



## SITE-SPECIFIC PLAN AMENDMENT PROCESS

NORTH COUNTY

2 0 1 7

### Nominations to Amend the Fairfax County Comprehensive Plan Forwarded to the Planning Commission for Screening



## Dranesville, Providence & Sully Supervisor Districts\*

This document contains all Dranesville, Providence & Sully Supervisor Districts nominations to amend the Comprehensive Plan received as a part of North County Site-Specific Plan Amendment process, and forwarded to the Planning Commission for screening. For more information, see the *Guide to the 2017 North County Site-Specific Plan Amendment Process*, visit the Department of Planning and Zoning website at [www.fairfaxcounty.gov/planning-zoning/](http://www.fairfaxcounty.gov/planning-zoning/), or call the Department of Planning and Zoning at 703-324-1380.

January 2018

\* No nominations were received within Hunter Mill Supervisor District.

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Meghan Van Dam, *Chief, Policy & Plan Development Branch*  
Denise James, *Chief, Environmental & Development Review Branch*  
Vacant, *Chief, Facilities Planning Branch*  
Vacant, *Chief, Quantification, Forecasting, Policy & Plan Development Branch*  
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Lilian Cerdeira, *Planner II, Policy & Plan Development Branch*  
Harry Rado, *GIS Analyst, Facilities Planning Branch*  
Homaira Amin, *Planning Technician II, Policy & Plan Development Branch*

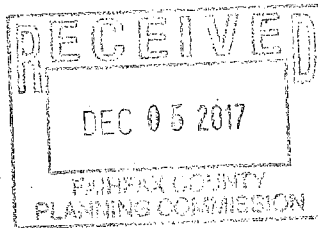
# 2017 North County SSPA Nominations

## *Dranesville, Providence & Sully Supervisor Districts*

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PC17-DR-001



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

TYPE OR PRINT RESPONSES IN BLACK INK

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

THIS BOX FOR STAFF USE ONLY

Date Received:

Date Accepted:

Planning District:

Special Area:

1. NOMINATOR/AGENT INFORMATION

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

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

Nominator E-mail Address: bwinterhalter@cooley.com

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

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

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

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

2. GENERAL INFORMATION

Check appropriate supervisor district:



Dranesville



Hunter Mill



Providence



Sully

Total number of parcels nominated: 5.00

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

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

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

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

☒ Yes ☐ No

**3. PROPERTY INFORMATION** – Attach either the Property Information Table found at the end of this application form or a separate 8 1/2 x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

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

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

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

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

Please see attached Comprehensive Plan text.

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

Designation: Public Facilities

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

R-30

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

Please see attached proposed Comprehensive Plan text.

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

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

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

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

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

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

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

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

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

## 5. MAP OF SUBJECT PROPERTY

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

## 6. JUSTIFICATION

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

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

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

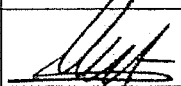
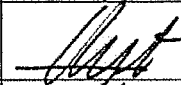
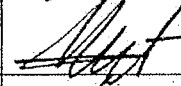


Fairfax County Planning Commission Office  
<http://www.fairfaxcounty.gov/planning/>  
 Government Center Building, Suite 330  
 12000 Government Center Parkway  
 Fairfax, Virginia 22035-5505



### PROPERTY INFORMATION TABLE

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

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

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

## Existing Comprehensive Plan

### **WEST FALLS CHURCH TRANSIT STATION AREA**

#### **OVERVIEW**

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

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

#### **CONCEPT FOR FUTURE DEVELOPMENT**

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

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

#### **RECOMMENDATIONS**

## Land Use

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

Where parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed and efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan. Infill development in residential neighborhoods, within and surrounding the West Falls Church Transit Station Area, should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

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

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

## Transit Development Area Conditions and Recommendations

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

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

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

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

8. Provide structured parking (above or below grade). If surface parking is permitted, it should integrate the highest level of screening at the street level.

9. Consolidate vehicular access points to minimize interference with commuter access to the Metro station.

10. Provide stormwater management by the use of Fairfax County's Best Management Practices System.

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

#### **Land Unit A**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- A shared parking agreement with WMATA is pursued as a way to reduce the amount of on-site parking and promote the efficient use of land.

- Primary site access is provided via the access road to the West Falls Church-VT/UVA Metro Station. A shared driveway with George Mason High School may be appropriate to provide secondary access for the center's delivery and service uses. No direct access should be provided to Haycock Road.

- The eastern portion of the site closest to Haycock Road provides an urban plaza (see Figure 14). This portion of the site is the most visible from nearby residential communities and Leesburg Pike and should provide high-quality design. Buildings should frame a plaza area which is oriented to Haycock Road and functions as a gathering place and visual anchor. Variation in building massing and appropriate architectural treatment should be employed to avoid creating blank walls along Haycock Road and the southeastern portion of the site.

- If buildings are set back a minimum of 55 feet from the Haycock Road right-of-way, a maximum height of 55 feet may be appropriate.

- A secondary focal point is provided in the vicinity of the shared driveway entrance using elements such as landscaping, signage and a pedestrian walkway leading from Haycock Road to the education center and the adjacent George Mason High School in the City of Falls Church.

- A system of walkways at least 6 to 8 feet wide, landscaped and well-lighted at the pedestrian level is incorporated into the design. In addition to providing a walkway along Haycock Road, the pedestrian circulation system should link the campus to George Mason High School and the Metro Station. The walkway linking the Universities Center (education center) with George Mason High School should provide a logical connection that avoids pedestrian/vehicular conflict, and which takes into account the needs of George Mason High School given the presence of students.

- Tree preservation, as recommended by the County Arborist, is provided throughout the site, but especially along the southwestern and northeastern boundaries, and within parcel 92. Every effort should be made to preserve a specimen Sycamore tree located in the center of the site. Existing vegetation should be supplemented with high quality landscaping.

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

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

- A traffic analysis is provided to determine the impact of any conversion on transportation in the area, and the potential need for additional parking. Improvements and/or actions including aggressive Transportation Demand Management Strategies, necessary to address any potential deficiencies identified in the analysis should be provided in conjunction with any commercial office use. Any additional parking should be provided on site. To avoid loss of open space, additional parking should be provided within the existing parking lot areas (e.g. above or below grade parking structures), except that any parking areas located along Haycock Road should not be intensified or expanded.

- No direct access should be provided to Haycock Road.

- Redevelopment or renovation for another use continues to provide a campus environment and respond to the general criteria for the Transit Development Area as well as all applicable site-specific conditions listed for the institutional use option.

### **Haycock Road South (Portions of Land Unit B)**

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

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

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

### **Alternatives for Development**

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



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

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

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

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

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

#### Base and Intermediate Levels

##### **Land Unit A**

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

##### **Land Unit B**

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

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

#### Urban Design Concept

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

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

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

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

### **Building Heights**

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

### **Pedestrian Circulation**

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

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

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

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

### **Open Space and Landscaped Buffers**

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

### **Recommendations Outside of the Transit Development Area**

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

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

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

### **Transportation**

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

- Ridesharing programs;
- Bus transit planning and promotion;

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

### **Recommended Road Improvements**

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

### **Recommended Public Transit Improvements**

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

### **Implementation and Phasing of Transportation Improvements**

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

### **Pedestrian Circulation Recommendations**

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

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

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

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

#### Heritage Resources

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

#### Public Facilities

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

#### Parks and Recreation

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

#### Trails and Bicycle Facilities

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

## **Proposed Comprehensive Plan Amendment**

### **WEST FALLS CHURCH TRANSIT STATION AREA**

#### **OVERVIEW**

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

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

#### **CONCEPT FOR FUTURE DEVELOPMENT**

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

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

#### **RECOMMENDATIONS**

## Land Use

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

Where parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed and efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan. Infill development in residential neighborhoods, within and surrounding the West Falls Church Transit Station Area, should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

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

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

### Transit Development Area Conditions and Recommendations

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

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

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

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



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

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

#### **Land Unit A**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **Haycock Road South (Portions of Land Unit B)**

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

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

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

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

#### Alternatives for Development

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

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

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

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

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

#### Base and Intermediate Levels

##### Land Unit A

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

## **Land Unit B**

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

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

### **Urban Design Concept**

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

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

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

### **Building Heights**

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

## **Pedestrian Circulation**

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

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

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

## **Open Space and Landscaped Buffers**

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

### **Recommendations Outside of the Transit Development Area**

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

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

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

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

## **Transportation**

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

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

## **Recommended Road Improvements**

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

## **Recommended Public Transit Improvements**

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

## **Implementation and Phasing of Transportation Improvements**

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

## **Pedestrian Circulation Recommendations**



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

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

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

#### Heritage Resources

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

#### Public Facilities

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

#### Parks and Recreation

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

#### Trails and Bicycle Facilities

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

## **Existing Proposed Comprehensive Plan Amendment**

### **WEST FALLS CHURCH TRANSIT STATION AREA**

#### **OVERVIEW**

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

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

#### **CONCEPT FOR FUTURE DEVELOPMENT**

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

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

#### **RECOMMENDATIONS**

## Land Use

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

Where parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed and efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan. Infill development in residential neighborhoods, within and surrounding the West Falls Church Transit Station Area, should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

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

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

## Transit Development Area Conditions and Recommendations

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

The land use plan for the Transit Development Area recommends a maximum level of development of 1,370 dwelling units and 924,000 gross square feet of retail/office space with an option for 240,000 square feet of institutional use as a joint graduate and continuing education facility (education center) on Tax Map 40-3((1))92 and 92A. The institutional use option would replace approximately 130 dwelling units and 43,800 gross square feet of office/retail use planned at the maximum level on these parcels. The first phase of the joint graduate and continuing education center facility was constructed in 1996, and consists of a 101,460 square foot building occupied by the University of Virginia and Virginia Tech.

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

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

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

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

### **Land Unit A**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **Haycock Road South (Portions of Land Unit B)**

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

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

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



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

#### Alternatives for Development

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

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

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

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

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

#### Base and Intermediate Levels

##### **Land Unit A**

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

## Land Unit B

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

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

## Urban Design Concept

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

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

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

## Building Heights

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

## **Pedestrian Circulation**

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

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

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

## **Open Space and Landscaped Buffers**

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

### **Recommendations Outside of the Transit Development Area**

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

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

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

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

### **Transportation**

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

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

### **Recommended Road Improvements**

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

### **Recommended Public Transit Improvements**

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

### **Implementation and Phasing of Transportation Improvements**

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

### **Pedestrian Circulation Recommendations**

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

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

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

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

#### Parks and Recreation

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

#### Trails and Bicycle Facilities

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

## **WEST FALLS CHURCH TRANSIT STATION AREA COMPREHENSIVE PLAN AMENDMENT**

### **I. Introduction**

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

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

### **II. Comprehensive Plan Amendment**

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

#### **A. Option for Office Use**

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

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

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

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

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

#### **B. Modest Height Increase**

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

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

#### **III. Conclusion**

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



#### Legal Disclaimer:

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

In no event will Fairfax County be liable for any damages, including but not limited to loss of data, lost profits, business interruption, loss of business information or any other pecuniary loss that might arise from the use of this map or information it contains.

