

# AN AMENDMENT TO THE COMPREHENSIVE PLAN FOR FAIRFAX COUNTY, VIRGINIA 2017 EDITION

**GENERAL LOCATION:** The northwest quadrant of the intersection of Interstate 66 and Route 50.

**PLANNING AREA AND DISTRICT:**

Area III, Fairfax Planning District

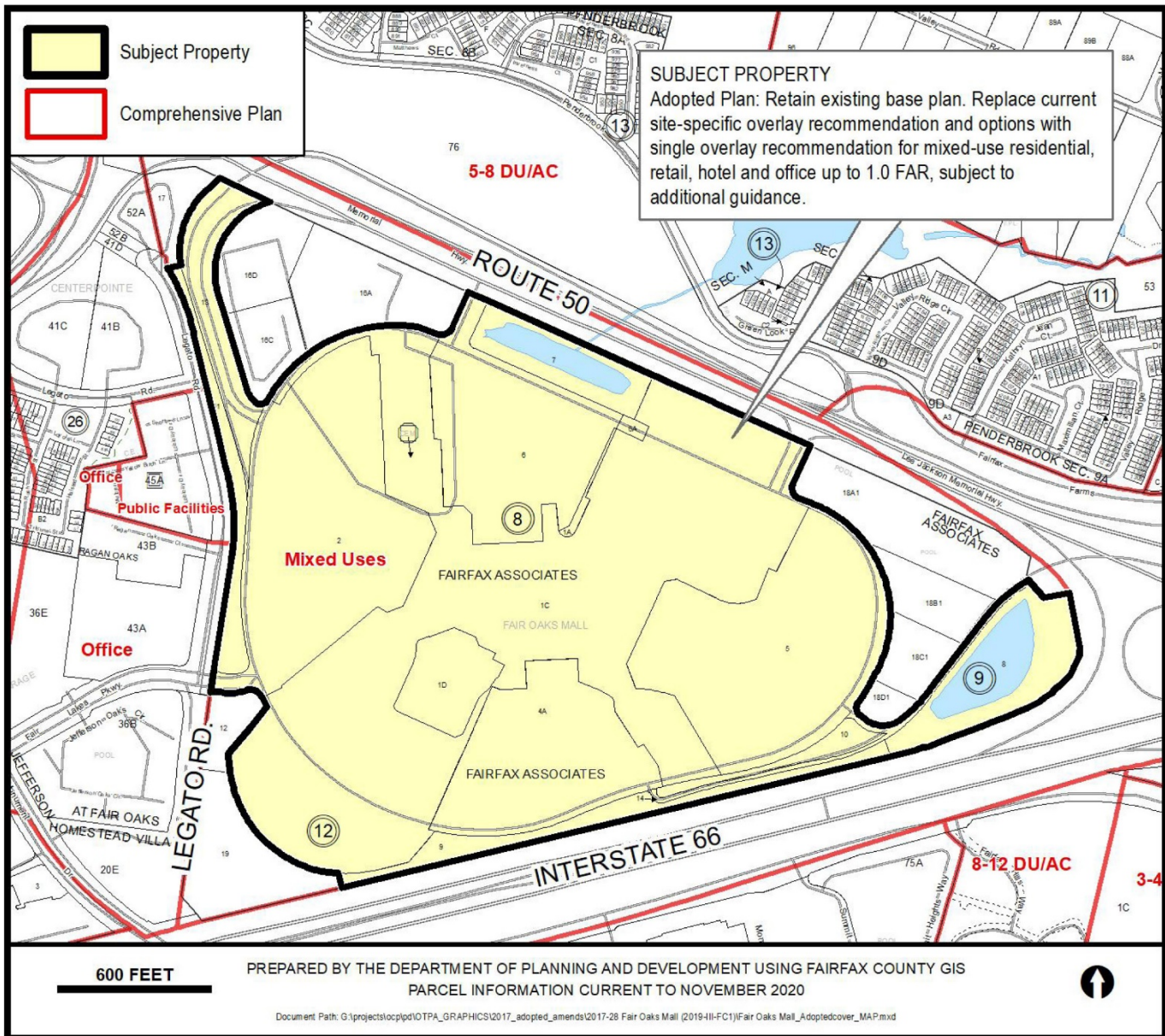
**SPECIAL PLANNING AREA:** Fairfax Center Area - Subunit A1

