

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

**GENERAL LOCATION:** North of Monument Drive, west of West Ox Road, south of Lee-Jackson Memorial Highway (Route 50)

**PLANNING AREA AND DISTRICT:**

Area III, Fairfax Center Area

**SUB-DISTRICT DESIGNATION:** Sub-unit J1

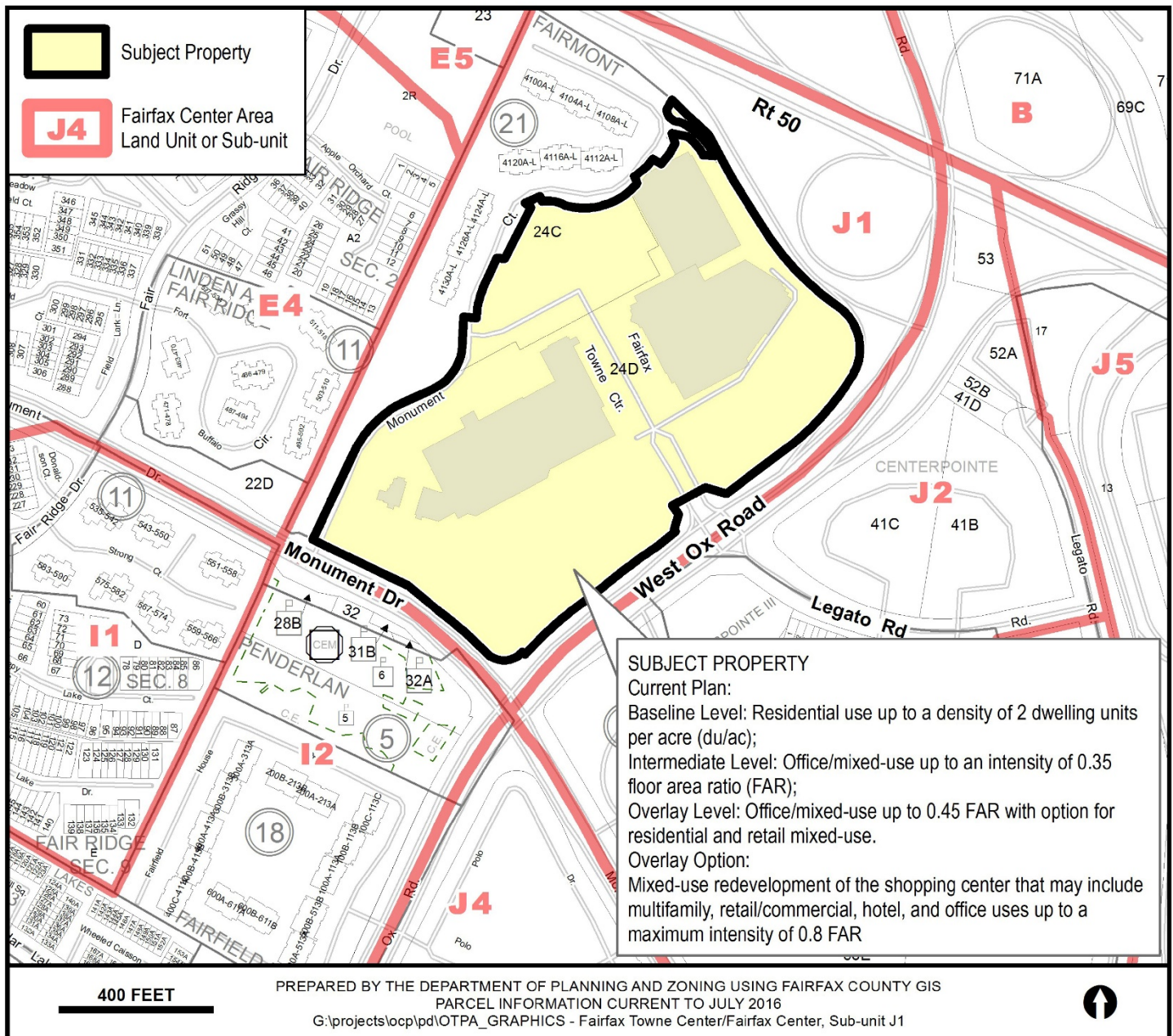
**PARCEL LOCATION:** 46-3 ((1)) 24A

**SUPERVISOR DISTRICT:** Springfield

**ADOPTED:** July 26, 2016

**ITEM NO.** 2014-III-FC2

FOR ADDITIONAL INFORMATION CALL (703) 324-1380



**AMENDMENT TO THE COMPREHENSIVE PLAN (2013 EDITION)**

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

**MODIFY:** Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through October 20, 2015, Land Unit J, Recommendations, Land Use, pages 71, 79-80:

