



PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: SSPA 2018-I-1MS
August 22, 2019

GENERAL LOCATION: South of Lee Highway, north and south of Arlington Boulevard, and east of Gallows Road.

SUPERVISOR DISTRICT: Providence

PLANNING AREA: Area I

PLANNING DISTRICT: Fairfax and Jefferson Planning Districts, Merrifield Suburban Center

SPECIAL PLANNING AREA: Sub-Unit I1 (part), Land Unit J (part) and Land Unit K of Merrifield Suburban Center

PARCEL LOCATION: 49-4 ((1)) 57, 71, 73, 73A1, 73A2, 74A and 74B

For additional information about this amendment call (703) 324-1380.

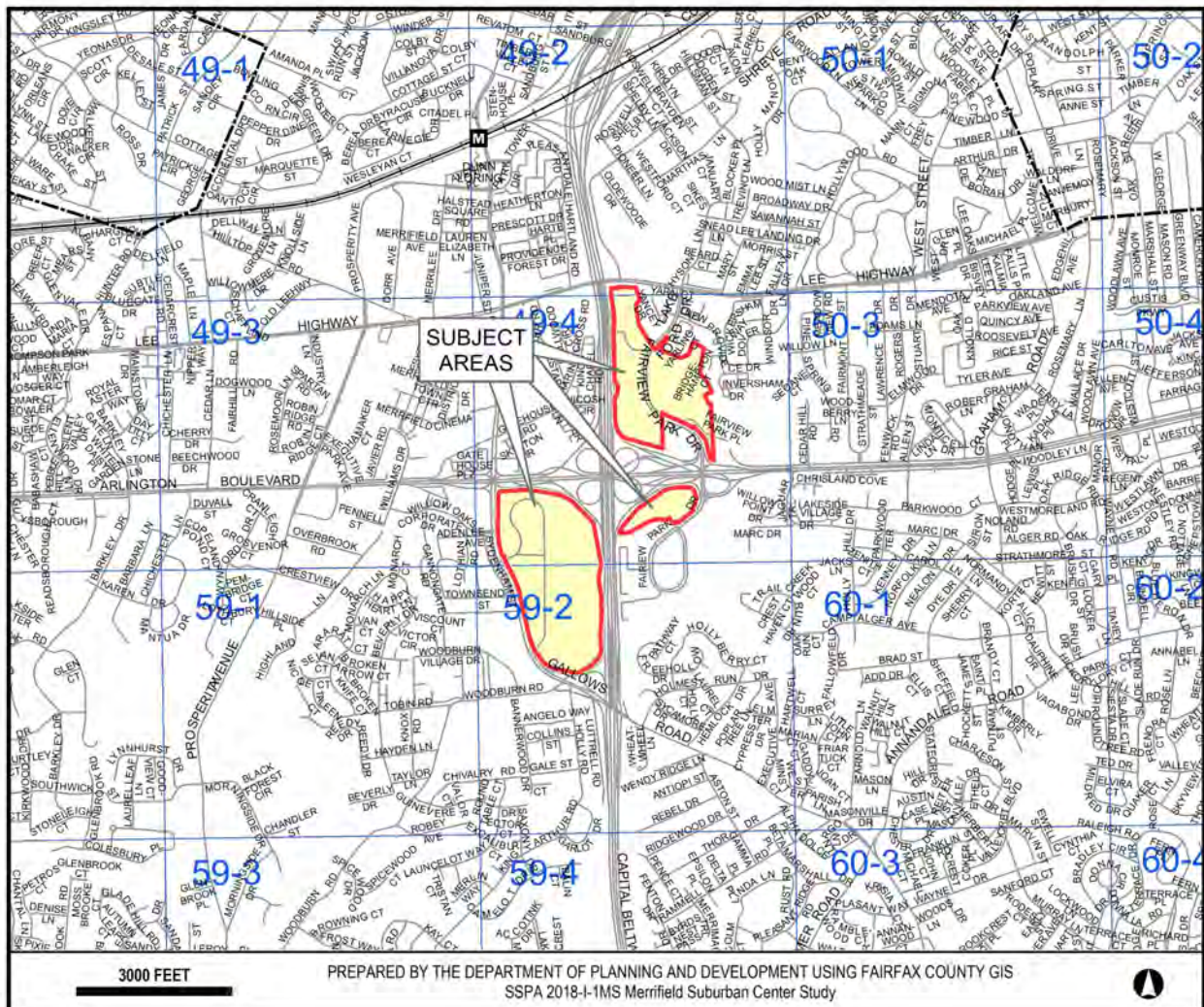
PLANNING COMMISSION PUBLIC HEARING:
Wednesday, September 11, 2019 @ 7:30 PM

BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, September 24, 2019 @ 5:00 PM

**PLANNING STAFF DOES RECOMMEND
THIS ITEM FOR PLAN AMENDMENT**

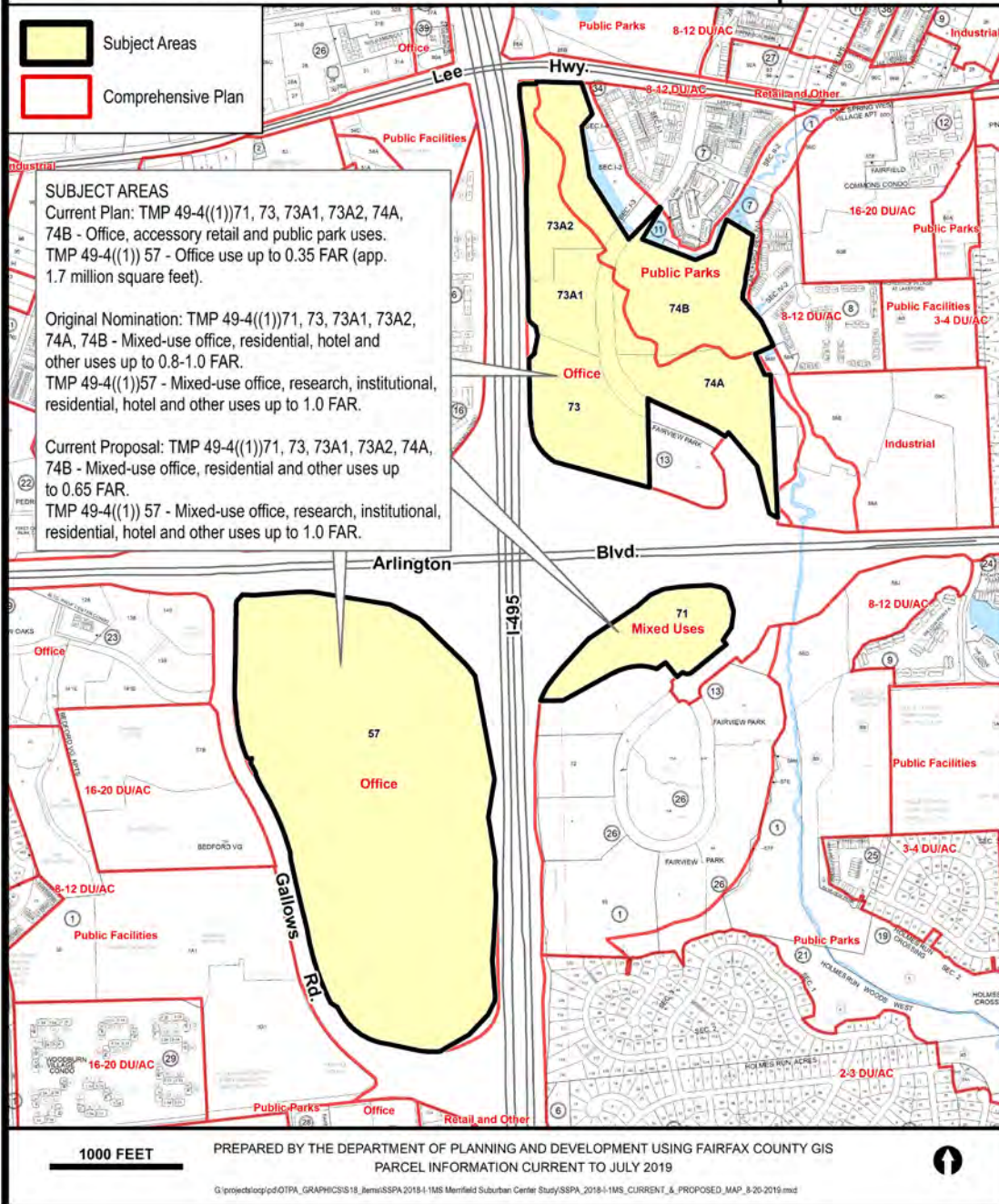


Reasonable accommodation is available upon 48 hours notice. For additional information about accommodation call the Planning Commission office at (703) 324-2865, or the Board of Supervisors office at (703) 324-3151.



***THIS STAFF REPORT WAS ADJUSTED ON AUGUST 23, 2019 TO CORRECT
MINOR FORMATTING ISSUES***

ITEM:
SSPA 2018-I-1MS



THIS PAGE INTENTIONALLY LEFT BLANK

Table of Contents

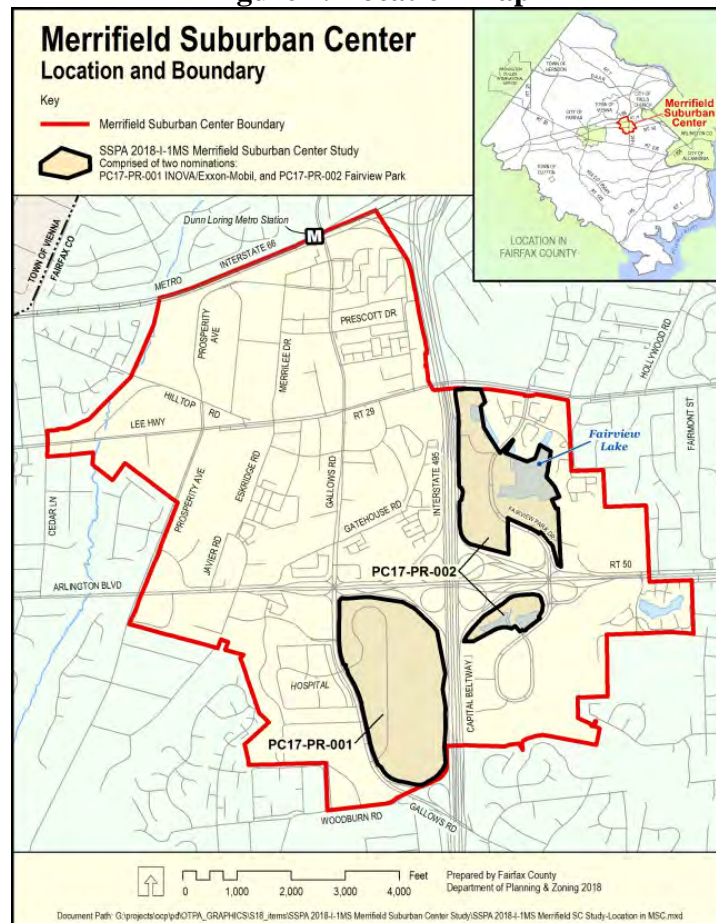
BACKGROUND	1
PLANNING HISTORY	2
CHARACTER OF THE MERRIFIELD SUBURBAN CENTER	5
CHARACTER OF NOMINATION AREAS	7
Fairview Park	7
Inova Center for Personalized Health (ICPH)	8
ADOPTED COMPREHENSIVE PLAN TEXT	8
PROPOSED PLAN AMENDMENT	8
Fairview Park	8
Inova Center for Personalized Health (ICPH)	9
ANALYSIS	11
Land Use	11
Affordable Housing	15
Transportation	16
Parks and Recreation	27
Environment	28
Public Facilities	32
Heritage Resources	34
Merrifield Area-wide Planning Objectives.....	35
CONCLUSION	35
RECOMMENDATION	37
Merrifield Suburban Center – Land Units I and J Proposed Modifications	38
Land Unit I.....	38
Land Unit J.....	47
Merrifield Suburban Center – Land Unit K Proposed Modifications.....	53
Merrifield Suburban Center – Areawide Proposed Modifications	66
Appendix 1. Adopted Comprehensive Plan, Merrifield Suburban Center, Land Units I, J, and K	77
Land Unit I.....	77
Land Unit J.....	79
Land Unit K	83

THIS PAGE INTENTIONALLY LEFT BLANK

BACKGROUND

On July 31, 2018, the Board of Supervisors (Board) authorized the consideration of Site Specific Plan Amendment (SSPA) 2018-I-1MS for approximately 203 acres within the Merrifield Suburban Center (Tax Map Parcels 49-4 ((1)) 57, 71, 73, 73A1, 73A2, 74A and 74B) on the northeast, southeast, and southwest corners of the Interstate 495/Capital Beltway (I-495) and Arlington Boulevard (Route 50) interchange, as shown on Figure 1. The study area constitutes two nominations for Comprehensive Plan change from the 2017 North County SSPA process: the Inova Center for Personalized Health (ICPH) (originally numbered PC17-PR-001) and Fairview Park (originally numbered PC 17-PR-002), located in the Providence Supervisor District. The authorization directed staff to consider mixed-use development up to an intensity of 1.0 floor area ratio (FAR) on the ICPH nomination area, comprising Land Unit K of the Merrifield Suburban Center, for a clinical and academic campus centered on health and innovation, and office, hotel, residential mixed-use development between 0.80 FAR to 1.0 FAR on the Fairview Park nomination area, comprising a portion of Land Units II and J to increase the sustainability of an existing office park by adding new amenities, including retail and civic uses, and housing. Additional details on the nominations are found in the Proposed Plan Amendment section of this report.

Figure 1. Location Map



Given the proximity of the nominations and proposed scale of development, the nominations were reviewed concurrently with an areawide transportation and public facilities analysis of the Merrifield Suburban Center. Following the Board authorization, a community task force evaluated the nominations and the areawide analysis over 26 meetings during a 10-month period from October 2018 to September 2019. The task force was composed of representatives from homeowners' associations and the Greater Merrifield Business Association, appointed by the Providence District Supervisor. Over the course of the review process, both nominations have been refined. The ICPH nomination now has a multi-tiered development approach that builds upon the current Plan's recommendation (the Baseline) and proposes a level of development, greater than the baseline, up to a 0.70 FAR and a future expansion up to 1.0 FAR if certain conditions are met both at and above the 0.70 FAR. The overall Fairview Park nomination has been reduced to a maximum proposed intensity up to a 0.65 FAR, with development on Sub-unit I1 only, and with no increase in planned intensity on Land Unit J. For additional information on proposed intensity and land use mix for the nominated sites refer to the Proposed Plan Amendment section of this report.

The ICPH proposal is being processed concurrently with a Proffer Condition Amendment (PCA) application (PCA 74-7-047-02-02) that proposes to develop the site at a maximum intensity of 0.7 FAR, or approximately 3.8 million square feet, with a similar mix of uses. More information on the PCA can be found on the County's Land Development Services (LDS) website at the following: <http://ldsnet.fairfaxcounty.gov/ldsnet/ZAPSMain.aspx?cde=CDPA&seq=4254757> Review of the SSPA should not be construed as a favorable recommendation by the Board, the Planning Commission, or staff on the pending PCA application and does not relieve the applicant from compliance with the provisions of all applicable ordinances, regulations, and adopted standards.

PLANNING HISTORY

During the Planned Land Use System Program known as PLUS, the geographic area now designated as the Merrifield Suburban Center was identified in the 1975 Comprehensive Plan as three separate areas. These areas were: the Dunn Loring Metro Complex Area, generally located north of Lee Highway (Route 29); the Merrifield Industrial Area, generally located north of Route 50 and south of Route 29; and, the Chiles Tract Special Study Area, encompassing the nomination area for the proposed SSPA as well as the remainder of the Fairview Park office campus. The Fairview Park nomination area was rezoned from the R-3 District (Residential, Three Dwelling Units per Acre) to the PDC District (Planned Development Commercial) in 1980 to permit a campus style office park.

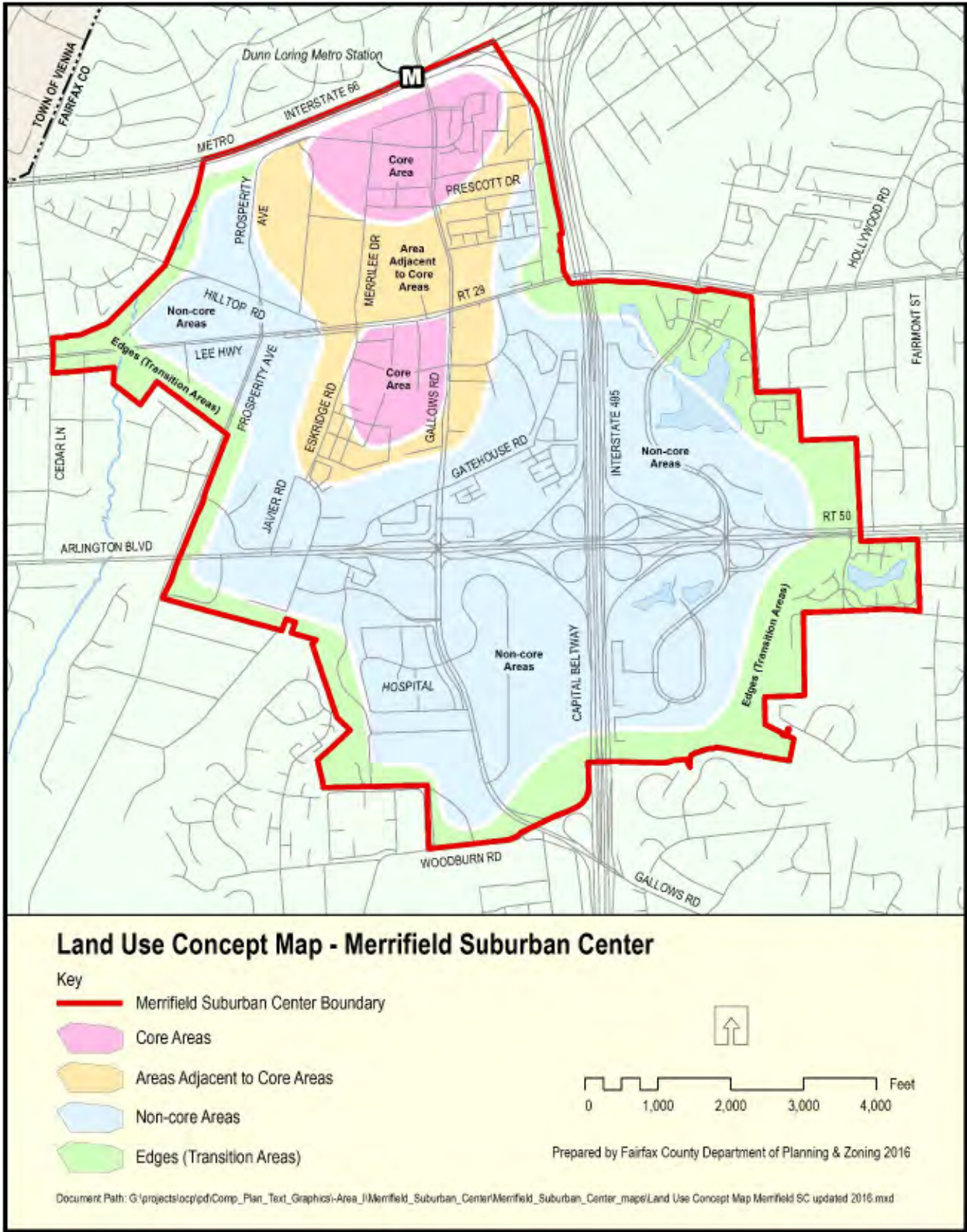
During the 1990-1991 Fairfax Planning Horizons major Comprehensive Plan Review, the area was designated as a "Suburban Center" on the county's first Concept for Future Development. This designation was characterized as an employment center accessed by major roadways. Plan recommendations for the nominated areas did not change substantively during that planning effort.

Stemming from a community workshop in June 1998, a vision emerged for the Merrifield Suburban Center as a place to work, shop, live and play in two core areas: the Transit Station Area surrounding Dunn Loring-Merrifield Metrorail station to the south of Interstate-66 (I-66), and the Town Center, now known as the Mosaic District, southwest of the intersection of

Gallows Road and Lee Highway. A task force was formed in October of 1998 to refine this vision, and the Board of Supervisors adopted the task force recommendations into the Comprehensive Plan in 2001. These recommendations included a concept of land use intensity within Merrifield, with the highest intensities in the two core areas, and a gradual tapering of intensity toward the boundaries of the Suburban Center (shown in Figure 2).

The 2001 Comprehensive Plan for Merrifield also designated non-core and edge/transition areas, in which the currently nominated areas are located. The development of an enhanced pedestrian and bicycle circulation system throughout Merrifield, including linkages to open spaces, was central to vision for the area. No substantive changes to the land use plan for the nomination areas were made at that time; no amendments to these areas have been made since that time.

Figure 2. Merrifield Suburban Center Concept Map



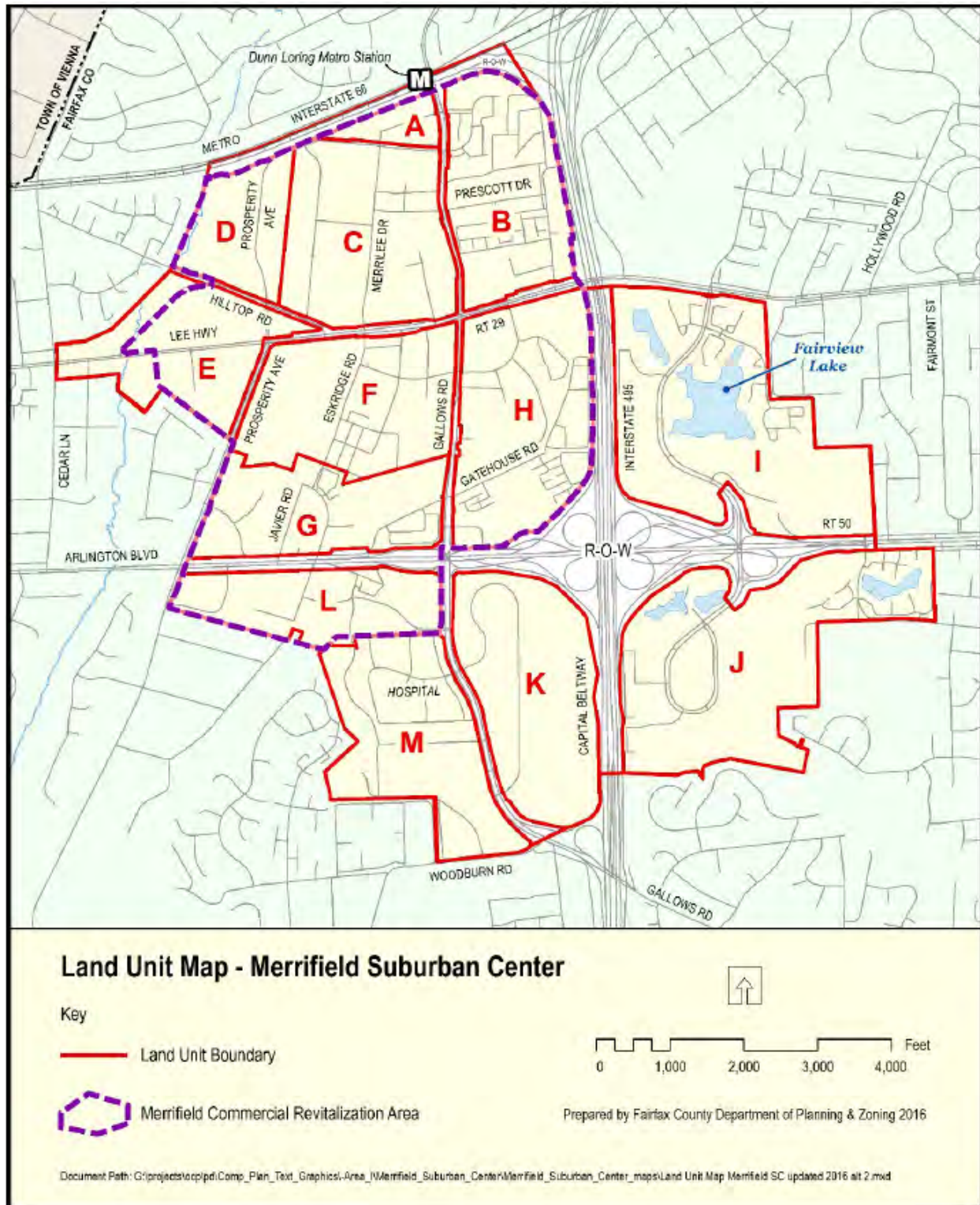
CHARACTER OF THE MERRIFIELD SUBURBAN CENTER

The Merrifield Suburban Center consists of approximately 1,550 acres generally located south of Interstate 66 (I-66), north of Woodburn Road, west of Holmes Run, and east of Long Branch Stream Valley and Prosperity Avenue. As mentioned previously, the area is classified as a Suburban Center, which is defined in the Concept for Future Development in the Comprehensive Plan as an employment center located along major arterials that are evolving to include mixed-use core areas that are more urban in character. Transitional areas of lesser intensity generally surround the core area.