**PARCEL LOCATION:** 46-3 ((8)) 1A, 1C, 1D, 2, 4A, 5, 6, 6A, 7, 10, 11, 13; 46-4 ((9)) 8; 56-1 ((12)) 9, 14

**SUPERVISOR DISTRICT:** Springfield

**ADOPTED:** November 17, 2020 **ITEM NO.** PA 2019-III-FC1

FOR ADDITIONAL INFORMATION CALL (703) 324-1380



**THIS PAGE INTENTIONALLY LEFT BLANK**

**AMENDMENT TO THE COMPREHENSIVE PLAN (2017 EDITION)**

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

**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area III, Fairfax Center Area, as amended through 7-31-2018, Fairfax Center Area-Wide Recommendations, page 8, to delete strikethrough text:

“The core area near the first Metrorail station is planned for a mix of uses at a variety of intensities, ~~some of which are tied to the funding of the Metrorail extension, or in the interim, funding of a Bus Rapid Transit System.~~ Any development or redevelopment occurring prior to the funding of the Metrorail extension should not preclude higher-intensity transit-oriented development that is envisioned in the future. ...”

**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area III, Fairfax Center Area, Amended through 7-31-2018, Land Use Plan Recommendations – Suburban Center Core Area, Land Unit A, Land Use Recommendations, page 37:

