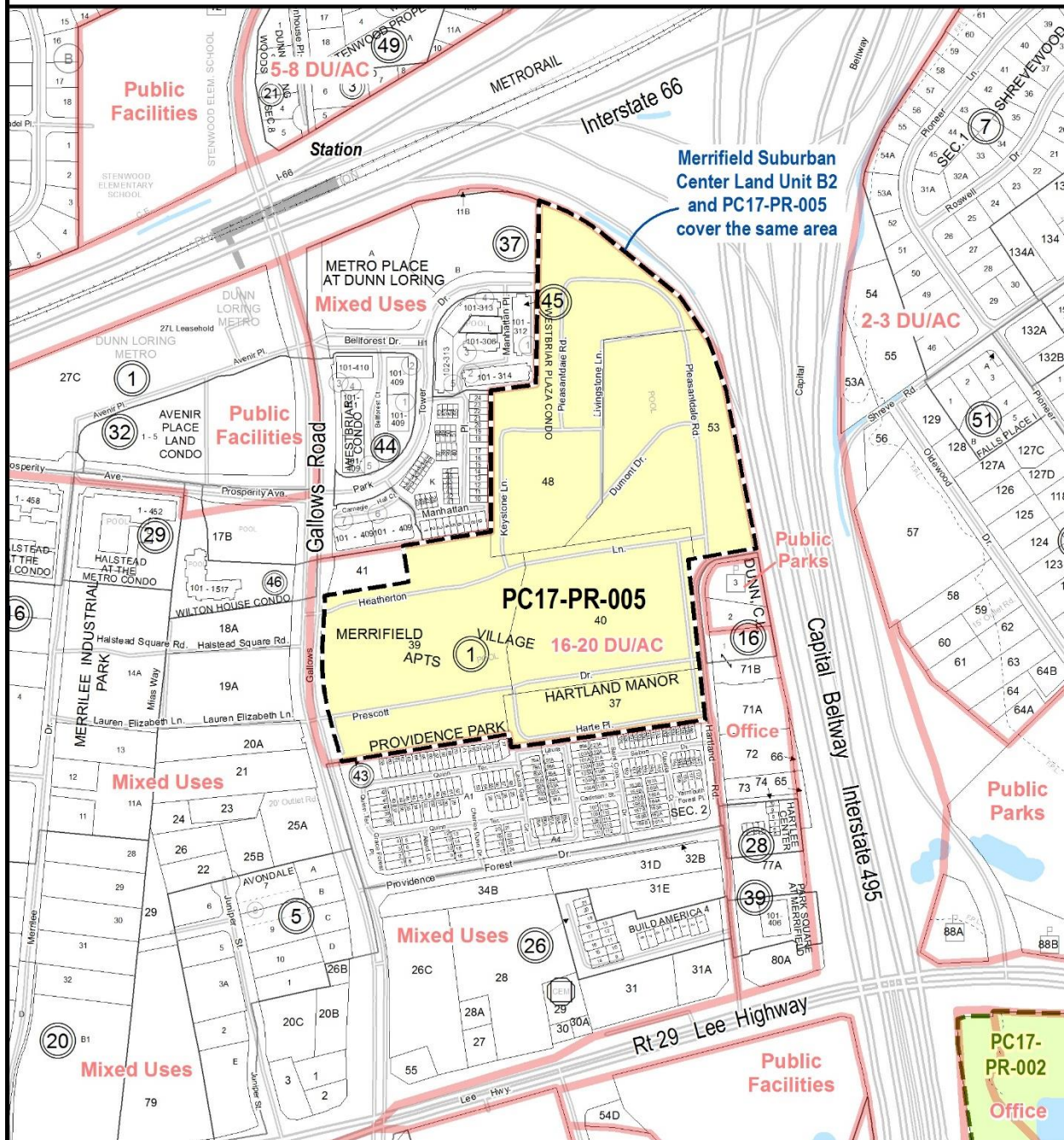
The subject area is located east of Gallows Road and southwest of the Interstate 66 and the Capital Beltway (Interstate 495) interchange in the Merrifield Suburban Center and contains the Merrifield at Dunn Loring apartments, which are developed at the base plan level. The Plan for the suburban center designates the subject property as an “Area Adjacent to the Core Area” of the Dunn Loring Transit Station Area (TSA). As such, the subject area is planned to become more urban in character at a development level that is less intense than the core area, consistent with the county’s transit-oriented development policy that recommends areas like the subject property, located ¼ to ½-mile from the transit station to taper intensity to the non-core areas. Properties to the northwest of the subject area are planned within the core area for office and residential uses up to 1.4 FAR. Properties to the south are planned for and developed with residential townhouses at a density of 8-12 du/ac and office uses. The redevelopment option in the adopted Plan for the subject area would double the development potential. In 2004, Area Plans Review (APR) Item 04-I2MS proposed an option for mixed used at an intensity up to 2.0 FAR. In 2008, APR 08-I-3MS proposed a residential mixed use option at an intensity range from 1.45 FAR to 1.85 FAR. Both items were withdrawn from consideration.

Final Staff Recommendation:

PC17-PR-005 is not recommended to be added to the 2018 Comprehensive Plan Amendment Work Program. The Providence SSPA Task Force recommended that this nomination be added to the work program with the proposed intensity reduced from a maximum of 1.9 floor area ratio (FAR) to a 1.2 FAR with the bulk of the intensity concentrated in the northern and eastern portions of the properties. The adopted Plan includes an option for a doubling of the planned intensity and a limited mix of supporting uses. Moreover, no justification was provided to explain why the existing Plan option is no longer viable. Last, staff believes that an evaluation of this site, if undertaken, should be conducted within the framework of a review of the Area Adjacent to the Core Area of the Dunn Loring Transit Station Area (TSA), rather than in isolation. Therefore, staff does not support the addition of this nomination to the work program.

PC17-PR-005

Merrifield at Dunn Loring Station



KEY PC17-DR-005 Other 2017 SSPA Nominations Baseline Plan Value

500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
MAP LAYERS CURRENT TO DECEMBER 2017

Document Path: G:\projects\ocp\pd\OTPA_GRAPHICS\S17_Items\2017-18 Site Specific Plan Amendment Process\PC17-PR-005\PC17-PR-005 Baseline Map alt.mxd



PROVIDENCE DISTRICT TASK FORCE
SSPA TASK FORCE RECOMMENDATION
NORTH COUNTY SITE-SPECIFIC PLAN AMENDMENT
COMMUNITY SCREENING

SSPA Item # PC17-PR-005 Merrifield @ Dunn Loring Station

Date reviewed by Task Force: Tuesday, April 10, 2018

Nominator(s): David Gill

SUMMARY TASK FORCE RECOMMENDATION:

Include nomination on the Plan Amendment Work Program as proposed _____

Include a modification of the original nomination on the Plan Amendment Work Program
 (Modification provided below under Explanation/Comments or attached as a separate page to
 this document.) X

Do not include on the Plan Amendment Work Program _____

VOTE TALLY:

In favor: 10
 Opposed: 6
 Abstentions: _____

Task Force member(s) who recused themselves from the vote:

TASK FORCE EXPLANATION/COMMENTS:

Amended to reduce proposed density to 1.2.

Task Force Chair: [Signature]

Date: 4/16/18

comment submitted to consider concentrating site density at northern and eastern segments of the parcel, away from existing low-density residential areas.



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PC17-PR-005



FAIRFAX COUNTY, VIRGINIA
2017 NORTH COUNTY SITE SPECIFIC PLAN AMENDMENT PROCESS
NOMINATION TO AMEND THE COMPREHENSIVE PLAN

TYPE OR PRINT RESPONSES IN BLACK INK

Incomplete forms will not be accepted for review and will be returned to the nominator. Staff reserves the right to correct errors in street address, tax map number, acreage or current Plan designation and may contact the nominator for clarification before acceptance. Be sure to attach required map and original certified mail receipts as proof of property owner notification.

THIS BOX FOR STAFF USE ONLY

Date Received: _____

Date Accepted: _____

Planning District: _____

Special Area: _____

1. NOMINATOR/AGENT INFORMATION

Name: David Gill Daytime Phone: 703-712-5039

Address: McGuireWoods LLP, 1750 Tysons Blvd, Suite 1800

Tysons, VA 22102

Nominator E-mail Address: dgill@mcguirewoods.com

Signature of Nominator (NOTE: There can be only one nominator per nomination):

Signature of Owner(s) if applicable: (NOTE: Attach an additional sheet if necessary. Each owner of a nominated parcel must either sign the nomination or be sent a certified letter):

Anyone signing on behalf of a business entity, must state the relationship to that organization below or on an attached page:

2. GENERAL INFORMATION

Check appropriate supervisor district: ☐ Dranesville ☐ Hunter Mill ☒ Providence ☐ Sully

Total number of parcels nominated: 5.00

Total aggregate size of all nominated parcels (in acres and square feet): 38.2366 acres 1,665,586 sq. ft.

Is the nomination a Neighborhood Consolidation Proposal: ☐ Yes ☒ No (See page 22 of the Guide to the SSPA for more information. Nominations for neighborhood consolidation will need to attach a petition bearing the signatures of 75 percent or more of the owners and must at a minimum account for 75 percent of the land area being proposed for replanning.)

IMPORTANT NOTE: No nominations that include residential uses including residential mixed-use proposals will be accepted within the Site-specific Plan Amendment (SSPA) process for areas of the county subject to the 2016 Proffer Bill Legislation.

Are you aware that proposals that generate more than 5,000 vehicle trips per day over the current adopted Comprehensive Plan will trigger additional VDOT review? Visit http://www.vdot.virginia.gov/info/traffic_impact_analysis_regulations.asp for more information. (See pages 14-15 of the Guide to the SSPA for more information.)

☒ Yes ☐ No

3. PROPERTY INFORMATION — Attach either the Property Information Table found at the end of this application form or a separate 8 ½ x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

All subject property owners must be sent written notice of the nomination by certified mail unless their signature(s) appears in part 1 (above).

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.

4. CURRENT AND PROPOSED COMPREHENSIVE PLAN RECOMMENDATION AND ZONING DESIGNATION See Section IV, #4, of the Citizen's Guide for instructions.

a. Current Comprehensive Plan text for nominated property: Use the Plan on the Web (www.fairfaxcounty.gov/dpz/comprehensiveplan) for your citation.