The Merrifield Suburban Center plan recommends the development of two, interconnected core areas, which are planned for the highest development intensities in the area (up to 2.25 FAR in the transit station area adjacent to the Dunn Loring - Merrifield Metrorail Station and up to a 1.4 FAR at the town center). This vision for the core areas is being realized through a series of development projects and transportation improvements. The transit station area is undergoing a major transformation into a dense, mixed-use center through developments such as Halstead Square and Avenir Place. The Mosaic District (Town Center) has dramatically transformed that area with new housing, office and retail uses, as well as urban parks, and a new grid of streets which has improved multi-modal connectivity.

Areas outside of the core and adjacent-to-core areas are referred to as non-core areas and edge or transitional areas (both nominations are located in the non-core areas, see Figures 2 and 3 for reference, except for a portion of Land Unit K that is located in the edge area). The Comprehensive Plan recommends that the non-core areas should be more pedestrian-oriented than today and have a predominantly suburban appearance. These non-core areas also should have high quality development in terms of site and building design and materials, and open space amenities, which provide a sense of place in a suburban setting. Besides the nomination areas, major development in the non-core areas includes the Inova Fairfax Hospital campus which is located across Gallows Road from the ICPH nomination.

The Fairview Park North nomination area (Sub-unit I1) is surrounded by a range of other planned uses including the Defense Health Headquarters (DHHQ) office facility on Arlington Boulevard and residential use at a density of 8-12 dwelling units per acre (du/ac) in the Lakeford and New Providence communities. The Fairview Park South nomination site (Land Unit J) is surrounded by a range of other planned uses including office uses to the south, public parks in the stream valley for Holmes Run, and residential use at a density of 2-3 du/ac in the Holmes Run Acres single family neighborhood. The ICPH nomination site (Land Unit K) is surrounded by a mix of uses across Gallows Road to the west and southwest, notably the Inova Fairfax Hospital mentioned previously (Comprehensive Plan Map recommendation of public facility, governmental and institutional uses, with an development option in the Plan text for an intensity up to 1.0 FAR); the Amberleigh townhouse community (Comprehensive Plan Map recommendation for residential use at 16-20 du/ac); and, the Willow Oak Corporate Center (a collection of office buildings and associated parking structures, with a Comprehensive Plan Map recommendation for office use). South of the site across Gallows Road and Woodburn Road is a collection of commercial and medical office uses.

Figure 3. Merrifield Suburban Center Land Unit Map

The western, southern, and eastern boundaries of the Merrifield Suburban Center are referred to as edge (transition) areas, which are planned to provide a significant transition in development intensity from the more active areas of the center and to promote compatibility and buffering to

the adjacent residential neighborhoods. These transition areas include permanent open space, stream valleys, and lower intensity uses such as low-rise office, neighborhood retail and services, garden apartments, and townhouses.

CHARACTER OF NOMINATION AREAS

Fairview Park

The Fairview Park nomination area consists of portions of two land units (Sub-unit I1 and Land Unit J, as shown in Figure 3) totaling approximately 86.5 acres within the larger office campus located immediately east of the I-495, to the northeast and southeast of the Route 50 and I-495 interchange. The land units are accessed by Fairview Park Drive from Route 50 and Route 29. The entirety of Sub-unit I1 is planned and zoned for up to 1,700,000 square foot (SF) of primarily office use, with 50,000 SF of retail use allocated to the north side of Arlington Boulevard. The sub-unit is designated as office use on the Comprehensive Land Use Plan Map. The most recent final development plan (FDP) for Sub-unit I1 includes the build-out of the campus with seven office buildings; however, to-date only three of the office buildings have been built (Northrup Grumman's headquarters, which is not part of the nominated subject area; The 2941 building; and, The HITT Contracting headquarters).

The 2941 building is 15 stories in height, with a detached multi-level parking garage. The development is setback from Fairview Park Drive, with mature tree stands separating the building from the roadway. Both The 2941 Building and the adjacent Northrup Grumman building are significantly taller than the surrounding tree canopy and are highly visible from I-495. The HITT building is 4 stories in height and is also visible from I-495 due to its location as well as to a gap in the tree cover. Similar to the other buildings in the land unit, this building is set back significantly from Fairview Park Drive. The undeveloped land bays in the subunit remain heavily wooded with mature vegetation and tree cover. Holmes Run and the associated stream valley bisects the land unit through one of the undeveloped land bays and flows into Fairview Lake.

Fairview Lake, located in the northeast portion of the Sub-unit I1 and part of the nomination area, was constructed with the office park. The lake was designed to serve as a regional storm water facility for the Holmes Run watershed, in which the nomination area is located, and as an amenity for the office park and the nearby townhouse and multifamily community located across a narrow section of the lake from the nomination site.

Parcel 71 of the subject area is located in Fairview Park South, (Land Unit J, as shown in Figure 3) immediately south of Route 50 and east of I-495 and is 13.7 acres in size. Parcel 71 is the remaining undeveloped lot in this portion of the office park. The approved FDP for Parcel 71 shows a 300,000 SF office building (0.50 FAR) and an associated parking structure; however, no structures have been constructed on Parcel 71 to date. Most of the site remains in a natural wooded condition, except for a storm water pond constructed along most of the parcel's frontage on Fairview Park Drive. A tributary of Holmes Run runs along the southern boundary of the parcel. The Comprehensive Plan Land Use Map shows that the southern Fairview Park nomination site is planned for mixed uses, which reflects the land unit's office, hotel, and retail uses.

Inova Center for Personalized Health (ICPH)

The ICPH nomination area consists of a 117-acre parcel (Land Unit K, as shown in Figure 3) that contains the Schar Cancer Center, medical offices, a conference center, and institutional (research and educational) uses with a total of approximately 1.2 million square feet of development. The land unit is planned and approved through zoning action for office use up to an intensity of 0.35 FAR or 1.7 million square feet, which is 500,000 additional square feet above the existing development on the site; the office use recommendation is reflected on the Comprehensive Land Use Plan Map. The site was originally developed in the late 1970s as the headquarters for the Mobil Corporation, and then became the ExxonMobil headquarters following the merger of those two companies. The buildings on the site are situated along a single, central roadway, Innovation Park Drive, which intersects with Gallows Road at two locations in the central and southern portions of the land unit. While the buildings are visible from some vantage points along Gallows Road, especially at the site entrances, a dense screen of mature woods running the length of the Gallows Road frontage greatly reduces the visibility of the campus. A large tract of mature woods also exists to the east and south of the buildings on Innovation Park Drive. The wooded portions of the site constitute one of the largest contiguous natural open spaces in the Merrifield Suburban Center. Nearly all of the site is located in the Cameron Run watershed (Holmes Run sub-watershed), and the wooded areas contain stream channels that are diverted into a culvert under I-495 immediately to the east of the site before daylighting again in Fairview Park South and the Holmes Run Acres neighborhood.

ADOPTED COMPREHENSIVE PLAN TEXT

The Comprehensive Plan provides land use, environmental, transportation, housing, and other objectives and policies that are relevant to the review of the proposed Comprehensive Plan amendment in the land unit guidance, as well as within the Merrifield Area-wide Recommendations and the countywide Policy Plan. The adopted site-specific Comprehensive Plan text for Land Units I, J, and K are included in Appendix 1 for reference. The complete text adopted Merrifield Suburban Center text in the Comprehensive Plan is available online: <https://www.fairfaxcounty.gov/planning-development/sites/planning-development/files/assets/compplan/area1/merrifield.pdf>.

PROPOSED PLAN AMENDMENT

Fairview Park

The plan amendment for the Fairview Park nomination area originally proposed mixed-use development on the nomination area up to an intensity of 1.0 FAR. Over the course of the review process, the SSPA was revised to a reduced intensity up to a 0.65 FAR or 2.4 million SF, an increase of 300,000 square feet over the current entitlement on Sub-unit I1. The amendment considers an increase in the planned intensity through additional office, multi-family residential, hotel, retail, services, and recreational/amenity uses on the undeveloped land bays. The justification for the nomination states that the existing single-use office park model that was successful in the 1980s is no longer competitive with mixed-use work environments that provide retail and service amenities, as well as the opportunity to live near work. The proposed mixed-

use option intends to create an amenity-rich office park and mixed-use neighborhood by increasing the recommended intensity and introducing residential uses, which, in combination with the office uses, could support the retail and service uses.

The vision for the proposed nomination would infill the office park with new buildings in a park-like setting that integrate with and respond to the natural features of the site. The most intense activity area would be located just north of Route 50 and would include an outdoor plaza, and residential uses with first floor retail uses. At either end of the plaza, the concept would provide for social and cultural amenities such as waterfront recreation, an amphitheater, free-standing retail pavilions, and an indoor community space. Midrise residential buildings with first floor retail uses would frame the plaza and infill elsewhere in the sub-unit. An enhanced network of sidewalks and trails with a more suburban, naturalistic streetscape appearance would link the existing and new development and the natural areas of the office park, including the Holmes Run tributary and the shore of Fairview Lake. On the east side of Fairview Park Drive, the nomination proposed to develop a residential building on a man-made peninsula in order to capitalize on the natural setting and the proximity of the lake. A conceptual plan and perspective rendering of the Fairview Park nomination are included in Figure 4 below for illustrative purposes. The original nomination also envisioned that the plan for the parcel south of Route 50 (within Land Unit J), which is planned and approved for an 300,000 SF office building that remains unbuilt, could be expanded to include hotel, office or residential use, with some ancillary retail use; only the ancillary retail use remains under consideration.

Figure 4. Fairview Park Conceptual Plan

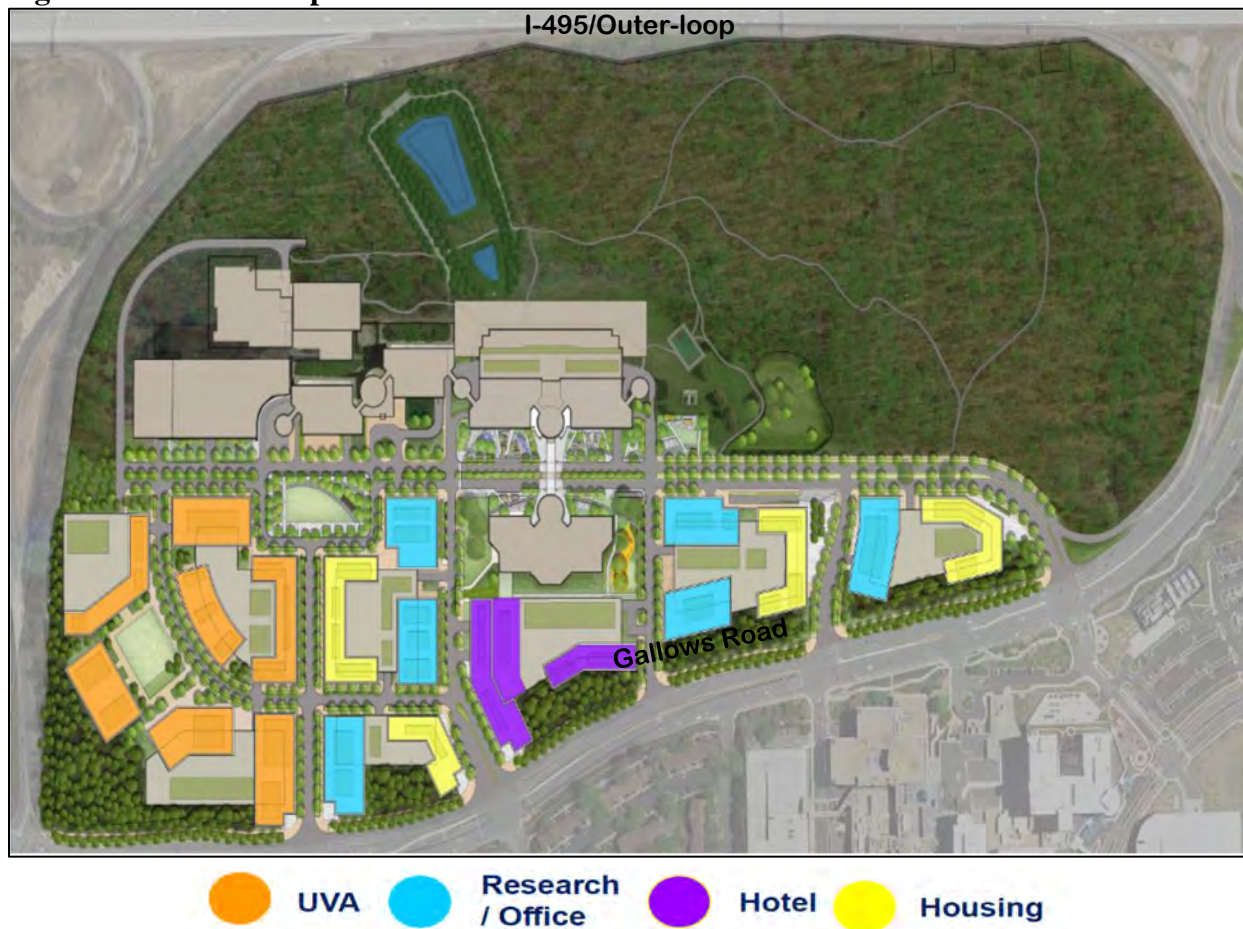


Inova Center for Personalized Health (ICPH)

The authorization for the ICPH nomination originally proposed an academic and research campus offering office, research, education, and clinical uses, as well as residential, hotel, retail

and services, and recreational/amenity uses, with intensities up to a 1.0 FAR. Over the course of the review process, the SSPA was refined to include two development levels: 0.70 FAR (3.57 million SF) and 1.0 FAR (5 million SF). The nomination intends to create a development focused on innovation, environmental stewardship, and health/wellness. The development would be concentrated on the western portion of the site, and the mature, wooded areas in the eastern and southern portions of the site would be preserved and enhanced through restoration and amenities linked to health, healing, and wellness. The proposed developed portion would be arranged into compact block forms, with new street connections onto Gallows Road. The campus is planned to be generally balanced between two major elements: an Inova-centered research facility with general and medical offices, clinical spaces, and research laboratories; and, an academic portion envisioned to function as a collaborative partnership with one or more research universities. The University of Virginia, George Mason University, and Shenandoah University have been mentioned as potential partners; however, final partnerships have not been presented. Supporting these two main programs would be multifamily residential uses, hospitality and retail/support services, including workforce housing, housing for the university population, and age-restricted units. A conceptual plan of the nomination is included as Figure 6 for illustrative purposes.

Figure 5. ICPH Concept



ANALYSIS

The following analysis for the plan amendment examines a number of issues, including the following: land use, in particular the increased intensity and residential density on the site; transportation, including multimodal circulation, transportation impacts and mitigation measures; environment, including the impacts of the proposals on the Holmes Run watershed and tree preservation; parks and recreation, including the need for recreational spaces in the Merrifield area; public facilities, including impacts to schools and sanitary sewer; and, heritage resource policies that would be applicable with the redevelopment. With the plan amendments, it is important to evaluate the proposals in relation to the broader Merrifield plan, including the objectives that are applicable to all the land units.

Land Use

The plan amendment considers the appropriateness of incorporating additional land uses and intensity into these suburban, auto-oriented office campuses which have limited, if any, access on-site to other uses and services.

The ICPH nomination proposes to expand upon the existing buildings, which currently are being used and will be used for medical office, research, hospitality, and other healthcare-related services to create an academic and scientific health research campus with residential, hospitality, and retail and service uses based on the goals of improving health, wellness and ground-breaking innovation for the county, the region, and beyond. Both development levels – the 0.70 FAR and the 1.0 FAR - in the multi-tiered approach would include a balanced amount of the critical academic, research, office components as well as other uses, such as residential, hotel, and retail uses.

The Fairview Park nomination proposes to incorporate residential, retail, and other service uses, as well as new cultural and recreational amenities onsite to create a mixed-use neighborhood to complement and support the sustainability of the existing office buildings. The nomination would serve as an alternative to the additional planned office development potential in the adopted Comprehensive Plan.

The office market has experienced significant changes in recent years: many companies need less office space per worker; teleworking has become more prevalent; and, workers' desire access to daily needs, dining, shopping, recreational opportunities within walking or bicycling distance, and access to public transit. Innovative approaches to addressing the issue are needed. Goal 1 of the *Strategic Plan to Facilitate the Economic Success of Fairfax County* (<https://www.fairfaxcounty.gov/economic-success/sites/economic-success/files/assets/documents/pdf/strategic-plan-facilitate-economic-success-2015.pdf>) published in March 2015 speaks to diversifying the county's economy and decreasing dependence on the federal government by embracing new business areas, including pursuing the creation and expansion of world class research and development and partnerships with business, public and private universities, research institutions, and/or incubators to create places that will spur and stimulate breakthrough collaboration. Goal 2 addresses the changing demographics and lifestyle preferences, including the expansion of livable, walkable communities, the enlivening of places through the creation of unique and energizing public spaces, and the repurposing of empty

or obsolete commercial spaces. Consideration of both of these nominations would support the aforementioned goals.

Alternative Land Uses

The adopted Merrifield Suburban Center plan supports the incorporation of alternative land uses to those planned in the non-core areas when the specific use is compatible in scale and character with surrounding planned uses and promotes an improved sense of place. These uses can include institutional, cultural, recreational, government, and supporting retail uses. In addition, mixed-use environments, as proposed in both nominations, that include employment activities, retail and services uses, and residential uses serve an important county goal as well as a goal outlined in the Merrifield plan to encourage a balance between jobs and housing to ensure that employees have access to housing near their employment, as long as the uses can be supported by public facilities and infrastructure. Achieving this goal reduces stress on the county's transportation system, as fewer workers may commute long distances for work, shopping and recreation. The adopted Merrifield plan also supports a variety of intensities in the areas outside of the core areas where the nomination areas are located, and the area's Concept for Future Development guides decisions about changes in these areas. The Merrifield concept recommends development intensity should be reduced toward the edges of the suburban center that serve as well-defined transitional areas to the surrounding single-family neighborhoods outside of the suburban center.

The proposed development on both the ICPH and the Fairview Park nomination areas would be located in areas outside of the core areas and abut the suburban center edges, if not include them, and would need to conform to the transitional nature of these areas through placement and orientation of land uses, tapering of building height and buffering and screening. The ICPH nomination proposes to approximately triple the planned intensity onsite at the maximum ultimate intensity as listed on Table 1, and the development level up to an intensity of 0.7 FAR would double the intensity. These development levels would be consistent with or below that which is planned at the adjacent Fairfax Hospital in Subunit M1, across Gallows Road. The development levels would maintain the concept of planning for the highest level of intensity in the core areas (a 2.25 FAR is planned in the transit station area, which is greater than the proposed 1.0 FAR), and supporting the multi-tiered development strategy with the 0.70 FAR and the 1.0 FAR would ensure that objectives related to buffering and design are met through a measured approach.

The cumulative development under the 1.0 FAR level for ICPH and 0.65 FAR level for Fairview Park would include 1,666,000 square feet of new non-residential uses and 2,060 residential units above the adopted baseline plan. This would be in addition to 18,800,000 square feet of non-residential uses and 7,800 units existing in the broader Merrifield Suburban Center. It is appropriate to add additional development on the sites as the proposed intensity is in line with the concept of tapering intensity to the edges of Merrifield. Moreover, additional housing on the sites would help support some of the jobs generated with the proposals, while also providing opportunities for new housing demand elsewhere in the Merrifield area.

Tables 1 and 2 provide the proposed Comprehensive Plan land use quantification:

Table 1: Quantification Table - ICPH

Existing Uses	Adopted Plan – 0.35 FAR	Proposed Mixed Use at 0.7 FAR – 3,570,000 Square Feet (SF)				Proposed Mixed Use at 1.0 FAR – 5,000,000 Square Feet (SF)			
<i>Office</i>	<i>Office</i>	<i>Institutional, Academic, Office, Medical, and Research</i>	<i>Retail</i>	<i>Hotel</i>	<i>Multifamily Residential</i>	<i>Institutional, Academic, Office, Medical, and Research</i>	<i>Retail</i>	<i>Hotel</i>	<i>Multifamily Residential</i>
1,206,000 SF	1,750,000 SF	2,654,000	90,000 SF	120,000 SF (Approximately 125 rooms)	705,000 SF (Approximately 705 units)	3,636,000	90,000 SF	340,000 SF (Approximately 350 rooms)	940,000 SF (Approximately 1,000 units)

Table 2: Quantification Table – Fairview Park

Existing Uses	Adopted Plan		Proposed Mixed Use at 0.65 FAR – 2,400,000 SF		
<i>Office</i>	<i>Office</i>	<i>Retail</i>	<i>Office</i>	<i>Retail</i>	<i>Multifamily Residential</i>
914,966 SF	1,790,000 SF	50,000 SF	1,100,000 SF	90,000 SF	Approximately 1,210,000 SF or 1,060 units

The original authorization of the Fairview Park nomination also proposed an intensity up to a 1.0 FAR; however, the request has been reduced to a maximum of 0.65 FAR as shown on Table 1 considering the need to transition the scale and amount of development. An alternative scenario that retains the adopted maximum planned intensity but accommodates the addition of additional residential and retail uses on the site remains under consideration by the task force as of the publication of this staff report. At the 0.65 FAR, up to 1,060 multifamily residential units are estimated, north of Route 50. In the alternative scenario, the maximum residential units are estimated as 840 units. The 0.65 FAR scenario would result in a development program that offers a more balanced amount of jobs and residents in the Fairview Park and Lakeford area at approximately 2,800 jobs and residents, while the alternative scenario would offer fewer new residents on site and a scale of development equivalent to that which is currently planned. The balanced jobs and residents scenario would support the day and evening activity needed to maintain the viability of the retail and service uses which is critical to the sustainability of the office component. The scale of either scenario can create the necessary transitions to surrounding land uses. Under either scenario, multi-family housing would add to the variety of housing choices east of I-495 in the Merrifield area.

Compatibility and Transitions

Land Use Objective 14 of the Policy Plan speaks to ensuring “a harmonious and attractive development pattern” and to compatible transitions between adjoining land uses. The objective recommends the control of building height and the use of appropriate buffering and screening; stabilizing adjacent residential neighborhoods to commercial areas through the use of transitional land uses, vegetated buffers and/or architectural screens, and the control of vehicular access; and,

utilizing urban design principles to increase compatibility among adjoining uses. In addition, the adopted plan supports compact building forms with smaller building footprints and encourages podium or structured parking. This development pattern increases opportunities for preservation of the existing natural areas, or supplying areas for public gathering spaces, and active recreational spaces. In the non-core areas such as the subject area, buildings should be designed and sited to provide streetscapes that create accessible and pedestrian-friendly environments and enhance the visual quality of the area with amenities such as street trees, sidewalks, plazas, street furniture and landscaping. A variety of building heights, façade articulation, and rooflines are encouraged to enhance the Merrifield skyline.

The concept plan for the ICPH nomination shows the proposed development generally concentrated on the west side of Innovation Park Drive, east of Gallows Road. The remaining eastern and southern portion of the nomination area contains large stands of existing mature trees, and existing walking trails. This wooded area is highly valued as an environmental and recreational resource for the Merrifield area where there is a notable lack of such natural areas. Increasing public access to the area and preserving as much of the eastern portion of the site as possible to create a community asset for the long term would be expected as essential parts of any development to serve this need. The area also would continue to function as a significant buffer along the edge of Merrifield for the development to the surrounding communities and to the Beltway.

The proposed development plan includes a variety of building heights, including two signature buildings with a maximum building height up to 230 feet (one at the 0.7 FAR level, one additional at the 1.0 FAR level). The adopted plan currently recommends taller buildings in the land unit with a building height maximum up to 180 feet with a buffer to be maintained adjacent to the Amberleigh community across Gallows Road. Tapering building heights toward Gallows Road with taller buildings located in the interior of the land unit on the northern end of the site near Route 50 would align with these goals.

The adopted Plan currently recommends the maintenance of open space along Gallows Road in line with the private campus use on the site. The preservation and public access of the forested area on the eastern and southern portion of the site has been identified as a priority for the development, and the concentration of uses on the western portion of the site aligned with Gallows Road would affect the condition along the roadway. Retaining and replanting trees and adding supplemental plantings would screen and buffer the new buildings. In certain circumstances, such as at the primary site entrances along Gallows Road, locating buildings closer to the street with urban plazas and pedestrian amenities would be appropriate to provide active street frontages and inviting entrances into the development. The recently adopted Countywide Urban Design Guidelines for Revitalization Districts provides guidance on parking, open space and pedestrian amenities and streetscape design, in addition to the Merrifield Suburban Center Areawide Recommendations.

The multi-tiered approach based on the development intensity has been structured to ensure that the achievement of these objectives related to design, open space, the provision of amenities and infrastructure would be achieved at both the 0.7 FAR as well as before the maximum development can be pursued.

The adopted Plan for the Fairview Park north area currently recommends a building height up to 180 feet, which can be increased to 230 feet. The plan also speaks to concentrating the tallest

development toward Route 50, away from the Lakeford and New Providence communities as one means to support an effective transition in use from the existing taller office buildings and proposed new buildings toward the lower density communities. Tax Map Parcel 74B is a man-made peninsula of land situated on the western side on Fairview Lake, across from the Lakeford community, and a portion of which is designated as a Resource Protection Area (RPA). The area is prone to flooding. The approved development plan has an office building located within the RPA boundary, and the Plan recommends an alternative for a small retail center. Given the vulnerability of the area, the environmental attributes, and the proximity to the Lakeford community, the plan amendment presents an opportunity to retain this area for open space rather than developing in an environmentally sensitive area and creates a buffer to the Lakeford community. As such no development is recommended on the peninsula under the proposed development option.