**“Sub-unit J1**

This sub-unit is planned for office mixed-use development at the overlay level. ~~The planned linear park on the southern edge will be a major amenity and pedestrian corridor for the area and must be preserved.~~ This sub-unit represents a transition between the mixed-use Suburban Center core area to the east and the non-core area to the west and south. Excellence in site planning and design is expected of any development in this sub-unit, particularly since the unit occupies such a highly visible location. As an option at the overlay level, residential, office, hotel, and/or retail/commercial mixed-use redevelopment may be appropriate up to an intensity of 0.8 FAR on Tax Map Parcel 46-3((1))24A. ~~the land area currently used for parking at the western end of the shopping center plaza may be appropriate for additional development of at least 10,000 square feet of retail use but no more than 20,000 square feet. A mix of residential and retail use may be appropriate if retail use is integrated into the development on the first floor facing the shopping center plaza and the residential development does not exceed four stories.~~ Redevelopment should become a focal point for the area, designed as a pedestrian-oriented, mixed-use town center that is more urban in character. Surface parking lots should be infilled with mixed-use development, well-connected urban parks, and structured parking. High quality design and landscaping should be employed to mitigate impacts on the adjacent residential use. Safe and efficient pedestrian connections should be provided to link the mix of uses in this sub-unit. The following conditions should be met to implement this option:

- A coordinated development plan should be provided that defines both the ultimate vision and any phasing of the redevelopment. All phases should incorporate enhancements to the pedestrian environment for residents, visitors and workers.
- Higher intensities should be generally clustered on the northeastern portion of the subunit and along West Ox Road to consolidate the mixed use area and minimize visual impacts to the adjacent residential neighborhoods to the west, to the extent possible. New development should articulate building heights and massing to respond to the scale of adjacent uses and provide a gradual transition in height toward the residential areas to the west.

- The land area currently used for parking at the western end of the shopping center plaza may be appropriate for residential development with 10,000 to 20,000 square feet of retail use integrated into the development on the first floor facing the shopping center plaza. The residential development should not exceed four stories.
- Building articulation of the new development, including ground floor use and design, should utilize distinct architectural treatment and avoid large, monotonous areas of building wall as much as possible. Building frontage should typically follow new interior street geometry. In addition, attention should be paid to improving the street edge along West Ox Road, which should complement the development on the opposite side of the roadway through building orientation and placement, and high quality building design and landscaping. Small, individual pad sites and drive-through uses should be discouraged.
- Smaller, more walkable blocks; enhanced transit stop(s) serving the site and pedestrian connections to and from the stop(s); and comfortable and convenient connections to usable open space areas, between buildings, and pedestrian facilities on all internal streets are encouraged to improve the pedestrian environment.
- A network of well-connected, usable public spaces should be provided in accordance with the Urban Parks Framework. Plazas and open spaces should be designed to function as public places for people to gather and linger. The existing central plaza and the linear park along Monument Drive should be enhanced and form the basis for the network. The central plaza should be highly visible as you enter the site from West Ox Road, designed for optimal use, and complemented by the building design and land uses surrounding it. The plaza should be supported by secondary open space areas that are distributed throughout the site, including the linear park along Monument Drive.
- The development should address the increased need for recreation facilities to serve future residents and office workers by providing convenient access to active recreation facilities and/or through a contribution to the Park Authority for the construction or improvement of nearby offsite recreation facilities that will be impacted.
- A well-connected trail and sidewalk system should be incorporated into the design that promotes walkability and bike-ability internally as well as connections to the surrounding areas. Special attention should be given to

improving the safety of the crossing at West Ox Road and Legato Road for pedestrians.

- Any remaining surface parking lots are expected to provide continuous, attractive and safe pedestrian routes through them, as part of an overall circulation plan. Additional landscaping should be provided in the remaining surface parking to improve and coordinate connections through parking areas.
- Automobile circulation should be improved within the site through the establishment of a grid of streets and at access points by promoting the usage of the Monument Drive entrance through design and signage. This should be balanced by the need to encourage pedestrian activity.

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LAND UNIT SUMMARY CHART – LAND UNIT J			
<u>Sub-units</u>	<u>Approximate Acreage</u>		
J1	41		
J2	41.5		
J3	3.5		
J4	17		
J5	133		
<u>Sub-units</u>	<u>Recommended Land Use</u>	<u>Intensity/ FAR</u>	<u>Density Units/Acre</u>
<b>Baseline Level</b>			
J1, J4	RESIDENTIAL		2
J2	OFFICE; RESIDENTIAL	.25	5
J3	INSTITUTION; OFFICE	.15 .25	
J5	MIXED-USE **	.15	
<b>Intermediate Level</b>			
J1, J4	OFFICE/MIX	.35	
J2	OFFICE/MIX	.55	
J3	INSTITUTION; OFFICE	.50 * .55	
J5	MIXED-USE **	.25	

LAND UNIT SUMMARY CHART – LAND UNIT J (continued)		
<b>Overlay Level</b>		
J1	OFFICE/MIX	.45****
J2	OFFICE/MIX; *** HOTEL	1.0 300 Room
J3	OFFICE	1.0
J4	OFFICE/MIX	.50
J5	MIXED-USE **	.65
<p>* See text for J3 conditions for high-intensity institutional or office uses.</p> <p>** See text for the recommended mixture of uses for this sub-unit.</p> <p>*** See text for overlay level recommendations for Tax Map 46-3((1))40, 41B, 41C and 51, as well as for Tax Map 46-3((1))36E.</p> <p>**** <u>See text for J1 for an option at the overlay level.</u></p> <p>Note: Part of these sub-units is within the Water Supply Protection Overlay District.</p>		

**COMPREHENSIVE LAND USE PLAN MAP:**

The Comprehensive Land Use Plan map will not change.

**TRANSPORTATION PLAN MAP:**

The Countywide Transportation Plan map will not change.