Merrifield Suburban Center, sub unit B2

b. Current Plan Map (<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/compplanmap.htm>)

Designation: 16-20 DU/AC

c. Current Zoning Designation (<http://www.fairfaxcounty.gov/myneighborhood/>).

R-20

d. Proposed Comprehensive Plan Designation: (NOTE: Your nomination as proposed will be evaluated and subject to the consideration and vote by the task force).

Residential/mixed use at 1.9 FAR

e. Describe what development under the new Plan would look like. (What uses? Type of buildings? Building heights? Surface or structured parking? Typical unit size?)

Proposed development will be mixed use at between a 1.45 and 1.9 FAR. Proposed development is to be traffic neutral with significant open space and strategically located height to screen existing residential from I-495 generated noise. Proposed development will include office, retail, hotel, high-rise multifamily, mid-rise multifamily, and a number of two over twos

f. RESIDENTIAL PROPOSALS: Select the appropriate density range proposed and complete the Residential Unit Type table.

| Residential Land Use Categories | | Residential Unit Types | | | |
|---|-----------------|------------------------------------|-----------------|---------------------|-------------------|
| Categories expressed in dwelling units per acre (du/ac) | Number of Units | Unit Type | Number of Units | Unit Size (sq. ft.) | Total Square Feet |
| .1 - .2 du/ac (5-10 acre lots) | | Single Family Detached | | | |
| .2 - .5 du/ac (2-5 acre lots) | | Townhouse | | | |
| .5 - 1 du/ac (1 - 2 acre lots) | | Low-Rise Multifamily (1-4 stories) | 88 | 2522 | 221,950 |
| 1 - 2 du/ac | | Mid-Rise Multifamily (5-8 stories) | 1553 | 1000 | 1,553,652 |
| 2 - 3 du/ac | | High-Rise Multifamily (9+ stories) | 690 | 1001 | 690,512 |
| 3 - 4 du/ac | | TOTAL: | 2331 | | 2,466,114 |
| 4 - 5 du/ac | | | | | |
| 5 - 8 du/ac | | | | | |
| 8 - 12 du/ac | | | | | |
| 12 - 16 du/ac | | | | | |
| 16 - 20 du/ac | | | | | |
| 20 + du/ac** | 60-70 du/ac | | | | |
| ** If you are proposing residential densities above 20 du/ac, you must specify a range such as 20-30 du/ac or 30 -40 du/ac. | | | | | |

g. NON-RESIDENTIAL or MIXED-USE PROPOSALS: Check the proposed use(s):

☒ Office
 ☒ Retail
 ☒ Institutional
 ☐ Private Recreation/
 ☐ Industrial
 ☒ Residential
 Open Space
 (specify uses in table)

Total Floor Area Ratio (FAR) Proposed: 1.9 Total Gross Square Feet: 3,161,683

| Categories | Percent of Total FAR | Square Feet |
|--|----------------------|---------------------------|
| Office | 10% | 316,168 |
| Retail | 2% | 63,233 |
| Institutional | 2% | 63,233 |
| Private Recreation/Open Space | | |
| Hotel | 8% | 252,934 (up to 400 rooms) |
| Residential* | 78% | 2,466,115 |
| TOTAL | 100% | 3,161,683 |
| <i>*If residential is a component, please provide the approximate number and size of each type of dwelling unit proposed in the chart above based on the approximate square footage.</i> | | |

5. MAP OF SUBJECT PROPERTY

Attach a Property Map (property maps may be accessed using the online Digital Map Viewer application at <https://www.fairfaxcounty.gov/gisapps/DMV/Default.aspx>) clearly outlining in black ink the property of the proposed Plan amendment. The map must be no larger than 8 1/2 x 11 inches and clearly legible. Maps in color will not be accepted.

6. JUSTIFICATION

Check the appropriate box and attach a written justification that explains why your nomination should be considered, based on the guidelines below (two-page limit).

- ☐ Addresses an emerging community concern(s);
- ☒ Better implements the Concept for Future Development, and is not contrary to long-standing policies established in the Concept for Future Development;
- ☒ Advances major policy objectives:
 - o Environmental protection,
 - o Revitalization of designated areas,
 - o Economic development,
 - o Preserving open space,
 - o Affordable housing, or
 - o Balancing transportation infrastructure and public facilities with growth and development.
- ☐ Responds to actions by others, such as Federal, State, or adjacent jurisdictions;
- ☒ Reflects implementation of Comprehensive Plan guidance;
- ☒ Responds to or incorporates research derived from technical planning or transportation studies.

All completed nomination forms must be submitted between 8:00 a.m. on September 5, 2017 and 4:30 p.m. December 5, 2017 to:

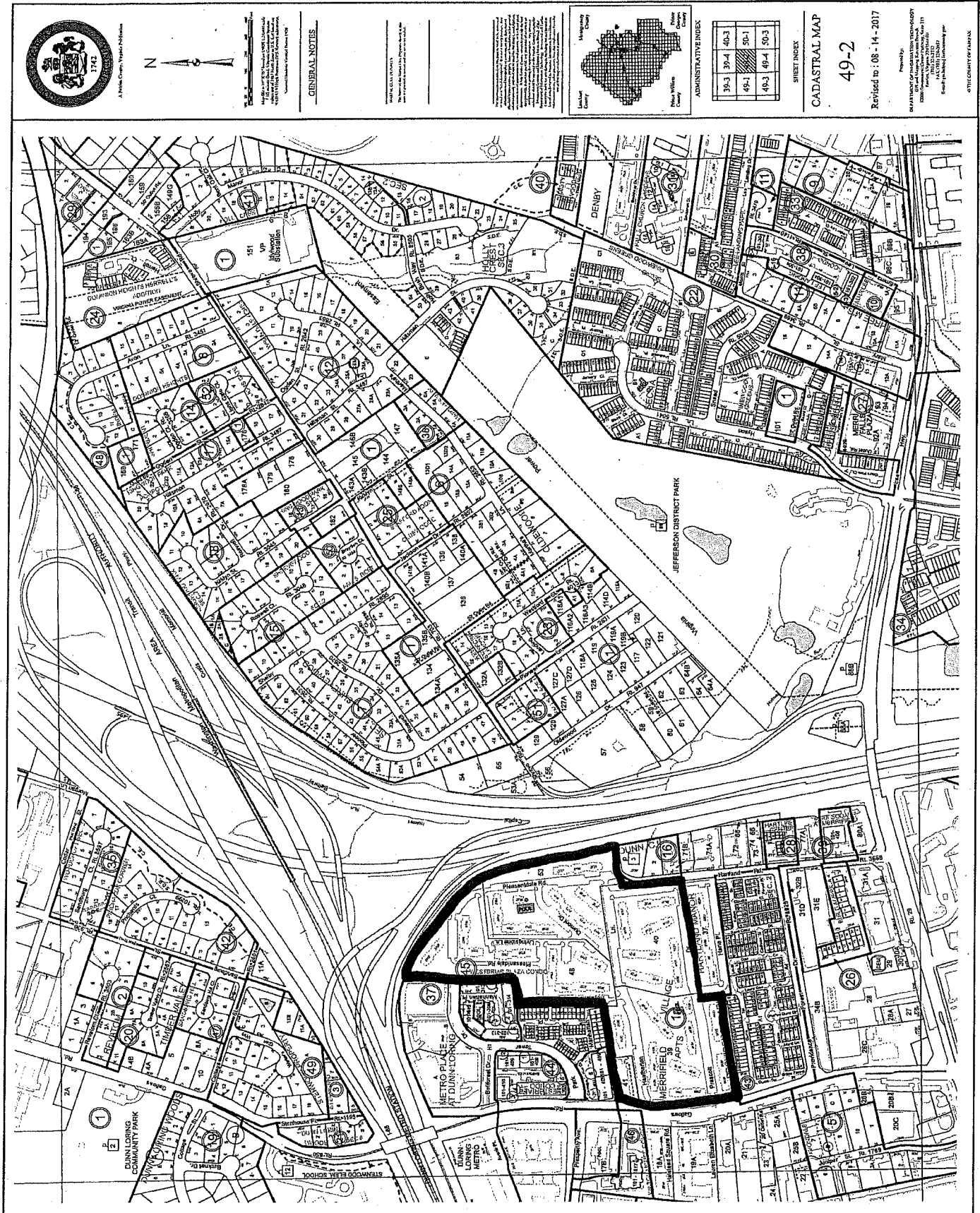
Fairfax County Planning Commission Office
<http://www.fairfaxcounty.gov/planning/>
 Government Center Building, Suite 330
 12000 Government Center Parkway
 Fairfax, Virginia 22035-5505

PROPERTY INFORMATION TABLE

All subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part 1 of this application. If you are required to notify more than one property owner, you must provide all the information requested below.

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail recipient(s) and copies of each notification letter and map will not be accepted.

| Tax Map Number | Name of Property Owner | Street Address of Parcel | Mailing Address of Owner | Parcel size in acres | Signature of owner or Certified Receipt Number |
|----------------|--------------------------------------|--|---|----------------------|--|
| 0492-01-0039 | Fairfax Merrifield Associates II LLC | 8130 PRESCOTT DR VIENNA VA 22180 7423 | 60 E 42ND ST C/O MALKIN HOLDINGS LLC 1 GRAND CNTRL PL NEW YORK NY 10165 | 10.311 | Certified Receipt |
| 0492-01-0040 | Fairfax Merrifield Associates II LLC | 2740 HARTLAND RD VIENNA VA 22180 7405 | 60 E 42ND ST C/O MALKIN HOLDINGS LLC 1 GRAND CNTRL PL NEW YORK NY 10165 | 7.1293 | Certified Receipt |
| 0492-01-0048 | Fairfax Merrifield Associates II LLC | 2700 PLEASANTDALE RD VIENNA VA 22180 7286 | 60 E 42ND ST C/O MALKIN HOLDINGS LLC 1 GRAND CNTRL PL NEW YORK NY 10165 | 9.7071 | Certified Receipt |
| 0492-01-0053 | Fairfax Merrifield Associates II LLC | 2701 LIVINGSTONE LN VIENNA VA 22180 7240 | 60 E 42ND ST C/O MALKIN HOLDINGS LLC 1 GRAND CNTRL PL NEW YORK NY 10165 | 8.0892 | Certified Receipt |
| 0492-01-0037 | Arthur W. Smith | 8020 HARTE PL VA | 7481 LEE HY SUITE 100 CARE S AND S PROP FALLS CHURCH VA 22042 | 3 | Certified Receipt |
| | | | | | |
| | | | | | |
| | | | | | |



McGUIREWOODS

SSPA Nomination for Properties of Fairfax Merrifield Associates II LLC, Statement of Justification

Statement of Justification

I. Introduction

Fairfax Merrifield Associates, LLC (the "Owner") purchased the apartment complex known as Merrifield at Dunn Loring Station (formerly the Merrifield Village Apartments, the "Property") in 1969, just a few years after the buildings were originally completed. Merrifield has changed considerably in the subsequent four decades. Perhaps the most significant change during this time was the opening of the Dunn Loring Metro Station in 1986. This critical transportation asset is a 5-10 minute walk from the Property, but the Property does not make best use of it. This nomination is intended to concentrate future development on the most important remaining redevelopment site close to the Dunn Loring Metro Station. The nomination balances the public policy objective of maximizing development close to Metro while retaining "traffic neutrality" compared to the traffic analysis conducted for the 2001 Merrifield Plan. The Owner proposes a residential/mixed-use community that will provide key amenities for the entire neighborhood. The design will be pedestrian-friendly and based on principles of environmental sustainability that will complete the long-term vision of a revitalized Merrifield. The FAR is proposed up to 1.9 with the appropriate TDM measures, green building and "work-force" housing commitments, and potential public/civic amenities.