Regarding compatibility with the existing office buildings, the existing office development is organized with buildings setback from Fairview Park Drive and significant tree buffering from the roadway to screen the development. An optimal design would be consistent with the placement and organization of these existing buildings and the natural setting, including the tributary of Holmes Run that cuts through the nomination area and the lake. In addition, the Merrifield Suburban Center Areawide Recommendations would be applicable to any new development with regard to site and building design, parking, open space and pedestrian amenities and streetscape design.

Affordable Housing

Both the ICPH and Fairview Park nomination propose to incorporate residential uses (up to 1,000 units for ICPH and 1,060 units for Fairview Park inclusive of the affordable housing and bonus units for the affordable housing). The adopted plan recommends that areas planned for residential development should provide affordable dwelling units (ADUs) and/or workforce dwelling units (WDUs) as a condition for attaining the high end of the development range or contribute to the County's Housing Trust Fund. Any proposed development should meet the recommendations for affordable housing as set forth in the Zoning Ordinance, and the guidelines for workforce housing as recommended by the Policy Plan. ADUs/WDUs should be provided in each of the proposed developments onsite in order to create an inclusive community. The ICPH also proposes 150,000 – 268,000 square feet under the 0.7 FAR level (310,000 - 380,000 square feet under the 1.0 FAR level) of housing to serve the university student population, and 100,000-385,000 square feet under the 0.7 FAR level (100,000 - 460,000 square feet under the 1.0 FAR level) of age- or ability-restricted uses, such as assisted living facilities (ALF) and Continuing Care Facilities (CCF) accommodations. ALF facilities are regulated through the Health Care Advisory Board's policies related to affordability. Continuing care facilities should meet the guidance outlined in Appendix 14 of the Land Use Element of the Policy Plan. Having these totals for university student housing and age- or ability-restricted uses be inclusive of affordable units would be consistent with these goals.

Transportation

Multi-modal Approach

The adopted Plan for the Merrifield area and the Policy Plan address the need to ensure that growth and development can be supported by a multi-modal transportation system (including automobiles, walking, biking, transit, or other shared mobility) and that measures to mitigate transportation impacts caused by new development are identified and implemented. The Merrifield plan emphasizes that a multi-modal transportation system be established to provide options for people to travel without the use of a car. Pedestrian linkages to adjacent development and to the countywide trail system should be provided through safe and convenient places to walk, access to open space, and access to transit stops/stations, as depicted in the Merrifield Open Space and Pedestrian System Guidelines. The guidelines show a comprehensive network of pedestrian connections throughout Merrifield including to the nomination areas. The Countywide Trails Plan Map depicts a north-south major regional trail along I-495 and an east-west major paved trail along Arlington Boulevard, crossing I-495. Another major paved trail is planned for either side of Gallows Road, along the frontage of the ICPH. Finally, a stream valley trail is planned for Holmes Run, running along Fairview Lake and other portions of the Fairview Park North property.

The Merrifield Plan recommends that streets be designed as complete streets and Transportation Demand Management (TDM) strategies be utilized to reduce vehicle trips. By definition, complete streets are designed and operated to enable safe access and movement for pedestrians, bicyclists, motorists and transit riders of all ages and abilities. In areas with higher pedestrian activity, streets should have streetscape zones with wider landscape panels and sidewalks to separate pedestrian and vehicular traffic. Gateways to the Merrifield Area, including at the intersection of Gallows Road and I-495, define the major approaches to the area and should use additional plantings, tree grouping, signage, and other design treatments that distinguish the location as an entrance to the Suburban Center. Ramps and special pavement should be utilized at crosswalks to create safe pedestrian crossings. Pedestrian and bicycle travel should be encouraged through the provision of well- designed and clearly marked trails, crosswalks, pedestrian signals, overpasses and refuge island; bicycle racks and shower facilities should be provided in office buildings for employees. Development would need to support and enhance these multi-modal systems to achieve the goals of the plan.

A transportation analysis was undertaken to ensure that the transportation system would function for all modes if the proposed uses and the transportation improvements as envisioned under the Comprehensive Plan are built. A significant component of this analysis involved a transportation model analysis to evaluate the impact on the transportation network and roadway operation under the proposal. The analysis is described in the following pages.

Transportation Analysis

A transportation study was conducted to assess the impacts of the two nominations on the Merrifield Suburban Center (MSC) transportation network to understand the future conditions of the area as planned, the impact of the proposed change in land uses, and potential mitigation solutions. The transportation analysis was conducted in general accordance with the Virginia Department of Transportation's (VDOT) *Traffic Impact Analysis Regulations Administrative Guidelines*, the *Traffic Operations and Safety Analysis Manual* (version 1.0), and the Institute of

Transportation Engineers' (ITE) 2010, *Transportation Impact Analyses for Site Development: An ITE Recommended Practice*, as well as standard and accepted professional practices.

Analysis Objectives

The objectives of the assessment were the following:

1. Review existing transportation conditions for the year 2018
2. Analyze future transportation conditions for the Comprehensive Plan build-out in the Merrifield Suburban Center and background growth outside of the suburban center in the year 2045 (the horizon year used by the Metropolitan Washington Council of Governments (WMCOG) for long-term transportation planning) , with and without the proposed Plan amendment nominations; and,
3. Identify transportation system and network improvements that may be incorporated as revisions to the Comprehensive Plan to mitigate Future Year 2045 impacts within the Merrifield Suburban Center as a result of the two nominations, including at both development levels on the ICPH nomination area.

Study Area

Twenty-six key intersections within the MSC were selected for detailed analysis. These intersections were assumed to be indicative of overall conditions in the MSC. The intersections included in the analysis are shown on Figure 6 and are as follows:

- | | |
|---|--|
| 1. Gallows Road (Route 650)/Prosperity Avenue (Route 699) | 13. Route 50/Williams Drive (Route 5162) |
| 2. Lee Highway (Route 29)/Gallows Road | 14. Route 50/Javier Road (Route 5163) |
| 3. Strawberry Lane/Gallows Road | 15. Route 50/Prosperity Avenue |
| 4. Gallows Road/Gatehouse Road (Route 4037) | 16. Route 29/Cedar Lane (Route 698) |
| 5. Gallows Road/Arlington Boulevard (Route 50) | 17. Route 29/Prosperity Avenue |
| 6. Gallows Road/Willow Oaks Corporate Drive (Route 8200) | 18. Route 29/Eskridge Road/Merrilee Drive (Route 6065) |
| 7. Gallows Road/Anderson Drive/Peterson Discovery Drive | 19. Route 29/I-495 Express Lanes Signal |
| 8. Gallows Road/Inova Fairfax Medical Center (IFMC) Blue Entrance | 20. Route 29/Shreve Road (Route 703) |
| 9. Gallows Road/IFMC Gray Entrance | 21. Route 29/Fairview Park Drive (Route 6928) |
| 10. Gallows Road/Woodburn Road/I-495 Southbound Off-ramp | 22. Fairview Park Drive/Fairview Park Place |
| 11. Gallows Road/I-495 Express Lanes Signal | 23N. Fairview Park Drive/Route 50 North |
| 12. Gallows Road/I-495 General Purpose Lane Signal | 23S. Fairview Park Drive/Route 50 South |
| | 24. Arlington Boulevard/Jaguar Trail |
| | 25. Woodburn Road/Tobin Road |
| | 26. Route 50/I-495 Interchange Ramp |

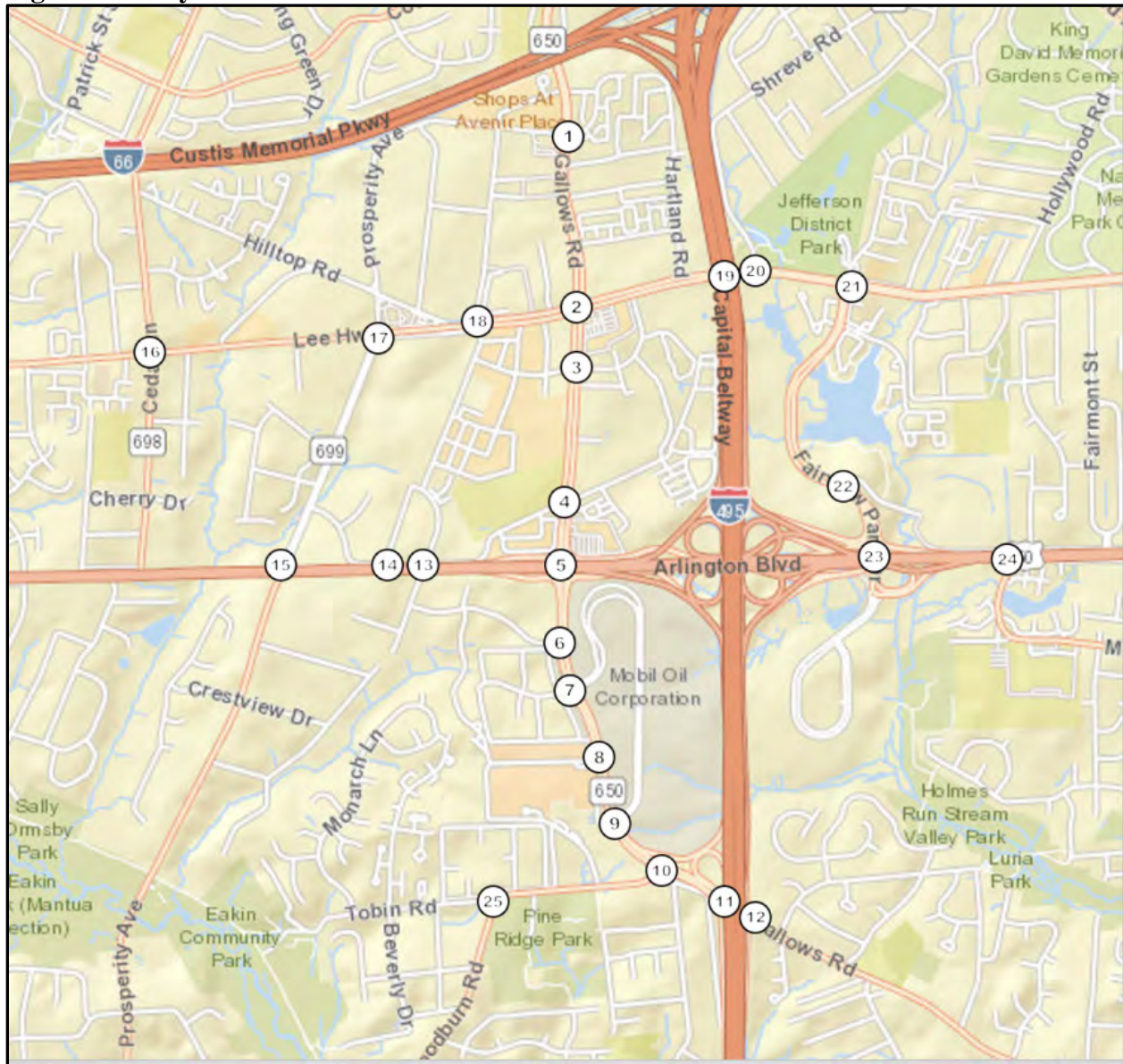
Study Methodology

A four-step process was used to assess the impact that the proposed changes in land use could have on the transportation system. The four-steps consisted of trip generation, trip distribution, a determination of mode split, and traffic assignment. A multi-step modeling approach was used for the analysis employing a travel demand forecasting model and a traffic operations model.

The travel demand forecasting model was used to predict changes in travel patterns based on expected future land use changes (including population and jobs) and to analyze transportation network characteristics by roadway link. The traffic operations model was used to analyze intersection operations, traffic queues, and level of service (LOS) at the intersections. Numerous inputs were used to prepare both models. Data collected included traffic counts at numerous intersections in the study area and relevant demographics of the area; field checking the existing roadway network; conducting an existing conditions analysis; and calibrating the regional and county transportation models to replicate current conditions in order to best predict future conditions.

A future analysis year of 2045 was assumed, in part, because it is the future year for the long-range transportation plan for the National Capital Region, *Visualize 2045*. The current Metropolitan Washington Council of Governments (MWCOC) 2045 cooperative land use forecasts were utilized for the background development. Three land use scenarios for the year 2045 were evaluated:

- 1) 2045 Baseline – Assumed no land use changes
- 2) Scenario #1 – Assumed ICPH develops at 0.7 FAR and Fairview Park developed at 0.65 FAR
- 3) Scenario #2 – Assumed ICPH develops at 1.0 FAR and Fairview Park developed at 0.65 FAR

Figure 6. Study Intersections

Measures of Effectiveness

To ensure that the future transportation network would function at an acceptable level, Measures of Effectiveness (MOEs) were developed to assess how the proposed land uses would affect the transportation network, and what mitigations should be recommended. The MOEs were overall intersection LOS, and volume-to-capacity ratios (V/C) for individual links of a roadway.

Overall intersection LOS was developed for the 26 selected study intersections. Level of service (LOS) is a concept used by VDOT and developed to quantify the degree of comfort (including such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway.

segment. Six grades are used to denote the various level of service from “A” to “F”. The six level-of-service grades are described generally for signalized intersections in Table 2.

Table 3. Level of Service

Level of Service	General Description
A	Free flow of traffic
B	Stable flow of traffic, slight delays
C	Stable flow of traffic, some delays
D	Approaching unstable flow of traffic, occasionally wait through more than one signal cycle before proceeding
E	Unstable flow of traffic, generally intolerable delay
F	Forced flow (queuing behind the merge point) of traffic, gridlock, congestion, vehicular queues do not clear the intersection

Overall intersection LOS was evaluated using Synchro software (version 10) during the AM and PM peak hours. Synchro is a macroscopic model used for optimizing the traffic signal timings and performing capacity analyses. The software can model existing traffic signal timings or optimize splits, offsets, and cycle lengths for individual intersections, arterials, or a complete network. Synchro can be used to evaluate the effects of changing intersection geometrics, traffic demands, traffic controls, and/or traffic signal settings as well as optimizing traffic signal timings.

V/C ratios were developed for roadways within the study area classified as minor arterials or higher using guidance from *National Cooperative Highway Research Program (NCHRP) Report 825 - Planning and Preliminary Engineering Applications Guide to the Highway Capacity Manual*. The volume is the number of vehicles assumed to be on the roadway link by a horizon year, in this case 2045. The capacity is how many vehicles a particular link in the road network was designed to carry. A V/C ratio greater than 1.00 indicates that a particular link experiences extremely low speeds caused by intersection congestion, high delay, and adverse signal progression.

Future Transportation Network

The transportation analysis assumed a 2045 future year roadway network based on planned transportation improvements that are anticipated to be completed in the Merrifield Suburban Center as shown in Figure 7, which are also planned in the MWCOG financially Constrained Long-Range Plan. This 2045 baseline transportation network was assumed to be in place for all three analysis scenarios.

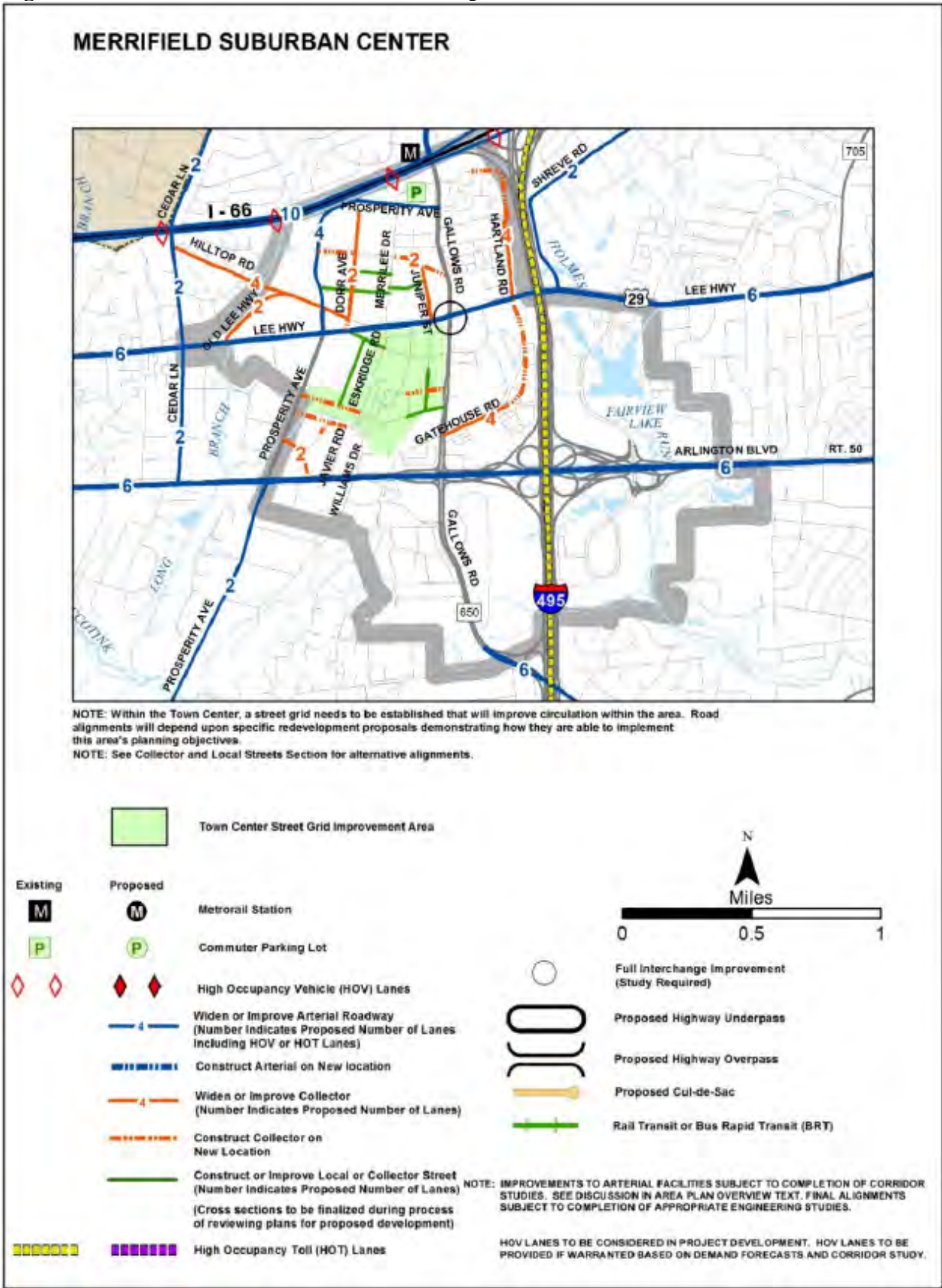
The following are the transportation improvements that were included in the baseline transportation network, as shown in Figure 7:

1. Lee Highway is planned for widening to 6 lanes within Merrifield.
2. Arlington Boulevard is planned for improvement to a 6-lane roadway between Prosperity Avenue and I-495, and is substantially completed in the Merrifield Suburban Center.

3. Gallows Road is planned for widening to six lanes from I-495 north towards Tysons. The portion of Gallows Road between I-495 and I-66 has been widened to its ultimate section except for the northbound portion between the I-495 interchange and Woodburn Road. The Gallows Road bridge over I-66 is planned to be widened to accommodate its ultimate 6-lane section as a part of VDOT's implementation of high occupancy toll lanes on I-66. South of the Suburban Center to Annandale (inside the Beltway), Gallows Road is planned for an improved four-lane section, including a divided median.
4. Prosperity Avenue is planned for improvement to four lanes between Lee Highway and Gallows Road.

In addition to the arterial improvements described above, the adopted Transportation Plan recommends certain area interchange improvement(s), as well as improvements to the collector and local street network, outside the immediate areas of the subject nominations.

Figure 7: Merrifield Suburban Center Transportation Plan



Mitigation

Overall intersection LOS and roadway link V/C were evaluated with the goal of achieving acceptable results on the transportation network. The Fairfax County Comprehensive Plan, Policy Plan, Objective 3, Policy b, states, *“Provide a street network level of service as high as practical, recognizing the social, environmental, and financial constraints associated with the diverse areas of the county. At a minimum, level of service D should be provided, except where a lower level of service has been determined acceptable.”*

As part of the transportation analysis scoping, it was agreed that build scenarios overall intersection LOS should result in network performance “D” or better, and for V/C locations with ratios greater than 1.0 would be identified. Mitigation strategies and measures were developed and tested to determine whether the land use scenario could ultimately achieve an acceptable result based on the criteria noted above.

A three-tiered approach was used to identify potential mitigation measures with “Tier 1” having no right-of-way impact, “Tier 2” having minor right-of-way impacts, and “Tier 3” being large scale mitigations. In order to offset the impact of the proposed changes, “Tier 1” and “Tier 2” mitigations were initially evaluated; this included modification of signal timing, modification of lane striping, addition of traffic signals, and addition of turn lanes and through lanes.

After evaluating the roadway network with the “Tier 1” and “Tier 2” improvements in place, “Tier 3” improvements were assessed in order to address operational deficiencies at locations that did not achieve acceptable results with only Tier 1 and 2 mitigations. The recommended improvements to support the proposed land use changes are described in the following section.

Provision of Transportation Infrastructure to Support Development

As recommended in the adopted plan, transportation improvements should be implemented commensurate with development phases. Specifically, the Merrifield Suburban Center Area-Wide Recommendations include guidance on mitigating transportation impacts of development and states, *“If the application cannot demonstrate that the impacts of the proposed development can be mitigated on the surrounding road system, development potential should be reduced to a level at which impacts can be mitigated within the current capacities of the surrounding road system or development should be phased to occur with capacity increases resulting from planned road improvements. If phased, development should be phased with appropriate transportation improvements, so that a balanced roadway network will occur in the long-term, with new development not exacerbating overall existing conditions in the short term.”*

Based on this guidance, and in order to ensure that appropriate transportation improvements could be provided with the proposed development, the ICPH nomination assessed two development scenarios, 1) 0.7 FAR and 2) 1.0 FAR. Both ICPH development scenarios were tested with Fairview Park at a 0.65 FAR development level. For both ICPH development scenarios there are several multimodal recommendations, and they are as follows:

1. Provision of high-quality pedestrian, bicycle and transit facilities, including a 10-foot bi-

- directional cycle track on Gallows Road and 8-foot wide sidewalks
2. Accommodate the construction of the planned I-495 pedestrian and bicycle crossing, as depicted in the county Bike Master Plan
 3. Develop a publicly accessible internal pedestrian and bicycle network that connects to the planned I-495 pedestrian/bicycle bridge, to Gallows Road, and to future development within the site
 4. Develop a coordinated pedestrian and bicycle circulation system plan that demonstrates how the site will connect to nearby destinations, including the Dunn Loring Metrorail Station, the Town Center, Inova Fairfax Hospital, and Annandale, as well as the land units east of I-495
 5. Provision of bicycle parking in accordance with the County's Bicycle Parking Guidelines
 6. Provision of public bikeshare stations
 7. Provision of refuge areas at pedestrian crossings, where appropriate
 8. Implementation of TDM measures
 - a. Promote alternatives to driving alone – TDM programs, bicycle and pedestrian infrastructure, and transit service
 - b. Promote teleworking and alternative work schedules
 - c. Implement parking management programs
 9. Coordinate and ensure that transit service is provided that supports activity to and from the land unit. The transit service should circulate in the Merrifield area and connect the site to other major destinations, such as the Inova Fairfax Hospital, the Dunn-Loring-Merrifield Metrorail Station, and Fairview Park.

The recommended road improvements for ICPH at the 0.7 FAR development level are as follows:

1. Realign Gallows Road/Woodburn Road/I-495 Southbound Off-Ramp
 - a. The existing free flow right-turn from I-495 southbound onto northbound Gallows Road is retained; however, additional channelization is needed to prevent the weave from the free-flow off ramp to Inova's Gray Entrance. This is accomplished by installing a raised median between the Gallows Road northbound mainline lanes and the left turn lane into the Gray Entrance. Signage/wayfinding will be examined and reinforced to direct Fairfax Hospital traffic from I-495 to enter the hospital campus via Woodburn Road.
2. Provision of ramp and bridge improvements to increase capacity at the Gallows Rd/I- 495 interchange
 - a. Provide dual left turn lanes on Gallows Rd/Express Ramp
 - b. Addition of a through lane in each direction on the Gallows Rd. I-495 bridge
 - c. Gallows Rd/I-495 Northbound Ramps
 - i. Provide triple left turn lanes from Gallows Rd. to I-495 Ramp
 - ii. Provide dual southbound left turn lanes on Gallows Rd.
 - iii. Provide northbound through and right turn lane on Gallows Rd.
3. Creation of a fourth southbound lane on Gallows Rd with the conversion of the existing right-turn lanes into shared thru-right lane. This improvement can be done either as an interim or permanent solution to support this development level.

4. Improvements to Gallows Road/Arlington Blvd (Route 50)
 - a. Northbound (NB) signalized dual right turn lanes, and Eastbound (EB) signalized dual right turn lanes.
5. Improvements to Gallows Road/Willow Oaks - ICPH Entrance
 - b. NB right turn lane, NB left turn lanes extended, and Southbound (SB) dual left turn lanes.
6. Improvements to Gallows Road/Anderson Drive
 - c. Westbound (WB) dual right turn lanes, and SB left turn lanes extended
7. Improvements to Gallows Road/Blue Entrance - ICPH Entrance
 - d. NB right turn lane, SB left turn lane
8. Improvements to Gallows Road/Gray Entrance
 - e. NB through lane, WB dual left turn lanes, and channelized NB left turn lane
9. Improvements to Gallows Road/Woodburn Road
 - f. EB triple left turn lanes, and WB through lane

In order to for the ICPH site to develop above 0.7 FAR, a transportation study of conditions at 1.0 FAR should be conducted to determine which improvements are needed to mitigate conditions associated with any proposed land use changes.