#### Property Map

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



Department of Information  
Technology  
GIS and Mapping Services  
12500 Government Center  
Parkway Suite 117  
Fairfax, VA 22031-6016  
(703) 246-4712

[www.fairfaxcounty.gov/maps](http://www.fairfaxcounty.gov/maps)  
email: [gis\\_help@fairfaxcounty.gov](mailto:gis_help@fairfaxcounty.gov)

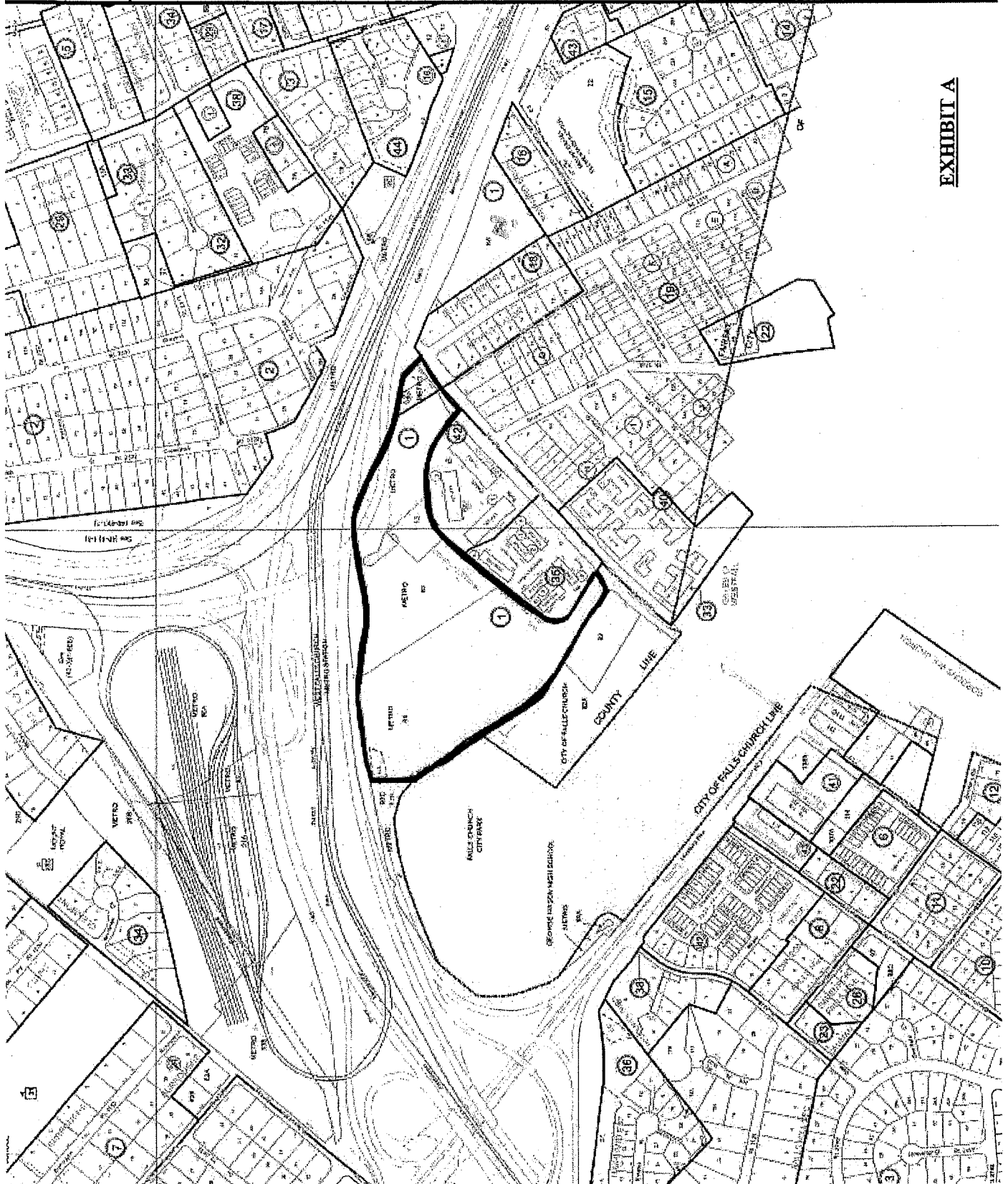
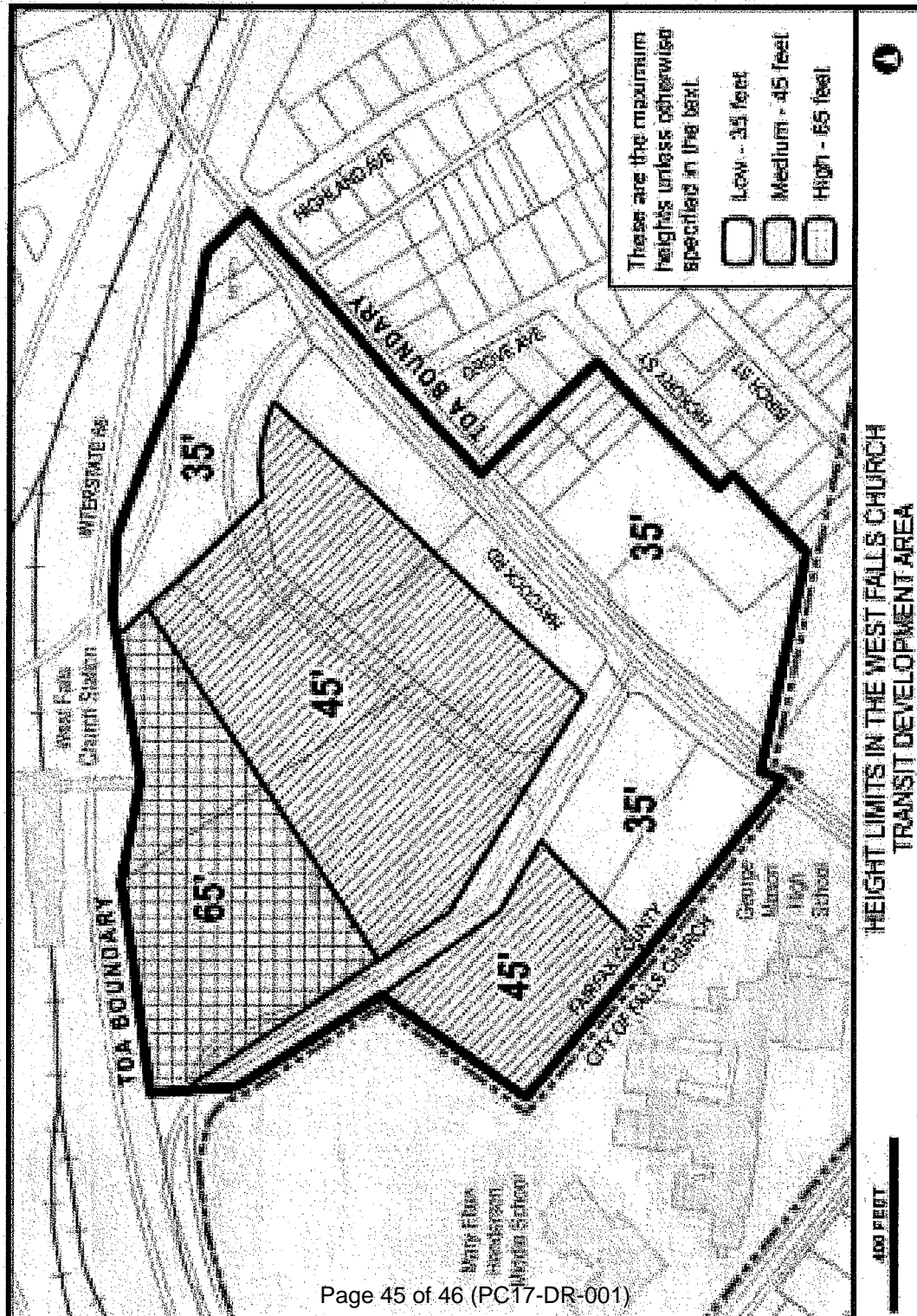


EXHIBIT A

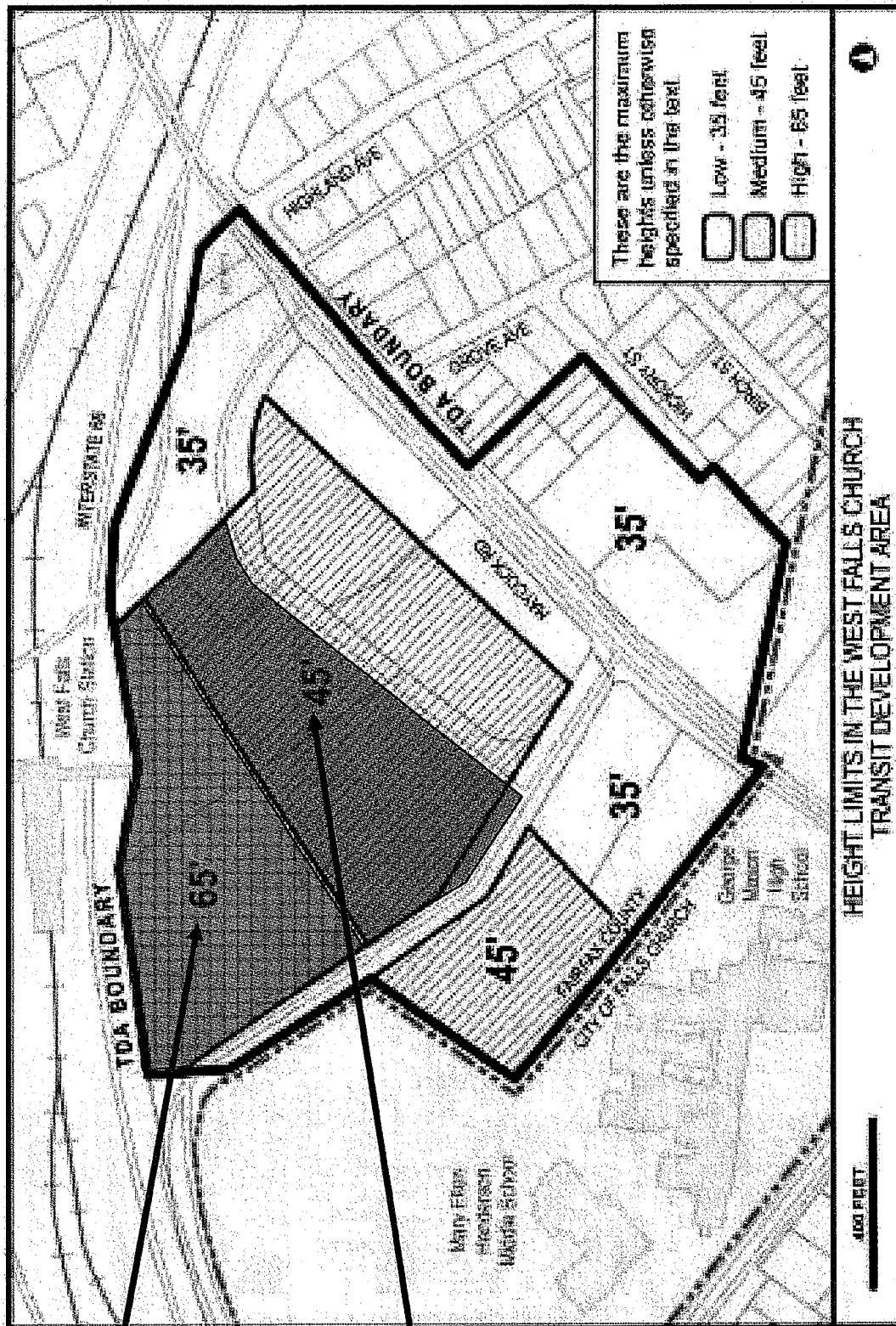


# EXHIBIT B

## West Falls Church Comprehensive Plan: Current Height Recommendations



# alls Church Comprehensive Plan: Proposed Height Recommendations



to 85' -  
BLUE)

065, 0146 (FC17)



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

**TYPE OR PRINT RESPONSES IN BLACK INK**

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

**THIS BOX FOR STAFF USE ONLY**

*Date Received:* \_\_\_\_\_

*Date Accepted:* \_\_\_\_\_

*Planning District:* \_\_\_\_\_

*Special Area:* \_\_\_\_\_

**1. NOMINATOR/AGENT INFORMATION**

Name: Campus Real Estate Solutions, LLC Daytime Phone: 703-525-4000

Address: c/o Matthew G. Roberts, Esq., Bean, Kinney & Korman, P.C.,  
2300 Wilson Blvd., 7th Floor, Arlington, VA 22201

Nominator E-mail Address: mroberts@beankinney.com

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

by: M. S. M., Attorney / Agent

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

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

Attorney/Agent \_\_\_\_\_

**2. GENERAL INFORMATION**

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

Total number of parcels nominated: 2.00

Total aggregate size of all nominated parcels (in acres and square feet): 5.6265 acres 245,090.34 sq. ft.