II. Site Context

The Property today consists of 706 units over a 35.3 acre tract, developed entirely as 1960s era, cinder-block, garden apartments, 18% of the site is less than 1/4 mile from the Dunn Loring Metro station, and the balance is within 1/2 mile of the Metro station. As is common with development from this era, this site was developed as an insular, limited access complex with no amenities or services available to the public or larger community. For example, there are no restaurants or retail services on-site and no publicly-available green spaces. The site was also not subject to modern stormwater requirements or environmental regulation related to the preservation of the Chesapeake Bay. Also, as can be expected of buildings of this vintage, there is little energy-efficiency. Thus, this nomination represents an opportunity to bring the Property in line with the County's policies in support of Chesapeake Bay Preservation, TOD, modern stormwater regulation, "green" building principles, and active recreational and amenity opportunities for the community.

III. 2001 Merrifield Plan

The 2001 Merrifield Plan transportation study assumed a 20% reduction in vehicle trips due to Transportation Demand Management (TDM) measures for this Property, partially because it was perceived as being on the "wrong" side of Gallows from the Metro station. However, this assumption has proven to be incorrect. In 2005 WMATA, conducted a survey of the existing complex and found Metro ridership of 47%. Owner's annual surveys of tenants reveal similar levels of Metro ridership. In addition, other recently approved developments (such as the Metro project and Halstead III) have proffered TDM reductions significantly above the 20% assumed by the 2001 Merrifield Plan. This nomination will allow

January 4, 2001

Page 2

the site to capitalize on its proximity to Metro, and Owner is confident it can achieve a TDM reduction of at least 45% with the mixed-use, pedestrian-friendly concept being proposed. Thus, the residential development proposed by this nomination will actually generate fewer trips than that assumed by the 2001 Merrifield Plan at a 1.65 FAR (3.0 trips per unit versus the 4.6 trips per unit assumed in the 2001 Merrifield Plan).

IV. Design Considerations

The Property will be designed to further several goals of the Comprehensive Plan, including protection of low density communities, sustainability objectives, and walkable environments. Increased height on the Property will be concentrated along I-495 and will not exceed the height limitations in the existing Comprehensive Plan, providing the benefit of shielding many of the existing communities from increased traffic noise on I-495 due to the HOT lanes in furtherance of Plan Policy, Environmental Objective 4.

Consistent with the Comprehensive Plan Policy, Environmental Objective 13, Policy A, the Owner is prepared and committed to use a variety of sustainable practices and techniques to minimize the environmental footprint of the redevelopment. The site will likely meet the US Green Building Council's Leadership in Engineering and Environmental Design (LEED) standard for sustainable neighborhood design (LEED-ND) at the Gold or Platinum level. The Owner is also prepared to retain the existing tree buffer with the existing communities to the north of the site, furthering Environmental Objective 1, Policy C.

The Owner plans to redevelop the property with street grids and in a pedestrian/bike-friendly design, including providing the long-planned connection between Hartland Road and Park Tower Drive. This connection will complete a critical link between the Metro and Route 29 while avoiding the Route 29 and Gallows Road interchange. By keeping the streets private, the nominator will be able to control traffic to ensure this connection does not become a cut-through. For example, the nominator is proposing a traffic-circle at the Hartland Road entrance to the site in order to slow traffic down and create a street amenity.

The mixed-use nature of the proposal is also a key element to creating both a sustainable development and a true TOD. Consistent with TOD Policy 4, Mix of Uses, the additional uses will provide more opportunities for people to live, work and shop without having to get into their cars. The proposed office, retail, and hotel uses will balance the activity within the site and spread the peak hours over a longer period of time.

V. Conclusion

This nomination will provide the proper planning incentive to justify reinvesting in an outdated and inefficient complex, in furtherance of the community's vision for the area and the County's broader land use policies. At the same time, the nomination also reconciles with the underlying transportation analysis conducted as part of the 2001 Merrifield Plan to approach "trip neutrality" for the site. This nomination is a unique opportunity to complete the vision of a revitalized Merrifield in furtherance of the County's sustainability and TOD goals.



PC17-PR-007

Publication Date: June 7, 2018

Address/Tax Map Parcel(s): 7950 Jones Branch Drive/Tax Map Parcel 29-2 ((15)) C1

Nominator: Greg Riegle

Supervisor District: Providence

Planning Area: Area II

Planning District: Tysons Urban Center, North Central District, Subarea 1

Acreage: 16.74

Current Plan Map/Text: Office use/Office use up to an intensity of 1.0 floor area ratio (FAR) and potential supporting retail and service uses.

Proposed Amendment: Office/residential mixed use with ground-floor retail use up to 1.75 FAR

Considerations:

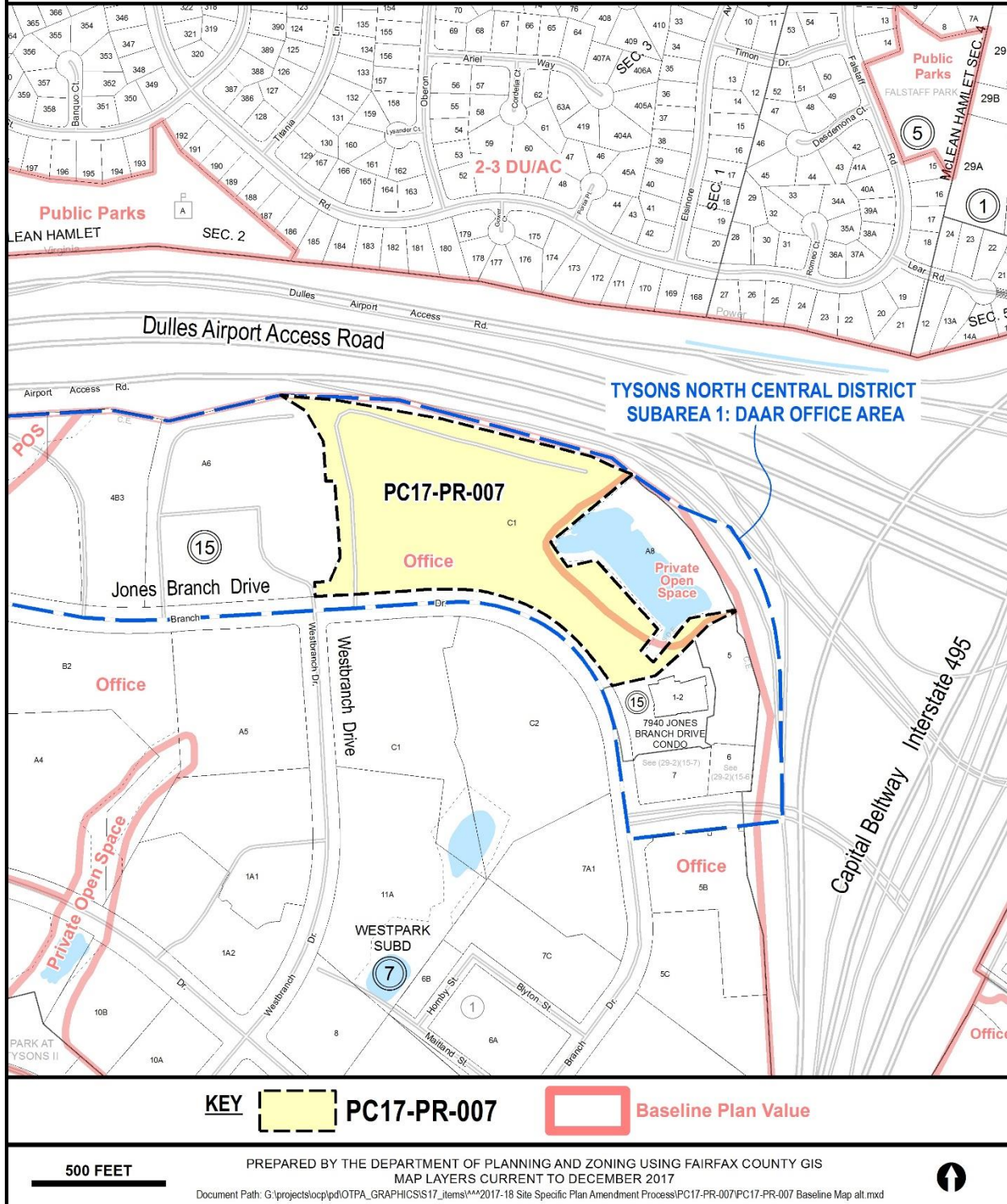
The subject property is located south of the Dulles Airport Access Road (DAAR) at the intersection with the Capital Beltway (Interstate 495) and north of Jones Branch Drive. The Comprehensive Plan designates the subject property in a subarea of the Tysons Urban Center identified as the DAAR Office Area, which is intended to continue to serve corporate headquarters and regional office buildings that provide a transition in building height and intensity to single-family neighborhoods to the north. This nomination proposes the addition of multi-family residential use as a potential secondary use to the existing office building on the site and an increase in the maximum intensity. The Tysons Urban Center Plan supports only office as a primary use in this location, with supporting retail and service uses as potential secondary uses. Residential use is not supported in the DAAR Office Area and the proposed increase in maximum intensity does not conform to the adopted vision of the area as being transitional in height and intensity. Residential mixed-use neighborhoods and higher-intensity development are generally supported in locations closer to core Transit Station Areas. Accommodating residential use on the site, and an associated increase in intensity, may require significant re-planning of a larger portion of the DAAR Office Area, and its goals and objectives within the context of the Tysons Urban Center Plan.