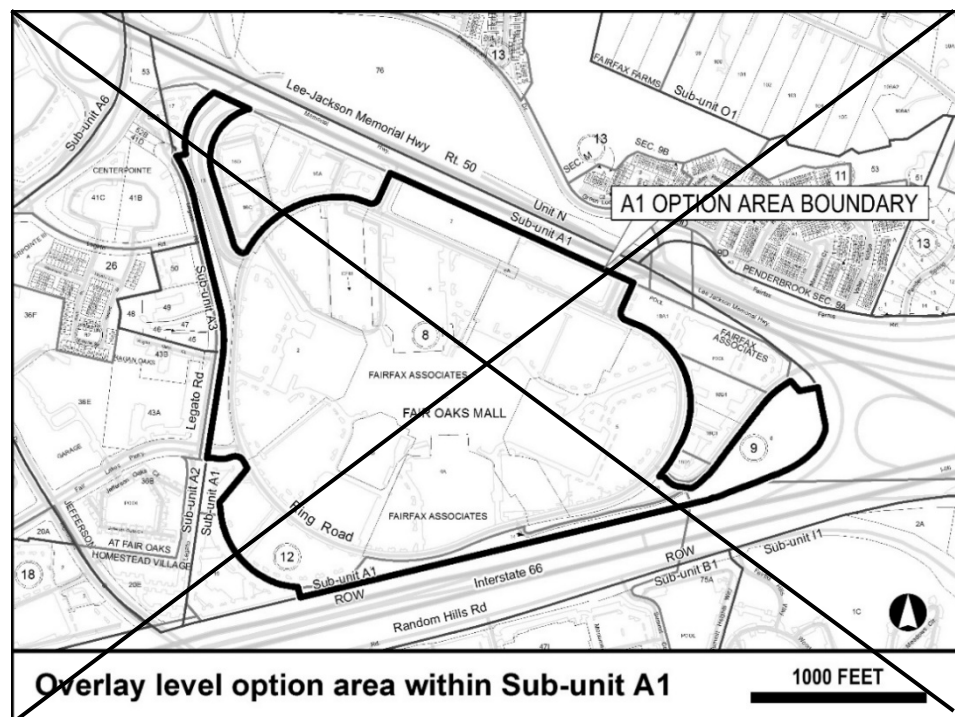
**“Sub-unit A1**

Baseline: Mixed use up to .15 FAR

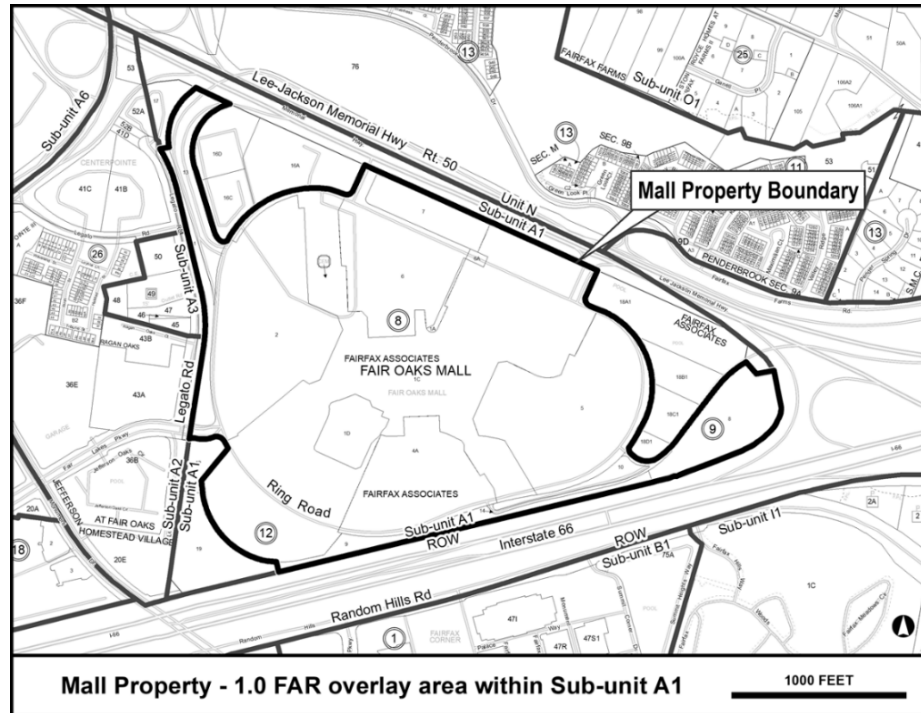
Overlay: Mixed use up to .65 FAR; 1.0 FAR

Sub-unit A1 consists of approximately 133 acres, including a 109.5-acre ~~portion that and contains the Fair Oaks regional mall~~ Regional Mall at its center (“Mall Property” or “Mall”), as shown on Figure 11, ~~and several~~ Several office buildings, ~~and hotels, and other commercial uses around its the~~ perimeter of the Mall Property occupy the approximately 24-acre remainder of the sub-unit. There is a long-range vision to extend Metrorail to the area and a Metrorail station is planned to be constructed located along I-66 with a pedestrian connection to the sub-unit. Prior to a Metrorail extension, a major I-66 Express Lane project (slated for completion in 2022) is underway, and there is potential for interim transit mode improvements, such as enhanced Express Bus service or ~~Subject to adoption by the Board of Supervisors, a Bus Rapid Transit (BRT) system, may be constructed as an interim or alternative transit mode. The BRT system, if deemed appropriate, would potentially extend westward toward the county line and potentially into Prince William County from the Vienna Metrorail station or points east. BRT is defined as a system operating in the median of I-66 in an exclusive lane, segregated from the public traffic on I-66. The system would be served by stations similar to Metrorail with bridge connections to adjacent parcels. Service would consist of larger buses such as articulated buses. BRT is a higher quality system than the express bus or bus priority system as recommended in the 2010 Virginia Department of Rail and Public Transit’s (DRPT) I-66 Transit/Transit Demand Management (TDM) study.~~

Sub-unit A1The Mall Property is planned at the overlay level up to 0.65 FAR overall. The 109.5-acre portion of the sub-unit that contains the Fair Oaks Mall property (“mall property”), as shown on Figure 11, is planned for residential, retail, hotel, and office uses at the overlay level up to an intensity of 1.0 FAR, which equates to approximately 3.1 4.8 million square feet of development. The approximately 24-acre remainder of the sub-unit is planned at the overlay level for retail, hotel and office uses at the overlay level up to an intensity of .65 FAR overall. Any redevelopment at the overlay level should address the applicable Areawide Recommendations for the Fairfax Center Area, including the Core Area Vision, and applicable Use-Specific Performance Criteria. As an interim phase in the overlay level, the mall property Mall Property is planned for retail and office uses up to an intensity of 0.50 .50 FAR. Redevelopment at the interim phase should meet the The development elements and the performance criteria recommended at the for overlay level development should also be applicable to any interim phase of development.



~~FIGURE 11~~



**FIGURE 11**

At such future time as the planned extension of Metrorail to the area is funded, areas of the Mall Property may be appropriate for additional transit-oriented development (TOD) at an intensity above 1.0 FAR. Such additional intensity will require additional planning studies, including a transportation analysis demonstrating that the transportation network will support the additional development potential, and studies to ensure that the TOD is integrated with previously-planned development, in support of the Core Area Vision and Areawide Guidelines. Development at the overlay level of up to 1.0 FAR should be designed to accommodate the future Metrorail station and supporting TOD by identifying those areas which may be critical to accommodating those uses and intensity, and ensuring that those areas remain suitable for the future development.