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

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

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

☒ Yes ☐ No

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

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

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

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

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

UP-4 Greater Herdon Community Planning Sector, Upper Potomac Planning District, Area III, Fairfax County Comprehensive Plan (2017 ed.), p. 55): "The area (1a) north of the Town of Herndon and west of Sugarland Run is planned for residential development at 2-3 dwelling units per acre as shown on the Plan map."

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

Designation: Residential, 2-3 DU/AC

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

R-3

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

Retain residential use designation, but add option for public/private education facilities.

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

Option for public/private education facilities would permit adaptive reuse of onsite infrastructure. In this case, option would permit reuse of existing church building and surface parking. Additional uses could include student trailers or similar structures.

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

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

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

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

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

Total Floor Area Ratio (FAR) Proposed: up to .23 FAR Total Gross Square Feet: 56,370 SF

Categories	Percent of Total FAR	Square Feet
Office		
Retail		
Institutional	100%	56,370 SF
Private Recreation/Open Space		
Industrial		
Residential*		
<b>TOTAL</b>	<b>100%</b>	<b>56,370 SF</b>
<i>*If residential is a component, please provide the approximate number and size of each type of dwelling unit proposed in the chart above based on the approximate square footage.</i>		

## 5. MAP OF SUBJECT PROPERTY

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

## 6. JUSTIFICATION

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

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

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

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

## PROPERTY INFORMATION TABLE

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

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

Tax Map Number	Name of Property Owner	Street Address of Parcel	Mailing Address of Owner	Parcel size in acres	Signature of owner or Certified Receipt Number
10-2 ((1)) 0007	Temple Baptist Church of Herndon, Virginia	1545 Dranesville Road, Herndon, Virginia 20170	1545 Dranesville Road, Herndon, Virginia 20170	4513	9414 7266 9904 2070 1820 25
10-2 ((1)) 0007A	Temple Baptist Church of Herndon, Virginia	1551 Dranesville Road, Herndon, Virginia 20170	1545 Dranesville Road, Herndon, Virginia 20170	5.1752	9414 7266 9904 2070 1820 49



*[Faint, illegible handwritten text]*

## GENERAL NOTES

**ADVERSE EFFECTS/PROBLEMS**  
The benefits of the program may be offset by the following:

...the ... of ...



*Journal of Management Education* 36(7) 809-821

54	63
10-1	11-1
10-3	11-3

**Abstract**

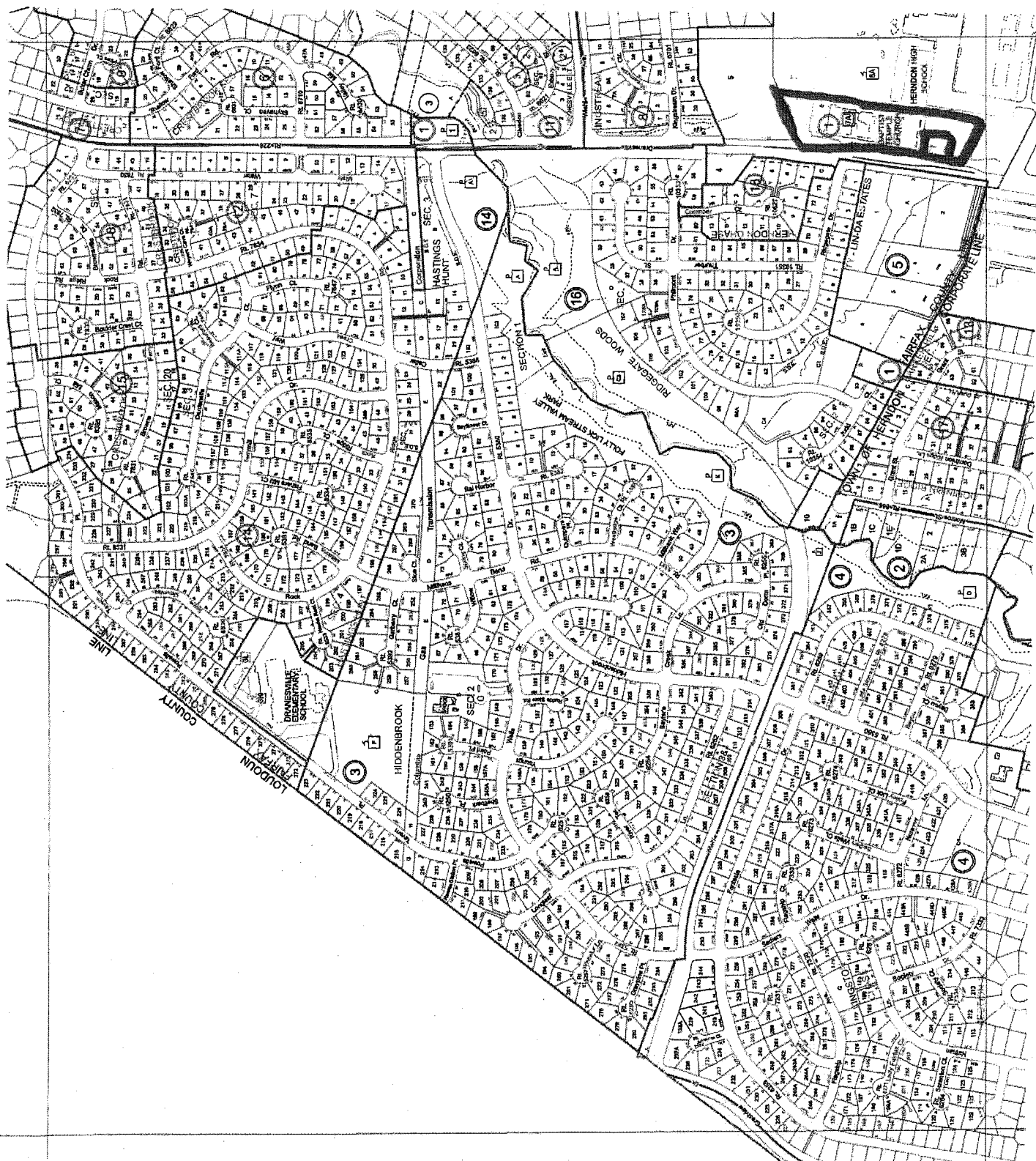
CADASTRAL MAP

10-2

Revised to : 01 - 01 - 2017

Proposed by:  
DEPARTMENT OF IRRIGATION TECHNOLOGY  
GIS and Mapping Systems Group  
Irrigation Development Center, 2nd Floor, 117  
Fisher, Virginia, 22180-4300  
703/254-2732  
FAX: 703/254-3493  
Email: jtk@ipm.irs.virginia.gov

3. **What is the purpose of the study?**





**STATEMENT OF CONSENT AND DESIGNATION OF AUTHORIZED AGENTS**

The undersigned ("Nominator") hereby consents to the submission of a Site-Specific Plan Amendment for property identified as 10-2 ((1)) 0007 and 10-2 ((1)) 0007A. Matthew G. Roberts, Esq. and Bean, Kinney & Korman, PC are hereby designated by Nominator as Nominator's attorneys and authorized agents to execute those certain documents, including but not limited to applications, affidavits, and statements of justification, that are required to be filed and deemed necessary or reasonable to pursue the application on Nominator's behalf.

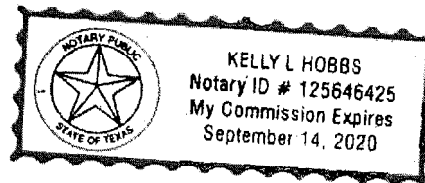
CAMPUS REAL ESTATE SOLUTIONS, LLC

By:

Name:

Title:

Matt Ninc



STATE/Commonwealth of }  
County/City of Dallas }

Texas

The forgoing instrument was acknowledged before me this 5<sup>th</sup> day of December, 2017 by Matt Ninc, as President of Campus Real Estate Solutions, LLC.

Kelly Hobbs  
Notary Public

My commission expires: 9-14-20

01046784-1

**KINNEY****KORMAN****ATTORNEYS**

2300 WILSON BOULEVARD  
7TH FLOOR  
ARLINGTON, VA 22201  
PHONE 703.525.4000  
FAX 703.525.2207

Matthew G. Roberts  
Ext. 286  
mroberts@beankinney.com

December 5, 2017

Catherine Lewis  
Branch Chief – Dranesville District  
Zoning Evaluation Division  
12055 Government Center Parkway  
Suite 801  
Fairfax, Virginia 22035

**Re: Site-Specific Plan Amendment Nomination  
10-2 ((1)) 0007 and - 0007A  
Statement of Justification**

Dear Ms. Lewis,

On behalf of Campus Real Estate Solutions, LLC (the “Applicant”), please accept this letter as a statement of justification for the attached Site-Specific Plan Amendment Nomination for the properties identified as 10-2 ((1)) 0007 and -0007A (the “Property”). The Applicant seeks to add public/private educational facilities as an optional use for the Property.

The Applicant is a national real estate firm providing education providers and operators with a variety of real estate services. The Applicant is currently in negotiations with the Property’s owner to operate the site for educational uses. These negotiations are contingent upon the site being usable for public/private educational facilities.

The Property is located along Dranesville Road, immediately west of Herndon High School and north of Herndon Parkway. The Property is currently developed with a church facility utilized by the Temple Baptist Church. The church operates a private school onsite, as well. The site is developed with the existing uses at approximately 0.22 FAR. Currently, the Comprehensive Plan designates the site for residential development at 2-3 dwelling unit per acre, which would permit redevelopment of the site with up to 16 dwelling units.

The Applicant believes that the Property is uniquely positioned to provide ancillary education services for the Dranesville District in this area. Given the Property’s proximity to Herndon High School, the Applicant envisions working with Fairfax County Public Schools (“FCPS”) to find uses of the Property that address FCPS’s programming, instruction, and related needs. Indeed, preliminary discussions with FCPS staff indicated such needs exist and the site could fulfill such needs.



Additional educational uses in the area will help alleviate existing pressure on FCPS facilities. It will also respond to mounting requests to expand educational programming and instruction in light of growing residential uses in the area. This is particularly true, as residential uses are the primary planning designation in the area of the Property. As the site currently houses a church use, this will also provide an opportunity to encourage an adaptive reuse of the church's existing infrastructure. Moreover, the Applicant does not anticipate that this adaptive reuse would put additional traffic pressures on adjacent roadways, given the traffic associated with existing onsite uses. Finally, an education option in the comprehensive plan will help to continue the existing uses of this property for the foreseeable future as an alternative to converting the site for by-right residential development. This would also curtail pressure on FCPS and County resources associated with residential uses that could be achieved on-site.

Thank you for your time and attention to this matter.

Very truly yours,

A handwritten signature in cursive script, appearing to read 'M. G. Roberts'.

Matthew G. Roberts, Esq.  
*Counsel for Applicant*

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

TYPE OR PRINT RESPONSES IN BLACK INK

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THIS BOX FOR STAFF USE ONLY

Date Received: \_\_\_\_\_

Date Accepted: \_\_\_\_\_

Planning District: \_\_\_\_\_

Special Area: \_\_\_\_\_

1. NOMINATOR/AGENT INFORMATION

Name: Richard D. Stout Daytime Phone: 703 226-6701

Address: 8001 Forbes Place, Suite 305, Springfield, VA 22151

Nominator E-mail Address: rstout@stoutandteague.com

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

Richard D. Stout

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

Richard D. Stout

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

Richard Stout is a member of Dulles Metro and S&T Rock Hill Holdings

2. GENERAL INFORMATION

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

Total number of parcels nominated: 6.00

Total aggregate size of all nominated parcels (in acres and square feet): 12.47 acres 543,333 sq. ft.

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

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

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

☒ Yes ☐ No

**3. PROPERTY INFORMATION** – Attach either the Property Information Table found at the end of this application form or a separate 8 1/2 x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

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

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

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

See attached plan text

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

Designation: Mixed Use .25 FAR - with option for TOD up to 1.6

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

All of L-3 is currently zoned very low density residential R-1

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

See Justification: Make the TOD option the base plan now that Metro is funded. Add an option for a more intense mixed use development in conjunction with the Plan Amendment PA 2017-III-DS1, Innovation Center Station (North) proposed by the Board of Supervisors.