Final Staff Recommendation:

PC17-PR-001 is not recommend to be added to the 2018 Comprehensive Plan Amendment Work Program, due to the inconsistency of the nominated Plan amendment with the adopted vision and intent of the DAAR Office Area as a transitional area with primarily office uses.

PC17-PR-007

Valo Park



PROVIDENCE DISTRICT TASK FORCE
SSPA TASK FORCE RECOMMENDATION
NORTH COUNTY SITE-SPECIFIC PLAN AMENDMENT
COMMUNITY SCREENING

SSPA Item # PC17-PR-007 Valo Park

Date reviewed by Task Force: Tuesday, April 10, 2018

Nominator(s): Greg Riegle

SUMMARY TASK FORCE RECOMMENDATION:

Include nomination on the Plan Amendment Work Program as proposed _____

Include a modification of the original nomination on the Plan Amendment Work Program
 (Modification provided below under Explanation/Comments or attached as a separate page to
 this document.) _____

Do not include on the Plan Amendment Work Program X

VOTE TALLY:

In favor: 3
 Opposed: 13
 Abstentions: _____

Task Force member(s) who recused themselves from the vote:

TASK FORCE EXPLANATION/COMMENTS:

A ~~mod~~ suggested modification was put forth to remove the residential option. It failed on a voice vote after staff advised it would substantially change the nature of the

Task Force Chair: [Signature]

Date: 4/16/18

proposal. Staff advised that such a modification was not in keeping with the intended role of the task force.



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PC17-PR-007



FAIRFAX COUNTY, VIRGINIA
2017 NORTH COUNTY SITE SPECIFIC PLAN AMENDMENT PROCESS
NOMINATION TO AMEND THE COMPREHENSIVE PLAN

TYPE OR PRINT RESPONSES IN BLACK INK

Incomplete forms will not be accepted for review and will be returned to the nominator. Staff reserves the right to correct errors in street address, tax map number, acreage or current Plan designation and may contact the nominator for clarification before acceptance. Be sure to attach required map and original certified mail receipts as proof of property owner notification.

THIS BOX FOR STAFF USE ONLY

Date Received: _____

Date Accepted: _____

Planning District: _____

Special Area: _____

1. NOMINATOR/AGENT INFORMATION


Name: Greg Riegle Daytime Phone: 703 712 5360

Address: McGuireWoods LLP, 1750 Tysons Blvd., Suite 1800

Tysons, VA 22102

Nominator E-mail Address: griegle@mcguirewoods.com

Signature of Nominator (NOTE: There can be only one nominator per nomination):



Signature of Owner(s) if applicable: (NOTE: Attach an additional sheet if necessary. Each owner of a nominated parcel must either sign the nomination or be sent a certified letter):

Anyone signing on behalf of a business entity, must state the relationship to that organization below or on an attached page:

2. GENERAL INFORMATION

Check appropriate supervisor district: ☐ Dranesville ☐ Hunter Mill ☒ Providence ☐ Sully

Total number of parcels nominated: 1.00

Total aggregate size of all nominated parcels (in acres and square feet): 16.74 acres 729,164 sq. ft.

Is the nomination a Neighborhood Consolidation Proposal: ☐ Yes ☒ No (See page 22 of the Guide to the SSPA for more information. Nominations for neighborhood consolidation will need to attach a petition bearing the signatures of 75 percent or more of the owners and must at a minimum account for 75 percent of the land area being proposed for replanning.)

IMPORTANT NOTE: No nominations that include residential uses including residential mixed-use proposals will be accepted within the Site-specific Plan Amendment (SSPA) process for areas of the county subject to the 2016 Proffer Bill Legislation.

Are you aware that proposals that generate more than 5,000 vehicle trips per day over the current adopted Comprehensive Plan will trigger additional VDOT review? Visit http://www.vdot.virginia.gov/info/traffic_impact_analysis_regulations.asp for more information. (See pages 14-15 of the Guide to the SSPA for more information.)

☒ Yes ☐ No

3. PROPERTY INFORMATION – Attach either the Property Information Table found at the end of this application form or a separate 8 ½ x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

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4. CURRENT AND PROPOSED COMPREHENSIVE PLAN RECOMMENDATION AND ZONING DESIGNATION See Section IV, #4, of the Citizen's Guide for instructions.

a. Current Comprehensive Plan text for nominated property: Use the Plan on the Web (www.fairfaxcounty.gov/dpz/comprehensiveplan) for your citation.

Tysons Urban Center, North Central, Subarea 1

b. Current Plan Map (<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/compplanmap.htm>)

Designation: Office

c. Current Zoning Designation (<http://www.fairfaxcounty.gov/myneighborhood/>)

C-3

d. Proposed Comprehensive Plan Designation: (NOTE: Your nomination as proposed will be evaluated and subject to the consideration and vote by the task force).

mixed use

e. Describe what development under the new Plan would look like. (What uses? Type of buildings? Building heights? Surface or structured parking? Typical unit size?)

Proposed development will retain the existing office building, totaling 842,366 sf, and construct a second building of office or residential uses. Owner wishes to provide ground floor retail in the new and possibly in both buildings. Total FAR will be between 1.5 and 1.75. The below figures represent an estimate of how development might look and will likely change as Owner refines the concept.

f. RESIDENTIAL PROPOSALS: Select the appropriate density range proposed and complete the Residential Unit Type table.

| Residential Land Use Categories | | Residential Unit Types | | | |
|---|-----------------|------------------------------------|-----------------|---------------------|-------------------|
| Categories expressed in dwelling units per acre (du/ac) | Number of Units | Unit Type | Number of Units | Unit Size (sq. ft.) | Total Square Feet |
| .1 - .2 du/ac (5-10 acre lots) | | Single Family Detached | | | |
| .2 - .5 du/ac (2-5 acre lots) | | Townhouse | | | |
| .5 - 1 du/ac (1 - 2 acre lots) | | Low-Rise Multifamily (1-4 stories) | | | |
| 1 - 2 du/ac | | Mid-Rise Multifamily (5-8 stories) | | | |
| 2 - 3 du/ac | | High-Rise Multifamily (9+ stories) | 428 | 1,000 | 428,671 |
| 3 - 4 du/ac | | TOTAL: | 428 | | 428,671 |
| 4 - 5 du/ac | | | | | |
| 5 - 8 du/ac | | | | | |
| 8 - 12 du/ac | | | | | |
| 12 - 16 du/ac | | | | | |
| 16 - 20 du/ac | | | | | |
| 20 + du/ac** | 70-80 du/ac | | | | |

** If you are proposing residential densities above 20 du/ac, you must specify a range such as 20-30 du/ac or 30 -40 du/ac.

g. NON-RESIDENTIAL or MIXED-USE PROPOSALS: Check the proposed use(s):

☒ Office
 ☒ Retail
 ☐ Institutional
 ☐ Private Recreation/
 ☐ Industrial
 ☒ Residential

Open Space
(specify uses in table)

Total Floor Area Ratio (FAR) Proposed: 1.75 Total Gross Square Feet: 1,276,037

| Categories | Percent of Total FAR | Square Feet |
|--|----------------------|------------------|
| Office | 66% | 842,366 |
| Retail | 0.39% | 5,000 |
| Institutional | | |
| Private Recreation/Open Space | | |
| Industrial | | |
| Residential* | 33.61% | 428,671 |
| TOTAL | 100% | 1,276,037 |
| <i>*If residential is a component, please provide the approximate number and size of each type of dwelling unit proposed in the chart above based on the approximate square footage.</i> | | |

5. MAP OF SUBJECT PROPERTY

Attach a Property Map (property maps may be accessed using the online Digital Map Viewer application at <https://www.fairfaxcounty.gov/gisapps/DMV/Default.aspx>) clearly outlining in black ink the property of the proposed Plan amendment. The map must be no larger than 8 1/2 x 11 inches and clearly legible. Maps in color will not be accepted.

6. JUSTIFICATION

Check the appropriate box and attach a written justification that explains why your nomination should be considered, based on the guidelines below (two-page limit).

- ☐ Addresses an emerging community concern(s);
- ☒ Better implements the Concept for Future Development, and is not contrary to long-standing policies established in the Concept for Future Development;
- ☒ Advances major policy objectives:
 - Environmental protection,
 - Revitalization of designated areas,
 - Economic development,
 - Preserving open space,
 - Affordable housing, or
 - Balancing transportation infrastructure and public facilities with growth and development.
- ☒ Responds to actions by others, such as Federal, State, or adjacent jurisdictions;
- ☒ Reflects implementation of Comprehensive Plan guidance;
- ☒ Responds to or incorporates research derived from technical planning or transportation studies.

All completed nomination forms must be submitted between 8:00 a.m. on September 5, 2017 and 4:30 p.m. December 5, 2017 to:

Fairfax County Planning Commission Office
<http://www.fairfaxcounty.gov/planning/>
 Government Center Building, Suite 330
 12000 Government Center Parkway
 Fairfax, Virginia 22035-5505

PROPERTY INFORMATION TABLE

All subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part 1 of this application. If you are required to notify more than one property owner, you must provide all the information requested below.