Additional improvements to support the ICPH 1.0 FAR development level that should be considered include:

1. Removal of the SB I-495 weave/merge between Route 50 and Gallows Rd.
2. Addition of an auxiliary lane on I-495 between Gallows Rd. and Little River Turnpike
3. Improvements to Wellness Blvd., from Woodburn Rd. to Willow Oaks Corporate Dr. to create a continuous north-south parallel road to Gallows Road
4. Extension of Wellness Blvd. over Route 50 from Willow Oaks Corporate Dr. to Gatehouse Rd.
 - a. Realignment of Gatehouse Rd. between Wellness Blvd. extension and Williams Dr.
5. Extension of Williams Dr. from Javier Rd. to Prosperity Ave.

The Fairview Park proposal results in fewer AM and PM peak hour trips than current entitlements, however, to support the change in land use, the study recommended intersection improvements at Fairview Park/Hyson/Lee Highway, Fairview Park/Arlington Boulevard, and Arlington Boulevard/Jaguar Trail, which could include signal timing modifications and additional turning lanes.

In addition to the above recommended roadway improvements for Fairview Park, additional transportation recommendations have been identified outside of the modeling study, and are as follows:

1. Strategies should be identified and implemented to improve the operation of the intersection of Fairview Park Drive and Yancey Drive/New Providence Drive; this may include, such as the provision of a round-about at the entranceway of Parcel 74B.
2. Provide enhancements to the trails and sidewalk facilities.

3. Employ Travel Demand Management strategies to reduce the reliance on automobiles.
4. Accommodate the construction of the planned I-495 pedestrian and bicycle crossing, as depicted in the county Bike Master Plan.

Analysis Findings

As previously described, three land use scenarios for the year 2045 were evaluated as part of the transportation assessment. The results are as follows:

1. Baseline 2045 scenario - 13 of the 26 study intersections operate at an overall LOS “D” or better in the AM and PM peak periods.
2. ICPH (0.7 FAR development level) and Fairview Park (0.65 FAR) scenario - 24 of the 26 study intersections operate at an overall LOS “D” or better in the AM and PM peak periods with implementation of the recommended mitigation.
3. ICPH ultimate conditions (1.0 FAR) and Fairview Park (0.65 FAR) scenario - 24 of the 26 study intersections operating at an overall LOS “D” or better in the AM and PM peak periods with implementation of the recommended mitigation measures.

The overall levels of service for each evaluated scenario are summarized in the table below.

Table 4. Study Intersection Level of Service (LOS)

#	Intersection	Existing Conditions		2045 Baseline		2045 Phase 1 Conditions Total Future				2045 Ultimate Conditions Total Future			
						Unmitigated		Mitigated		Unmitigated		Mitigated	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Gallows Rd/Prosperity Ave/Park Tower Dr	C	C	C	C	C	C	C	C	C	C	C	C
2	Gallows Rd/Lee Highway	D	E (64.2)	E (73.0)	F (87.8)	E (72.7)	F (81.9)	D	E (72.0)	E (76.2)	F (87.4)	D	E (68.8)
3	Gallows Rd/Strawberry Ln/Porter Rd	C	D	C	D	C	D	C	D	C	D	C	D
4	Gallows Rd/Gatehouse Rd	D	E (55.9)	C	E (60.1)	C	E (61.2)	C	D	C	E (62.8)	C	D
5	Gallows Rd/Arlington Blvd	D	C	C	E (56.0)	D	D	D	D	D	D	D	D
6	Gallows Rd/Willow Oaks Corporate Dr	A	A	B	C	C	C	C	C	C	C	C	D
7	Gallows Rd/Anderson Dr/Peterson	B	B	C	F (81.6)	D	D	C	C	D	E (55.9)	C	D
8	Gallows Rd/Blue Entrance/Street D	B	B	B	B	D	D	B	C	D	E (66.9)	C	C
9	Gallows Rd/Gray Entrance/Innovation Park Dr.	B	B	B	D	C	D	B	C	C	E (56.4)	B	C
10	Gallows Rd/Woodburn Rd/I-495 Ramp	D	D	D	F (87.6)	D	F (108.3)	D	D	D	F (133.9)	D	D
11	Gallows Rd/Express Lanes Ramp	B	C	C	F (97.0)	C	F (115.0)	B	D	C	F (134.6)	B	D
12	Gallows Rd/Inner Loop Ramp	D	B	F (84.1)	D	F (106.1)	D	D	D	F (119.5)	E (68.5)	D	D
13	Arlington Blvd/Williams Dr	C	D	E (66.6)	D	E (66.8)	D	D	D	E (66.8)	D	D	D
14	Arlington Blvd/Javier Rd	A	C	C	C	C	C	B	C	C	C	B	C
15	Arlington Blvd/Prosperity Ave	E (71.9)	E (74.4)	F (145.4)	E (114.5)	F (144.5)	F (113.5)	E (70.0)	D	F (144.9)	F (111.7)	E (78.1)	D
16	Cedar Ln/Lee Highway	D	D	D	D	D	D	D	D	D	D	D	D
17	Prosperity Ave/Lee Highway	D	D	E (76.8)	F (107.4)	E (78.3)	F (108.1)	D	D	E (78.9)	F (109.0)	D	D
18	Esleridge Rd/Merrilee Dr/Lee Highway	C	D	C	D	D	D	C	D	C	D	C	D
19	Express Lanes/Lee Highway	C	B	C	B	C	B	C	B	C	B	C	B
20	Shreve Rd/Lee Highway	B	C	C	C	C	C	D	C	C	C	C	C
21	Fairview Park Dr/Hyson Ln/Lee Highway	D	D	E (61.2)	F (84.1)	E (63.4)	F (86.1)	D	D	E (63.3)	F (80.4)	D	D
22	Fairview Park Dr/Northrup/Fairview Park Pl	B	B	B	C	B	C	B	C	B	C	B	C
23N	Fairview Park Dr/Arlington Blvd. Ramps	D	D	E (60.1)	D	D	E (75.2)	D	D	D	E (75.2)	D	D
23S	Fairview Park Dr/Arlington Blvd. Ramps	B	C	B	C	B	C	B	C	B	C	B	C
24	Arlington Blvd/Jaguar Trail	D	C	F (84.2)	D	F (83.3)	D	D	D	F (85.9)	D	D	D
25	Woodburn Rd/Tobin Rd	C	B	B	B	B	B	C	B	B	B	C	B

Note: Letter values represent Overall Levels of Service ("LOS"); Numbered values in parentheses represent Overall Intersection Delay

As shown in the table above, the two intersections that do not meet the LOS “D” target in both future year scenarios are:

1. Gallows Road/Lee Highway (LOS “E” during the PM peak hour)
2. Arlington Boulevard/Prosperity Avenue (LOS “E” during the AM peak hour)

These intersections do not meet the LOS “D” target under existing conditions; however, the proposed land use changes would contribute negligible traffic them.

In addition to these intersections, the transportation analysis assessed the intersections of Fairview Park Drive and Yancey and New Providence Drives given concerns from residents living on these streets about delayed turning movements onto Fairview Park Drive during the AM peak hour. The analysis indicated that a roundabout or other traffic device located south of the intersection at the driveway to the HITT building would produce gaps in the flow of traffic, and therefore allow for easier turning movements into and out of the Lakeford and New Providence communities.

Based on the results of the analysis, the transportation impacts of the proposed land uses can be mitigated.

VDOT Transportation Assessment Review

The transportation analysis and findings were submitted to VDOT for review and comment. VDOT determined the transportation assessment was acceptable.

Parks and Recreation

The adopted plan for the Merrifield area and the Policy Plan include guidance regarding the need to accommodate parks and recreation within development. In addition, the Urban Parks Framework provides urban parkland standards and detail guidance on urban park development within places like the Merrifield Suburban Center. The Merrifield plan recommends a pedestrian-oriented area with usable open space amenities, connected by linkages that include sidewalks, trails, plazas, courtyards, urban greens, and parks with path systems. This pedestrian network would include respite and seating opportunities throughout. Open space amenities, to include urban parks, are recommended to be provided with developments. Further, it is recommended that some of these facilities be large enough in size to be designed as programmable space and capable of housing informal or programmed activities. The Merrifield guidance also states that recreational facilities should be provided on-site for residential development.

Currently, only Sub-unit B2 (Merrifield Village and Hartland Manor Apartments) within the Merrifield Suburban Center has a recommendation that includes the provision of a neighborhood park as a development condition. A need for all types of parkland and recreational facilities has been identified in this area. Existing nearby parks (Providence Recreation Center, Holmes Run Stream Valley, Pine Ridge, Jefferson District, and Pine Springs) meet only a portion of the demand for parkland generated by residential development in Jefferson Planning District, in which the nomination areas are located.

Incorporating urban parks based on the Urban Parks Framework established within the Policy Plan into the development would offset the needs for park spaces created by the increased population onsite as well as serve the larger Merrifield community. Park spaces should be easily accessed by the public, linking to and enhancing the Merrifield pedestrian network, including connections to major planned trails.

The proposed development concepts for both nominations include a series of publicly accessible park spaces dispersed throughout the sites. As a significant contributor in placemaking and health and wellness, the parks would need to support the plan concepts of integrating urban-scale public open spaces into the developments with internal and external trail linkages. Features such as plazas, gathering places, amphitheater/performance spaces, special landscaping, fountains, sculpture and street furniture would be appropriate to be integrated into the sites and surrounding areas. Recreation uses such as tennis courts, multi-use courts, tot lots, water play features may be incorporated to provide residents and employees on-site recreation opportunities. Wayfinding signage should be installed to advertise the presence of the parks and directing the public to the park locations.

Environment

Tree Preservation

Both the ICPH and Fairview Park nomination areas contain extensive mature tree stands. The Policy Plan addresses the desire to preserve trees in redevelopment, which would be a priority for development on the nomination areas. Accordingly, identification of tree preservation areas and tree canopy, vegetative diversity, predation and canopy evaluation would be considered essential components of any proposal to develop or redevelop these land areas to identify overall and sometime individual tree health, information regarding native and non-native species and invasive species removal/management. On the ICPH nomination area, the eastern and southern portion of the site is proposed to be preserved in the development and would offer one of the largest if not the largest reserves of wooded areas within Merrifield. On the Fairview Park nomination area, an undeveloped portion of Sub-unit II located to the east of Fairview Park Drive and abutting Fairview Lake (known as the “peninsula”) is heavily vegetated. As described in the Land Use section above, the nomination presents an opportunity to retain this area as open space.

Water Quality and Stormwater Management

The majority of the nomination areas are located within the Cameron Run watershed and Holmes Run sub-watershed. A very small portion of the western area of the ICPH nomination area is within the Accotink Creek Watershed. Both of these watersheds are heavily urbanized and substantially degraded.

A portion of the Holmes Run Stream system runs through Fairview Park and the adjoining properties, which eventually enters Cameron Run. As such, Resource Protection Areas (RPA) are mapped extensively throughout the Fairview Park nomination area both north and south of Route 50. The RPA in the northern segment is centered around Fairview Lake. Two tributaries entering the lake on the north side which extend beyond Lee Highway on the north side of the lake, and a smaller tributary on the west side to I-495 that connects with the lake through the nomination area, is also mapped as RPA. The peninsula is prone to flooding following heavy rain event due to current elevation and soil conditions, and a portion is mapped as RPA. Downstream of the lake, the RPA runs across Route 50 to the southern area of Fairview Park. A portion of the stream is piped under Route 50 and the interchanges in this area. A small branch

extends to the west within the nomination area, south of I-495. The main channel of the stream runs south between Fairview Park and the Providence Recreation Center; the stream then runs south and east beyond the site. The following figures depict the RPA areas based on the county maps and is provided for general information purposes; the nominator also has provided a updated 2011 floodplain delineation that follows the edge of Fairview Lake, which would result in a reduced RPA in this area as compared to the county map.

Figure 8. Environmental Assessment Map

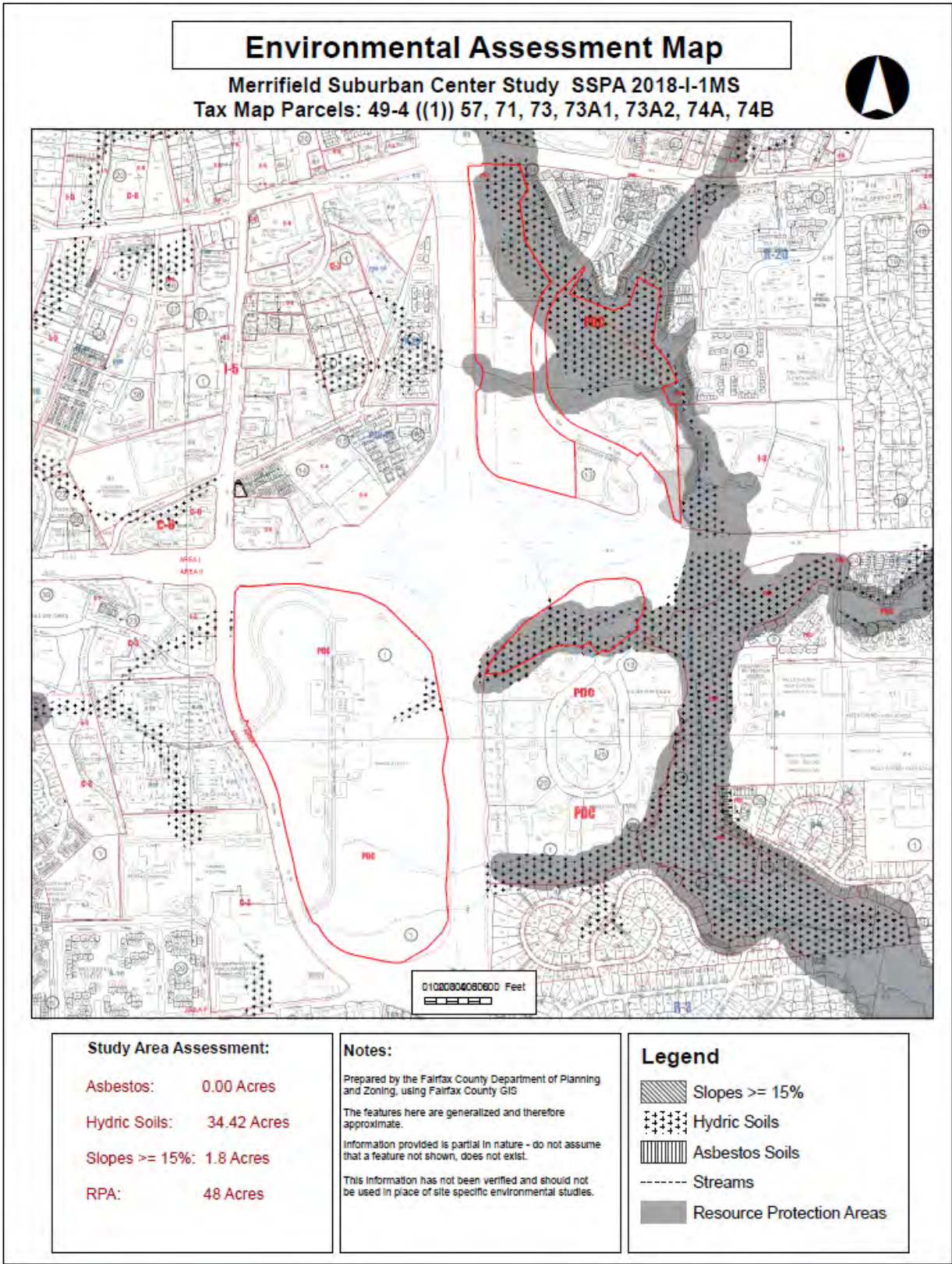
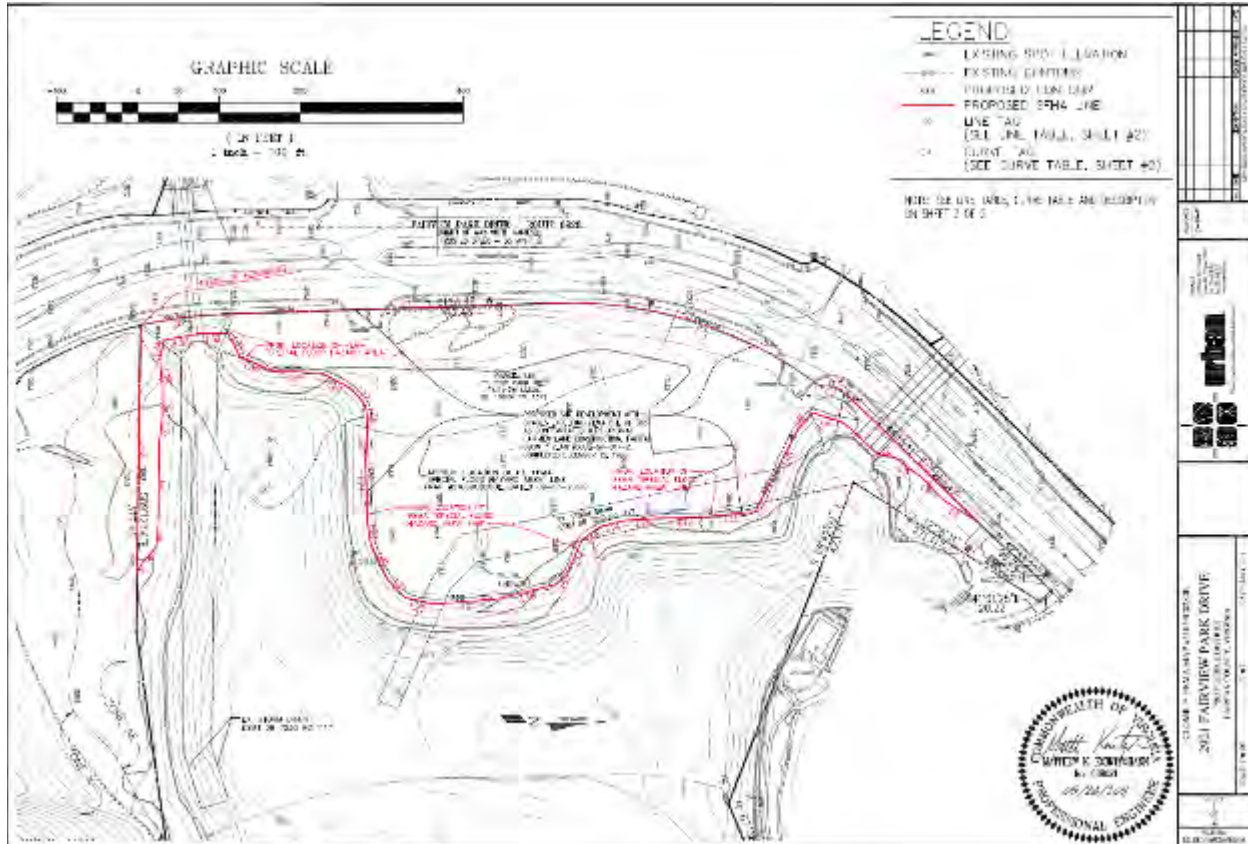


Figure 9. Fairview Lake, 2011 Floodplain Delineation

With few exceptions, the Environmental Quality Corridor (EQC) on the Fairview Park nomination area generally follow the boundaries of the RPA. The EQC would include all of the RPA and adjacent steep slopes of 15% or greater. Hydric soils are also present on Fairview Park, which indicates the potential of wetlands. If wetlands are determined to be present and they are connected to any defined EQC, then the wetlands would also be part of this EQC area.

There are two small tributaries on the southern end of the ICPH nomination area extending from the central area of the site towards I-495. Additional investigation at the time of development review will determine if these are natural or manmade channels and whether they would be classified as RPA and EQC.

Any new development would be subject to environmental and stormwater management and improvement guidance contained in the existing Merrifield Suburban Center section of the Comprehensive Plan and in the Environmental Section of the Policy Plan. As development occurs, RPA and EQC protection, as well as water management and Best Management Practices (BMPs) will be required not only to meet on-site requirements, but also help to alleviate existing downstream drainage issues that are identified during the development review process. The application of stormwater management measures beyond the current adopted Merrifield Comprehensive Plan text would be a means of improving water quantity and quality controls to a greater extent than the adopted plan guidance.

Noise

Development on both the ICPH and Fairview Park nomination areas has the potential to be exposed to roadway noise due to significant traffic volumes from Route 50 and I-495, two major roadways with significant traffic volumes. It is possible that noise impacts may exceed 75 decibels Day-Night Average Sound Level (dBA DNL) or more in some areas. This potential is likely to be greatest near I-495 and the I-495/Route 50 interchange. It is also possible that noise levels exceeding 65 dBA DNL could be encountered in the areas adjacent to Gallows Road. Based on adopted plan policy, impacts from noise impacts from these roadways will be taken into consideration when evaluating specific development proposals.

Green Buildings

Green building measures consistent with the recommendations of the Policy Plan, Environmental element should be provided for development on the nomination areas to achieve at least Leadership in Energy and Environmental Design Certification or equivalent.

Public Facilities

Schools

The schools serving the subject areas are Falls Church High School, Jackson Middle School, and Camelot, Pine Spring and Westlawn elementary schools. Table 5 shows the current and projected capacities of the schools without the impact from the proposed Plan amendment.

Table 5. Schools Capacity

School	Program Capacity SY 2018-19	Membership (9/30/18)	Program Capacity Utilization SY 2018-19	Projected Membership SY 2023-24	Projected Capacity Utilization SY 2023-24
Falls Church HS	1,945	2,062	106%	2,358	121%
Jackson MS	1,223	1,113	91%	1,005	82%
Camelot ES	755	606	80%	553	73%
Pine Spring ES	480	607	126%	654	136%
Westlawn ES	798	804	101%	781	98%

Source: FCPS, FY 2020-24 Capital Improvement Program, January 2019.

The school capacity table shows a snapshot in time (as proposed in the Capital Improvements Plan as of January 2019) for student membership and school capacity balances. The five-year student membership projections and individual school capacity evaluations are updated annually by Fairfax County Public Schools (FCPS). Falls Church High School is considered to have a moderate capacity deficit, Jackson Middle School has sufficient capacity for current programs and future growth, Camelot Elementary School has a capacity surplus, Pine Spring Elementary School has a large capacity deficit and Westlawn Elementary School has a slight capacity deficit. If development occurs based on the current Comprehensive Plan, Falls Church High School is projected to have a substantial capacity deficit; Jackson Middle School and Camelot Elementary

School are projected to have capacity surpluses; Pine Spring Elementary School is projected to have a substantial capacity deficit; and, Westlawn Elementary School is projected to almost be at capacity limits by the 2023-24 School Year.

Based on the number of housing units in the proposed Plan amendment, the two tables below show the anticipated students by school level, calculated by using the current countywide student yield ratio. These anticipated additional students would be in addition to students generated from the over 4,600 housing units that can be built in the Merrifield Suburban Center under the adopted Comprehensive Plan.

Table 6. Student Yield, Fairview Park

School Level	Proposed # DU	Student Yield Mid/High-Rise MF
High	1,060	33
Middle	1,060	20
Elementary	1,060	66
Total	1,060	119

Table 7. Student Yield, ICPH

School Level	Proposed # DU	Student Yield Mid/High-Rise MF
High	1,000	31
Middle	1,000	19
Elementary	1,000	62
Total	1,000	112

Source: FCPS, 2015 Countywide Student Yield Ratios, November 2016.

Potential yields were calculated for mid/high-rise multifamily (four stories or greater) housing units. The proposed Plan amendment if implemented would result in a student yield of 231 total students. By school level this would be:

- High School: 64 students;
- Middle School: 39 students;
- Elementary School: 128 students.

Potential solutions for mitigating the projected impacts of both the housing units that could be built in the Merrifield Suburban Center under the adopted Comprehensive Plan, and with the additional students yielded from implementation of the proposed Plan amendment, include:

- Increases in efficiency by reassigning instructional spaces within individual schools to accommodate increases in membership;
- Possible program changes;
- Minor interior facility modifications to create additional space to address capacity deficits;

- Adding temporary classrooms to address short-term capacity deficits;
- Repurposing the existing inventory of school facilities not currently being used as schools;
- Capacity enhancements through the use of modular buildings or building additions;
- New facilities (where applicable); and/or
- Potential boundary adjustment with schools having a capacity surplus.

The Policy Plan, Public Facilities Element, Education section includes the following recommendations for siting of new school facilities:

- Acquire sites for schools or educational facilities through negotiation, dedication, or condemnation. This may include the siting of schools or facilities in high density areas or on parcels of limited size.
- Distribute administration and maintenance facilities to conveniently serve the areas they support where feasible.
- Design schools and educational facilities to allow for optimal site utilization while providing optimum service to, and compatibility with, the local community.
- Consider adaptive reuse of buildings for public schools and educational purposes.
- Encourage optimization of existing schools and other facilities, whenever possible and reasonable, to support educational and community objectives.

The existing land uses within the Merrifield area combined with projected growth result in the need for at least one elementary school, and additional capacity needs for middle and high schools in the Merrifield Suburban Center. The proposed plan amendment would add to these needs; having school capacity available to meet the growing population of students is a major consideration. A fair share contribution from the new development for school site acquisition or the reuse of an existing building would be necessary.