~~As options at the overlay level, development on the mall property may be increased up to 3.8 million square feet (an intensity of up to 0.80 FAR) subject to adoption and funding of a BRT system (“BRT Option”) and increased up to 4.8 million square feet (an intensity of up to 1.0 FAR), subject to funding of the planned extension of Metrorail along I-66 in the vicinity of the mall (“Metrorail Option”). The majority of the development under the Metrorail Option should be concentrated near the planned transit station within approximately ¼ mile of the platform. As redevelopment occurs across the mall property, the cumulative total square feet should not prevent the potential for the most intense development from being located near the station.~~

### Redevelopment of the Mall Property

~~While preserving the sub-unit's role as a regional retail center, redevelopment~~ Redevelopment of the sub-unit, and the mall property Mall Property, in particular, presents an opportunity to transform the auto-oriented, suburban-style character of the sub-unit into an inter-connected, urban-style, multi-modal, transit and pedestrian-friendly place. The vision for such redevelopment is encapsulated in the Core Area Vision contained in the Areawide Guidance of the Fairfax Center Area. The elements of the Core Area Vision describe the redevelopment of surface parking lots and older lower-intensity uses into a modern, more urban mixture of residential and commercial land uses with a coordinated, pedestrian and transit-friendly design.

~~In order to~~ To achieve this goal, the ultimate vision for redevelopment of the Mall Property should be defined at the earliest phase of redevelopment through the creation of a conceptual circulation master plan for the entire site. The master plan should reflect the intent and guidance of the adopted Core Area Vision and represent ensure that any redevelopment works toward achieving the ultimate goal of an integrated, multi-modal, transit-oriented development. If redevelopment includes As individual development phases occur, the master plan may be subject to modification, but should continue to serve as an overall conceptual framework to guide elements such as the coordination of land uses, connectivity and site circulation, the provision of transportation improvements, and the creation of a connected open space network, to ensure a logical phasing plan should be part of any redevelopment proposal to demonstrate how ultimate development at the greatest planned intensity will achieve the ultimate achievement of Comprehensive Plan goals. Each phase of development should provide planned infrastructure, parks, open space, and other amenities proportionate to the intensity of the development proposal and as is necessary to fully serve the residents and users at that phase of development.

~~Circulation into, around, and through the mall property, connecting to land uses on the periphery of the mall property and outside the land unit, should be the primary component of conceptual plan. The central location of the mall in the sub-unit and its spoke-like design present a challenge for movement, particularly for pedestrians. The future vision should identify multi-modal corridors of movement and how connections will be improved or enhanced to safely accommodate pedestrians, bicyclists, and transit in the sub-unit. Vehicular and pedestrian conflicts at intersections should be identified, and the needs balanced or prioritized. The design should bring the internal activity and vibrancy of the mall outward to the surrounding streetscapes of the new development by extending mall corridors outward to the new roadways. The circulation pattern should be logical and cohesive and recognize that the most direct connection across the site will occur through the mall building.~~

### Vision for Redevelopment

The vision should be realized through a synergistic mixture of land uses and a coordinated design. ~~The retail use in the mall may expand up to two million square feet under the overlay or overlay option levels. Initially, the mall's Mall's retail use should will comprise the majority most of the total~~



~~development on the Mall Property. As redevelopment occurs under the options on the mall property, the land use components should shift such that the mall Mall square footage should become becomes less of the total development, and the new uses development on the mall property at the Metrorail Option becomes occupy the majority of the total square feet. Under the Metrorail Option, the residential component should be generally 30 percent of the total development, and the retail use of the mall should be generally 40 percent of the total development.~~

It is anticipated that residential uses will comprise a large percentage of redevelopment and residential will eventually become the primary use on the site. Retail uses, which typically generate a high number of vehicular trips to and from a site, should be reduced as necessary to adequately offset the transportation impacts of new development on the roadway network. At full buildout, retail is expected to comprise 20 percent to 25 percent of total development. Residential uses may comprise as much as 35 percent to 45 percent of total site development, while office, hotel, and other non-residential/non-retail uses make up the remainder. As redevelopment occurs, development plans should be reviewed to ensure that the proposed mixture of uses is consistent with the overall concept for the site, continues to satisfy Plan objectives, and would not exceed the capacity of the planned transportation network.