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail recipient(s) and copies of each notification letter and map will not be accepted.

| Tax Map Number | Name of Property Owner | Street Address of Parcel | Mailing Address of Owner | Parcel size in acres | Signature of owner or Certified Receipt Number |
|----------------|------------------------|---|---|----------------------|--|
| 0292-15-C1 | TAMARES 7950 OWNER LLC | 7950 JONES BRANCH DR MCLEAN VA 22102 | 1500 BROADWAY FLR 24TH NEW YORK NY 10036 | 16.74 | Certified Mail |
| | | | | | |
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McGUIREWOODS

7950 Jones Branch SSPA Nomination Statement of Justification

Executive Summary

Replanning of the property located at 7950 Jones Branch Drive (the "Property") presents an opportunity to achieve a number of well-settled Comprehensive Plan policies for Tysons and is an appropriate reaction to the changing circumstances on surrounding properties. The Property is currently planned for office use at its existing 1.0 FAR within the North Central Office Subdistrict, Subarea 1: DAAR Office Area. The proposed amendment will provide the flexibility needed to provide additional amenities, promote walkability and reduce single occupancy vehicle use, capture the economic opportunities associated with potential growing demand for commercial uses, and, most importantly, create an identity for this area of Tysons.

Proposed Comprehensive Plan Change

Proposed is option language that would allow the flexibility to consider mixed-use development on undeveloped portions of the Property. This mixed-use development could include potential residential and short-term housing options, expanded retail and dining options, dedicated space for meetings, conferences and events, and/or additional Class-A office space. This flexibility would be exercised within building height parameters currently reflected in this subarea and with the further expectation that traffic impacts can be mitigated with respect to the governing Comprehensive Plan recommendations through enhanced pedestrian amenities, the contemplated circulator system in Tysons and innovative ride sharing and shuttle services that are already in place or evolving at Valo Park. In total, development on the Property is proposed to be capped at 1.75 FAR.

Context

The existing office-only recommendation in the Comprehensive Plan does not account for market preferences currently causing commercial environments in mixed-use areas to achieve the greatest success. This proposed amendment capitalizes on the relative strength and success of the Jones Branch Drive corridor which is home to some of the more prominent corporate tenants in Tysons including Hilton, PenFed, Tegna and others. What is lacking in the Jones Branch Drive corridor are walkable amenities and a clear sense of place. The Property provides the best opportunity to create what amounts to a focal point in this area of Tysons. The Property is already home to a Class-A office building having a signature architectural style. More importantly, the Property benefits from proportionally large amounts of open and undeveloped land that make it the only logical place in the Jones Branch Drive corridor to undertake meaningful place-making concepts. The proposed option also appropriately compliments the development directly across the street at the PS Business Park Property. The PS Business Park Property is planned for twice the density associated with the current Comprehensive Plan for the Property and, as a result, this proposed option is not out of context with the immediately adjacent

January 4, 2001
Page 2

development and will also maintain the character consistent with the remainder of the Jones Branch corridor which tends to have buildings of comparable height with considerably less open space than exists on the Property.

A provision of additional walkable amenities combined with reasonable and appropriate commitments to circulator and shuttle options will effectively manage traffic on the Property and in the surrounding area. Of note, the site also benefits from being a little more than ½ a mile from the new Jones Branch Avenue Transit Facility - a circumstance very different from other property in Tysons but with a similar distance from the core Metrorail corridor.

This is an opportunity to realize well-settled benefits of the land use process.

Reasonable re-planning of the Property will encourage a rezoning to the PTC designation. This will provide the regulatory tools and certainty that have consistently served the County well throughout the redevelopment at Tysons.



PC17-SU-001

Publication Date: June 7, 2018

Address/Tax Map Parcel(s): 5001 and 5035 Westfields Boulevard;
Tax Map Parcels 44-3 ((7)) B2 and B3

Nominator: David Gill

Supervisor District: Sully
Planning Area: Area III
Planning District: Bull Run
Acreage: 17.43

Current Plan/Text: Retail use up to 0.25 Floor Area Ratio (FAR).

Proposed Amendment: Incorporate into the Dulles Suburban Center, and add an option for mixed use up to 0.75 FAR that may include 10-26% retail use, up to 90% office, hotel, or assisted living use, and up to 10% private recreation use.

Considerations:

The subject properties are located at the southeast corner of the Westfields Boulevard and Stonecroft Boulevard intersection, and are bordered to the south by Sequoia Farms Drive. The properties to the north are planned for a mix of uses; to the east for residential use at 2-3 dwelling units per acre (du/ac) and public parks and private open space, and to the west and south for residential use at 2-3 du/ac, private open space and public facilities. The properties are located south of the Dulles Suburban Center boundary and developed with a neighborhood retail center. Land uses should be compatible with the surrounding areas. The Comprehensive Plan's Concept for Future Development describes this area as a "Suburban Neighborhood". These areas contain a broad mix of allowable residential densities, styles, parks and open spaces. The Plan supports neighborhood-serving commercial services, public facilities, and institutional uses in these areas if the proposed intensities and character are compatible with the surrounding area. Introduction of new uses to this neighborhood-serving commercial area may be appropriate if compatible with the surrounding uses. The Comprehensive Plan also includes guidance for multifamily residential development for the elderly that should be reviewed with any future analysis of the nomination.

Final Staff Recommendation:

PC17-SU-001 is recommended to be added to the 2018 Comprehensive Plan Amendment Work Program.

SULLY DISTRICT TASK FORCE
SSPA TASK FORCE RECOMMENDATION
NORTH COUNTY SITE-SPECIFIC PLAN AMENDMENT
COMMUNITY SCREENING

SSPA Item # DC-17-8U-001

Date reviewed by Task Force: Wednesday, May 9th, 2018

Nominator(s): David Gill, McGuire Woods LLP

SUMMARY TASK FORCE RECOMMENDATION:

Include nomination on the Plan Amendment Work Program as proposed X

Include a modification of the original nomination on the Plan Amendment Work Program
 (Modification provided below under Explanation/Comments or attached as a separate page to
 this document.) _____

Do not include on the Plan Amendment Work Program _____

VOTE TALLY:

In favor: 5
 Opposed: 0
 Abstentions: 0

Task Force member(s) who recused themselves from the vote: 0

TASK FORCE EXPLANATION/COMMENTS:

see back

Task Force Chair: Karen Campbell

Date: 5/9/18.



David-

④ TASK Force Comments + concerns.

- ④ ~~Task~~ - more mixed use town center
 - development an opportunity to
 - provide forward thinking.
 - demand traffic patterns - minimize traffic congestion
 - see for the need for an upgrade of the site
 - ~~development~~ - the most productive use possible.
 - ~~gas stations / greater opportunity~~ to encourage younger patrons to the site

④ max concerned.

HOA
property value

.75 FAR
multistory building.

Nominators will?

Special Consideration to:

criteria

support - economic vitality
walkability

vitality avoid

strip mall

- avoid high/mix rises
- avoid degradation of visual aesthetics

- preserve unique characteristics of the current site. Visually pleasing and semi-screened by foliage and building placement.

- avoid single use @ site (ie) only assisted living - no go for community

① work with the community (integrate)

✗ traffic.

② extra building parking.

✗ a lot of space. "captured more"

100%
- no assistance
resistance
no.

PC17-SU-001



FAIRFAX COUNTY, VIRGINIA
2017 NORTH COUNTY SITE SPECIFIC PLAN AMENDMENT PROCESS
NOMINATION TO AMEND THE COMPREHENSIVE PLAN

TYPE OR PRINT RESPONSES IN BLACK INK

Incomplete forms will not be accepted for review and will be returned to the nominator. Staff reserves the right to correct errors in street address, tax map number, acreage or current Plan designation and may contact the nominator for clarification before acceptance. Be sure to attach required map and original certified mail receipts as proof of property owner notification.

THIS BOX FOR STAFF USE ONLY

Date Received: _____

Date Accepted: _____

Planning District: _____

Special Area: _____

1. NOMINATOR/AGENT INFORMATION

Name: David Gill Daytime Phone: 703-712-5039

Address: McGuireWoods LLP, 1750 Tysons Boulevard, Suite 1800, Tysons, VA 22102

Nominator E-mail Address: dgill@mcguirewoods.com

Signature of Nominator (NOTE: There can be only one nominator per nomination):

Signature of Owner(s) if applicable: (NOTE: Attach an additional sheet if necessary. Each owner of a nominated parcel must either sign the nomination or be sent a certified letter):

Anyone signing on behalf of a business entity, must state the relationship to that organization below or on an attached page:

2. GENERAL INFORMATION

Check appropriate supervisor district: ☐ Dranesville ☐ Hunter Mill ☐ Providence ☒ Sully

Total number of parcels nominated: 2.00

Total aggregate size of all nominated parcels (in acres and square feet): 17.43 acres 759,268 sq. ft.

Is the nomination a Neighborhood Consolidation Proposal: ☐ Yes ☒ No (See page 22 of the Guide to the SSPA for more information. Nominations for neighborhood consolidation will need to attach a petition bearing the signatures of 75 percent or more of the owners and must at a minimum account for 75 percent of the land area being proposed for replanning.)

IMPORTANT NOTE: No nominations that include residential uses including residential mixed-use proposals will be accepted within the Site-specific Plan Amendment (SSPA) process for areas of the county subject to the 2016 Proffer Bill Legislation.

Are you aware that proposals that generate more than 5,000 vehicle trips per day over the current adopted Comprehensive Plan will trigger additional VDOT review? Visit http://www.vdot.virginia.gov/info/traffic_impact_analysis_regulations.asp for more information. (See pages 14-15 of the Guide to the SSPA for more information.)

☒ Yes ☐ No

3. PROPERTY INFORMATION – Attach either the Property Information Table found at the end of this application form or a separate 8 ½ x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

All subject property owners must be sent written notice of the nomination by certified mail unless their signature(s) appears in part 1 (above).

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.

4. CURRENT AND PROPOSED COMPREHENSIVE PLAN RECOMMENDATION AND ZONING DESIGNATION See Section IV, #4, of the Citizen's Guide for instructions.

a. Current Comprehensive Plan text for nominated property: Use the Plan on the Web (www.fairfaxcounty.gov/dpz/comprehensiveplan) for your citation.

Area III – Bull Run Planning District – BR3-Flatlick:

"3. Land at the southeast quadrant of the intersection of Westfields and Stonecroft Boulevards (Tax Map 44-3-((7)) A, B, B1, C, C1) is planned and developed as retail use at .25 FAR..."

b. Current Plan Map (<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/compplanmap.htm>)

Designation: Retail and Other Commercial Uses

c. Current Zoning Designation (<http://www.fairfaxcounty.gov/myneighborhood/>).

PDH-3 and C-5

d. Proposed Comprehensive Plan Designation: (NOTE: Your nomination as proposed will be evaluated and subject to the consideration and vote by the task force).