Sanitary Sewer

Sewage generated within the Merrifield Suburban Center Study area is treated at the Alexandria Renew Enterprises (AlexRenew) plant. AlexRenew serves the Cameron Run basin of the county. Under a service agreement, the county has 32.4 million gallons per day (mgd) treatment allocation of the plant's 54 mgd capacity. The county's current flow to AlexRenew plant is about 15 mgd, approximately 46% of the county's allocation. The county's existing allocation is capable of handling projected sewage flows through 2045. The sanitary sewer lines serving the subject areas would need to be evaluated during the development review process to determine adequacy of capacity for conveyance of flows and mitigation needed.

Heritage Resources

Few historic buildings in the area have been formally documented. Although much of the district has been developed, important prehistoric archaeological sites have been identified in Sub-Unit II of the Merrifield Suburban Center, but potential archaeological resources may be located in undeveloped areas within Fairview Park and the ICPH nomination areas. Per adopted Plan policy, the archeological staff from the Fairfax County Park Authority should be consulted to

develop a scope of work for any on-site archeological surveys prior to any development or ground disturbing activity.

In 1988, Mobil Corporation chose the international firm of Hellmuth, Obata & Kassabaum, the architects that designed the National Air and Space Museum, to design the new buildings for the relocation of its headquarters from Manhattan, bringing 4,000 workers to Northern Virginia. The original Mobil headquarters buildings have not been evaluated for architectural or historical significance and it has not been determined if the buildings qualify for inclusion in the Fairfax County Inventory of Historic Sites or The National Register of Historic Places. Should the former headquarters buildings be proposed for redevelopment, the buildings should be evaluated for potential historic and architectural significance consistent with Merrifield Area-Wide Guidance and the Countywide Policies for Heritage Resources.

Merrifield Area-wide Planning Objectives

The Merrifield Area-wide and Land Unit Recommendations envision Merrifield as a vibrant, mixed-use place where physical and programmatic elements and strategic partnerships should connect the redevelopment in the core areas and areas adjacent to the core areas to each other and the Dunn-Loring-Merrifield Metrorail station. The objectives reiterate the need to ensure appropriate transitions to established residential communities, respect the environmental features in the area, and provide open spaces and other amenities for residents and workers. The proposals similarly envision the creation of place through the concentration and mixture of land uses, which would provide enhanced access to the core areas; the transit station; and natural areas, parks, and recreational opportunities; however, the objectives do not recognize the evolving trends in the office market or the relationships that can be created among developments that could benefit implementation. The Merrifield Planning Objectives should be updated to reflect the goals of the proposed concepts as well as those embodied in the existing area-wide and land unit recommendations regarding these issues.

CONCLUSION

The adopted plan supports alternative land uses and infill development in the Merrifield area when the development can occur in a manner that is compatible in character and scale with surrounding planned uses. The proposed plan for Fairview Park includes retail and service uses, social and cultural amenities, and new residential uses that would enliven and sustain the existing office buildings. The transition and buffering to the adjacent community, as well as the preservation and restoration of critical open space and environmentally sensitive areas, can be achieved by concentrating intensity and activities in the area north of Route 50 and away from the neighboring communities, as well as by maintaining Tax Map Parcel 74B as open space, which would provide a greater buffer to nearby residential communities than does the current plan. Designing in the context of the natural setting would promote compatibility with the existing office buildings. Transportation improvements to Fairview Park Drive would benefit the operation of nearby problematic intersections, for example at Yancey Drive and New Providence Drive. The proposal also would include affordable housing units that work toward offsetting the need in the county. The proposed plan would accomplish the goal of transforming an aging

office park into new and vibrant mixed-use community that would be economically viable well into the future, while seeking to reduce impacts on the adjacent community.

The proposed plan for the ICPH nomination area provides the opportunity to build upon the existing assets of the Merrifield community by adding a world class institution focused on health and wellness. The proposal would support the concept of tapering planned intensity within the Merrifield Area and would provide the necessary supporting infrastructure through a multi-tiered approach to land use. This proposed academic and research campus would provide the preservation and restoration of a substantial amount of the wooded area on the eastern and southern portion of the site and other health-related amenities. In addition, the tiered approach would ensure that needed transportation improvements will be in place commensurate with development levels. The proposed plan encourages students, faculty, and workers who live onsite to travel to their destinations without the use of an automobile. The proposed transportation improvements to Gallows Road, various intersections throughout the area, and to I-495 would meet or exceed the county's recommended minimum LOS policy. LOS conditions would improve at a number of intersections in the study area in the future over the adopted plan conditions, when the proposed improvements are implemented. The proposed plan would enhance the multi-modal connectivity of the entire Merrifield area through enhanced transit, including shuttle services, and through an enhanced bicycle and pedestrian system.

The proposed plans for both sites would include affordable housing and workforce housing as a condition for implementing the development options. In addition, the plans would include significant open spaces, preservation of Resource Protection Areas (RPAs) and Environmental Quality Corridors (EQCs), and urban and passive parks that invite the larger community into their sites. The proposed plans would include recommendations for stormwater quantity and quality management measures that are equivalent to the most innovative policies found in the Comprehensive Plan, such as those used in the Tysons Urban Center. Commitments to the county's Green Buildings policy and mitigation from noise impacts from nearby roadways and I-495 are recommended as well.

In conclusion, these two nominations, when implemented, would integrate into and enhance the greater Merrifield area, as well as the county – one by adding vitality and sustainability to a struggling office campus and the other by adding a one-of-a-kind institution focused on health and wellness. New Merrifield Area-wide Planning Objectives would reflect the broader goals of these developments and would build upon concepts already envisioned within other land units.

During its deliberations, the Task Force discussed numerous issues, most of which have been resolved and are reflected in the staff report and proposed plan text; however, at the time of publication of the staff report, the Task Force is still deliberating on some issues primarily related to the intensity and scale of each of the development proposals and the impact to and mitigation of the transportation network. A final task force vote on a task force recommendation is anticipated following the publication of this staff report and will be published under separate cover.

RECOMMENDATION

Staff recommends support for plan amendments on both nomination areas, as shown on the following pages. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~striethrough~~.

**MERRIFIELD SUBURBAN CENTER – LAND UNITS I AND J
PROPOSED MODIFICATIONS**

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield Suburban Center, as amended through July 31, 2018, Recommendations, Land Use, pages 91-98:

“LAND UNIT I

Land Unit I, consisting of three sub-units, 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 portion and undeveloped land and office in the western portion, abutting I-495. This land unit includes the Holmes Run Environmental Quality Corridor (EQC) which is preserved as permanent private open space.

This land unit’s developed portions are envisioned to remain in their current uses, with the undeveloped portion to infill primarily with office or mixed-use development designed to strengthen the sense of community within the land unit~~buildings~~. Major road improvements such as the construction of Fairview Park Drive, interchanges with Arlington Boulevard and I-495, and intersection improvements at Lee Highway and Arlington Boulevard were completed with the first phase of development within this ~~Land u~~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.

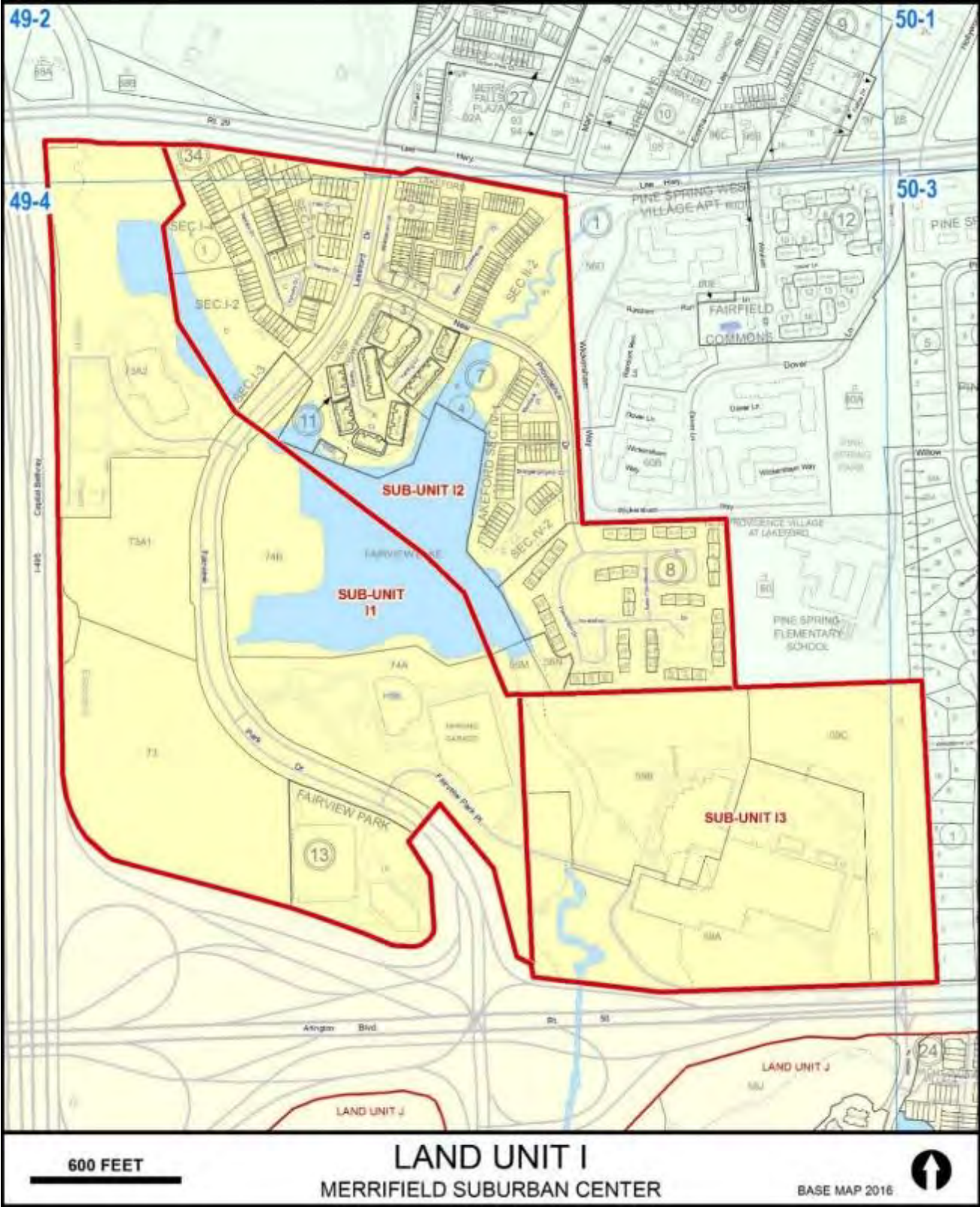


FIGURE 28

Sub-Unit I1

Sub-Unit I1, which is bounded by Fairview Lake on the east and I-495 on the west, is characterized by substantial mature tree stands within and outside of the EQC area. The sub-unit is planned and approved for as an office park with use and support retail uses at the baseline level. 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.
- The area immediately adjacent to Sub-unit I2 is part of the Holmes Run EQC and Fairview Lake, which should remain as permanent private open space.
- Building heights are envisioned to decrease toward the northern and eastern edges of the sub-unit to provide a transition to the nearby developed residential neighborhoods. Heights should be no more than 7 to 8 stories or 130 feet for the area adjacent to the western side of Fairview Lake and the Holmes Run EQC. In the remainder of the sub-unit, the maximum building height is 15 stories or 180 feet. 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.

Mixed-Use Option: As an alternative to the baseline plan, Tax Map Parcels 49-4 ((1)) 73, 73A1, 73A2, 74A, and 74B are envisioned to develop as an economically and environmentally sustainable mixed-use neighborhood that complements the adjacent office buildings and townhouse and multifamily communities, honors the natural setting, promotes healthy lifestyles and positive social interactions, and respects the surrounding residential communities through appropriate transitions in use, scale and buffering. This option infills the existing development pattern with new, architecturally distinctive buildings in a park-like setting that integrate with, and respond to, natural features in form, orientation, and materials. The site design should provide an interconnected network of paths and bridges into a new neighborhood main street and central plaza. Walking and biking to daily activities and optimizing relationships to the area's natural assets (Fairview Lake, Holmes Run Stream Valley, and the additional wooded areas) are central to this vision. Development under the Mixed-Use Option is recommended only if neither the previously approved office building nor the retail center recommended under the baseline plan on Tax Map Parcel 49-4((1))74B are constructed.

Development under this option should conform to the applicable Area-Wide and baseline plan guidance (including recommendations for Alternative Uses) and achieve the following:

Land Use:

- Development under the Mixed-Use Option should not exceed 2.1 million square feet to include a mixture of multifamily residential, office, support retail and service uses, and cultural and recreational amenities.
- Existing office development located on Parcel 73A2 and 74A should remain as a non-residential use.
- The new residential component should consist of multifamily residential uses and should not exceed 1,060 units, inclusive of affordable housing and bonus density per the county's affordable dwelling unit program and workforce housing policy.

Note: The following alternative to the previous three bullets remains under discussion with the task force, but is not part of the staff recommendation:

Land Use:

- Development under the Mixed-Use Option should not exceed approximately 1.42 million square feet to include a mixture of multifamily residential, office, support retail and service uses, and cultural and recreational amenities.
- Existing office development located on Parcel 73A2 and 74A should remain as a non-residential use.
- The new residential component should consist of multifamily residential uses and should not exceed 840 units, inclusive of affordable housing and bonus density per the county's affordable dwelling unit program and workforce housing policy.

- Non-residential uses should comprise no less than 40% of the total square feet of development within the sub-unit.
- Community-serving retail and service uses should comprise approximately 5% (up to approximately 90,000 SF) of the total development's square footage. These uses are envisioned as an essential place-making element of the development, particularly in the creation of a pedestrian-oriented "main street" central plaza, which would serve as a lively community gathering place located in the southwest portion of the sub-unit between I-495, Arlington Boulevard, and Fairview Park Drive, as shown in the illustrative rendering (Figure 8). Retail uses are envisioned to be located in the ground floor of buildings that frame a central plaza, activating the plaza with storefronts and amenities such as outdoor café areas. As an essential amenity for the development, the central plaza is expected to be constructed in the initial phase of the new development, prior to the construction of development elsewhere within the sub-unit. Retail and service uses may include such uses as health clubs, day care and food services, as recommended in the Merrifield Suburban Center Alternative Use Guidelines. Drive-through uses, as well as standalone retail uses not otherwise connected with other uses or site amenities, are not appropriate.

Figure 8. Sub-Unit I1 Mixed Use Option - Illustrative Rendering

(Depiction intended to help visualize development, but does not represent the sole means of achieving the plan option.)



- Tax Map Parcel 49-4((1))74B comprises a man-made peninsula of land east of Fairview Park Drive and west of Fairview Lake that was created with the construction of Fairview Lake. Under the Mixed-Use Option, neither the approved office building in this area nor the planned retail center is appropriate as they are not consistent with Objective 9 of the Environment section of the Policy Plan. Under this option, the area is planned for permanent, passive open space and may be counted towards meeting meet the Open Space and Pedestrian System Guidelines and the countywide Urban Parks Framework, depending on the design and programming. Tree Preservation as described in the subsequent guidance for the sub-unit is expected. Trails are expected to be generally located outside of the Resource Protection Area (RPA).

Design and Connectivity:

- Development proposals should demonstrate high quality in terms of site and building design, architecture, materials, and urban park spaces, referencing the iconic office buildings and natural features of Fairview Park, and emphasizing the pedestrian experience. Building design should utilize architectural variation, sculptural elements, and public art that contribute to the pedestrian experience. The siting and design of buildings should engage the natural setting through such features as natural materials, building orientation, and breaks within the building massing. Building heights are envisioned to decrease toward the northern and eastern edges of the sub-unit. Heights of five stories and greater have the design flexibility necessary for integrating with the natural environment and providing a scale of development compatible with the existing office park setting. The maximum building height for new buildings is 15 stories or 180 feet, with the tallest buildings located near Arlington Boulevard and I-495. However, buildings located in the southwestern portion of this sub-unit, between I-495, Fairview Park Drive, and Arlington Boulevard, may be considered for a maximum height of 18 stories or 230 feet provided that the taller height does not negatively affect the form of the development. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.
- A network of well-connected, usable, publicly accessible urban parks should complement the natural places to create a variety of areas for active and passive recreation at each phase of development. A central plaza on the southern portion of the sub-unit, constructed as part of the initial phase, is expected to be built as an essential element of the development program. This central plaza should be designed as a lively community gathering place with multiple outdoor activities and an indoor, publicly accessible community space that will complement the retail and service uses that surround it. The plaza should extend east of Fairview Park Drive on Parcel 49-4((1)) 74A and should be designed to promote pedestrian activity and improved public access and visibility to the lakefront. Retail, service, and/or cultural uses of two stories or less should be located on this parcel and should be well-integrated into the design. Lighting impacts should be minimized, and shared and/or valet parking in nearby parking structures may be utilized to serve this retail area. Publicly accessible urban parks, recreational facilities, and natural spaces that are well-connected through trails and sidewalks, such as athletic fields, sports courts, outdoor fitness, and children's play equipment, should be provided to create a network of places for recreation, respite, and social interaction. These spaces should meet the Open Space and Pedestrian System Guidelines and the countywide Urban Parks Framework and be designed in a manner to accommodate informal and programmed activities.

- An expansive network of pedestrian trails and sidewalks should connect workers, residents, and visitors to the amenities within the sub-unit, including the central plaza, Fairview Lake, the Holmes Run Stream Valley, urban parks, and the development. Proposals are expected to provide connections to the planned pedestrian/bike bridge across I-495 to the west and enhance connections to Land Unit J south of Route 50. Consideration should be given to designing the connections with enhanced security features. Features such as naturalized landscaping, shade trees, seating areas, public art, and other urban park amenities can offer attractive resting places and other recreational opportunities along the trails.
- Development under the Mixed-Use Option is expected to provide a streetscape along Fairview Park Drive that retains the qualities of the park-like setting and creates seamless transitions between existing and new development and the natural areas. The streetscape should incorporate wide landscape panels with a variety of trees and plantings between the street and sidewalk and trails. The streetscape should incorporate a variety of elements, such as meandering trails, shade trees, pocket parks, public art, street furniture, and natural vistas, to provide an interesting and pleasant pedestrian experience. Tree preservation is expected to be optimized and used to create groupings of mature trees within the streetscape.
- Underground parking structures are encouraged to the extent feasible as they allow for compact design that enhances opportunities for open space and for active uses on the ground and upper levels of buildings while minimizing noise and visual impacts, including those from lighting, on surrounding uses. Where underground structures are determined not to be feasible, parking structures should be integrated with an associated building through compatible façade treatment, and designed to minimize noise and visual impacts. Architectural and landscape screens are encouraged on the facades of parking structures, including during interim conditions. Stand-alone, free-standing parking structures are discouraged. Surface parking should be limited to appropriate on-street parking locations. Existing parking lots with minor expansions may remain as development builds out and should include appropriate pedestrian connections.

Transportation:

A range of high-quality transportation facilities including roads, mass transit (such as a dedicated circulator, and bus or shuttle services), sidewalks, bike facilities, and trails, are expected to be provided to improve internal and external connectivity throughout the development and to destinations within Merrifield, including the portion of Fairview Park south of Arlington Boulevard, the Dunn Loring-Merrifield Metrorail station, the Town Center, the Fairfax Inova Hospital, and the Inova Center for Personalized Health (ICPH), and to provide health and environmental benefits.

- Improvements to the transit system, expanded pedestrian and bicycle networks and transportation demand management strategies are expected to be employed to reduce reliance on single occupancy vehicles while increasing mobility.

- Development proposals should provide enhancements to make trails and sidewalk facilities that are publicly accessible and encouraging for people to safely walk or bike for some or all of their daily needs. Lighting and other amenities should be provided where deemed appropriate by the county.
- New development should accommodate the construction of the planned I-495 pedestrian and bicycle crossing, which should be publicly accessible and located south of Lee Highway and north of Arlington Boulevard, as depicted in the county Bike Master Plan Map.
- Strategies are expected to be identified and implemented with the initial phase of development to improve the operation of the intersection of Yancey and New Providence Drives. This may include new signage and striping at the approaches to the intersection, as well as the provision of a roundabout, stop light, or another suitable device at the entranceway of Parcel 74B that would improve turning movements onto and off of Fairview Park Drive.

Environment:

- Tree Preservation: The sub-unit is characterized by intact stands of mature tree cover on the western portion of the sub-unit, including resource protection areas (RPA) around tributaries of Holmes Run and Fairview Lake. The wooded areas of the site located within the RPA are expected to be preserved as an environmental resource and natural amenity consistent with Objective 9 of the Environmental section of the Policy Plan. Additional areas of the site to be preserved are expected to be identified with the initial phase of site development and carried forward throughout the development of the neighborhood. Within areas of tree preservation, removal of invasive species and regeneration of the vegetated understory should be implemented as deemed appropriate in coordination with the county in connection with new development. Restoration plantings should consist of non-invasive, native plantings capable of enhancing the ecological functions of the forest and deterring pest species.
 - Stormwater Management: Holmes Run downstream of this land unit has been designated by the Virginia Department of Environmental Quality as being impaired for aquatic life, largely resulting from the volume and velocity of stormwater runoff from impervious areas within the watershed. Fairview Lake, designed as a regional stormwater pond to detain and treat runoff from the approved office park at a rate equivalent to forest conditions and not impact downstream water quality, will continue to function for stormwater management and volume reduction. The existing wooded areas within this land unit provide stormwater benefits in support of the Area-Wide guidance and recommendations by capturing rainwater and minimizing runoff through infiltration and evapotranspiration. As these areas are converted to impervious cover (e.g., rooftops, road surfaces) through development, stormwater best management practices that meet on-site requirements and help improve downstream drainage and water quality conditions are expected to be implemented.
- New development should retain the first inch of rainfall through infiltration, evapotranspiration, and/or reuse. Also, detention measures that reduce the volume, peak flow, and velocity of runoff into Holmes Run to a rate equivalent to good forested conditions are expected to be pursued to the maximum extent practicable. Flexibility should be afforded in

the application of specific stormwater management approaches that achieve these recommendations, minimize impervious cover, retain the benefits of the existing forested conditions, and protect and restore downstream water resources in furtherance of watershed management plan goals. If retaining the first inch of rainfall is demonstrated not to be fully achievable in coordination with Land Development Services, alternative stormwater management measures that retain as much of the first inch as possible and result in at least equivalent benefits to the one-inch recommendation may be pursued. Design considerations may be given to other stormwater runoff-related factors such as downstream flooding, drainage complaints, character and condition of downstream channels, and identified stream impairments.

The retention and detention targets for the land unit are considered among the highest standards by the County. However, it is understood that with changes in conditions, best practices, and technology, higher standards may be developed in the future. As stormwater management policies evolve countywide, the land unit is expected to adhere to the targets listed above or any superior standards that may be developed in the future at the time of development review.

The use of appropriate native plant materials in stormwater facility design is encouraged to enhance biodiversity and habitat value and improve environmental quality. The use of pesticides, herbicides and fertilizers for maintenance should be minimized to the maximum extent practical. The use of non-native plant materials should be generally avoided unless it is demonstrated that these plantings would better achieve these goals.

Noise:

The sub-unit is located adjacent to I-495, Arlington Boulevard and Lee Highway, all of which are major elements of the County circulation system and generate transportation-related noise. Adequate measures should be provided to prevent negative impacts on noise sensitive uses, consistent with Objective 4 of the Environment element of the Policy Plan.

Phasing and Public Facilities:

Development is expected to be phased to ensure the adequate and timely provision of supporting infrastructure and public facilities capacity. Parks and open space, stormwater management, schools or additional school capacity, and other public facilities will need to be available to meet the demands generated by new development. If Fairfax County Public Schools (FCPS) determines that a school site is required to serve the increased population in this area, a fair share commitment toward site acquisition or building repurposing should be identified in collaboration with FCPS preferably in advance of approval of any application for residential development that generates additional student demand. Innovative approaches, such as locating school facilities with parks to allow for the sharing of recreation facilities, or within buildings serving the other uses, may also be considered.

~~Height Limit: The area immediately adjacent to I-2 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.