The addition of residential uses is intended to transform the existing auto-oriented retail environment into a 24-7, vibrant, livable community. Multifamily buildings that are five stories and greater have the design characteristics necessary to create the desired compact, walkable environment when thoughtfully integrated with supporting non-residential uses. Townhomes and stacked townhomes ("2-over-2" townhomes) are not considered appropriate for the intended type of urban, mixed-use development, except when they are physically integrated into other structures to activate the streetscape. Residential uses should be designed and located in a manner that reduces the traffic-related noise impact on such uses, as per county policy. Retail uses, exclusive of the mall Mall, and other active uses should be conveniently strategically located in the ground-floor of buildings in order, as is necessary to serve the residents and employees, animate the street, and promote pedestrian activity. The retail uses also should be located strategically to take advantage of visibility and promote walkability, at such areas as prominent entryways, corridors, or public plazas. Residents, employees, and visitors should have convenient access to urban parks, open space, recreational space, and other services. A network and hierarchy of open spaces and urban parks should be established per county policy.

### Urban Design

Redevelopment of the Mall Property should be consistent with the design guidance included in the Areawide Recommendations and Core Area Vision, which emphasize the creation of a vibrant, pedestrian-scaled environment with a distinctive character. A central plaza or park should be provided on the site to serve as a main attraction, contribute to the distinct identity of the place, and to serve as a foundation for a network and hierarchy of open spaces and urban parks located throughout the development, consistent with the recommendations of the County's Urban Parks Framework. Development

proposals should demonstrate high quality in terms of site and building design, landscaping, materials, and urban park spaces, and should prioritize comfort and accessibility for persons of a variety of ages and abilities.

Parking for new development should be consolidated into structures, above-ground or underground. New freestanding parking structures and surface parking lots are not envisioned. If any existing surface lots remain on an interim or permanent basis, they should be redesigned to accommodate the addition of trees and other landscaping features, as well as pedestrian walkways.

~~The building orientation and site layout should contribute to the connectivity internal to the mall property, encourage walkability, and create a pedestrian-sealed environment. Block sizes should be compact with buildings located close to one another and aligned with and oriented to the street. A variety of building heights, massing, and articulation should be provided to create visual interest along the street and minimize sun shading of the street or adjacent parcels by tall structures. Loading areas, blank walls, and rear facades should be treated in ways that do not detract from an urban street experience. Redevelopment along the perimeter of the mall property should be inviting and designed to relate to the neighboring uses. Entryways, including the Fair Lakes Parkway and the planned transit station, should contain notable gateway features, such as public art, plazas, landscape features, or interesting architecture to mark the threshold of the development. Signage or other wayfinding devices should be incorporated as gateways features and installed as part of a comprehensive wayfinding plan to facilitate easy movement around the property. The architecture, landscaping, signage, and materials should establish unified design themes at the earliest phase of development.~~

### Parks and Recreation

A comprehensive network of onsite urban parks, playgrounds, and recreational amenities should be integrated into the open space network included on the conceptual master plan, consistent with the recommendations of the Urban Parks Framework. Any phase of development should also address its impacts on surrounding parks and recreation facilities. A contribution to the construction of new athletic fields and/or upgrading existing fields at parks within the service area, the construction of master-planned park facilities, and the replacement or improvement of aging park facilities at nearby parks should be made when each phase of development is implemented.

### Transportation

~~Improvements to roadways, streetscapes, and intersections may be phased as development builds out. These improvements should enhance non-motorized physical connections and to ensure safe usage for pedestrians, bicyelists, drivers, and transit riders of all ages and abilities. Sidewalks, bicycle lanes, or bicycle signage indicating that the road is shared with bicyelists should be constructed in accordance with the circulation plan as implemented through the phasing plan. Streetscapes should be animated and attractive through the usage of storefront windows with browsing areas, entrances, landscaping, plazas, unique paving materials, outdoor cafes, seating areas, and other street~~



~~furniture or amenities. Roads that are privately owned and/or maintained should be designed to provide mobility for vehicle, pedestrians, and cyclists. The ability of transit service to operate within the sub-unit should remain.~~