3. Land at the southeast quadrant of the intersection of Westfields and Stonecroft Boulevards (Tax Map 44-3-((7)) A, B2 and B3) is planned for a mix of uses at a .75 FAR...

e. Describe what development under the new Plan would look like. (What uses? Type of buildings? Building heights? Surface or structured parking? Typical unit size?

Redevelopment of the shopping center would reflect typical mixed-use patterns established in the area.

f. RESIDENTIAL PROPOSALS: Select the appropriate density range proposed and complete the Residential Unit Type table.

| Residential Land Use Categories | | Residential Unit Types | | | |
|---|-----------------|------------------------------------|-----------------|---------------------|-------------------|
| Categories expressed in dwelling units per acre (du/ac) | Number of Units | Unit Type | Number of Units | Unit Size (sq. ft.) | Total Square Feet |
| .1 - .2 du/ac (5-10 acre lots) | | Single Family Detached | | | |
| .2 - .5 du/ac (2-5 acre lots) | | Townhouse | | | |
| .5 - 1 du/ac (1 - 2 acre lots) | | Low-Rise Multifamily (1-4 stories) | | | |
| 1 - 2 du/ac | | Mid-Rise Multifamily (5-8 stories) | | | |
| 2 - 3 du/ac | | High-Rise Multifamily (9+ stories) | | | |
| 3 - 4 du/ac | | TOTAL: | | | |
| 4 - 5 du/ac | | | | | |
| 5 - 8 du/ac | | | | | |
| 8 - 12 du/ac | | | | | |
| 12 - 16 du/ac | | | | | |
| 16 - 20 du/ac | | | | | |
| 20 + du/ac** | | | | | |

** If you are proposing residential densities above 20 du/ac, you must specify a range such as 20-30 du/ac or 30-40 du/ac.

g. NON-RESIDENTIAL or MIXED-USE PROPOSALS: Check the proposed use(s):

☒ Office
 ☒ Retail
 ☐ Institutional
 ☒ Private Recreation/
 ☐ Industrial
 ☐ Residential

 Open Space (specify uses in table)

Total Floor Area Ratio (FAR) Proposed: .75 Total Gross Square Feet: 566,354

| Categories | Percent of Total FAR | Square Feet |
|--|----------------------|---------------------|
| Office / Hotel / Assist. Living | up to 90% | up to 509,719 sf |
| Retail | 10 - 26% | 56,635 - 147,000 sf |
| Institutional | | |
| Private Recreation/Open Space | up to 10% (optional) | up to 56,635 sf |
| Industrial | | |
| Residential* | | |
| TOTAL | 100% | 566,354 sf |
| <i>*If residential is a component, please provide the approximate number and size of each type of dwelling unit proposed in the chart above based on the approximate square footage.</i> | | |

5. MAP OF SUBJECT PROPERTY

Attach a Property Map (property maps may be accessed using the online Digital Map Viewer application at <https://www.fairfaxcounty.gov/gisapps/DMV/Default.aspx>) clearly outlining in black ink the property of the proposed Plan amendment. The map must be no larger than 8 1/2 x 11 inches and clearly legible. Maps in color will not be accepted.

6. JUSTIFICATION

Check the appropriate box and attach a written justification that explains why your nomination should be considered, based on the guidelines below (two-page limit).

- ☒ Addresses an emerging community concern(s);
- ☒ Better implements the Concept for Future Development, and is not contrary to long-standing policies established in the Concept for Future Development;
- ☒ Advances major policy objectives:
 - Environmental protection,
 - Revitalization of designated areas,
 - Economic development,
 - Preserving open space,
 - Affordable housing, or
 - Balancing transportation infrastructure and public facilities with growth and development.
- ☐ Responds to actions by others, such as Federal, State, or adjacent jurisdictions;
- ☐ Reflects implementation of Comprehensive Plan guidance;
- ☐ Responds to or incorporates research derived from technical planning or transportation studies.

All completed nomination forms must be submitted between 8:00 a.m. on September 5, 2017 and 4:30 p.m. December 5, 2017 to:

Fairfax County Planning Commission Office
<http://www.fairfaxcounty.gov/planning/>
 Government Center Building, Suite 330
 12000 Government Center Parkway
 Fairfax, Virginia 22035-5505

PROPERTY INFORMATION TABLE

All subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part 1 of this application. If you are required to notify more than one property owner, you must provide all the information requested below.

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail recipient(s) and copies of each notification letter and map will not be accepted.

| Tax Map Number | Name of Property Owner | Street Address of Parcel | Mailing Address of Owner | Parcel size in acres | Signature of owner or Certified Receipt Number |
|----------------|------------------------------|--|---|----------------------|--|
| 44-3-((7))-B2 | United States Postal Service | 5001 Westfields Boulevard Centreville, VA 20120 | Law Dept., Mid-Atlantic Office 400 Virginia Ave., SW, Ste. 600 Washington, DC 20024 | 3.076 | 7009 0080 000 9777 4279 |
| 44-3-((7))-B3 | Sully Station LLC | 5035 Westfields Boulevard Centreville, VA 20120 | c/o Rosenthal Properties 1945 Old Gallows Rd., Ste. 300 Vienna, VA 22182 | 14.353 | 7009 0080 0000 9777 4286 |
| | | | | | |
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Proposed Inclusion in Dulles Suburban Center and Request Comprehensive Plan Language Land Unit J (Sully Station Shopping Center)

January 4, 2018 (Revised)

Location

Sully Station Shopping Center, the subject of this nomination, is an auto-oriented suburban shopping located on Westfields Boulevard across from the entrance to the overall Westfields office park. Specifically, the shopping center is located on Tax Maps 44-3((7)) B2, B3 and is directly adjacent to a small consolidation of retail shops and restaurants located off of Westone Plaza (soon to be Poplar Tree Overpass) that are nominally part of Westfields.

Existing Comprehensive Plan Language

The property is located within the Flatlick Community Planning Sector of the Bull Run Planning District. Current plan language indicates the property is planned and developed for retail uses at .25 FAR.

Background

Sully Shopping Center was constructed almost 30 years ago, in 1988, and was the original community shopping center for the Sully Station community. As was typical for suburban shopping centers, the retail is oriented around the automobile, and consists of a large anchor grocer and large swaths of surface parking lots.

However, similar to many centers of this vintage, it faces a significant evolving retail environment. Since it opened, almost every large-format “anchor” store has also opened nearby, such as Target, Costco, Walmart, and soon Wegmans – all which also provide groceries. Further, during the last three decades, the Route 28 Tax District funded significant interchange and transportation improvements, which made accessing these anchor retailers even easier for many in the community.

This competition resulted in a decline in the viability of grocery space in the center, which culminated when its long time anchor, Safeway, left the center in the mid-2000s. Other grocery stores followed suit, and since that time it has been increasingly difficult to attract and retain an anchor tenant in the center’s largest leasable space. Because of this competition and limited visibility from Route 28, the center faces significant headwinds in its ability to retain retail tenants moving forward.

Request

Sully Station Shopping Center is located immediately adjacent to the southern edge of the Dulles Suburban Center. The shopping center is also functionally integrated with the adjacent Westfields/Westone retail area, including sharing public street access (soon to be extended to an overpass over 28). Both centers are also largely dependent on the Westfields business park as well, marketing toward office workers for lunchtime/after-work shopping and eating. Both the

Westone retail center and Westfields business park are already located within the Dulles Suburban Center, whereas Sully Station Shopping Center is not.

Given its proximity to Route 28 and its connection to both the Westone Plaza shops and Westfield Corporate Park, we request that the Sully Shopping Center be included within the Dulles Suburban Center study area.

As stated previously, the center is struggling to attract and retain a tenant for its largest anchor space. Tenants of that size are increasing locating in mixed use areas. As such, the second part of this request is to allow an option for mixed-use development in the aging shopping center in order to bring critical mass to support a qualified anchor and to create the sought-after mixed-use environment. The result would be a vibrant center that not only responds to modern retail trends, but also continues to serve Sully Station as a whole with a more thriving location.

Justification

Including this property in the Dulles Suburban Center will permit Fairfax County to review a viable mixed-use application for Sully Station as part of the larger efforts to create a unified planning approach for the area. The addition of a mixed-use component to the property will support the long-standing goal of the Dulles Suburban Center to create a better balance of uses to reduce trip generation and its toll on the transportation network in the Dulles corridor.

Re-planning this property to allow modernization of the aging shopping center through the creation of a mixed-use environment will continue to serve Sully Station and further the economic goals stated in the Dulles Suburban Center relative to the goal of creating a "model community characterized by an exemplary quality of life featuring an optimal mix of employment, housing, environmental protection, transportation, services, all while significantly enhancing the tax base." This replanning effort will ensure the viability and vitality for the center and the larger community for decades to come.

78849429_2.docx

Amin, Homaira

From: Gill, David R. <dgill@mcguirewoods.com>
Sent: Friday, January 05, 2018 11:34 AM
To: Suchicital, Bernard S.
Cc: Gori, Laura; O'Donnell, Leanna; Van Dam, Meghan; Bassarab, Kimberly; Cooper, John W.; Cerdeira, Lilian; Amin, Homaira; Dindyal, Roger; Johnson, Clara; Strunk, Tracy; Lewis, Catherine E.
Subject: RE: Sully Station SSPA

Correct. We mean that any potential "assisted living use" would meet the definition of a medical care facility under the Zoning Ordinance.

We see it potentially as component of a mixed-use environment and integrated into the retail. Candidly beyond that we have not determined any likely phasing or location for such a use.