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

Under the proposed base plan low rise residential 4-5 stories with supporting retail on the ground level. Parking would be structured, and RPA areas would be protected. The option for more intense development could include mid-rise or high rise structures and be either high quality residential or office and compatible with planned commercial uses in adjoining Loudoun County.

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

Residential Land Use Categories		Residential Unit Types			
Categories expressed in dwelling units per acre (du/ac)	Number of Units	Unit Type	Number of Units	Unit Size (sq. ft.)	Total Square Feet
.1 - .2 du/ac (5-10 acre lots)		Single Family Detached			
.2 - .5 du/ac (2-5 acre lots)		Townhouse			
.5 - 1 du/ac (1 - 2 acre lots)		Low-Rise Multifamily (1-4 stories)			
1 - 2 du/ac		Mid-Rise Multifamily (5-8 stories)			
2 - 3 du/ac		High-Rise Multifamily (9+ stories)			
3 - 4 du/ac		<b>TOTAL:</b>			
4 - 5 du/ac					
5 - 8 du/ac					
8 - 12 du/ac					
12 - 16 du/ac					
16 - 20 du/ac	50+				
20 + du/ac**	justification*				

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

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

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

Total Floor Area Ratio (FAR) Proposed: Justification\* Total Gross Square Feet: \_\_\_\_\_

Categories	Percent of Total FAR	Square Feet
Office	0-95%	
Retail	0-10%	
Institutional		
Private Recreation/Open Space		
Industrial		
Residential*	0-100%	
<b>TOTAL</b>	<b>100%</b>	<b>See Justification</b>
<i>*If residential is a component, please provide the approximate number and size of each type of dwelling unit proposed in the chart above based on the approximate square footage.</i>		

## 5. MAP OF SUBJECT PROPERTY

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

## 6. JUSTIFICATION

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

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

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

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



# PROPERTY INFORMATION TABLE

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

Tax Map Number	Name of Property Owner	Street Address of Parcel	Mailing Address of Owner	Parcel size in acres	Signature of owner or Certified Receipt Number
0152 01 0001	Dulles Metro LLC	2140 Rock Hill Rd Herndon VA 20170	8001 Forbes Place Suite 305 C/O Stout & Teague Management Springfield VA22151	4.57	<i>Rub...</i>
0151 01 0004	S And T Rockhill Holdings LLC	Rock Hill Rd. Herndon VA 20170	8001 Forbes Place Suite 305 C/O Stout & Teague Management Springfield VA22151	2.17	<i>Rub...</i>
0151 01 0004A	Bush Louis A III	2124 Rock Hill Rd. Herndon VA 20170	128 Nulley St NW C/O June E Holmes Vienna VA 22180	1.83	7016 0910 0002 3613 6601
0152 01 0003	Lynce Pinckney A Tr	2148 Rock Hill Rd. Herndon VA 20170	5813 Rockledge Ct Frederick MD 21703	2	7016 0910 0002 3613 6618
0152 01 0002	2144 Rock Hill LLC	2144 Rock Hill Rd. Herndon VA 20170	1291 Monroe St Herndon VA 20170	1.76	7016 0910 0002 3613 6625
0151 01 0004B	Bush Investments LLC ET AL	Rock Hill Rd. Herndon VA 20170	307 E Market St STE 200 C/O O Leland Maran A Leesburg VA 20176	0.12	7013 1090 0001 1211 2588

## **Justification for Proposed Plan Amendment-Innovation Center Transit Station Area**

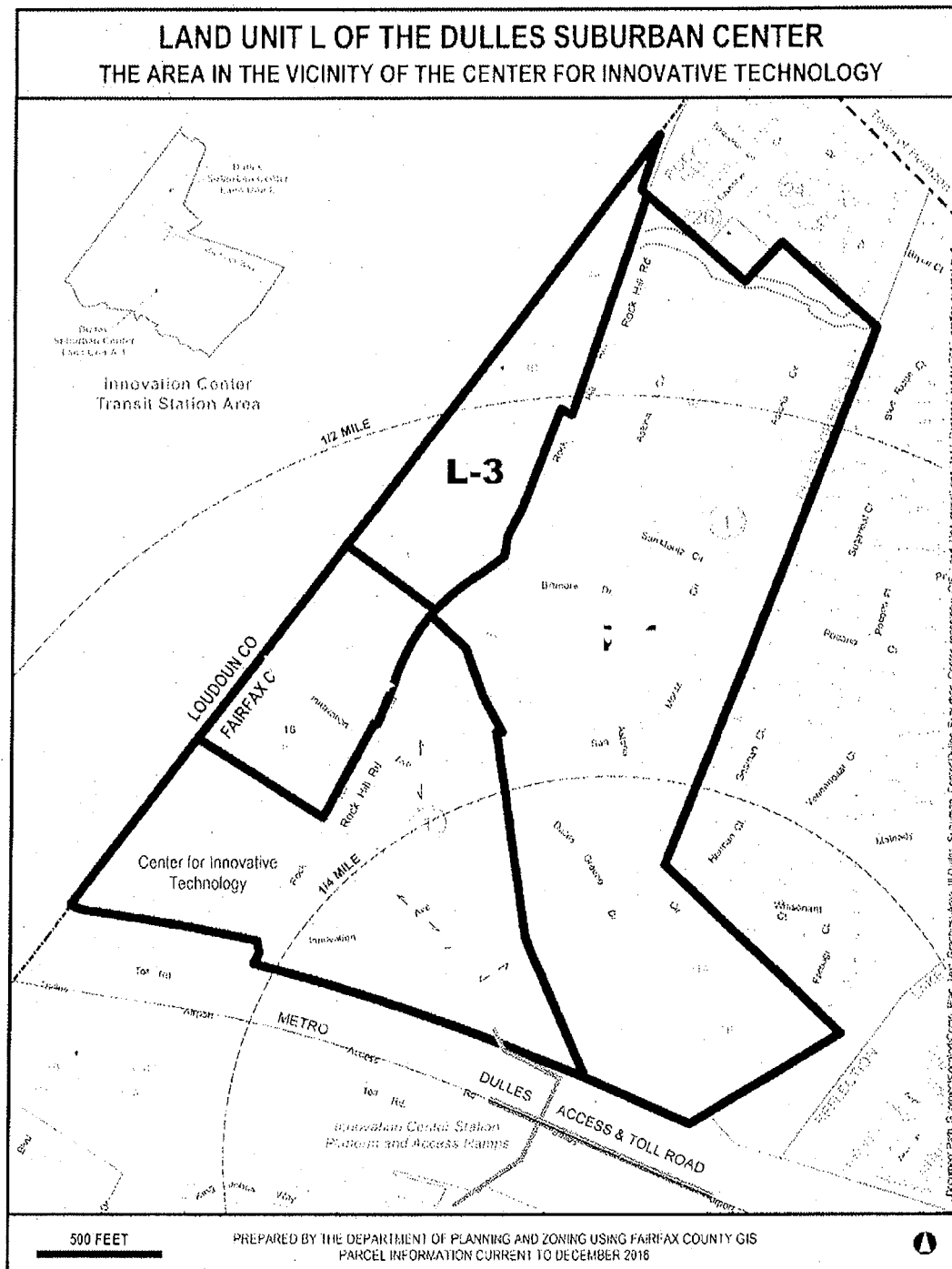
### **Upper Potomac Planning District 4, Land Unit L-3, Rock Hill Road**

Almost all of the developable land in unit L-3 in the Dulles Suburban Center is within half a mile of the transit platform, and easily walked on level ground within ten minutes. The current baseline use and density for Land Unit L-3 is a .25 FAR of mixed use office and retail development. This density is obsolete and inconsistent with transit area objectives.

The applicant proposes that the existing .25 FAR baseline be eliminated and that the transit option for residential mixed use at an FAR of 1.6 becomes the new base line. Land Unit L-3 should also be considered in conjunction with Board Sponsored Plan Amendment PA 2017-III-DS1, Innovation Center Station (North). On October 24, 2017 the Board of Supervisors sponsored a plan amendment for the adjoining Land Units L-1 and L-2 of the Dulles Suburban Center, Drainsville Supervisor District. The current Rail Transit Option for the site provides for mixed uses up to 2.6 FAR. The proposal from the Board requests that staff consider the following for the subject area.

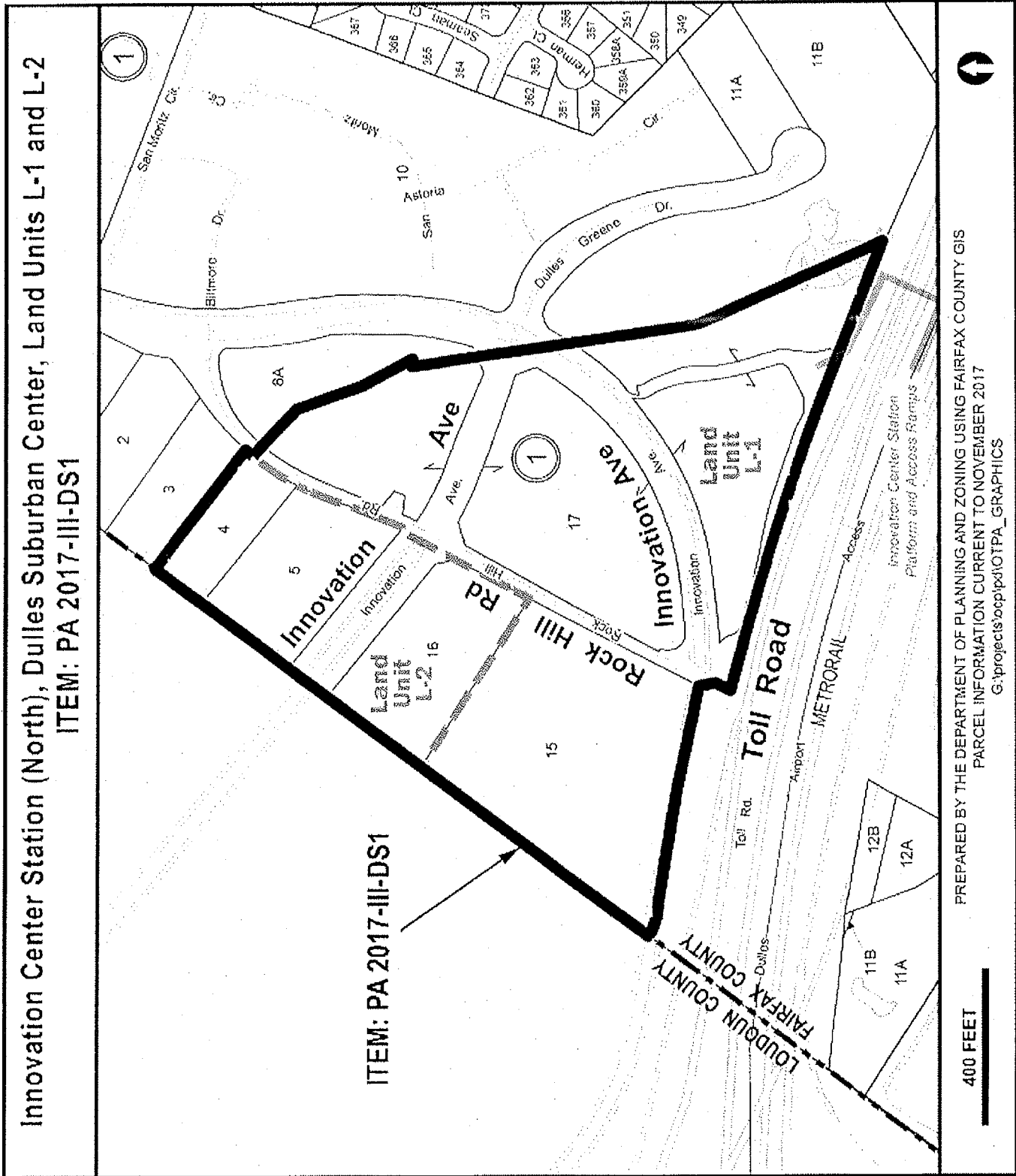
- Consider an increase in the current recommended FAR limits in the "Core Area" (see attached map of the Proposed Plan Amendment Area). The FAR limits considered should be consistent with maximum intensity levels at other Silver Line Metrorail stations in the Reston-Dulles corridor.
- Evaluate a land use mix option that includes office as the predominant rise, and to identify needed improvements to public facilities in the area, including fire, police, schools, recreation, and transportation.
- Expedite and complete the review and processing of this Plan amendment within eight to ten months, and to work closely with Loudoun County and the Virginia Department of Transportation to ensure that the transportation and land use planning are compatible with approved and planned developments in Loudoun County.