~~Parking should be consolidated into structures, under ground or above ground, and integrated into the streetscape in order to minimize, if not eliminate, surface parking lots. On-street and underground parking with short-term on-street parking for the retail stores should be given preference over other forms of parking. Structured parking should be located behind buildings or, if visible from the street, screened or treated in a manner that contributes to the visual appeal of the streetscape. If surface lots must be utilized, redesign and consolidation is encouraged to accommodate space for trees and other landscaping features. Creative approaches to reduce the amount of required parking provided, such as shared parking strategies or parking maximums should be considered.~~

Circulation into, around, and through the Mall Property should be a primary component and organizing element of the conceptual master plan. In anticipation of the transit station, the design and circulation on the mall property The plan should promote connectivity throughout the mall property Mall Property, to adjacent properties, and to the location of the future transit Metrorail station. In anticipation of the future Metrorail station, Redevelopment should provide a prominent connection should be planned from the station platform location to the mall Mall, while additional multimodal corridors of movement should connect logically and cohesively to land uses on the periphery of the Mall Property and outside of the land unit. The central location of the Mall building in the sub-unit presents a challenge for movement, particularly for pedestrians. The design should connect the activity within the Mall to the new development by aligning Mall corridors with pedestrian connections to and along the new roadways, and should consider providing appropriate public access through the Mall building (while recognizing the Mall's property rights), since the most direct connection across the site may occur through the Mall building itself, with the highest intensities located near the station platform and this connection. The connection should include street-level retail uses, cafes, or an urban park. A central plaza or park also may be a component of this linkage or located elsewhere on the site. This central feature should contribute to the distinct identity of the place and serve as a main attraction and foundation for a network of urban parks throughout the development. Facilities for the transit station users such as shelters, real time information displays, bus bays, bicycle racks, kiss and ride, or other related facilities and improvements, should be provided. When the BRT or Metrorail station becomes operational, the mall should provide a level of access through the building taking into account the operational aspects of the mall and the transit station. The mall will retain full control over its private property and may continue to enforce its access and other policies and rights.

In accordance with the Core Area Vision, multimodal accessibility should be the primary component of the transportation analysis for any development proposal. New multimodal infrastructure and facilities should be provided while improving existing infrastructure and connectivity to ensure safe facilities for pedestrians, bicyclists, drivers, and transit riders of all ages and abilities. Necessary improvements to roadways, streetscapes, and

intersections should be identified on the conceptual master plan and may be phased as development builds out according to an associated phasing plan. Off-site opportunities to improve pedestrian, bicycle, and transit access in the general vicinity of the Mall Property, and to provide missing connections that could serve the area and/or the Mall, should also be considered, in coordination with FCDOT and the Virginia Department of Transportation.

Several major transportation connections have been identified as potential long-term future improvements that would increase accessibility to and from the sub-unit from surrounding areas within the Fairfax Center Core Area. The potential connections are:

- o Extension of the east-west section of Legato Road (Route 7967) to the Ring Road;
- o Extension of Government Center Parkway across I-66 to the Ring Road; or, if not feasible:
  - A pedestrian bridge across I-66 to the commuter parking/bus transit facility in Subunit B1.

The locations/landing areas of the potential future connections should be identified on the initial conceptual master plan and any redevelopment that interacts with or would impede those landing areas should include an evaluation of the feasibility of the relevant connection(s). Feasibility studies should include preliminary design and/or conceptual engineering as is necessary to determine the interface of the connections with the proposed redevelopment and the overall master plan for the property to ensure that the potential connections are not precluded by planned redevelopment, and that they may be designed to safely accommodate transit, pedestrians, bicyclists, and other users of the site.

Non-motorized connections into and through the sub-unit, across the Ring Road, and to the mall Mall building should be enhanced to ensure safe usage for pedestrians, bicyclists, drivers, and transit riders. The Ring Road is shown on Figure 11. To alert drivers to Crossings crossings of the Ring Road, those crossings should be improved with include pedestrian-activated signals and crosswalks, at a minimum. Crosswalk design should alert drivers of the crossing and may include special paving materials and striping. Crossings should be complemented by a designated walkway to the mall building and should be designed with sufficient width to avoid conflict conflicts with vehicles and should connect logically to the circulation system established by the master plan. Above an intermediate level intensity of .25 FAR, the pedestrian pathway from Legato Road, where the north-south section of Legato Road meets the east-west section of Legato Road, should be improved to increase safety for the pedestrian and potentially accommodate bicyclists with any redevelopment. As an alternative, a new pedestrian connection from Legato Road (Route 656) to the crosswalk where the Lee Jackson Memorial Highway Route 50 ramps meet the Ring Road may should be considered.