David R. Gill

T: +1 703 712 5039

From: Suchicital, Bernard S. [mailto:Bernard.Suchicital@fairfaxcounty.gov]
Sent: Friday, January 05, 2018 11:05 AM
To: Gill, David R. <dgill@mcguirewoods.com>
Cc: Gori, Laura <Laura.Gori@fairfaxcounty.gov>; O'Donnell, Leanna <Leanna.O'Donnell@fairfaxcounty.gov>; Van Dam, Meghan <Meghan.VanDam@fairfaxcounty.gov>; Bassarab, Kimberly <Kimberly.Bassarab@fairfaxcounty.gov>; Cooper, John W. <John.Cooper2@fairfaxcounty.gov>; Cerdeira, Lilian <Lilian.Cerdeira@fairfaxcounty.gov>; Amin, Homaira <Homaira.Amin@fairfaxcounty.gov>; Dindyal, Roger <Roger.Dindyal@fairfaxcounty.gov>; Johnson, Clara <Clara.Johnson@fairfaxcounty.gov>; Strunk, Tracy <Tracy.Strunk@fairfaxcounty.gov>; Lewis, Catherine E. <Catherine.Lewis@fairfaxcounty.gov>
Subject: Sully Station SSPA

Good morning David,

After further reviewing your revised nomination for the Sully Station Shopping and discussing it with staff, we concluded that a clarification from you is needed. In your revised submission, one of the new proposed use request listed is an assisted living facility. Please clarify that you intend it to be a medical care facility, and not an independent living facility. Additionally, how do you foresee this assisted living component being implemented if it receives a favorable Plan amendment adoption by the Board?

Also, as discussed earlier, you do not need to re-send the notification letters to the property owner because the property owner has signed the SSPA nomination form itself.

Thank you again for your interest and work on this nomination,
 Bernie

Bernard S Suchicital

Senior Land Use Planner
 Policy & Plan Development Branch
 Department of Planning & Zoning
 County of Fairfax, Virginia

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Staff Proposed 2018 Comprehensive Plan Amendment Work Program

Adopted July 9, 2013, amended through May 15, 2018

The Comprehensive Plan Amendment Work Program lists authorized current and future planning studies. Completed studies are also noted on the final page of this document.

| Plan Amendment Name and Number | Authorization Date | General Purpose | Comment |
|--|--------------------|--|--|
| 1. Parks Comprehensive Plan Update S11-CW-3CP(B) | December 6, 2011 | <ul style="list-style-type: none"> Phase 2/3: Amend parks recommendations in planning district recommendations to align with Great Parks, Great Communities plans as a part of district planning studies. | |
| 2. Giles Run - Lorton Laurel Crest Connector Road S11-CW-77 | December 6, 2011 | Consider removal of recommendation for Lorton Laurel Crest Connector Road. | Retain planned road to provide connectivity in the area and accommodate future traffic growth. |
| 3. Heritage Resources | December 7, 2009 | <ul style="list-style-type: none"> Update recommendations for Inventory of Historic Sites on an annual basis, if needed. | |
| 4. McLean CBC Subarea 29, Ashby Apartments S13-II-M2 | January 29, 2013 | <ul style="list-style-type: none"> Evaluate subject areas for residential mixed-use development. | Superseded by McLean CBC Study, authorized on April 10, 2018. |
| 5. Suburban Center Classification 2013-CW-1CP | July 9, 2013 | <ul style="list-style-type: none"> Assess whether Suburban Center term in Concept for Future Development reflects future character of the area; Evaluate potentially renaming term and removing or reclassifying existing centers, i.e., Flint Hill Suburban Center. | The term "Suburban Center" should be retained. |
| 6. Tidal Shoreline Erosion Control | July 9, 2013 | <ul style="list-style-type: none"> Investigate the extent to which (if any) the Environment section of the Policy Plan will need to be amended to comply with §15.2-2223.2 of the Code of Virginia, which requires, for Tidewater localities (including Fairfax County), incorporation into comprehensive plans of comprehensive coastal resource management guidance developed by the Virginia Institute of Marine Science. Follow-up development and consideration of a Policy Plan amendment, as may be needed. | |
| 7. Public Facilities 2013-CW-5CP | July 9, 2013 | <p>Follow-on Considerations to Plan Amendment S11-CW-1CP, Adopted Amendment No. 2011-12:</p> <ul style="list-style-type: none"> Coordinate with other local and state utilities, such as Dominion Virginia Power, that own property planned for uses other than Public Facilities, Governmental, and Institutional uses to determine if those properties should be replanned as Public Facilities, Governmental, and Institutional uses. Update Area Plans and Policy Plan text as necessary to reflect new public facilities and changes to existing public facilities identified during the Plan Map update process that were outside of the scope of that process. Consider replanning land recommended for public facilities that is developed as residential and non-residential uses. | |

| Plan Amendment Name and Number | Authorization Date | General Purpose | Comment |
|--|-----------------------------|--|--|
| 8. Woodlawn-CBC Subunits B-1 and B-2 S11-IV-MV2 | December 6, 2011 | Comprehensive Plan amendment to evaluate Subunit B1 and B2 (the southern side of Woodlawn-CBC between Cooper and Cedar Roads) to consider residential uses. | Superseded by Embark Study, authorized on May 12, 2015. |
| 9. Public Schools | | <ul style="list-style-type: none"> Evaluate changes to school classifications in Plan. Consider revising references to intermediate schools that are shown as planned for middle schools. Consider adding new symbols to Plan Map for Fairfax County Public School Administrative Centers, Service Centers, Maintenance Facilities, and/or Adult Education Centers. (Follow-on Consideration to Plan Amendment S11-CW-ICP.) | |
| 10. Transportation – Transit Study 2013-CW-T4 | July 9, 2013 | <p>Evaluate potential amendments resulting from countywide transit study:</p> <ul style="list-style-type: none"> Phase I: Modification of Countywide Transportation Plan recommendations Phase II: Modification of activity center recommendations Editorial and “check-in” of district. | |
| 11. Polick Planning District and planning sectors 2013-III-P1 | July 9, 2013 | | |
| 12. Lower Potomac Planning District and planning sectors and Lorton South-Route 1 Suburban Center 2013-IV-LP1 | July 9, 2013 | <ul style="list-style-type: none"> Editorial and “check in” of district. Potential amendment for indigent cemetery 9501 Old Colchester Road, Lorton, Va. Areawide editorial update | |
| 13. Plan Map: Residential Planned Communities | | <p>Follow-On consideration to PA-S11-CW-ICP:</p> <ul style="list-style-type: none"> Consider reclassifying the Residential Planned Communities with unique land use classifications and density or intensity ranges, rather than singular color for areas. Consider the removal of all planned transportation and trails improvements | Designation retained. |
| 14. Newington Road 2015-IV-T1 | July 28, 2015 | | PC determined that this PA was not appropriate mechanism to address citizen concerns (November 2015). |
| 15. Topgolf Site, Kingstowne Area 2015-IV-RH1 | October 20, 2015 | <ul style="list-style-type: none"> Consider an amendment to the Comprehensive Plan for Tax Map parcels 91-2 (11) 35A and 35B to consider a mix of residential uses, up to approximately 275 residential units, and up to 20,000 gross square feet of retail uses. Consider also that the retail development may be increased up to 70,000 gross square feet to accommodate an appropriate retail anchor, such as a grocery store. | |

| Plan Amendment Name and Number | Authorization Date | General Purpose | Comment |
|--|-----------------------------|--|---|
| 16. Shirley Gate Road Extension 2016-III-T1 | February 2, 2016 | Consider an alternative alignment of the extension of Shirley Gate Road from Braddock Road to the Fairfax County Parkway, as recommended in the Shirley Gate Road Extended Planning Study, which refines the alignment and evaluates interchange configurations at the Fairfax County Parkway. | To allow interchange design concepts to be considered as part of Rt 286 widening project. |
| 17. Fairfax Center Area, Phase III, Core Area 2013-III-FC1 (C) | December 6, 2016 | <ul style="list-style-type: none"> Pursue a third phase of the Fairfax Center Area Study to conduct a transportation analysis for Fairfax Center Core Area nominations and conclude a review of the core area, which consists of Land Units A and B of the Fairfax Center Area Suburban Center. | |
| 18. Green Building – Energy Policy Plan Update 2017-CW-2CP | June 20, 2017 | <ul style="list-style-type: none"> Consideration of a Policy Plan amendment for an increased emphasis on energy efficiency as part of proffered green building commitments. | |
| 19. Economic Success 2017-CW-3CP | June 20, 2017 | Develop guidance that incorporates criteria for economic success that will aid Board Members when considering authorizing changes to the Comprehensive Plan. | Existing policy provides sufficient guidance. |
| 20. Innovation Center Station (North), Dulles Suburban Center, Land Units L-1 and L-2 2017-III-DS1 | October 24, 2017 | <p>Comprehensive Plan amendment for the Innovation Center Station (North), Land Unit L-1 and Land Unit L-2 of the Dulles Suburban Center (Tax Map Parcels 15-2((1)) 4, 5, 15, 16 and 17):</p> <ul style="list-style-type: none"> Consider an increase in the current recommended FAR limits in the "Core Area". The FAR limits considered should be consistent with maximum intensity levels at other Silver Line Metrorail stations in the Reston-Dulles corridor. Evaluate a land use mix option that includes office as the predominant rise, and to identify needed improvements to public facilities in the area, including fire, police, schools, recreation, and transportation. Expedite and complete the review and processing of this Plan amendment within eight to ten months, and to work closely with Loudoun County and the Virginia Department of Transportation to ensure that the transportation and land use planning are compatible with approved and planned developments in Loudoun County. | |
| 21. Northern Virginia Training Center Site and State Police Site 2017-III-P1 | October 24, 2017 | <ul style="list-style-type: none"> Comprehensive Plan amendment for the Northern Virginia Training Center and State Police Site [Tax Map parcels 69-1 ((1)) 34 and 34A]. Consider all potential uses for the site. | |
| 22. Building Repurposing for Other Uses 2017-CW-6CP | December, 5, 2017 | <ul style="list-style-type: none"> Policy Plan amendment to evaluate the repurposing of buildings besides office buildings, such as retail or institutional uses. | |
| 23. 2017 Heritage Resources Plan Update 2017-CW-4CP | | <ul style="list-style-type: none"> Through the approval of the 2013 Comprehensive Plan Work Program, the Board of Supervisors authorized annual consideration of a Comprehensive Plan amendment for Heritage Resources Plan Update. The proposed amendment recommends an update to the relevant heritage resources sections in the Comprehensive Plan, to reflect additions and updates to the Inventory of Historic Sites as approved by the History Commission through 2017. | |