The applicant proposes that the Land Unit L-3 be considered in the same light. More than 30 percent of the undevelopable land in the North Station area lies inland Unit L-3. If the county wishes to maximize its economic development potential it makes sense to consider L-3 for higher intensity when considering the Supervisor's request. Of the approximately 21 acres in L-1 and L-2, significant portions are in Resource Protection Areas limiting the development potential. The well-publicized corporate solicitation asks for at least 100 acres, so the development area will have to extend a considerable distance into Loudoun County. A quick aerial review (see attached) makes it clear that the land in L-3 in Fairfax and the associated land (in the same legal parcels) in Loudoun are critical to producing a competitive package. While TOD is considered most viable within the half mile radius from the station platform, a user looking for at least one hundred acres at this location will necessarily have to look to areas beyond the half mile radius. The land in Unit L-3 and adjoining it in Loudoun is the most reasonable and desirable choice. We hope you will consider an option for high quality mixed use that may include high rise office or residential with lower floor retail. Resource Protection Areas will act as buffers on both the north and south ends of the property. All the land to the west in Loudoun County is planned for commercial or mixed use and the existing apartments at Dulles green are compatible with a higher intensity plan. This proposal request consideration of higher intensity use the exact level to be determined by consideration of the adjoining Land Units.



**FIGURE 41**





## **LAND UNIT L**

The Innovation Center Transit Station Area (TSA) is located east of the Loudoun County boundary, north and south of the Dulles Airport Access Road (DAAR), west of the Reflection Lake community and south of the Town of Herndon (see Figure 13). The northern portion of the TSA is located in Land Unit L (see figure 41), while the southern portion is located in Land Unit A-1. A portion of the area is planned for transit oriented development (TOD) focused on the planned Innovation Center Metrorail Station. Land use options in support of TOD follow the baseline recommendations.

Note that other Plan guidance in the Dulles Suburban Center Overview, Area-Wide, Land Unit, and Design Guidelines does not apply to Land Unit L. For area-wide guidance for Land Unit L, please refer to the Upper Potomac Planning District.

### **Baseline Recommendations for Land Units L-1, L-2 and L-3**

Land Unit L-1 is developed as the Center for Innovative Technology, a state-supported research and development consortium of state universities and colleges. Land Unit L-1 at the baseline is planned for this existing institutional use.

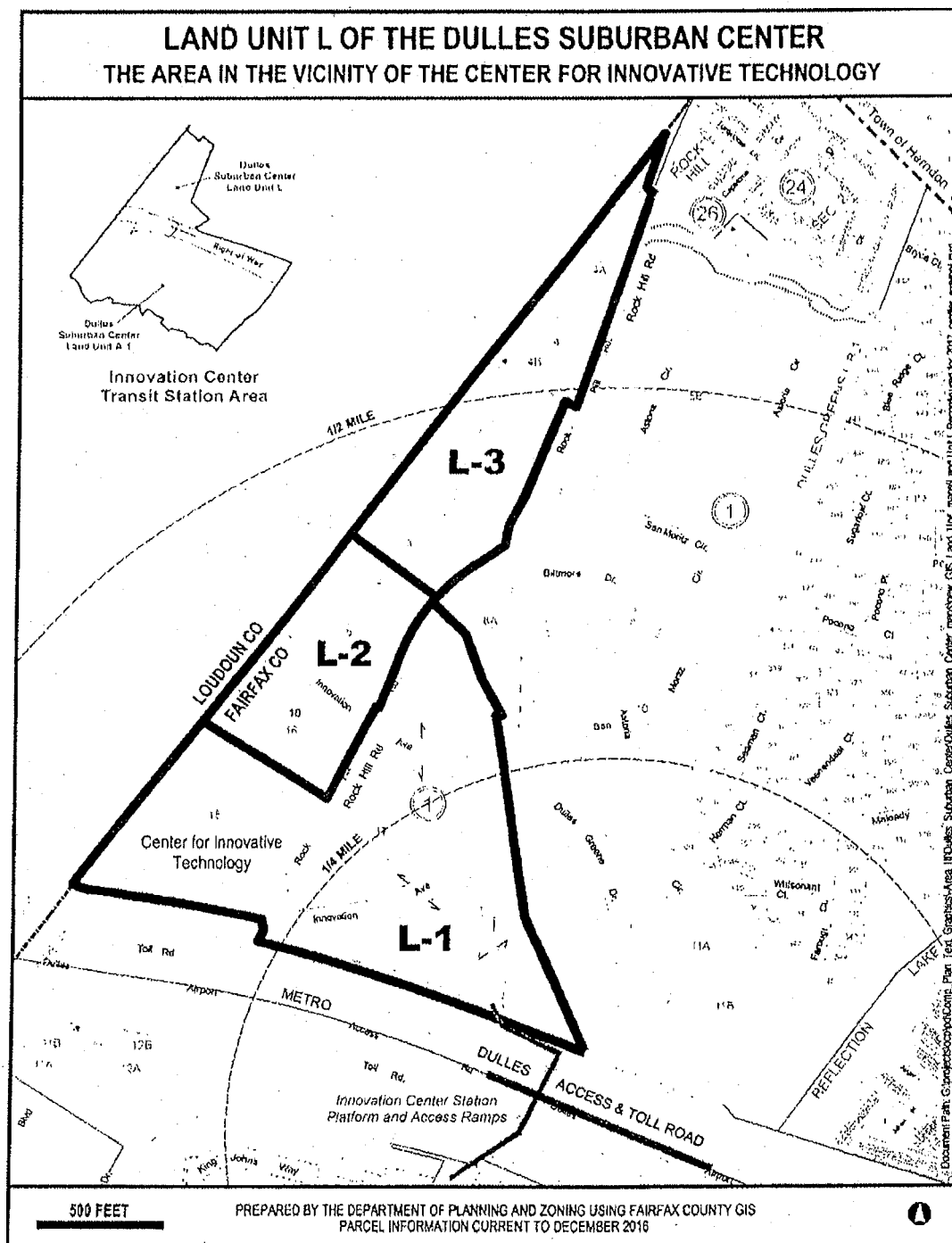
Land Units L-2 and L-3 are located west of Rock Hill Road and are planned at the baseline for office and research and development uses. Tax map parcels 15-2((1))3, 4, 5 and 16-1((1)) 4A contain extensive Resource Protection Areas, Environmental Quality Corridors and floodplain. The development potential of these parcels is severely constrained. The restoration, as may be needed, and dedication of these properties to the Fairfax County Park Authority or other land conservation entity as part of a zoning action would address several goals, including preservation of environmentally fragile and valuable land and habitat, and providing open space amenities.

Land Unit L-2 (Parcels 15-2((1))4, 5, 16) is planned for a maximum intensity of .50 FAR. A hotel or conference center use up to .50 FAR which would appropriately complement the CIT is also appropriate in Land Unit L-2. Community-serving retail use incorporated on the ground level of buildings is desirable and appropriate.

Land Unit L-3 (Parcels 15-2((1))1, 2, 3 and 16-1((1))4, 4A) is planned for office and research and development use at a maximum intensity of .25 FAR at the baseline. Community-serving retail use on the ground level of office structures may be appropriate to serve employees.

Only a portion of the parcels that make up Land Units L-2 and L-3 are located in Fairfax County. Consolidation of land or parcels should occur such that the development results in well-designed, high-quality uses that are functionally and visually integrated into the larger mixed use area planned in Loudoun County. Proposed development should be part of a project that incorporates a substantial and contiguous area in Loudoun County and is compatible with the uses and intensities planned by Loudoun County. All development proposals should demonstrate that any unconsolidated parcels within a land unit can be developed in a manner that complements the proposed development and is consistent with the recommendations of the Plan and at a minimum includes environmentally constrained land.

Public facilities analyses, including fire, police, schools, recreation, and transportation are performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. In addition, development of these land units should



**FIGURE 41**

result in uses that are designed to be visually compatible with the residentially developed area of Land Unit L-4. Finally, active recreation areas for employees and residents should be provided.

### **Rail Transit Option for Land Units L-1, L-2 and L-3**

Consistent with TOD policy, this plan provides an option for a mix of uses ranging from .50 to 2.8 FAR, based on distance from the Metrorail station. The Innovation Center Transit Station Area (TSA) includes Land units L-1, L-2 and L-3. The TSA is planned for a mixture of interrelated residential and nonresidential uses. The rail transit option may be considered once the provisions pertaining to Phase 2 rail improvements contained in the "Agreement to Fund the Capital Cost of Construction of Metrorail in Fairfax County" are accepted by the Fairfax County Board of Supervisors. Specifically, the terms and conditions of the 100% preliminary engineering cost estimate for Phase 2 must be approved by the Fairfax County Board of Supervisors, and the affirmative decision to participate in financing must be transmitted to MWAA.

This option is transit-supportive and includes multifamily residential, office, hotel, as well as retail uses designed to serve the TOD community. This mix of uses will allow the creation of a center of activity that is focused toward the planned Innovation Center Station. In addition the recommendations take advantage of the proximity of the CIT complex, Dulles Airport, the Dulles Access and Toll Road, to provide future employment opportunities and housing in the vicinity of Sully Road.

Within the Innovation Center Transit Station Area, the highest concentration of development should be closest to the planned Metro station. The mix of uses should create a critical mass of pedestrian activity as people live, work and recreate in this area. Existing residential communities in Fairfax County and the Town of Herndon create a transition to the planned higher intensity transit oriented development centered around the planned Metro station.

The goals for this area include the following:

- Achieve a compact, high-quality transit and pedestrian-oriented, mixed use community with the highest land use intensity focused within ¼ mile of the planned Innovation Center Station.
- Create a safe pedestrian environment that is visually diverse and stimulating. Provide for public pedestrian access between the transit station and employment and residential destinations within and adjacent to the area. Any potential conflicts between non-pedestrian and pedestrian circulation are to be resolved in favor of the pedestrian right of way.
- Create functional, well coordinated, visually appealing roads, paths and trails that provide linkages within the TSA and to adjacent residential areas within Fairfax County, Loudoun County, and the Town of Herndon.
- Link future development to the provision of appropriate multi-modal transportation improvements for all land units in this area and as indicated in the Plan text and as shown on Figures 23 through 26 in the Upper Potomac Planning District section of the Comprehensive Plan.
- Provide open space for active recreation (including athletic fields), passive recreation and visual relief.
- Protect and enhance environmental resources.



- Encourage parcel consolidation to realize the benefit of comprehensive urban design and circulation/access principles and environmental protection.
- Link development to the provision of needed public facilities.
- Protect adjacent residential neighborhoods from the visual impact of development through use of building tapering, and/or landscaping features, maintaining a high standard for architectural quality, and minimizing noise, glare and traffic intrusion.
- Establish a mechanism for interjurisdictional collaboration to monitor and assure that a TOD land use, transportation, and public facilities balance is achieved and maintained in all development phases.

### **General TOD Guidance**

The vision of the Innovation Center Transit Station Area is to create an inter-connected multi-modal place that benefits surrounding areas. The proximity of a mix of uses to one another should be combined with easy access to multiple modes of transportation, particularly transit (including bus), walking and bicycling that is part of a larger area wide network.

The following urban design, transportation, noise, stormwater, and affordable and workforce housing recommendations apply to all development proposals.

### **Urban Design**

The TSA guidance establishes an environment that thrives around mass transit, minimizes the need for the single-occupant automobile, and fosters a vibrant pedestrian atmosphere. Compact, mixed-use development with the highest densities/intensities closest to transit station platforms, as well as opportunities to move safely, conveniently and enjoyably about the community by foot or bicycle are defining elements.