Sub-Unit I2

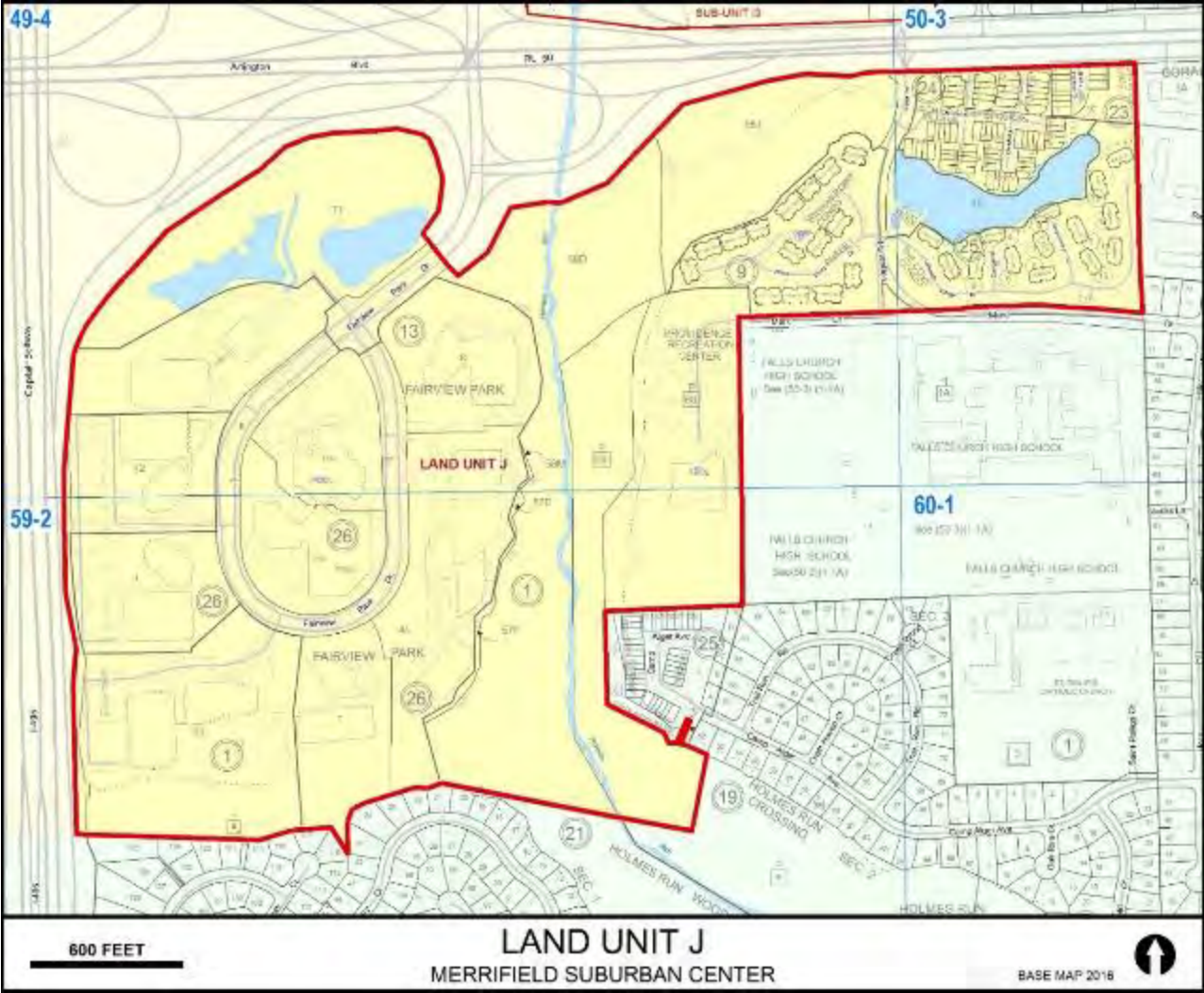
...

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. Retail uses may be included in the ground floor in the planned office use on Tax Map Parcel 49-4((1)) 71 provided that the design and environmental recommendations in Sub-unit I2 can be achieved in this development. 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 the 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.



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 Use 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.
- 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

Development on Tax Map Parcel 49-4((1)) 71 is expected to follow the transportation recommendations for Sub-unit II, and should accommodate the construction of a publicly accessible I-495 pedestrian and bicycle crossing that is to be located south of Arlington Boulevard and as close to Arlington Boulevard as possible in coordination with the development of Land Unit K, located immediately across I-495 from the land unit, and as depicted in the county Bike Master Plan Map. Other locations for the planned crossing in Land Unit J may be considered if deemed an appropriate location for the bridge by the county.

- 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.
- 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,

510 building heights should vary with buildings no more than 75 feet or 6 stories. Along the
511 southernmost perimeter of this land unit, a substantial open space buffer should be provided of no
512 less than 250 feet, with 300 feet desirable. In addition to permanently preserving this open space
513 buffer area, the Holmes Run Stream Valley, which runs between the office development on the
514 west and the residential development on the east, should be preserved as permanent open space.
515 The eastern portion of this land unit, which has developed with residential use, the maximum
516 building height is 40 feet (or 3 stories). See the Building Heights Map, Figure 8, and the Building
517 Height Guidelines under the Area-Wide Urban Design section.”

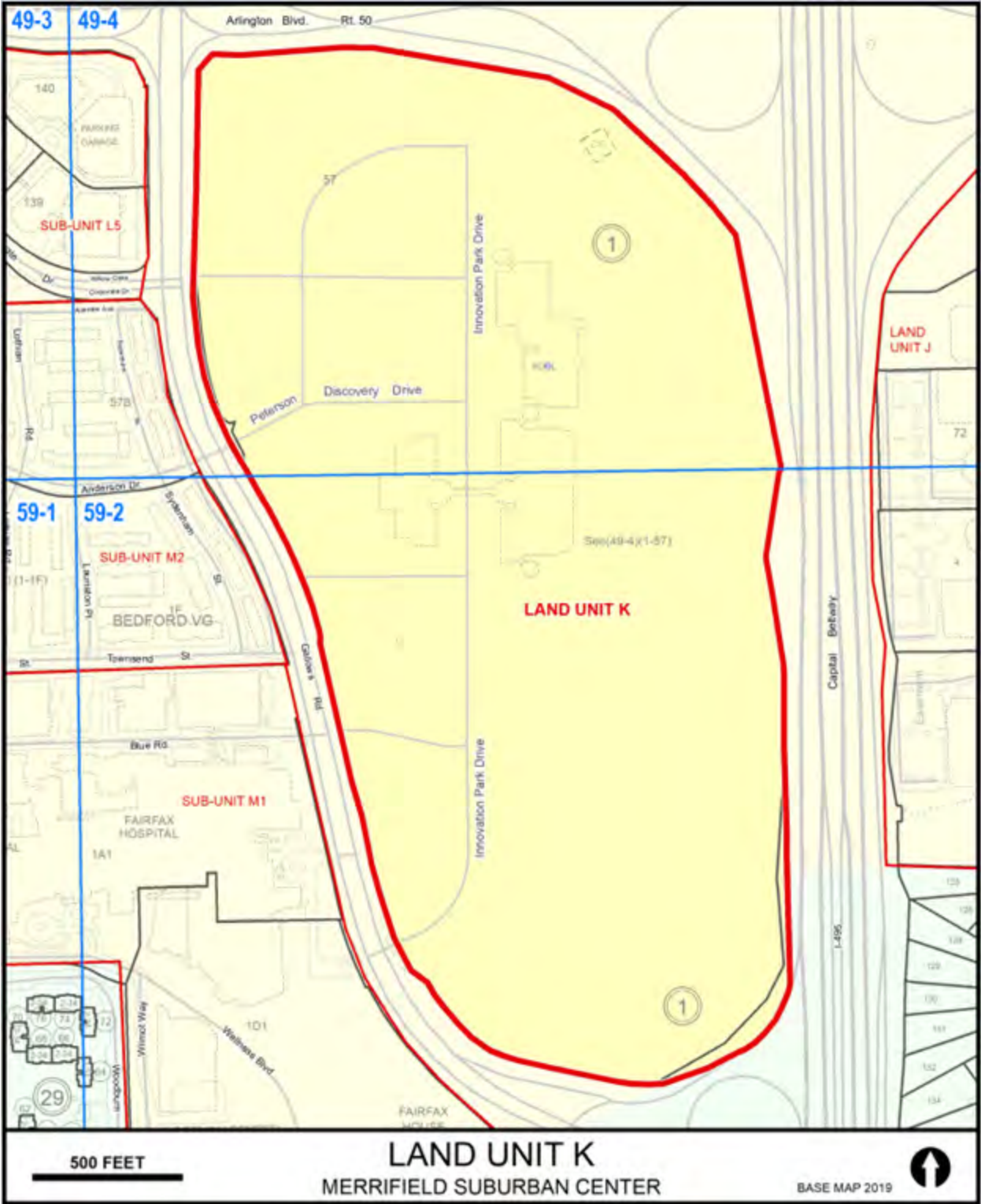
**MERRIFIELD SUBURBAN CENTER – LAND UNIT K
PROPOSED MODIFICATIONS**

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield Suburban Center, as amended through July 31, 2018, Recommendations, Land Unit Recommendations, pages 98-100:

“LAND UNIT K

Land Unit K, approximately 117 acres in size, 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). is the location of the Inova Center for Personalized Health (ICPH) on what was formerly the site of a headquarters of the ExxonMobil Corporation. 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 ~~tree~~ wooded 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.



(Figure 30 proposed to be updated to add label for Innovation Park Drive and new roads such as Peterson Discovery Drive that are identified in the text, increase font size of road names, and remove label “Mobil Oil Corporation Headquarters”)

FIGURE 30

Land Unit K is planned ~~and developed for office use~~ at an intensity of up to .35 FAR at the baseline level. The former ExxonMobil headquarters buildings are located along Innovation Park Drive (see Figure 30). Development is limited to planned and approved for 1.75 million square feet of approved office, research, clinical, and education uses and may include supporting uses such as hotel, day care, restaurants and services to primarily serve the buildings' users. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings and Heritage Resource guidance under the Area-Wide Land Use section, with any new office structures retaining the substantial vegetative buffer and screening areas. The mature wooded areas are expected to be preserved on the site, to include the environmentally sensitive areas associated with the tributaries of Holmes Run, and the mature stands of trees along Gallows Road and Arlington Boulevard which screen and buffer the development from the Amberleigh community, are expected to be preserved. The maximum building height is planned for 180 feet. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

~~Height Limit: The maximum building height is 180 feet. Open space should be preserved on this site to include the environmentally sensitive areas associated with branches of Holmes Run, as well as mature stands of trees along Gallows Road and Arlington Boulevard which screen and buffer the office development from Bedford Village. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.~~

Option:

As an Option, the site is envisioned to expand into a world-class, mixed-use, academic, research, office, and clinical campus that strategically balances new development in a concentrated urban form of taller buildings on compact footprints and the preservation of the mature woods in the eastern and southern portions (as shown on Figure 9) of the land unit as an environmental resource. With the development of the campus, the wooded areas are envisioned to contribute to the health and wellness of the Merrifield community by providing much-needed green and recreation spaces for public use that also solidify the significant, natural buffer to the areas outside of the Merrifield Suburban Center. As the core vision for the campus, development in this manner will promote ground-breaking innovation, environmental stewardship, and whole health (physical, social, and mental well-being) for those people who live in, work on, and visit the campus. Development should capitalize on the proximity to the neighboring Inova healthcare facilities, the core areas within Merrifield, and access to major regional roadways. The design and programming of the campus should strengthen multi-modal connections to the Dunn Loring-Merrifield Metrorail station and other destinations within Merrifield, including the land units east of I-495, and contribute to the well-being of the residents in the surrounding Merrifield communities through new amenities, infrastructure improvements, and health and wellness facilities and programs.

The campus is planned up to an overall intensity of 0.70 FAR (up to 3,570,000 square feet of development, inclusive of new cellar spaces), with the potential for a future campus expansion to 1.0 FAR, as described in the recommendations below. It is expected that the development will occur incrementally over time, along with the supporting infrastructure and public facilities that are to be completed commensurate with development.

The site design, including trails and open spaces on the campus, should be planned to facilitate synergies and connections among the mix of uses on site, the nearby Inova Health facilities, and the neighboring land units and communities. The research, academic, office, and clinical functions

are envisioned to be core components of the campus. These functions may be complemented by new housing and supported by retail, hospitality, and other commercial uses which may include medical care and/or continuing care facilities. This design is envisioned to foster an innovative, collaborative, and thriving economic environment where ideas and best practices can be exchanged quickly; entrepreneurship can be cultivated; and, institutional assets and natural areas on the site can be leveraged to the benefit of the multiple users of the overall development and the larger Merrifield community.

The mature wooded areas shown on Figure 9, including the areas around the central and southern tributaries of Holmes Run and the stormwater management pond, is expected to be preserved as an integral environmental and recreational resource on the campus, contribute to the supply of publicly accessible, natural spaces in the Merrifield community, and buffer the development from noise and emissions from I-495. Tree preservation is a priority. Improvements should offer opportunities for respite, renewal, and inspiration to allow people of a variety of ages and abilities to safely engage in activities while surrounded by nature, whether they are residents, employees, students, patients, or members of the general public visiting the site. Together, the built form integrated with the natural, wooded area should promote mobility, health, and well-being.

Proposals should conform to the applicable countywide and Area-Wide Recommendations and achieve the following:

Land Use

- The majority of the land uses on the campus should consist of a mix of scientific and medical research, higher education, clinical, and commercial uses anchored by established institutions (e.g., Inova Health System, one or more universities, and other private or governmental research institutions). Medical office space used for the regular provision of office-based, out-patient care by physicians should be limited to a portion of the former ExxonMobil headquarters buildings.
- Under this Option, approximately 1.45 million square feet of the new development is envisioned to be generally balanced between (i) the Inova research, office, and healthcare facilities, and (ii) academic and research partners. These partnerships are integral to the collaborative nature of the development.
- Retail and service uses up to approximately 90,000 square feet should be provided. The retail and service uses should meet the needs of building tenants, visitors, and the surrounding communities. These uses should be designed as an integral part of the overall new development and should be phased with the development of other uses within the respective buildings in order to provide amenities for employees, residents, and visitors. Drive-through or standalone retail uses are not appropriate.
- Hotel use of approximately 120,000 square feet may be provided.
- Multifamily residential uses and other housing accommodations (independent living facilities, assisted living facilities, and continuing care facilities) may be appropriate. Residents within these accommodations should have convenient access to a variety of on-site open and recreational spaces, community-serving retail uses, and other services, as guided by the Merrifield Suburban Center's Area-Wide Pedestrian and Open Space System Guidelines

commensurate with development. In total, these uses should not exceed 705,000 square feet. It is anticipated that, within that amount, there will be a maximum of 640 to 705 residential units (depending on unit size), inclusive of affordable housing and bonus density, but exclusive of housing accommodations regulated as medical care facilities (such as assisted living facilities) and continuing care facilities. The number of units may be adjusted if transportation and public facilities impacts are shown to be sufficiently addressed. These uses should be allocated as follows:

<u>Accommodation Type</u>	<u>Square Feet (SF)</u>
<u>Housing to serve the university student population*</u>	<u>150,000 - 268,000 SF</u>
<u>Age- or Ability-restricted uses**</u>	<u>100,000 - 385,000 SF</u>
<u>Additional multifamily residential units</u>	<u>Up to 455,000 SF</u>

* This housing type should conform with all applicable local, state and federal laws, including Fair Housing regulations.

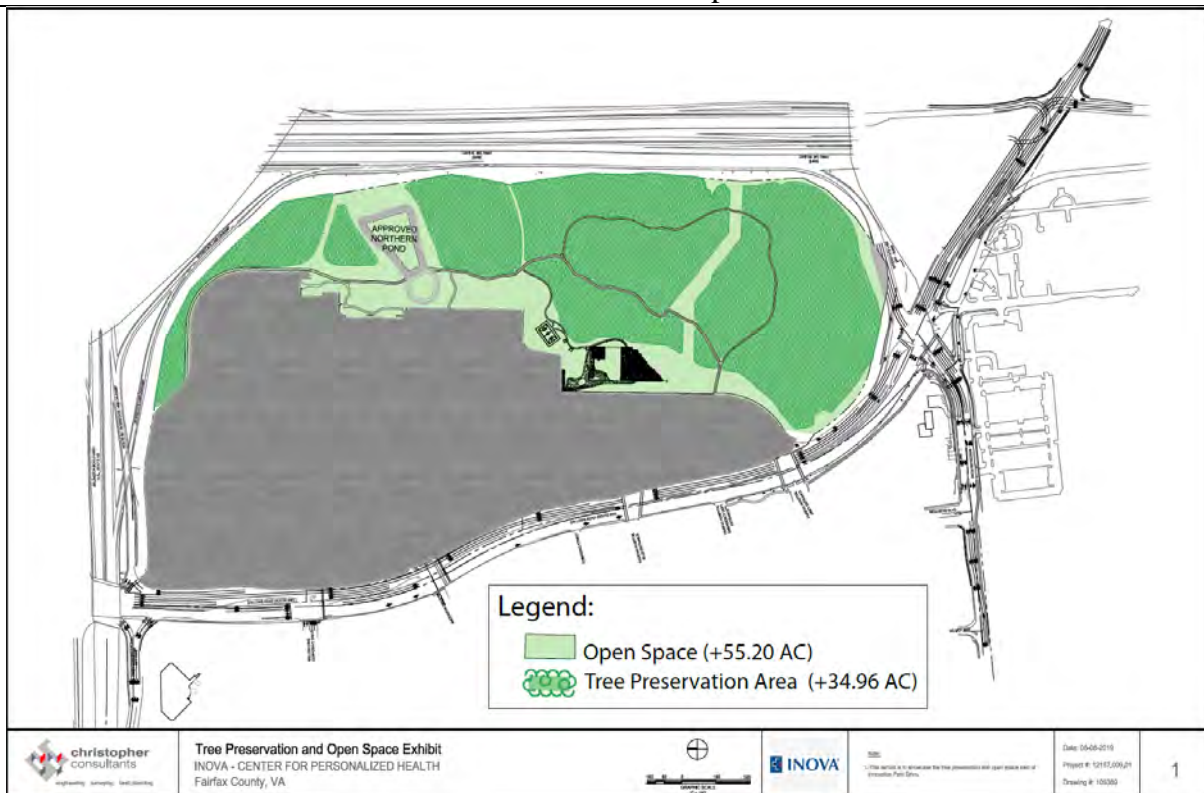
** Age- or Ability-restricted uses include multifamily residential units restricted by age; independent living facilities; housing accommodations regulated as medical care facilities (such as assisted living facilities); continuing care facilities, and other similar uses.

At a minimum, the greater of 20% of the non-university serving residential units or 12% of the total number of residential units should be provided as affordable housing per the county's affordable dwelling unit program and workforce housing policy. Assisted Living and Independent Living Facilities should provide affordable accommodations consistent with the requirements of the Zoning Ordinance for such uses. Continuing Care Facilities should meet the policies established in Appendix 14 of the Land Use Element of the Policy Plan.

Parks and Open Space

- Integral to development under this Option, the heavily wooded area generally to the south and east of Innovation Park Drive and the former ExxonMobil headquarters buildings is expected to be retained as publicly accessible, private open space with tree preservation as an essential element in the design. As shown in Figure 9 below, approximately 55 acres in the southern and eastern portions of the site are expected to remain as open space (including approximately 34 acres of preserved wooded areas), while recognizing the need to accommodate amenities, the approved stormwater pond, trails, utilities, and potential future right-of-way dedication for road improvements.

Figure 9. ICPH Eastern Open Space and Tree Preservation Area



- The initial phase of development should incorporate improvements to this area to promote whole health (physical, mental, and social well-being). Active and passive recreational spaces should be provided, such as wellness parks, meditation gardens, fitness stations, or other spaces that are centered around environmental management and health benefits from natural settings. Pedestrian and bicycle circulation trails in the area should connect to the development in the land unit, including via the planned bicycle/pedestrian bridge across I-495 to Land Unit J (Fairview Park South), and the bicycle and pedestrian trails on Gallows Road. Consideration should be given to designing the on-site stormwater pond within this area as a site amenity. Commitments should be made to the maintenance of the facility and landscaping and to other measures, such as lighting in appropriate locations and clear lines of sight, to promote safety in the area. Open space and recreational amenities should be accessible to users of a variety of ages and abilities.
- A network of publicly accessible, privately maintained urban parks should be provided commensurate with the needs of the users, connecting the benefits of the wooded area to the development and creating opportunities for social interaction. A local park of 3-4 acres in size that contains several recreational facilities, such as sport courts, adult outdoor fitness, children's play equipment, picnic areas and/or a pavilion, trail heads, wayfinding signage, and/or other complementary uses should be a component of this network and function as a gateway to the wooded area, and should be provided with the initial phase of development. The urban parks should be well-connected through sidewalks and trails. The park spaces and trail system should be visually evident (through methods such as design and signage) and accessible from Gallows Road and internal streets. The trail system should include urban plazas and pedestrian facilities at certain site intersections with Gallows Road. Features such as naturalized landscaping, shade trees, seating areas, hardscape plazas, public art, play and fitness elements, and other urban park amenities and facilities can offer attractive community

gathering and event spaces, such as farmer's markets, outdoor concerts or classes, and recreational opportunities. These spaces should meet the Merrifield Suburban Center's Area-Wide Pedestrian and Open Space System Guidelines and, as needed to advance the campus' health and wellness vision, be provided consistent with the countywide Urban Parks Framework.

Design and Connectivity

- Proposals should effectively integrate existing and new development through site layout and design, landscaping, materials, and access. A new system of well-connected internal streets should create a series of compact blocks that support the development and encourage walking, biking, and transit ridership. The street network should generally expand westward from Innovation Park Drive, which serves as a spine road through the land unit.
- Development proposals should demonstrate high quality in terms of site and building design, landscaping, materials, and urban park spaces, to define a sense of place and enhance the health and wellness of the residents, employees, patients, and visitors. The design of the physical environment has significant impacts on day-to-day quality of life and can enhance or detract from the overall wellness of the users of a building or a site. Buildings and site amenities should be designed to be comfortable and accessible for a variety of ages and abilities and incorporate amenities to promote healthy indoor air-quality, abundant natural light, connections to natural areas, as well as other features that may be refined over time to support health.
- Buildings should be aligned with and oriented to internal streets, and attention should be given to the treatment and expression of buildings toward Gallows Road. The streetscape area should include amenities such as sidewalks, plazas, street furniture, shade trees, and landscaping. Further guidance for building and streetscape design is provided in the Urban Design Guidelines, Volume I.
- Underground parking structures are encouraged to the extent feasible as they allow for compact design that enhances opportunities for open space and for active uses on the ground and upper levels of buildings while minimizing noise and visual impacts, including those from lighting, on surrounding uses. Where underground structures are determined not to be feasible, parking structures should be integrated with an associated building through compatible façade treatment and designed to minimize noise and visual impacts. Architectural and landscape screens are encouraged on the facades of parking structures, including during interim conditions. Stand-alone, free-standing parking structures are discouraged. Surface parking should be limited to appropriate on-street parking locations. Existing parking lots with minor expansions may remain as development builds out and should include appropriate pedestrian connections.
- Building heights should vary across the site to create visual interest. Buildings that are five stories and greater have the design flexibility necessary for successfully integrating the proposed buildings with the existing nonresidential buildings on and surrounding the site and would provide a comparable and compatible scale of development. Building heights in general are limited to 180 feet; however, the incorporation of one taller building on the northern end of the land unit and internal to the site that contributes to the Merrifield skyline may warrant a building height increase to a maximum of 230 feet provided that the taller building does not

negatively affect the urban form. Compatibility with the adjacent Amberleigh community should be addressed through the building placement and design, and by tapering building heights along Gallows Road. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

- The streetscape design should generally adhere to the Urban Design Guidelines for County Revitalization Districts and Areas. Consistent with the Urban Design Guidelines, innovative design approaches that respond to the site-specific context are encouraged.
- A variety of urban design strategies are expected to be pursued to ensure that the campus is functionally and visually compatible with the surrounding residential, commercial, and institutional uses across Gallows Road. Tree preservation areas should be utilized to buffer new buildings and structures, particularly in areas directly across from the Amberleigh community (approximately south of Willow Oaks Corporate Drive and north of Townsend Drive). Where tree preservation areas are not practical, building heights along Gallows Road should gradually taper down toward the adjacent residential uses across the roadway. Other design strategies, such as natural and architectural screens, building orientation, and supplementary landscaping, should be considered as well. Buildings should stimulate interest through varied architectural form and relief, and provide ground floor elements, such as entryways, that create an attractive and interesting pedestrian experience. The primary site entrances opposite Willow Oaks Corporate Drive and at Peterson Discovery Drive should be designed to invite pedestrians, cyclists, and motorists into the campus. Buildings located near the primary site entrances should be brought close to the Gallows Road frontage and interior roads and sidewalks to activate the street and create varied activity areas. Buildings located directly across Gallows Road from the Inova Fairfax Hospital should be designed to contribute to the planned southern gateway into the Merrifield Suburban Center.

Transportation

High-quality pedestrian and bicycle facilities and transit services are expected to be implemented with and supportive of each phase of development to provide multiple transportation options for people who live in, work on, and/or visit the campus, and to advance health and wellness goals of the campus.

To support development under this Option, bicycle and pedestrian improvements, as described below, are expected to be implemented to ensure appropriate, comfortable, safe, and convenient methods for bicyclists and pedestrians to travel:

- Construction of a minimum 10-foot, bi-directional cycle track on the east side of Gallows Road.
- Construction of a minimum 8-foot wide sidewalk on the east side of Gallows Road.
- Provision at the northern end of the site for the planned pedestrian and bicycle bridge across I-495 that connects the site with Land Unit J (Fairview Park South).
- Development of a publicly accessible internal pedestrian and bicycle network, phased with the new development, that connects to the planned I-495 pedestrian/bicycle bridge, to Gallows Road, and to future development within the site.
- Development of a coordinated pedestrian and bicycle circulation system plan that demonstrates how the site will connect to nearby destinations, including the Dunn Loring-Merrifield Metrorail Station, the Town Center, Inova Fairfax Hospital, and

Annandale, as well as the land units east of I-495. Opportunities to improve the connectivity of the pedestrian and bicycle network in the area serving the site, including across Arlington Boulevard towards Dunn Loring-Merrifield Metrorail Station and the Town Center to the north, and across I-495 towards Annandale and the land units to the east, are expected to be identified. The plan should analyze interim conditions and the improvements necessary to provide enhanced multimodal connectivity at all phases of development.

- Provision of refuge areas, where appropriate, at pedestrian crossings.
- Provision of bicycle parking in accordance with the County's Bicycle Parking Guidelines.
- Provision of public bike share stations.