In addition, redevelopment above an intermediate level of .25 FAR should accommodate a safe pedestrian crossing from Fair Lakes Parkway, across the Ring Road, and to the mall Mall. An extension of the sidewalks, from Legato Road along both sides of Fair Lakes Parkway is the preferred option. At a minimum, the sidewalk on at least one side of the Parkway should be extended

to the Ring Road. However, if the preferred option cannot be immediately accommodated, then an interim option may be explored, involving an improvement to the existing pedestrian connection from Fair Lakes Parkway to the Ring Road, which aligns with the existing sidewalk to the mall. If neither of these options is feasible with development up to an intensity of .50 FAR, then another option, which accomplishes the objective of a safe, signalized, pedestrian crossing at a crosswalk in the vicinity of the Fair Lakes Parkway and the Ring Road, may be considered as an interim improvement. Redevelopment above .50 FAR should improve the intersection of Fair Lakes Parkway and the Ring Road and provide a pedestrian connection from the Ring Road to the Mall to facilitate safe pedestrian movement.

Redevelopment ~~also~~ should also consider ~~the~~ its impacts on nearby roadways. Fair Lakes Parkway is considered the major western access, and this roadway is anticipated to continue to function as such for all modes of travel in the future. As a result, redevelopment at the earliest phase should study Fair Lakes Parkway from the Ring Road to West Ox Road, to identify ways to improve traffic operations, and pedestrian safety, access and mobility, should be balanced with while balancing vehicular needs. Furthermore, ~~above the .50 FAR, evaluation, including any new development should include a weave analysis, should be conducted for both right-in and right-out ramps on for traffic entering eastbound Lee-Jackson Memorial Highway at Fair Oaks Mall Route 50 from either of the right-out exists, or the eastbound egress ramp from the Mall Property, and traveling to the westbound and or eastbound I-66 on-ramps. This movement~~ The development should be monitored evaluate and potentially mitigated mitigate these movements, if a need is indicated by the analysis as development exceeds .50 FAR and builds out to the 1.0 FAR. The operations of each Lee-Jackson Memorial Highway Route 50 and Ring Road intersection intersections also should avoid queuing onto Lee-Jackson Memorial Highway for Route 50 with any redevelopment.

Redevelopment ~~above the .65 FAR should be predicated on at least one new vehicular connection into the sub-unit. In preparation for this connection(s), any redevelopment that interacts with or impedes the landing area of the potential connection(s) should include an evaluation of the feasibility of the extensions of 1) the east-west section of Legato Road to the Ring Road; and 2) Government Center Parkway across I-66 to the Ring Road. The study should consist of the preliminary design and/or conceptual engineering, (as appropriate depending on where and what level of development is proposed), the overall site concept, the interface of development with the extension, the connection into the Ring Road, and the safe accommodation of transit, pedestrians, and bicyclists. The connections should integrate into the circulation plan for the property, and the extension of Government Center Parkway should complement and not interfere with the location of the transit station. The Government Center Parkway extension should be considered a regional and a local improvement and would require both public and private investment. The addition of this improvement to the Fairfax Center Area Road Fund listed improvements should be considered, if the study deems the improvement feasible.~~

~~If the Government Center Parkway extension is not feasible, a pedestrian bridge from the mall property to Sub-unit B1 should be considered as part of a transit system improvement as a connection for pedestrians across I-66. A~~

~~pedestrian bridge would not satisfy the need for a new vehicular connection elsewhere, such as Legato Road. The bridge should not interfere with the location of the transit station and should integrate into the circulation plan for the property. The study of the bridge should take into account the timing of the construction of the BRT or the Metrorail station, which may serve a similar purpose and deem the bridge unnecessary. The addition of this improvement to the Fairfax Center Area Road Fund listed improvements should be considered.~~

In addition to roadway improvements and enhancements to the pedestrian environment, other strategies to reduce vehicular trips should be employed. ~~A Transit Transportation Demand Management program should be developed and implemented in order to reduce vehicular trips that result from with any redevelopment. Overall peak-hour trip reductions at the overlay level should be at least 20 percent. with redevelopment above an intermediate level of .25 FAR must be at least 16%. The overall trip reductions under the BRT Option and the Metrorail Option should be 21% and 30%, respectively. The Virginia Department of Rail and Public Transit has recommended a bus priority system along the I-66 corridor as short-term transit improvement. A TDM measure could include a contribution to the bus priority system or other measures to encourage the use of the bus priority system.~~