The protection of environmentally valuable areas is essential. Consolidation with parcels containing environmentally sensitive areas such as streams and wetlands should be supported in order to achieve dedication and ultimate preservation. These areas can provide needed passive open space and contribute to creating a pleasing mix of hardscape elements and natural landscapes.

Creating high-quality, built environments that result in a uniquely identifiable place is strongly encouraged. With respect to the CIT building, harmonious architectural and other design features to celebrate this iconic structure are encouraged throughout the TSA.

### **Buildings**

Buildings should be designed at a scale that encourages pedestrian and street activity. The buildings should create an enjoyable, attractive, and safe environment to walk, bike, dine, relax and ride public transit. In order to accomplish these goals, building design placement and orientation should encourage activity both at the street level and in above-ground plazas. Architectural design features such as façade variations of window or building details are encouraged.

Ground-floor retail uses are encouraged in office, hotel and residential buildings, as well as parking structures to activate the street. These uses should be designed to complement the surrounding style. Free-standing or drive-through retail establishments are discouraged. Faux windows or storefronts should be used only when necessary, and long expanses of blank walls or

facades should be avoided. If retail uses cannot be integrated into the first-floor facades, these facades should be decorated with store-front windows, awnings, and/or vegetated walls.

Buildings should be oriented to and frame the street or the plaza on which the building is located. Buildings should have minimal setbacks. Any building setback should be used for features that contribute to the pedestrian environment, such as plazas, or entrance features. High-rise buildings are envisioned to maximize open space and take maximum advantage of proximity to transit. However, given the proximity of Dulles International Airport, review by the Federal Aviation Administration may be required for high-rise buildings.

#### Urban Parks and Open Space

Urban parks in the form of plazas, courtyard or mini-parks should be incorporated into the designs of buildings and/or building complexes to serve the daily needs of residents, local employees, and visitors. These parks should be highly visible and easy to access from areas with most of the pedestrian traffic. Features may include trail connections, water features and short-term informal activities and programmed events intended to foster social interactions among users. These open spaces should be appealing places to gather with seating, lighting, landscaping and other amenities. These spaces should be integrated purposefully into the overall design of the development, and not merely be residual areas left over after buildings and parking lots are sited. Public art/sculpture should be incorporated into all open spaces. Opportunities for passive open space are present adjacent to streams and wetlands located throughout the area.

#### Streetscape, Sidewalk, Trail and Road Features

A coordinated streetscape design should be developed to contribute to the identity of the CIT area. In addition to the roadway elements of on-street parking, bike lanes, travel lanes, and medians, the streetscape design should provide frontage of sufficient width to create a pedestrian zone to safely separate pedestrian activity from the roadway. Within the pedestrian zone, the space between the sidewalk and the building façade should be determined by the use of the adjacent building and should be used for outdoor cafés, seating, or browsing store windows. Wide sidewalks are encouraged to support the anticipated increase in pedestrian traffic and street furniture throughout the development area. The use of texture, pattern, and materials should be encouraged to make the setting interesting. Finally, a landscape amenity panel should be located next to the curb and may include streetlights, tree grates, planting beds, planters, paving, bus shelters, bicycle racks, public art, and benches.

This safe and attractive pedestrian and bicycle circulation system should unify the area, provide for well integrated connections to the Metro Station, adjacent residential neighborhoods, Fairfax County, the Town of Herndon, and adjacent Loudoun County. These sidewalks and trails should be integrated with active and passive open space and promote pedestrian access to all uses.

Streetscape improvements may be provided on a combination of publicly owned right-of-way and private property. When the public right-of-way is utilized to provide streetscape improvements, commitments should be made by the property owner or business organization to maintain the streetscape area. In addition, when the sidewalk is not entirely within the right-of-way, a public access easement will need to be provided for the portion of the sidewalk located on private property.

Existing vegetation, especially the large specimen trees should be preserved and incorporated into the site as much as possible. Landscaping should be provided that is attractive in all seasons, and provides shade to seating areas and pedestrian paths/sidewalks during summer months.

Roads should include features that create a high quality, attractive, functional and safe environment for the pedestrian, bicyclist, transit rider, or other non-motorized vehicle user. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities should be able to safely move along and across streets. Safe and convenient pedestrian crossings such as raised crosswalks, mid-block crossings and sidewalks should be provided to enhance pedestrian movement, reduce pedestrian and vehicular conflicts and improve accessibility. The design should be employed continuously and contain uniform or similar elements to make a cohesive circulation network.

#### Parking

Parking should be consolidated into structures and integrated into the streetscape. Except for on-street parking, surface parking should be avoided other than as allowed and needed on an interim basis to support occurring development.

Parking structures should be designed as integrated building features. The treatment of the structures, which can include retail as a ground floor use, should contribute to the visual appeal and vitality of the streetscape. Façades should be attractive and inviting from both pedestrian and vehicular perspectives and should incorporate features such as architectural elements or trees and other landscaping to provide visual interest.

To encourage transit use, shared parking for uses which have different peak demand periods, instituting paid parking, or other parking reduction techniques and commitment to parking maximums are recommended. This will reduce trips and more efficiently organize and utilize the area.

#### Street Furniture, Bicycle Facilities, Lighting and Other Elements

Street furniture selections, such as benches, water fountains, bus shelters, covered trash receptacles and bike racks, should be included in a streetscape plan and be consistent with the area. This may include details such as the model, size, and finish of the street furniture. Bicycle features should be covered and security should be provided. Bus shelters should be provided at transit stops that protect patrons from the weather, are safe, easy to maintain, and relatively vandal-proof. A coordinated signage plan is essential to emphasize identity and provide a harmonious appearance.

Street lighting should maintain the overall character and quality of the area, providing adequate lighting levels that ensure public safety without creating glare or light spillage. Light fixtures should be full cutoff and use energy-saving technology in order to minimize the occurrence of glare, light trespass, and urban sky glow. Street lights should be located so as to not conflict with street trees at their projected maturity.

#### Street and Median Planting

Street trees and other landscaping in the planting strips should be planted in an environment that promotes healthy root growth. Vegetation within the planting strips could include ornamental shrubs, ground cover, flowering plants, and grasses. These plantings should occur in areas that are clear of vehicles parked on the street, and they should incorporate hardscaped pedestrian access points.

Where medians are provided, they should be planted with attractive landscaping. Consideration should be given to the use of Low Impact Development techniques, and using native plants that are drought tolerant, low in maintenance, and resistant to disease, pollution and heat.

## Transportation

The strategy to accomplish and maintain a transportation and land use balance is based on six components:

- Partnering with other jurisdictions to identify and implement regional solutions to multi-modal transportation issues.
- Cooperating with other jurisdictions to identify and implement a coherent pattern or grid of “walkable” streets and safe, attractive bicycle facilities throughout the areas.
- Phasing transportation infrastructure, including a grid pattern of streets in the TSA in addition to major road links to the west and north. Development should be phased in such a way that effective transportation measures will be in place or substantially completed before proceeding to future development phases.
- Providing a realistic transportation demand management (TDM) plan to reduce single occupant vehicle trips.
- Achieving vehicle trip reduction goals contained in the TDM plan.
- Monitoring the TDM plan outcome to ensure an adequate multi-modal transportation system.

Transportation solutions for the area are based on the timely provision of transit (including bus), pedestrian and bicycle ways, road improvements and TDM measures. Collaboration among Fairfax County, Loudoun County, the Town of Herndon, and the Metropolitan Washington Airport Authority (MWAA) can bring about the implementation of a regionally-oriented approach that will benefit residents, employees and through-travelers. This cooperative effort should involve representatives of Fairfax County, the Town of Herndon, Loudoun County, and MWAA that can share information on a timely basis and devise approaches and strategies to meet transportation needs.

The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be used in the evaluation of development proposals.

Specific transportation recommendations are contained in the District-Wide Recommendations for the Upper Potomac Planning District, and in the Transportation Recommendations for the Greater Herndon Community Planning Sector (UP4). In addition, the following transportation recommendations should be addressed for any development proposal:

### Innovation Center Station Access

Direct pedestrian access from the Innovation Center Station to any proposed development is encouraged. If public facilities (fire, police, recreation) are constructed on parcel 16-1((1))11B, then separate direct pedestrian and bicycle access to them is also encouraged.

### Planned Roadway Improvements

The planned roadway improvements in and around the Innovation Center Transit Station Area must be phased as needed to support development. Within the Innovation Center Transit Station Area, it is critical to provide a grid system of streets that achieves internal connectivity and, if feasible, links to areas beyond.

Roadways in this area are congested and, in some cases, under severe strain. Increased vehicle trips to and from the TSA will compound traffic congestion within the 1/2 mile ring radius and, potentially, on vicinity roadways in Western Fairfax County and the Town of Herndon. At least four cumulative lanes will be needed from the station area north to Route 606 and at least six cumulative lanes will be needed west toward the Route 28/Innovation Avenue interchange to accommodate vehicle traffic attributable to the TSA.

As addressed under the Phasing and Monitoring section, these improvements are essential to ensure continued functioning of road networks in the TSA. Studies should be performed to identify the breadth of impact on vicinity roads.

Road improvements required to mitigate traffic impact on transportation facilities will extend beyond the Fairfax County Border. These improvements will be necessary to support each phase of development. To construct these roads will require multi-jurisdictional cooperation, and authorization as well as VDOT approval. The width, alignment and location of roads constructed to fulfill this requirement should complement the planned non-SOV-oriented character. Additional guidance about these major improvements is detailed next:

- North-South Road(s) – Four cumulative lanes are needed from the transit station area north to Route 606. They will serve as a major entrance to the area. A new four lane road should be constructed to the west of the existing Rock Hill Road. In addition, existing Rock Hill Road should be improved to a standard two-lane local access road. In its current alignment, Rock Hill Road should not serve as a primary access road to the TSA. The new four lanes to the west of Rock Hill Road should be the primary north-south access to the Innovation Center Transit Station Area.

If only two lanes can be constructed at this western access point, improved Rock Hill Road could serve as a second two lane north-south access to the transit station area.

It is the intent of this Plan that the existing Rock Hill Road should not be improved to four lanes. However, in the event that Loudoun County does not authorize other alternatives for north south access and these alternatives are determined to be infeasible, then as a last resort, existing Rock Hill Road could be improved to four lanes as a north-south access. This last alternative should only be considered provided that the neighborhood character of the existing communities along Rock Hill Road is protected. All manner of providing new access lanes to the west of Rock Hill Road should be pursued to avoid this alternative.

- East-West Road(s) – This road(s) will serve as a primary route for traffic arriving from and going to Sully Road. Six lanes are needed to support the transit station area. The lanes should be configured to create a non-SOV-oriented environment, and divided into smaller roads, with at least two connection points on the west side of the transit station area. A feature to be considered is signalization to balance vehicular and pedestrian flows. In addition, pedestrian and bicycle safety and connectivity enhancements should be addressed through applying urban design guidelines such as narrowed travel lanes, the addition of bike lanes and providing at-grade pedestrian crossings.
- Grid of Streets – A grid of streets should be implemented in the area that connects future and existing development in Fairfax County and if feasible, to adjacent future development in Loudoun County. The grid should create multiple points of access to Innovation Avenue to lead traffic to the west to Sully Road or north along the new north-south road(s) to Route 606. A hierarchy of streets should be delineated to lead traffic exiting and entering the transit station area to high capacity roads intended to handle the traffic. To the extent that Innovation

Avenue establishes a grid of streets across the County line, the road should be realigned.

- East-West Connector Parallel Road to the Dulles Toll Road – A road within the existing Dulles Toll Road right-of-way that would connect Centreville Road to the transit station area should be studied for feasibility and implementation. If the road cannot be accommodated within the existing Dulles Toll Road right-of-way, other connections could be examined that would also contain other modes of transportation. Regardless, multi-modal connections should be implemented from the developments to the east of the transit station area and the Centreville Road/ Elden Street corridor to the TOD area.
- North-South Connector Bridge – Land for right-of-way should be reserved and contributions for construction should be apportioned until a new alignment is adopted. The right-of-way that is reserved north of the Dulles Toll Road should be to the west and outside the core TOD area and could cross the county line. The bridge should be coordinated with adjacent development areas so that all multi-modal connections are maintained within the TOD. Other transportation improvements should be re-evaluated if this bridge is implemented as it may impact transportation studies.