| Plan Amendment Name and Number | Authorization Date | General Purpose | Comment |
|---|--------------------|---|--|
| 24. Dulles Suburban Center – Jackson Property <i>DSC-DI-2</i> | July 9, 2013 | <ul style="list-style-type: none"> Comprehensive Plan amendment to consider an option for residential development at 10-12 dwelling units per acre. (Submissions considered as part of completed Dulles Suburban Center Study and subsequently deferred for consideration.) | |
| 25. Roberts Road <i>2018-II-F1</i> | January 23, 2018 | <ul style="list-style-type: none"> Comprehensive Plan amendment to consider single-family detached residential, commercial, and/or institutional uses for Tax Map parcels 68-2 ((1)) 21, 22, 23, 24, and 25, in conjunction with a community engagement process. | |
| 26. 8800 Richmond Highway <i>2018-IV-MV2</i> | March 6, 2018 | <ul style="list-style-type: none"> Comprehensive Plan amendment to consider residential use up to eight dwelling units per acre for Tax Map parcels 109-2 ((1)) 18C, 19, and 20. | |
| 27. Beacon/Groveton and Hybla Valley/Gum Springs Areas <i>2018-IV-MV3</i> | March 20, 2018 | <ul style="list-style-type: none"> Comprehensive Plan amendment to recommend mixed-use development around planned BRT stations and additional development potential in a later phase to support a planned Metrorail extension. | |
| 28. Huntley Meadows Park Path from Telegraph Road to Lockheed Boulevard <i>2018-IV-BK1</i> | March 20, 2018 | <ul style="list-style-type: none"> Comprehensive Plan amendment to consider the removal of a shared use path from the Bicycle Plan within Huntley Meadows Park. | |
| 29. Huntley Meadows Park Trail from Hayfield Road to Harrison Lane <i>2018-IV-TR1</i> | March 20, 2018 | <ul style="list-style-type: none"> Comprehensive Plan amendment to consider the removal of a minor trail from the Countywide Trails Plan through Huntley Meadows Park. | |
| 30. Oakwood Road (Van Dorn Transit Station Area, Land Unit E) <i>SH-IV-RH2</i> | September 13, 2011 | <p>Comprehensive Plan amendment to consider private recreation uses with an overall intensity of no more than 0.3 FAR and consider the following elements:</p> <ul style="list-style-type: none"> Site design options that would provide greater separation and landscaping buffering from the established homes to the south. Orientation of parking towards I-495 and behind any potential building. Retention of the existing stormwater management pond. Establish a formal advisory committee to evaluate the Plan amendment and rezoning application. Transportation impact analysis on the surrounding community. | Discussions on this Plan amendment has not occurred in greater than 5 yrs. |
| 31. McLean Community Business Center Study <i>2018-II-M1</i> | April 10, 2018 | <p>Comprehensive Plan amendment to consider:</p> <ul style="list-style-type: none"> Land use, density and mix of uses. Transportation and other public facility needs. Revisions to urban design guidance and Open Space Design Standards. | |
| 32. Lincolnia Planning District Study – Phase III: Lincolnia CBC Land Use and Transportation Analysis <i>2013-I-L1 (C)</i> | July 9, 2013 | <ul style="list-style-type: none"> Review substantive changes to the Comprehensive Plan guidance for the CBC and for the wider Lincolnia Planning District. | |

| Plan Amendment Name and Number | Authorization Date | General Purpose | Comment |
|--|--------------------|--|---------|
| 33. Lewin Park 2018-IV-S1 | May 1, 2018 | <ul style="list-style-type: none"> Comprehensive Plan amendment to recommend residential use at 1-2 dwelling units per acre with an option for office and/or hotel for Tax Map parcels 91-4 ((4)) 1 through 11, 13-15, 500, and 501. | |
| 34. Dulles Suburban Center, Land Unit J 2018-III-DS1 | May 15, 2018 | <ul style="list-style-type: none"> Comprehensive Plan amendment will consider the addition of new land uses generally within the current overall baseline intensity of 0.50 FAR for Land Unit J of the Dulles Suburban Center. | |
| 35. Dulles Suburban Center Boundary Change – Sully Station Shopping Center 2018-III-BR1 | May 15, 2018 | <ul style="list-style-type: none"> Comprehensive Plan amendment will consider extending the boundary of the Dulles Suburban Center to create a new land unit that includes the Sully Station Shopping Center. | |
| 36. West Falls Church Transit Station Area, Land Unit A (PC17-DR-001) | July 31, 2018 | <ul style="list-style-type: none"> Comprehensive Plan amendment will consider office and residential mixed-use of up to 0.96 FAR. | |
| 37. Merrifield Suburban Center, Land Units I (pt), J (pt), and K (PC17-PR-001, 002) | July 31, 2018 | <p>Comprehensive Plan amendment will consider:</p> <ul style="list-style-type: none"> Mixed-use up to 1.0 FAR for Land Unit K; Mixed-use office, hotel, residential, and other uses with an intensity range 0.80 FAR to 1.0 FAR for nominated areas of Land Units I and J. | |
| 38. Sully Station Shopping Center (PC17-SU-001) | July 31, 2018 | <ul style="list-style-type: none"> Comprehensive Plan amendment will consider an option for retail, office, hotel, assisted living, and private recreation mixed-use of up to 0.75 FAR. | |

Proposed 2018 Comprehensive Plan Amendment Work Program – General Timeline as Proposed by Staff

As of May 15, 2018

| Plan Amendment | | 2017 | | | | 2018 | | | | 2019 | | | | 2020 | | | |
|-----------------|---|------|--|--|--|------|--|--|--|------|--|--|--|------|--|--|--|
| PA Number | Plan Amendment | | | | | | | | | | | | | | | | |
| 2018-IV-MV3 | <i>Active Plan Amendments</i> Beacon/Groveton and Hybla Valley/Gum Springs Metrorail/BRT Influence (3/22/2018) | | | | | | | | | | | | | | | | |
| 2018-II-M1 | McLean CBC Study (4/10/2018) | | | | | | | | | | | | | | | | |
| 2013-I-L1(C) | Lincolnia Planning District - Phase III (7/9/2013) | | | | | | | | | | | | | | | | |
| 2017-CW-2CP | Green Building - Energy Policy Plan Update (6/20/2017) | | | | | | | | | | | | | | | | |
| 2013-III-FC1(C) | Fairfax Center Area, Core Area - Phase III (12/6/2016) | | | | | | | | | | | | | | | | |
| 2018-III-DS1 | Dulles Suburban Center, Land Unit J (5/15/2018) | | | | | | | | | | | | | | | | |
| 2017-III-DS1 | Innovation Center Station (North), Dulles Suburban Center, Land Units L-1 and L-2 (10/24/2017) | | | | | | | | | | | | | | | | |
| 2017-III-P1 | Northern Virginia Training Center Site and State Police Site (10/24/2017) | | | | | | | | | | | | | | | | |
| 2018-IV-S1 | Lewin Park (5/1/2018) | | | | | | | | | | | | | | | | |
| 2017-CW-4CP | Heritage Resources (Annual, as needed) | | | | | | | | | | | | | | | | |
| 2017-CW-6CP | Building Repurposing for Other Uses (12/05/2017) | | | | | | | | | | | | | | | | |
| 2015-IV-RH1 | Topgolf Site, Kingstowne Area (10/20/2015) | | | | | | | | | | | | | | | | |
| 2018-IV-BK1 | Huntley Meadows Park Trails 1 (3/22/2018) | | | | | | | | | | | | | | | | |
| 2018-IV-TR1 | Huntley Meadows Park Trails 2 (3/22/2018) | | | | | | | | | | | | | | | | |
| 2018-IV-MV2 | 8800 Richmond Highway (3/6/2018) | | | | | | | | | | | | | | | | |
| 2018-III-BR1 | Dulles Suburban Center Boundary Change-Sully Station Shopping Center (5/15/2018) | | | | | | | | | | | | | | | | |
| 2018-II-F1 | Roberts Road (01/23/2018) | | | | | | | | | | | | | | | | |
| DSC-D1-2 | Dulles Suburban Center - Jackson Property (7/9/2013) | | | | | | | | | | | | | | | | |
| | <i>Authorized, but not active</i> | | | | | | | | | | | | | | | | |
| S11-IV-MV2 | Woodlawn CBC Subunits B-1 and B-2 (12/6/2011) | | | | | | | | | | | | | | | | |
| 2017-CW-3CP | Economic Success (7/20/2017) | | | | | | | | | | | | | | | | |
| S13-II-M2 | McLean CBC - Ashby Apartments (1/29/2013) | | | | | | | | | | | | | | | | |
| S11-IV-RH2 | Oakwood Road (9/13/2011) | | | | | | | | | | | | | | | | |
| S11-CW-T1 | Giles Run - Lorton-Laurel Crest Connector Road (12/6/2011) | | | | | | | | | | | | | | | | |
| 2015-IV-T1 | Newington Road (7/28/2015) | | | | | | | | | | | | | | | | |
| 2016-III-T1 | Shirley Gate Road Extension (2/2/2016) | | | | | | | | | | | | | | | | |
| 2013-CW-1CP | Suburban Center Classification (7/9/2013) | | | | | | | | | | | | | | | | |
| | Plan Map: Residential Planned Communities | | | | | | | | | | | | | | | | |
| 2013-CW-5CP | Public Facilities Plan Map Amendment (7/9/2013) | | | | | | | | | | | | | | | | |
| | Tidal Shoreline Erosion Control (7/9/2013) | | | | | | | | | | | | | | | | |
| 2013-CW-T4 | Transportation - County Transit Network Study (7/9/2013) | | | | | | | | | | | | | | | | |
| 2013-IV-LP1 | Lorton South-Rt 1 Suburban Center and Lower Potomac Planning District and Planning Sectors (7/9/2013) | | | | | | | | | | | | | | | | |
| S11-CW-3CP(B) | Parks Comprehensive Plan Update (12/6/2011) | | | | | | | | | | | | | | | | |
| 2013-III-P1 | Pohick Planning District and Planning Sectors (7/9/2013) | | | | | | | | | | | | | | | | |
| | Public Schools Plan Map Amendment | | | | | | | | | | | | | | | | |
| | <i>SSPA Nominations</i> | | | | | | | | | | | | | | | | |
| PC17-DR-001 | West Falls Church Metro Station | | | | | | | | | | | | | | | | |
| PC17-PR-001 | Inova / Exxon-Mobil | | | | | | | | | | | | | | | | |
| PC17-PR-002 | Fairview Park | | | | | | | | | | | | | | | | |
| PC17-SU-001 | Sully Station Shopping Center | | | | | | | | | | | | | | | | |