Transit service is vital to the success of this land unit, whether it is integrated into existing or future public service or is provided as a separate supplemental service. To support development under this Option, development proposals are expected to coordinate and ensure the provision of transit service that supports activity to and from the land unit. The transit service should circulate in the Merrifield area and connect the site to other major destinations, such as the Inova Fairfax Hospital, the Town Center the Dunn Loring-Merrifield Metrorail Station, and the land units to the east. The service could be provided privately or through support of expanded public services. Partnerships should be pursued with other stakeholders in the Merrifield Area to coordinate transportation and trip reduction services, including through the formation of a Transportation Management Association.

- Transportation demand management (TDM) measures that allow the site to exceed the single occupancy vehicle minimum trip reduction targets established in the Merrifield Areawide Guidance should be implemented. Such measures could include, but are not limited to, hiring a TDM coordinator, providing transit passes for employees and residents, and providing shuttle services.

Use of emerging technology is recommended to improve the efficiency of all modes of transportation to and from the site. This could include the following:

- Autonomous vehicles,
- Innovative transit solutions,
- Real-time travel and parking information,
- Dynamic messaging, or,
- Other improvements that can be shown to improve the efficiency of the site and improve travel along Gallows Road.

An improved multimodal transportation network should be implemented, commensurate with development phases and predicated on the following roadway improvements, or suitable alternatives (that achieve similar mitigation levels), as deemed acceptable by the county:

- Ramp and bridge improvements to increase capacity and improve traffic operations at the Gallows Road and I-495 interchange.
- Intersection improvements on Gallows Road between Route 50 and Woodburn Road to improve northbound, eastbound, and westbound movements.
- Ramp improvements from/to eastbound Route 50 at the Gallows Road interchange.
- Creation of a fourth southbound lane on Gallows Road with the conversion of the existing right-turn lane to a shared through/right lane. This improvement can be done

as either an interim or permanent solution to support this development level, with the lane potentially being repurposed for transit, streetscape, or other uses in the future.

Environment

- Tree Preservation: Commitments to the preservation and restoration of the mature wooded area as shown on Figure 9 are a priority, and are expected to be provided at the initial phase of the development and carried forward throughout the development of the campus while recognizing the need to accommodate amenities, the approved stormwater pond, trails, utilities, and potential future right-of-way dedication for road improvements. Removal of invasive species, regeneration of the vegetated understory, and restoration of the stream tributaries should be implemented as deemed appropriate in coordination with the county in connection with new development. Restoration plantings should consist of non-invasive, native plantings capable of enhancing the ecological functions of the forest and deterring pest species. In the western portion of the land unit, efforts should be made to preserve portions of the mature stands of trees along Gallows Road as may be appropriate and practical, consistent with the vision for the campus.
- Stormwater Management: Both Holmes Run and Accotink Creek downstream of this land unit have been designated by the Virginia Department of Environmental Quality as being impaired for aquatic life, largely resulting from the volume and velocity of stormwater runoff from impervious areas within these watersheds. The existing wooded areas within this land unit provide stormwater benefits in support of the Area-Wide guidance and recommendations by capturing rainwater and minimizing runoff through infiltration and evapotranspiration. As these areas are converted to impervious cover (e.g., rooftops, road surfaces) through development, stormwater best management practices that meet on-site requirements and help improve downstream drainage and water quality conditions are expected to be implemented. New development above the existing 1.2 million square feet should retain the first inch of rainfall through infiltration, evapotranspiration, and/or reuse. Additionally, major renovations of existing buildings should consider methods for implementing the one-inch retention standard. For all development on the site with inadequate outfalls, detention measures are expected to be implemented that reduce the volume, peak flow, and velocity of runoff into Holmes Run and Accotink Creek to a rate equivalent to good forested conditions to the maximum extent practicable.

Flexibility should be afforded in the application of specific stormwater management approaches that achieve these recommendations, minimize impervious cover, retain the benefits of the existing forested conditions, and protect and restore downstream water resources in furtherance of watershed management plan goals. If retaining the first inch of rainfall is demonstrated not to be fully achievable in coordination with Land Development Services, alternative stormwater management measures that retain as much of the first inch as possible and result in at least equivalent benefits to the one-inch recommendation may be pursued. Design considerations may be given to other stormwater runoff-related factors such as downstream flooding, drainage complaints, character and condition of downstream channels, and identified stream impairments.

The retention and detention targets for the land unit are considered among the highest standards by the County. However, it is understood that with changes in conditions, best practices, and

technology, even higher standards may be developed in the future. As storm water management policies evolve, the land unit is expected to adhere to the targets listed previously or any superior standards that may be developed in the future at the time of development review.

The use of appropriate native plant materials in stormwater facility design is encouraged to enhance biodiversity and habitat value and improve environmental quality. The use of pesticides, herbicides and fertilizers should be minimized to the maximum extent practical for maintenance. The use of non-native plant materials should be generally avoided unless it is demonstrated that these plantings would be consistent with these goals.

- Stream Evaluation: An evaluation of the central and southern streams that flow within the southern portion of this land unit should be conducted prior to development in coordination with the Department of Public Works and Environmental Services, the Department of Planning and Development, and Land Development Services. Appropriate measures that are needed in order to mitigate on-site impacts and thereby support the goals of the Holmes Run Watershed Management Plan, should be identified in the evaluation and implemented in connection with development of new stormwater management improvements in the southern watershed.

Phasing and Public Facilities:

- Development is expected to be phased to ensure the adequate and timely provision of supporting infrastructure and public facilities capacity. Parks and open space, stormwater management, schools or additional school capacity, and other public facilities should be sufficient to address the demands generated by new development. If Fairfax County Public Schools (FCPS) determines that a school site is required to serve the increased population from the development, a fair share commitment toward site acquisition or building repurposing should be identified. This commitment should be based on a contribution formula determined by FCPS and Fairfax County, and should be identified in advance of approval of an application for residential development. Innovative approaches, such as locating school facilities with parks to allow for the sharing of recreation facilities, or within buildings serving the other uses, may also be considered.
- Proposals that develop portions of the land unit in phases should demonstrate how future development can occur in conformance with the land unit recommendations.

Heritage Resources

The former ExxonMobil headquarters buildings on the site have been repurposed and are planned to remain with the development of the campus. Should the buildings be proposed for redevelopment, the buildings should be evaluated for potential historic and architectural significance consistent with Merrifield Area-Wide Guidance and the Countywide Policies for Heritage Resources. Further, the land unit contains substantial undeveloped areas that may contain archeological resources. Archeological survey work should be conducted consistent with the Merrifield Area-Wide Guidance.

Future Campus Expansion

The campus may be expanded up to a maximum ultimate intensity of 1.0 FAR (up to 5,000,000

square feet of development) on the land unit, predicated on the achievement of and continued commitment to all of the previous conditions set forth above for the 0.7 FAR development level, including the preservation and enhancement of the wooded area on the eastern portion of the site. This ultimate intensity would be consistent with the Merrifield Area-wide Guidance and the planned intensity of the development Option on the adjacent Inova Fairfax Hospital within Sub-Unit M1, and the continued preservation of the wooded areas on the eastern portion of the site will provide well-defined transition areas and buffering to the communities outside of the Merrifield Suburban Center. Development above 1.0 FAR is not appropriate under this option.

The majority of the development should remain dedicated to scientific and medical research, higher education, clinical and office uses and should be supported by a lesser amount of housing, hospitality, and other commercial uses. The office, clinical, research, and education components may be increased up to a total of 2.43 million square feet, above the baseline. Hotel use may be increased up to a total of 340,000 square feet. In total, multifamily residential uses, independent living, assisted living, and continuing care facilities should not exceed a total of 940,000 square feet. It is anticipated that, within that amount, there will be a maximum of 850 to 1,000 residential units (depending on unit size), inclusive of affordable housing and bonus density, but exclusive of housing accommodations regulated as medical care facilities (such as assisted living facilities) and continuing care facilities. The number of units may be adjusted if transportation and public facilities impacts are shown to be sufficiently addressed. These uses should be allocated as follows:

<u>Accommodation Type</u>	<u>Square Feet (SF)</u>
<u>Housing to serve the university student population*</u>	<u>310,000 - 380,000 SF</u>
<u>Age- or Ability-restricted uses**</u>	<u>100,000 - 460,000 SF</u>
<u>Additional multifamily residential units</u>	<u>Up to 530,000 SF</u>

* This housing type should conform with all applicable local, state and federal laws, including Fair Housing regulations.

** Age- or Ability-restricted uses include multifamily residential units restricted by age; independent living facilities; housing accommodations regulated as medical care facilities, (such as assisted living facilities); continuing care facilities, and other similar uses.

Site design features and amenities should be expanded, if not already implemented, to address the needs of the additional residents, employees, and visitors. One additional building up to 230 feet may be appropriate, provided that the taller building is located at the northern end of the land unit and internal to the site and does not negatively affect the urban form by taking away from the pedestrian experience. A continued emphasis should be placed on implementing high-quality pedestrian, bicycle, and transit facilities supporting each phase of development to provide multiple transportation options for people who live in, work on, and/or visit the campus.

A study of transportation conditions at the maximum ultimate development level of 1.0 FAR is expected to be conducted in coordination with the County's Department of Transportation to determine the development's transportation impacts, and the improvements necessary to mitigate the impacts above a 0.7 FAR to an acceptable level. The study is expected to analyze the development's transportation impacts both with and without planned regional transportation improvements, such as the planned widening of Lee Highway and Arlington Boulevard.

Mitigation measures should be implemented commensurate with development phases and with sensitivity to environmental needs. This includes having each of the improvements listed above under a 0.70 FAR plus each of the necessary following improvements (or suitable alternatives that achieve similar mitigations levels) in place:

- Removal of the I-495 Outer loop weave/merge between Route 50 and Gallows Road.
- Completion of the auxiliary lane between Gallows Road and Little River Turnpike on the I-495 Outer loop.

Other transportation improvements in the area may be considered as suitable alternatives, or if necessary, supplements, to those listed above for implementation above 0.7 FAR. Such improvements may include:

- Improvements on Wellness Boulevard, from Woodburn Road to Willow Oaks Corporate Drive, to create a continuous north-south road parallel to Gallows Road (provision of additional access to this road for developments that also have access to Gallows Road could be considered).
- Extension of Wellness Boulevard over Route 50 from Willow Oaks Corporate Drive to Gatehouse Road.
- Realignment of Gatehouse Road between Wellness Boulevard extension and Williams Drive.
- Extension of Williams Drive from Javier Road to Prosperity Avenue.
- Access modification on Route 50 between Gallows Road and Prosperity Avenue.
- Intersection improvements at Prosperity Avenue and Route 50.

**MERRIFIELD SUBURBAN CENTER – AREA-WIDE
PROPOSED MODIFICATIONS**

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield Suburban Center, as amended through July 31, 2018, Concept for Future Development: A Vision for the Merrifield Suburban Center, pages 4-5:

“Planning Objectives

The following objectives for the Merrifield Suburban Center provide a general framework to achieve this future vision.

- Encourage revitalization and redevelopment of portions of the Merrifield Suburban Center to create more attractive and functionally efficient commercial and residential areas with pedestrian and bicycle-friendly transit-oriented environments.
- Ensure a pattern of land uses that promotes stability in the adjacent residential areas by establishing transitional areas to prevent commercial encroachment on these adjacent areas.
- Create focal point(s) within the Town Center and the Transit Station Area where development should be more intense and have a more urban form through the use of appropriate building heights, setbacks, building bulk, and site design.
- Strengthen the employment base by transforming key office campuses into vibrant, mixed-use places that complement the focal points, leverage innovative technology and strategic partnerships, and promote public access to privately-owned natural areas, while ensuring appropriate transitions to established residential communities.
- Encourage mixed-use development that includes pedestrian, bicycle, transit and auto circulation systems that integrate the development both internally and externally, resulting in transit-oriented and pedestrian-friendly environments.
- Encourage the development of additional housing (including affordable dwelling units) in the Merrifield Suburban Center so that employees may live near their workplace and transit services, in order to reduce the number and length of commuter auto trips.
- Capitalize on the concentration and mixture of land uses and the proximity to Dunn Loring-Merrifield Metrorail station to enrich the identity of the place and promote collaboration in the implementation of the vision, through such strategies as an area-wide Transportation Management Authority, transit service, and cross-marketing.
- Develop a cohesive roadway system that provides a more extensive grid of streets to serve the Town Center, Transit Station Area, and the area between.
- Establish a streetscape hierarchy along the roadways that will visually unify the Merrifield Suburban Center and increase connectivity for all modes.

- Develop a cohesive pedestrian and bicycle circulation system linked to open spaces such as plazas, courtyards, greenways, and parkland in order to facilitate walking and reduce reliance on private automobiles.
- Develop mass transit options, transportation strategies and planned highway improvements to mitigate traffic impacts in the Merrifield Suburban Center and in adjacent residential neighborhoods and to promote connectivity among all land units, including those east of I-495.
- Ensure that many of the community-serving commercial uses are retained and that new uses are encouraged to develop, such as a grocery store, pharmacy, book store, and a variety of small retail shops, as well as automotive and home service repair shops.
- Encourage the provision of additional community-serving institutional uses, as well as public uses that will serve the Merrifield Suburban Center and the surrounding neighborhoods. These uses may include a library, museum(s), theater, childcare, housing for the elderly, as well as religious, healthcare, and educational institutions.
- Encourage high-quality development in terms of site design, building design and materials, provision of recreation and park facilities, and open space, and amenities throughout the Merrifield Suburban Center. A more urban and pedestrian-oriented environment should be provided in the Transit Station Area and the Town Center; and, a suburban character should be provided throughout the remainder of the Merrifield Suburban Center.
- The environmentally sensitive areas of the Holmes Run and Long Branch stream valleys and their tributaries should be retained as permanent open space. In addition, measures should be taken to ensure that runoff from new development will not deteriorate the environmental quality of these streams.

The attainment of the above objectives for the Merrifield Suburban Center, as well as the area-wide and specific land unit recommendations presented in this Plan will encourage a more urban character in a portion of the Merrifield Suburban Center. As mentioned previously, the areas encouraged to be more urban in character are the two core areas and the area connecting the core areas. Encouraging some areas to become more urban should result in a reduced dependence on the private automobile for local travel by linking future more urban development to significantly improved pedestrian, bicycle and transit facilities. The area primarily outside of the core areas, which includes most of the Merrifield Suburban Center, will remain suburban in character, with its edges providing compatible transitions in intensity and scale to the nearby residential neighborhoods. However, even in the suburban areas, additional pedestrian, bicycle and transit facilities and links are planned to help improve circulation and access throughout the entire Merrifield Suburban Center, including the assurance that those land units east of I-495 are integrated into and contributory to the Merrifield Suburban Center.”

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield Suburban Center, Area-wide Guidance, as amended through July 31, 2018, Land Use Guidelines, pages 9-10:

“Affordable Housing – Generally, affordable housing can include Affordable Dwelling Units (ADUs), Workforce Dwelling Units (WDUs), and other local, state, or federal programs. County

policies include promoting the development of multi-family housing in mixed-use centers in an effort to diversify the county's housing stock and to encourage lower cost housing options near employment opportunities. In order to implement these policies within the Merrifield Suburban Center, development proposals having a residential component should provide for ADUs and/or WDUs. While less preferable, affordable housing can also occur through the provision of units elsewhere within the Merrifield Suburban Center. Only if the provision of affordable housing is not feasible, a contribution to the Fairfax County Housing Trust Fund could be made, as indicated below.

- For those areas planned for residential development, the provision of ADUs/WDUs should be a condition for attaining the high end of the development range. Developments below the high end of the range should also provide ADUs/WDUs or contribute to the Trust Fund, as indicated below.
- Affordable housing should be provided for those areas planned for mixed-use with residential units, such as the Town Center and the Transit Station Area. The provision of affordable housing should be a condition for attaining the high end of the area's mixed-use potential. If the affordable housing to be provided will be in accordance with the ADU program set forth in the Zoning Ordinance, the applicable density range should be determined as follows: for an area planned for office use at .8 FAR under Option 1 and up to 1.2 FAR under Option 2, the intensity range would be considered .8 FAR to 1.2 FAR, which is equivalent to 35 to 50 dwelling units per acre (assuming approximately 1000 square feet per unit). In this example, the high end would be considered the top 60% of the range, or intensities above .96 FAR.

The calculation of ADUs/WDUs and bonus units to be provided should be based on the formula in the ADU/WDU programs. In general, the maximum FAR listed within the Land Unit Recommendations does not include the FAR bonus that is granted for ADUs/WDUs, except for Sub-Unit II and Land Unit K. See land unit guidance for specific recommendations. In cases where ADUs/WDUs are not provided, development proposals within the Plan's density/intensity range are to contribute to the Housing Trust Fund at an amount of 1% of the development's residential value. If the proposed development is below the low end of the Plan's development potential, then ½% of the development's residential value should be contributed, which is consistent with county policy."

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield Suburban Center, Area-wide Guidance, as amended through July 31, 2018, Buildings Heights, page 20:

"Building Heights

Throughout the Merrifield Suburban Center, a variety of building heights and building articulation, as well as varied roof forms are encouraged to create an interesting skyline. Building heights adjacent to single-family residential neighborhoods, in general, are planned not to exceed 40 feet to provide an appropriate scale of development. Figure 8 shows the maximum building heights planned for the Merrifield Suburban Center. It should be noted, however, to achieve many of the maximum building heights, various conditions should be met as indicated within the sub-unit recommendations.

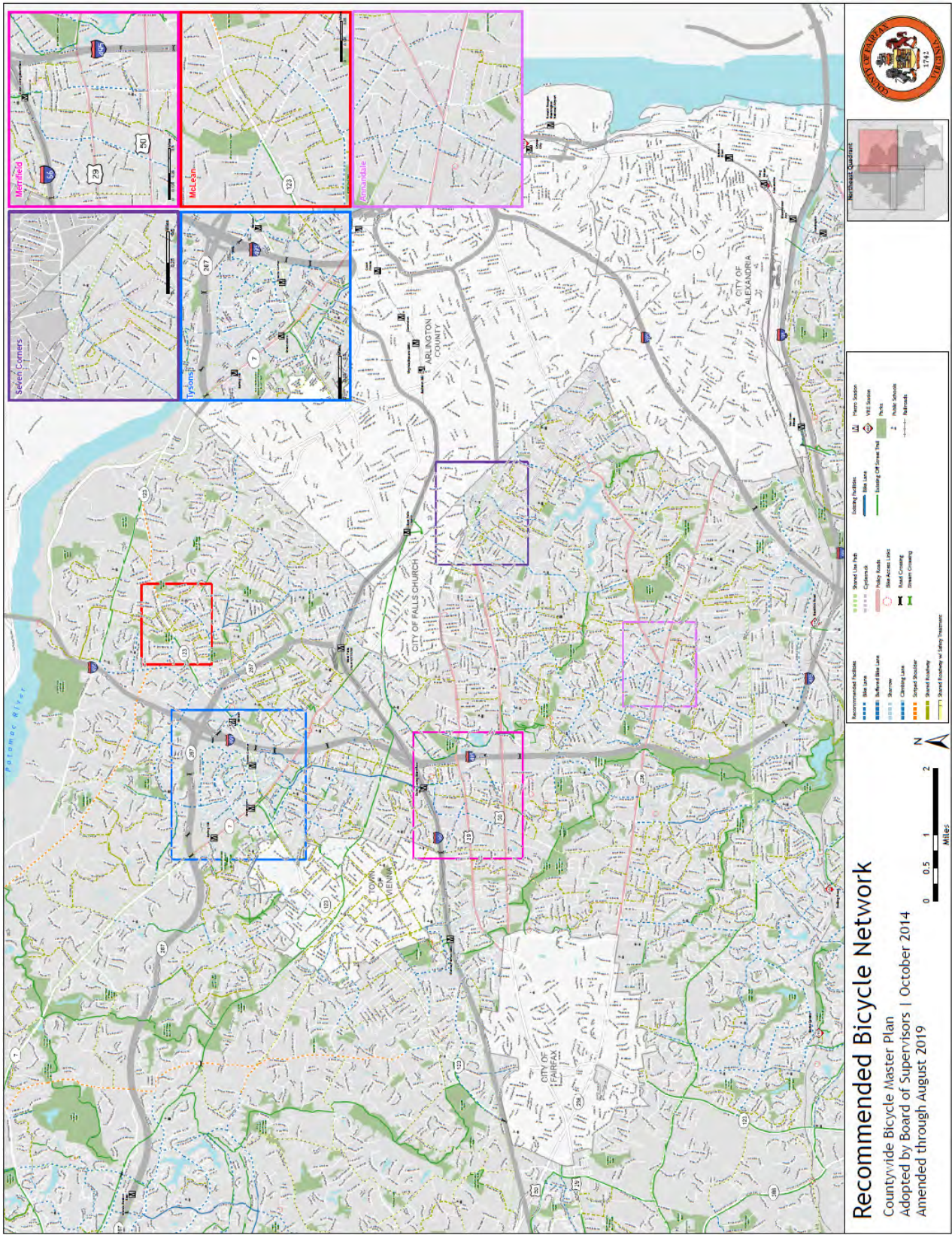
Building Height Guidelines

- One fundamental element of achieving maximum building heights should be the provision of usable open space that is in addition to providing the streetscape. This additional open space should include plazas, courtyards or other open space amenities as indicated under the following Pedestrian and Open Space System section.
- Throughout the Merrifield Suburban Center, a variety of building heights, façade articulation, and rooflines are encouraged to enhance the Merrifield skyline. The Transit Station Area, ~~and~~ Fairview Park, and the Inova Center for Personalized Health are intended to be visually and architecturally prominent, with building heights outside these areas stepping down to the periphery of the Merrifield Suburban Center.

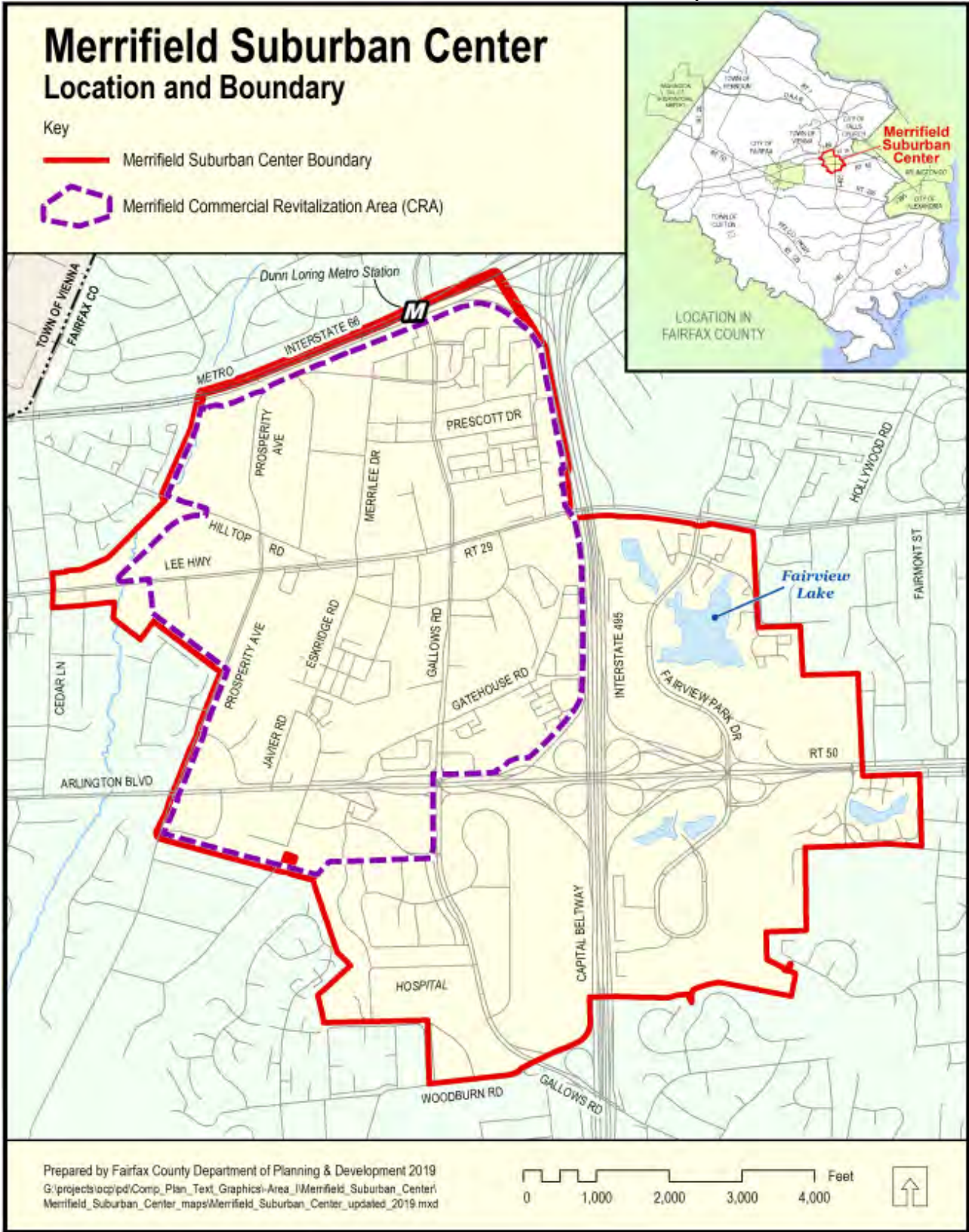
COMPREHENSIVE LAND USE PLAN MAP: The Comprehensive Land Use Plan Map will not change.