#### Traffic Level of Service

Applicants requesting consideration of the rail-oriented options, which allow the highest intensities of the optional recommendations, shall demonstrate that the transportation system is kept in balance throughout the phasing of development. Consistent with adopted policy on Transit Oriented Development (TOD), a lower level of service may be acceptable within this TOD area. This performance-based approach requires applicants to provide improvements or other guarantees to maintain certain performance levels. These levels would be measured by levels of service or critical movement volumes or other measures as deemed appropriate by the Fairfax County Department of Transportation. Projects may be phased to coincide with the achievement of specific non-SOV (single occupancy vehicle) mode split or trip reduction objectives.

Remedies should be considered at locations where an acceptable level of service cannot be attained or maintained, as described below.

#### Circulation and Access

As stated in the urban design section, an interconnected network of local streets with wide sidewalks on both sides of streets, delineated pedestrian pathways, and pedestrian crossings should be provided. Logical pathways should connect to external crossing points. Pedestrian movement and safety should be facilitated, in association with implementation of a wayfinding signage plan.

A coordinated pedestrian circulation system plan should be developed that demonstrates how interior portions of the transit station area will be connected to destinations and places within and surrounding the property.

#### Transit, Pedestrian, and Bicycle Connectivity

Transit, pedestrian, and bicycle connectivity improvements are major elements of the transportation guidance supporting this Plan option. Transportation modes, other than single-occupancy vehicles, are preferred to support the increased density and mix of uses at the optional level of development. Transit, pedestrian, and bicycle connectivity will achieve the objectives of increasing transit usage, and creating a walkable and bike-able area. Pedestrian and bicycle enhancements relating to streets might include delineated crosswalks, bicycle lanes, signal re-timings, intersection sidewalk extensions (bulb-outs), mid-block crossings, street medians, reduced

turning radii and other features designed into the street section with the goal of reducing conflicts with vehicles and improving safety, as allowed by VDOT.

Transportation Demand Management (TDM)

The establishment of a Transportation Demand Management (TDM) program to encourage the use of transit (including bus), and non single occupancy vehicle transportation, will be needed. This program should utilize a variety of measures (see below) to achieve essential reductions in automobile trips to the TSA. TDM measure originating from commitments at rezoning will be components of the overall TDM program for this TDA. TDM recommendations adopted by the interjurisdictional program will be given favorable consideration as possible components.

The goal of the TDM program will be to achieve specified trip reduction targets attached to various phases of development. It should ultimately be maintained and funded by residents and business owners once development is completed. The TDM program should be designed to work in conjunction with, and enhance, the transit, pedestrian and bicycle connectivity improvements. TDM measures employed should facilitate and complement these physical improvements and urban design features.

The TDM program adopted should identify a full set of measures that could be implemented including alternative transportation services, support facilities and/or programs, and pricing measures. It should include enforcement, evaluation and penalty provisions in the event trip reduction thresholds are not achieved.

Transit ridership, in combinations with the TDM program should result in specified trip reduction levels identified for phases of development. The following minimum levels of trip reductions should be achieved:

- Within ¼ mile – minimum 30 percent trip reduction for residential and office
- Within ½ mile – minimum 25 percent trip reduction for residential, 20 percent for office
- Beyond ½ mile – to be determined with a TDM study

These reductions should occur in the peak hour at site build out, with lower levels of trip reduction expected in the interim phases of development. In addition to the goal of achieving the minimum trip reductions stated above, a TDM study and a parking study should be done at the time of rezoning. The intent of the parking study is to determine if parking reductions can be applied to help achieve the overall TDM trip reduction goal.

Further, the county should review parking requirements of the Zoning Ordinance to consider the full range of parking management strategies and other TDM strategies. The implementation of a successful comprehensive interjurisdictional TDM program will require cooperation so that property owners in the greater RT28/CIT area also participate, not just those within the transit station area. Precautions should be taken to ensure that inappropriate use of residential parking areas, including neighborhood street parking, in the adjacent areas does not occur. An interjurisdictional program may include paid parking, transit subsidies, ridesharing matching services, preferential treatment of carpool/vanpools, shuttle bus services to nearby transit stations, guaranteed ride home programs, marketing of commuter assistance programs, and other related measures designed to lessen use of single-occupant vehicles and boost HOV usage during peak commuting periods. A fuller list of TDM measures that could be considered are shown next.

**EXAMPLES OF TRANSPORTATION DEMAND MANAGEMENT (TDM)  
MEASURES**

**Individual Employer TDM Measures**

Alternative Transportation Services

- Shuttle Bus(es)
- Company Vanpools
- Telecommuting

Support Facilities/Programs

- On-Site Transportation Coordinator
- Employer Ridematching Services
- Preferred HOV Parking Locations
- Flexible Work Hours
- Guaranteed Ride Home Program

Pricing Programs

- Parking Management/Pricing Programs
- Subsidies for Use of HOV Modes

Implementation

- CEO and Board of Directors Commitment
- Proffers/Negotiated Agreements
- Participation in Transportation Management Association

**Areawide TDM Measures**

Alternative Transportation Options/Services

- Expand Transit Services (peak hours)
- Expand Transit Services (off peak & midday)
- Carpools
- Vanpools
- Shuttle Bus(es)

Support Facilities/Programs

- Transit Center
- Park & Ride Lots
- HOV Lanes
- Preferred Parking Locations
- Multi-Employer Ridematching Services
- Guaranteed Ride Home Program

Mixed-Use Development

- Mixed-use developments to include residential, commercial, support retail, hotel and institutional uses
- Development design should maximize pedestrian convenience and accessibility to on-site services

Pricing Programs

- Road/Congestion Pricing Programs
- Parking Management/Pricing Programs
- Transportation Allowances



**Implementation**

- Employer Trip Reduction Ordinance
- Parking Management Ordinance
- Site Design Controls
- Proffers/Negotiated Agreements
- TMA Coordination

**Phasing and Monitoring**

As stated in the Transportation Strategy section, "Development should be phased in such a way that effective transportation measures will be in place or substantially completed before proceeding to future development phases." Although phasing of the ultimate development should be flexible, a grid of local streets should be established in the initial phase of each development. The design should create a dynamic streetscape and promote pedestrian safety and activity. The initial phase should begin to substantially create multi-modal and pedestrian connections to the metro station landing. Establishing this grid pattern in the early phases of redevelopment should establish the identity of the place as a walkable, pedestrian-scaled, mixed-use area. In addition to establishing a grid of local streets, major road improvements should be phased to mitigate the impacts of each level of development

To ensure the transportation impacts of proposed development are fully addressed, the satisfactory preparation of an overall transportation study by the developer as part of a rezoning application is required. The study should demonstrate that impacts to traffic could be mitigated by phasing development in such a way that effective transportation improvements will be approved and funded including TDM measures, bus, Metro rail service and road improvements before proceeding with proposed development. The study should include alignment and phasing of an internal circulation system and submission of detailed transportation studies. The transportation study should evaluate existing transportation conditions and analyze the impacts of the traffic associated with the overall development. The recommendations of this study should include a TDM program to reduce trips. The results will be taken into consideration by the county in determining the timing of construction of improvements, initiation of TDM measures and/or contributions for off-site improvements. Additional roadway improvements in Fairfax County, Loudoun County or the Town of Herndon may be required based on the findings of the development's traffic study. These improvements may be in addition to the transportation improvements currently cited in the adopted county transportation plans for Loudoun County, Town of Herndon or Fairfax County.

If the development is phased, detailed studies of development proposed for each subsequent phase should be provided at specified intervals (for example with each Final Development Plan) and follow the methodology described above. In any event, assurances will be expected that the transportation facilities and services assumed to be operational in the study will in fact be provided as stated. The transportation monitoring and evaluation program will be conducted at specified intervals acceptable to the Fairfax County Department of Transportation. The monitoring and evaluation program will include an analysis of the success of the transportation demand management program. Items will include evaluation of trip reduction and mode split; and secondly, an assessment of the performance of site entrances and signalized intersections, as determined by the Fairfax County Department of Transportation in cooperation with Loudoun County and the Town of Herndon.

If it is determined by the county during interim review that adverse impacts have not or cannot be successfully mitigated, the amount of development should be reduced to a level that can be adequately supported by transportation infrastructure. Should development phases be delayed or halted because the impacts have not been mitigated based on the TDM program targets, the developer will be responsible for providing other necessary transportation improvements. Failing

that, appropriate contributions to a fund for eventual mitigation may be requested. The total level of development may be restored upon demonstrating that adequate infrastructure capacity is available.

### **Noise**

Proposed residential uses, outdoor activity areas and other noise sensitive areas may be affected by proximity to the Dulles Toll Road. Portions of the area are also located within one-half mile of the DNL 69 noise contour for Washington Dulles International Airport. Furthermore some of the area may be affected by noise from the quarry located to the northwest in Loudoun County.

Noise studies may be required to demonstrate that these impacts will be addressed. Provision should be made to notify future residents of the area that they may be impacted by quarry operations. The use of planted terraces, maintenance of tree canopy through the areas under consideration, the use of planted roof gardens and planted sound absorption walls have been found effective management techniques for developments near airports.

### **Stormwater Design**

Environmentally-friendly stormwater design should be an integral design principle that should be part of the conceptual stage of site development for all projects, recognizing that stormwater management measures may be phased with development. The stormwater design should first seek to minimize the effect of impervious cover, followed by the application of stormwater reuse, retention, detention, extended filtration and, where soils and infrastructure allow, infiltration to improve downstream waters. Coordination of stormwater management controls among multiple development sites may also be effective in achieving stormwater management goals in an efficient manner.

Stormwater management and water quality controls for development and redevelopment should be designed to return water into the ground where soils are suitable or reuse it, where allowed, to the extent practicable. Reduction of stormwater runoff volume is an important stormwater design objective. Reduction could occur through techniques that use plants and soils via landscaping measures, through techniques that reuse harvested rainwater in a variety of ways, and/or through approaches that infiltrate water into the ground to replenish aquifers and provide summer base flows to local streams, where soils and infrastructure allow.

The following are recommended for all new development and redevelopment:

- Stormwater quantity and quality control measures should be optimized with the goal of reducing the total runoff volume and/or significantly delaying its entry into the stream system. The emphasis should be on Low Impact Development (LID) techniques that evapotranspire water, filter water through vegetation and/or soil, return water into the ground or reuse it.
- LID techniques of stormwater management should also be incorporated into new and redesigned streets, as well as parking lots, where allowed and practicable.
- At a minimum, stormwater management measures should be provided that are sufficient to attain both the stormwater design-quantity control and

- Stormwater design-quality control credits[1] of the most current version of the LEED-NC or LEED-CS rating system (or the equivalent of these credits should be provided). If, on a given site, the attainment of the stormwater design LEED credits (or equivalent) is demonstrated to not be achievable, all available measures should be implemented to the extent possible in support of this goal.

### **Green Buildings**

All new buildings should receive green building certification under an established rating system such as the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program. The green building rating system used should be based on individual building certification, such as LEED-NC (New Construction) or LEED-CS (Core and Shell). LEED Silver certification, or the equivalent, is the minimum expectation for nonresidential development. Residential development should be guided by the Policy Plan objectives on Resource Conservation and Green Building Practices.

### **Affordable Housing and Universal Design**

All development should conform to county policies on affordable and workforce housing to encourage a diverse population of residents. Per county policy, any residential use should provide at least 12 percent of new units as affordable housing. The residential components should accommodate a variety of age groups, interests, and needs. The units should be accessible for those without cars, meet ADA requirements, and accommodate universal design.