~~Redevelopment on the mall property Mall Property also should also continue to allow direct local bus access to and through the site to support the existing and planned local bus service services that accesses access the sub-unit. On-site facilities should be improved by constructing an enhanced transit stop to serve the local bus services. The transit stop should be located as close as possible so that it is accessible and convenient to existing or future development in a convenient and accessible area. Facilities for the transit riders, such as shelters, real time information displays, bus bays, bicycle racks, or other related improvements, should be provided. The enhanced transit stop should be incorporated into the phasing plan that will be established in the initial phases of redevelopment.~~

#### Affordable and Workforce Housing

~~Any redevelopment also should address impacts to other county priorities. Redevelopment on the Mall Property should provide affordable and workforce housing through compliance with the Affordable Dwelling Unit Ordinance, Workforce Dwelling Unit Policy, and other applicable county policies. For proposals that exceed the overlay levels .65 FAR, any redevelopment should exceed the base recommendations of the overlay level in regards to for affordable and workforce housing. For example, the total percentage of affordable housing, both Affordable Dwelling Units plus Workforce Dwelling Units may exceed the county policy of 12% plus applicable bonus density. Furthermore, any new nonresidential development at the overlay option levels should also make a per-square foot financial contribution to the Fairfax County Housing Trust Fund that will be used to create affordable and workforce housing opportunities. The amount and period of time should be determined at the time of rezoning development review. If nonresidential floor area is achieved through a bonus for providing affordable and workforce dwelling units, the bonus floor area should not be included when calculating the contribution amount. Existing retail square~~

footage being retained in the Mall and new ground-level retail located in office, hotel, and residential buildings should also not be included when calculating the contribution amount.

### Environment

Redevelopment of the Mall Property provides an opportunity to reduce impervious surface, achieve better control over stormwater runoff by managing stormwater at its source, and minimize downstream impacts to the streams in the area. In order to adapt to the increased intensity, duration, and frequency of storm events and resulting rainfall volumes, detention measures that reduce the volume, peak flow, and velocity of runoff to good forested conditions are expected to be pursued to the maximum extent practicable with any phase of development, as determined by Land Development Services. Runoff reduction may be achieved through the conversion of impervious areas to green space, implementation of green stormwater infrastructure such as bioretention facilities, green roofs, rainwater cisterns, and other creative measures. Stormwater management measures should be phased-in with those portions of the site being redeveloped and achieved by the time of and with the ultimate redevelopment of the Mall Property.

Any redevelopment should incorporate green building practices—and, including elements such as energy conservation, water conservation, and stormwater management measures in new buildings as per county policy within designated activity centers. New development should commit to county policy on green building, including certification through established green building rating systems, such as Leadership in Energy and Environmental Design program or other equivalent programs with third party certification. Any expansion or substantial renovations of the existing structure structures should incorporate green building features to a significant extent. Incorporation, and incorporation of green building features for the existing mall Mall building should also be encouraged. Redevelopment should reduce impervious surface, achieve better control over stormwater runoff, and minimize or eliminate downstream degradation to the streams in the area. Low Impact Development practices of stormwater management (e.g., bioretention facilities; vegetated swales) should be utilized towards this end. Any redevelopment above the 0.65 FAR should include exceptional commitments that exceed the county policy for stormwater management and green building. Adequate measures should be provided to mitigate negative transportation-related noise impacts on noise-sensitive uses, especially from Route 50 and Interstate 66, consistent with Objective 4 of the Environment element of the Policy Plan.

Any redevelopment also should address the impacts of the development on surrounding parks, recreation facilities, and schools. A contribution to the construction of new athletic fields and/or upgrading existing fields at parks within the service area, the construction of master planned park facilities, and the replacement or improvement of aging park facilities at nearby parks should be made when the overlay options are implemented. The impact to schools by the residential uses that are included in the overlay and the overlay options should be mitigated at each phase of development.”

**COMPREHENSIVE LAND USE PLAN MAP:**

The Comprehensive Land Use Plan Map will not change.

**COUNTYWIDE TRANSPORTATION PLAN MAP:**

The Countywide Transportation Plan Map will not change.