TRANSPORTATION PLAN MAP: The Countywide Transportation Plan Map will not change.

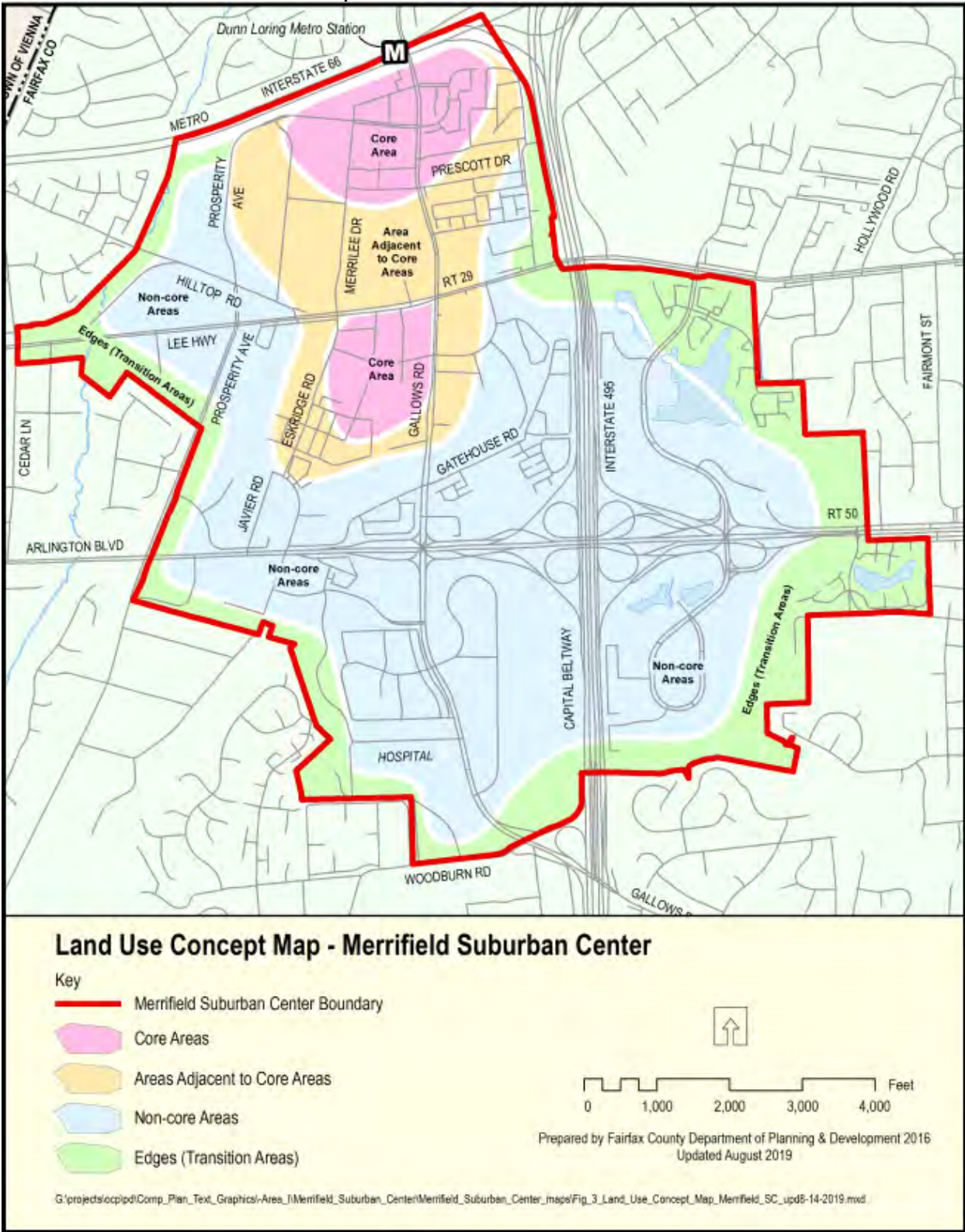
BICYCLE MASTER PLAN MAP: Update the Northeast Quadrant Map, Merrifield inset, to reflect a cycle-track on the east side of Gallows Road between the Gallows Road I-495 interchange and the intersection of Gallows Road and Route 50.



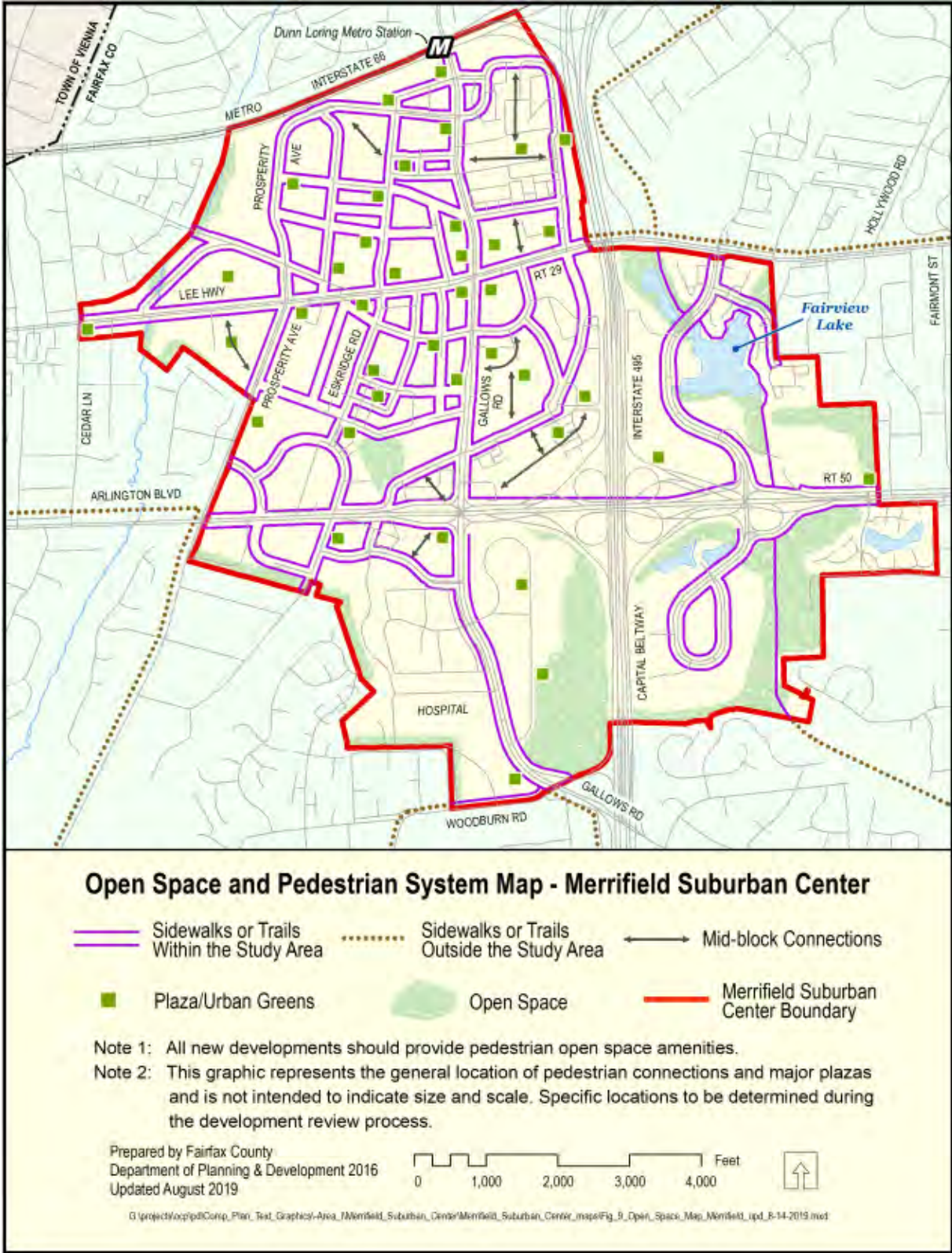
MODIFY FIGURE: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield Suburban Center, Area-wide Guidance, as amended through July 31, 2018, Figure 1, page 2 to move the word “HOSPITAL” further south to reflect the accurate location of Inova Fairfax Hospital.



MODIFY FIGURE: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield Suburban Center, Area-wide Guidance, as amended through July 31, 2018, Figure 1, page 2; Figure 3, page 9; Figure 10, page 28 to move the word “HOSPITAL” further south to reflect the accurate location of Inova Fairfax Hospital.



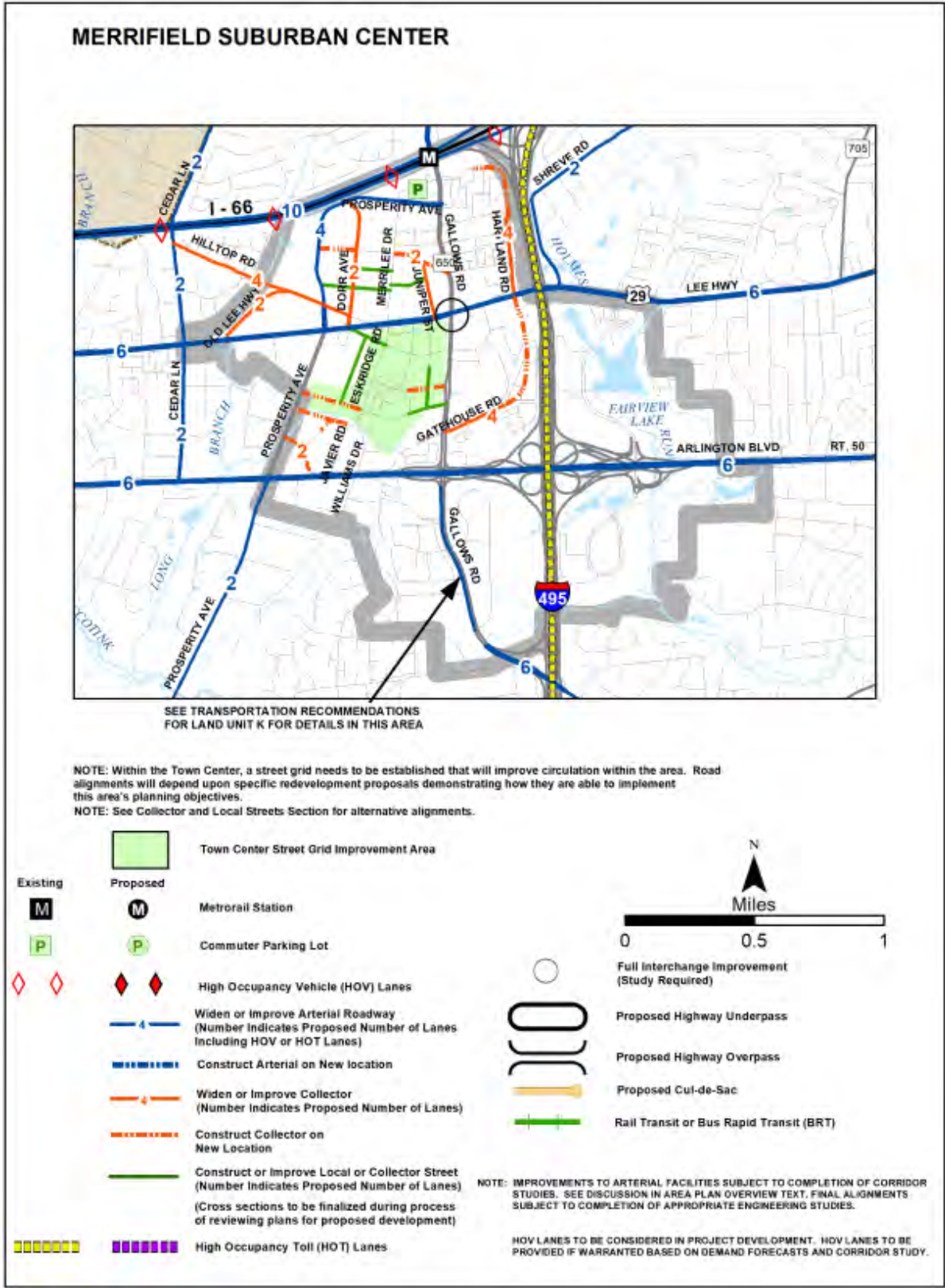
REPLACE FIGURE: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield Suburban Center, Area-wide Guidance, as amended through July 31, 2018, Figure 9, page 24 to modify open space areas and add green squares in Land Unit K and Subunit I1 to reflect new plazas/urban greens.



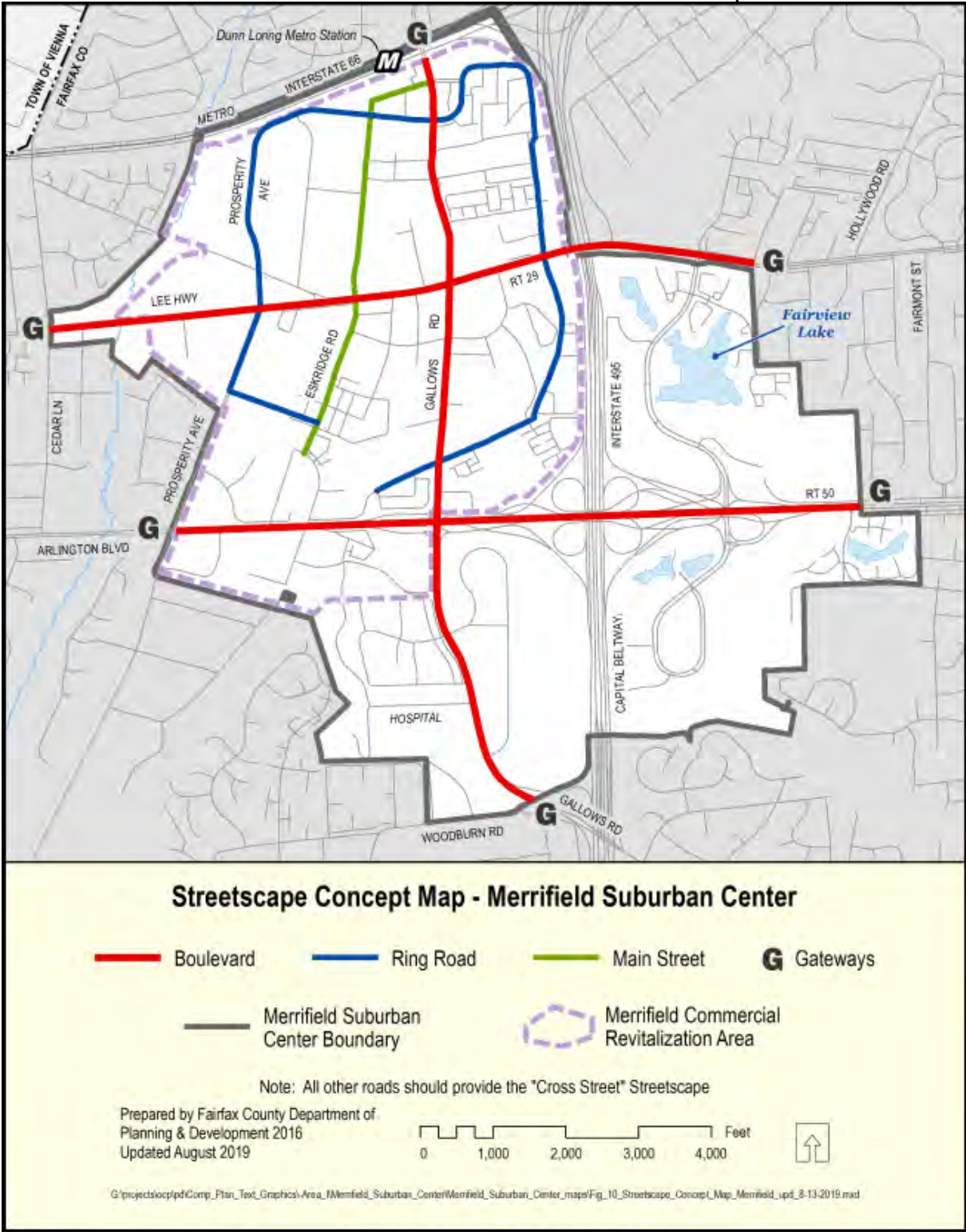
[illegible]

G:\projects\ocp\pdf\Comp Plan Text Graphics\Area I\Merrifield Suburban Center\Merrifield Suburban Center maps\Fig 8 Building Heights Map Merrifield upd 8-14-2019.mxd

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield Suburban Center, Area-Wide Guidance, as amended through July 31, 2018, Figure 16, Transportation Recommendations, page 43, to add a note that references additional transportation recommendations in Land Unit K.



MODIFY FIGURE: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield Suburban Center, Area-wide Guidance, as amended through July 31, 2018, Figure 10, page 28 to move the word “HOSPITAL” further south to reflect the accurate location of Inova Fairfax Hospital.



Appendix 1.**Adopted Comprehensive Plan Text, Merrifield Suburban Center, Land Units I, J, and K****Land Unit Recommendations**

Fairfax County Comprehensive Plan, 2017 Edition, Area I, The Merrifield Suburban Center, amended through 7-31-2018, Land Unit Recommendations, pages 93-100.

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



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 I1

Sub Unit I1, 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.

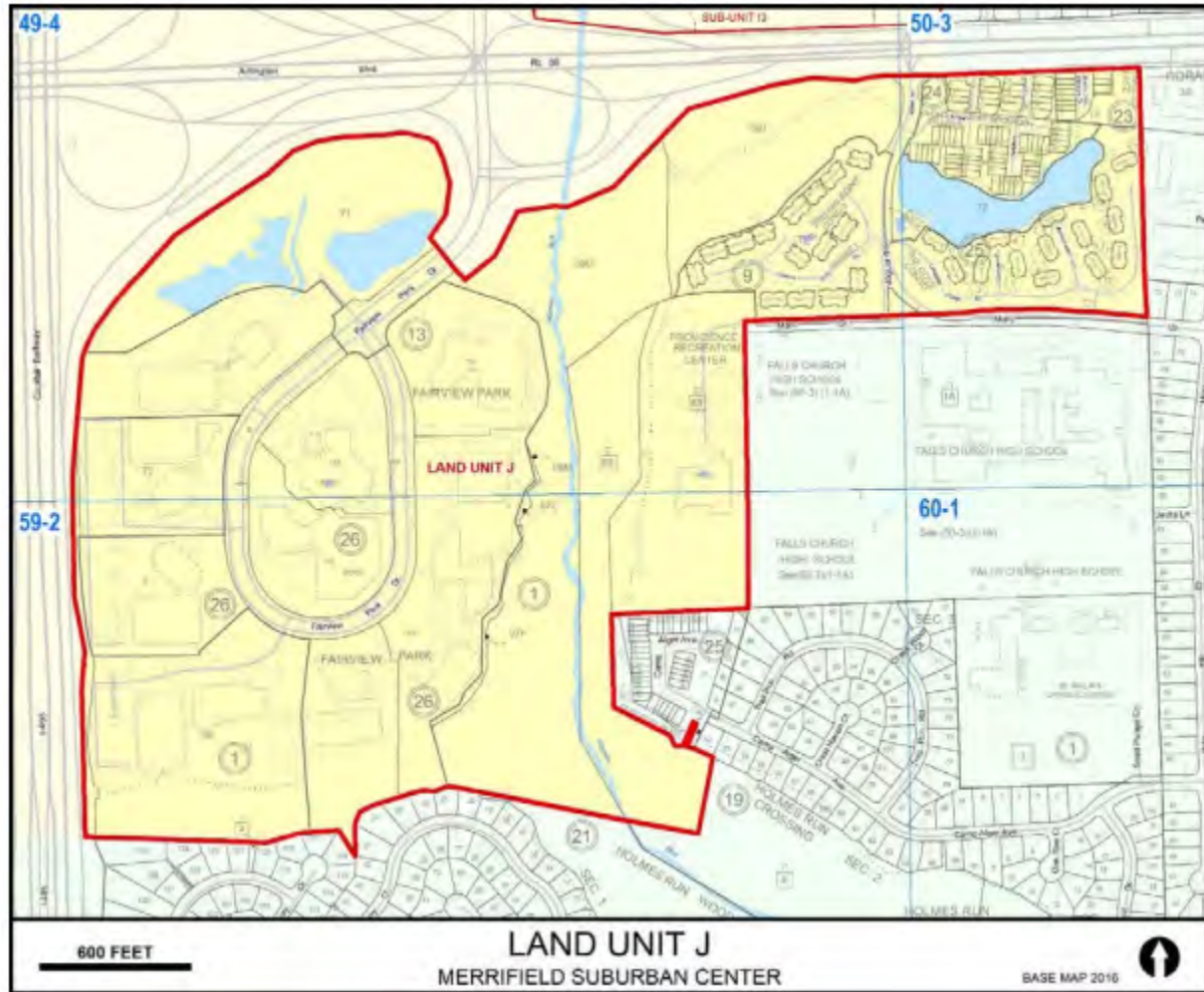
[...]

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.



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.
- 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.
- 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

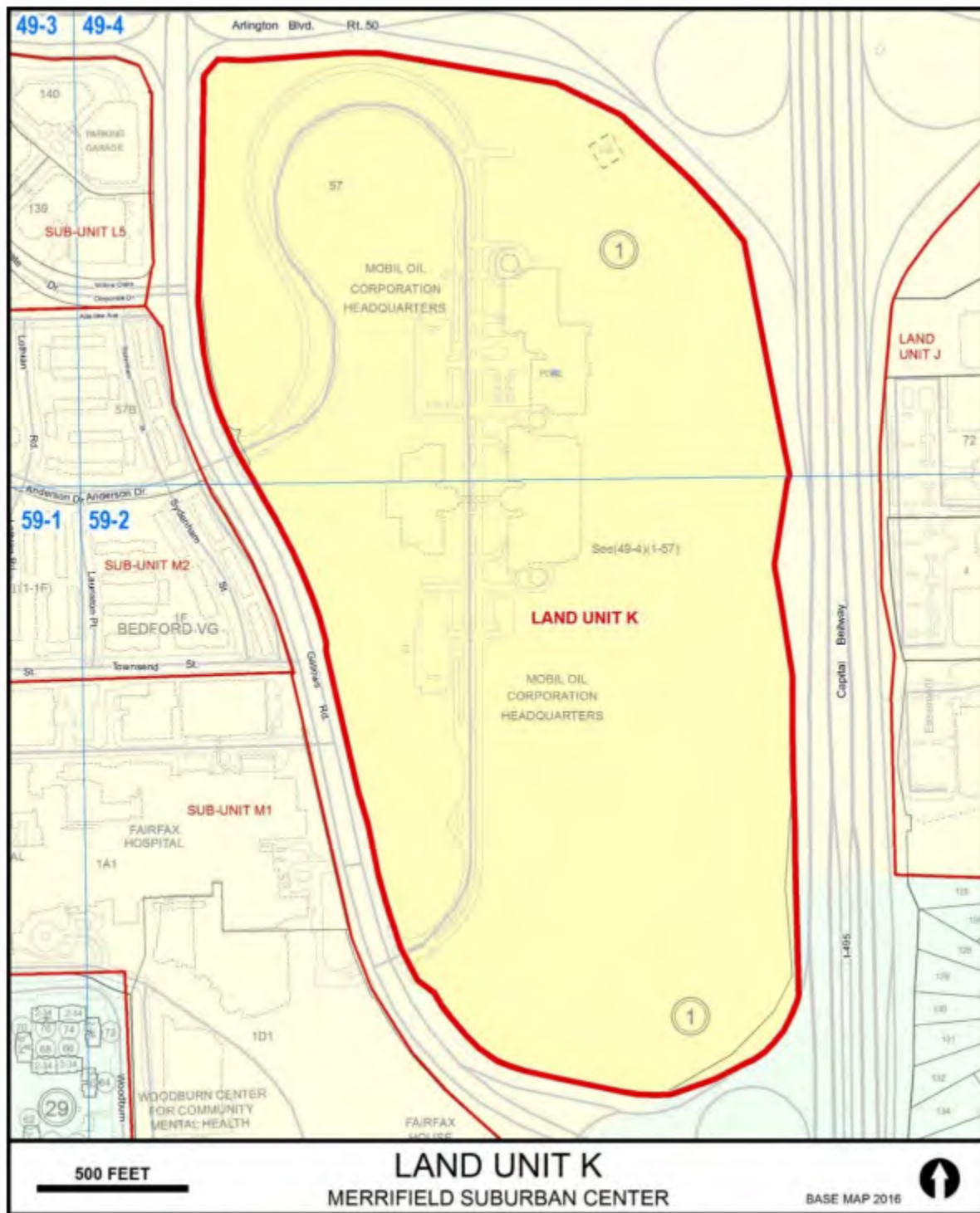
Height Limit: For the northern and western portions this land unit, the maximum building height should be 15 stories or approximately 180 feet. For the area to the east and south of Fairview Park Drive, heights should be no more than 7 to 8 stories or 130 feet. To the south of the 130- foot area, building 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.



Land Unit K is planned and developed with office use up to .35 FAR. Development is limited to 1.75 million square feet of office and may include accessory uses such as day care, restaurants and services to serve the buildings' tenants. 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, with any new office structures retaining the substantial vegetative buffer and screening areas.

Height Limit: The maximum building height is 180 feet. Open space should be preserved on this

site to include the environmentally sensitive areas associated with branches of Holmes Run, as well as mature stands of trees along Gallows Road and Arlington Boulevard which screen and buffer the office development from Bedford Village. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.”