### **Parks and Recreation**

A more compact, urban style of development is planned within ½ mile of the planned Innovation Center Station. As such, the urban parkland service level standards adopted by the Fairfax County Park Authority Board apply a service level standard of 1.5 acres of land per 1,000 new residents and 1 acre per 10,000 employees. The maximum level of redevelopment will generate the need for approximately 6 acres of publicly accessible urban parkland which should be integrated with development on this site.

1. These credits, as set forth in LEED 2009 for New Construction and Major Renovations, are as follows:

#### **SS Credit 6.1: Stormwater Design-Quantity Control:**

- For sites that have greater than 50% impervious cover in the existing condition, the total volume of runoff released from the site in the post-developed condition for the 2-year, 24-hour storm should be at least 25% less than the total volume of runoff released in the existing condition for the same storm. Furthermore, the peak runoff rate for the 2-year, 24-hour storm in the post-developed condition should be at least 25% less than the existing condition peak runoff rate for the same storm.
- For sites that have 50% or less impervious cover in the existing condition, the total volume of runoff released as well as the peak release rate for the 1- and 2-year, 24-hour storm in the post-developed condition should be equal to or less than the total runoff volume and peak release rate in the existing condition for the same storm. Alternately, a stormwater management plan that protects receiving stream channels from excessive erosion, including stream channel protection and quantity control strategies, may be pursued.

#### **SS Credit 6.2: Stormwater Design-Quality Control:**

- Stormwater runoff associated with the development should be controlled such that the first one (1) inch of rainfall is reused, infiltrated or treated in a manner through which 80% of the average annual post-development total suspended solids (TSS) are removed.
- Equivalent approaches may incorporate coordinated stormwater management on multiple development sites and/or off-site controls. Additional stormwater management efforts should be encouraged.

Urban parks within the Transit Station area support the goals of creating a critical mass of pedestrian activity centered around the planned Metro station. Urban park facilities such as pocket parks could include gathering areas, outdoor cafes, fountains or other focal points of interest and small performance spaces. The inclusion of other urban parks, such as off-leash dog areas, community garden plots, water features, tot lots, fitness courses and trails and plazas would allow a greater range of recreational facilities and amenities. Urban park sites should be publicly accessible and within walkable distance of most residential and mixed use areas.

The Upper Potomac Planning District is highly deficient in active recreation facilities, especially athletic fields. Little public parkland is available to support active recreation facility development. To offset the impacts of development on park and recreation service levels, land development projects should contribute land, facilities and/or funds to provide active recreation facilities, preferably on-site or near the development.

The area includes large sections of RPA and other natural resources, whose preservation and protection are Fairfax County goals. Dedication of these areas to the Fairfax County Park Authority or other conservation entity as part of a zoning action would address the goals of preserving environmentally valuable land and providing open space amenities.

#### **Information and Communications Technology (ICT)**

The Innovation Center TSA should include ICT infrastructure. Strategies and programs should be developed to ensure that all residential, commercial and public use structures in the TSA are designed and equipped to enable such information and communications networking.

#### **Land Use**

Development should be guided by the TOD guidance set forth in the Policy Plan volume of the Comprehensive Plan. Consistent with that guidance, appropriate intensity should be governed by the distance from the rail transit platform based on concentric rings:

- ¼ mile: mixed use including office, research and development, hotel, retail and residential uses at an intensity up to 2.8 FAR
- ¼ to ½ mile: mixed use including office, hotel, retail and residential uses at an intensity up to 1.6 FAR
- beyond ½ mile: 16-20 dwelling units per acre, at an overall intensity of approximately .50 FAR.

Maximum intensity within each ring will be evaluated based on the considerations that development proposals give to TOD principles, road improvements, recreational facilities, and public service facilities, such as fire and police. Intensities apply to residential and nonresidential (retail commercial, office, institutional) uses. Projects that include areas of different intensity recommendations should have an overall intensity that is based on the proportion of land area associated with each intensity recommendation. The resulting development pattern should generally conform to the goal of locating the highest intensities closest to transit. Proposed intensities should be consistent with the urban scale and character that is envisioned for the area.

Tax map parcels 15-2((1))3, 4, 5 and 16-1((1))4A contain extensive Resource Protection Areas, Environmental Quality Corridors and floodplain. The development potential of these parcels is severely constrained. As an incentive to preserve open space, the planned development potential associated with these parcels may be applied as bonus intensity to a developable parcel within the

TOD area as part of a zoning action, provided the entire encumbered parcel is dedicated to the Fairfax County Park Authority or another conservation entity. For example, assuming a parcel has a planned development potential of 10,000 square feet, this amount of development would be the bonus to be added to the receiving parcel provided that the resulting development demonstrates that building scaling, massing and open space are in accord with underlying site specific plan guidance and TOD principles and respect Resource Protection Areas, Environmental Quality Corridors and floodplain.

Ring 1: Within ¼ mile: Mixed residential and nonresidential uses at an intensity up to up to 2.8 FAR

The Center for Innovative Technology, a state-supported research and development consortium of state universities and colleges, constitutes this area. The mixed-use recommendations that follow seek to establish parameters for future development by suggesting a minimum, a maximum, or a range of percentages for residential and nonresidential uses. These percentages are meant to be guides and they may need to be adjusted on a case by case basis in order to further other planning objectives. For example, a mixed-use project that contains an institutional use recommended in the Plan may not be able to achieve the minimum percentage of office use or may exceed the maximum for nonresidential use. Development under this option is subject to the following conditions:

- Bus bays, the Kiss and Ride and pedestrian bridge pavilion associated with the northern portion of the Metro station should be implemented and integrated into the development
- Public facilities analyses, including fire, police, schools, recreation, and transportation are performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts.
- Although phasing of the ultimate development should be flexible, establishment of the pedestrian-scaled, mixed use character of the area should be established in the initial phase of development. This phase should include a grid street pattern, plazas and usable open space vertically-integrated land uses with ground-floor retail and other activity generating uses located along the street.
- A high quality living environment should be created through the provision of well-designed mixed-use projects that provide active recreation, entertainment and other site amenities. The mixed-use development should have a residential component that is at least 35 percent but no more than 45 percent of the total gross floor area of the development. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.
- The nonresidential component of the area within the ring should include office, hotel, and support retail uses. The current institutional use (CIT) is planned to remain and serves as a focal point for future development. The office component, which may include space for research and development activities should be at least 40 percent of the development, but not exceed 50 percent of the total gross floor area. Support retail uses, to be located in office, hotel or residential buildings, should be at least 2 percent, but not exceed 5 percent of the total gross floor area. Retail should support the residents' daily needs so as to minimize trips to neighboring communities. Hotel uses are encouraged and should be at least 5 percent but not exceed 15 percent of the total gross floor area.
- Consistent with the Transportation recommendations for the Rail Option, vehicular access is provided through Loudoun County.

- Environmental Quality Corridors should be dedicated to the Fairfax County Park Authority or other land conservation entity.
- Total parcel consolidation should be achieved.

Ring 2: Within ¼ -½ mile: Mixed residential and nonresidential uses at an intensity up to 1.6 FAR

Ring 3: Beyond ½ mile: Residential use at 16-20 dwelling units per acre, at an overall intensity up to .50 FAR

The proposed development in Ring 2 and Ring 3 should be oriented toward the transit station area. In addition, appropriate transitions should be made to residential development in Fairfax County through tapering of building heights, substantial landscaping and other techniques as necessary.

Tax map parcels 15-2((1))3, 4, 5 and 16-1((1))4A contain extensive Resource Protection Areas, Environmental Quality Corridors and floodplain. The development potential of these parcels is severely constrained. The restoration, as may be needed, and dedication of these properties to the Fairfax County Park Authority or other land conservation entity as part of a zoning action would address several goals, including preservation of environmentally fragile and valuable land and habitat, and providing open space amenities.

Only a portion of the parcels in these areas are located in Fairfax County. Consolidation of land or parcels should occur such that the development results in well-designed, high-quality uses that are functionally and visually integrated into the larger mixed use area planned in Loudoun County.

Proposed developments should be part of a project that incorporates a contiguous area in Loudoun County and is compatible with the uses and intensities planned by Loudoun County. All development proposals should demonstrate that any unconsolidated parcels within a land unit can be developed in a manner that complements the proposed development in Loudoun County, is consistent with the recommendations of the Plan, and at a minimum includes environmentally constrained land.

The mixed-use recommendations that follow seek to establish parameters for future development by suggesting a minimum, a maximum, or a range of percentages for residential and nonresidential uses. These percentages are meant to be guides and they may need to be adjusted on a case by case basis in order to further other planning objectives. For example, a mixed-use project that contains an institutional use recommended in the Plan may not be able to achieve the minimum percentage of office use or may exceed the maximum for nonresidential use. Development under these options is subject to the following conditions:

- Although phasing of the ultimate development should be flexible, establishment of the pedestrian-scaled, mixed use character of the area should be established in the initial phase of development. This phase should include a grid street pattern, plazas and usable open space vertically-integrated land uses with ground-floor retail or other activity generating uses located along the street.
- A high quality living environment should be created through the provision of well-designed mixed-use projects that provide active recreation, entertainment and other site amenities. The mixed-use development should have a residential component that is at least 50 percent but no more than 60 percent of the total gross floor area in total, with residential becoming the primary use as distance from the platform increases. Each residential development should

include on-site affordable housing that is well integrated and dispersed.

- The nonresidential component of the area within the ring should include office, hotel, and support retail uses. The office component should be at least 40 percent of the development, but not exceed 50 percent of the total gross floor area. Support retail uses, to be located in office, hotel or residential buildings, should not exceed 2 percent of the total gross floor area. Retail should support the residents' and employees daily needs so as to minimize trips to neighboring communities. Hotel uses are encouraged and may comprise between 5 to 15 percent of the total gross floor area.
- Consistent with the Transportation recommendations for the Rail Options, vehicular access is provided through Loudoun County.
- Environmental Quality Corridors should be dedicated to the Fairfax County Park Authority or other land conservation entity.
- Development should result in uses that are designed to be visually compatible with the residentially developed area east of Rock Hill Road.
- Active recreation areas should be provided for employees and residents.

In addition, public facilities analyses, including fire, police, schools, recreation, and transportation are performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts.

#### **Area East of Rock Hill Road (Land Unit L-4)**

The portion of the Dulles Transition Area located east of Rock Hill Road, Land Unit L-4, is planned for multifamily residential use. In order to meet the planning objectives of the Dulles Transition Area it is necessary that new development be responsive to site-specific conditions that are outlined below for the land unit.

#### Land Unit L-4

Land Unit L-4 is planned for residential use at 16-20 dwelling units per acre. Office, retail and other uses, such as a daycare center, designed to serve the residential community are also appropriate. These nonresidential uses should total a minimum of 5,000 square feet including a daycare center. Office and retail uses should be incorporated into the ground floor of residential structures, while a daycare center may be in a free-standing structure. A mix of building types to include low-rise garden style and mid-rise structures is encouraged as a way to facilitate a visual transition. A safe, attractive pedestrian circulation system should be provided. This system of sidewalks and trails should be integrated with passive and active open space and promote pedestrian access to all uses, elements and land units of the area and provide for connections to the existing residential community and to the planned countywide trails system.

The southern portion of Land Unit L-4 has been identified as the location for commuter facilities that would support Metrorail in the Dulles corridor. A development plan should be submitted that shows the area planned for residential use but noting that a portion of the site may be used for commuter facilities. In order to preserve the option for transit facilities in this location, development of Land Unit L-4 should be phased to progress from north to south so that the southern portion of the land unit remains vacant for as long as possible. In no case should units proposed for the southern portion of the site be transferred to the northern portion.

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

TYPE OR PRINT RESPONSES IN BLACK INK

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

THIS BOX FOR STAFF USE ONLY

*Date Received:* \_\_\_\_\_

*Date Accepted:* \_\_\_\_\_

*Planning District:* \_\_\_\_\_

*Special Area:* \_\_\_\_\_

**1. NOMINATOR/AGENT INFORMATION**

Name: Tim Sampson for Inova HealthCareServices Daytime Phone: 703-618-4135

Address: Downs Rachlin Martin PLLC, 199 Main Street, P.O. Box 190, Burlington, VT 05402

Nominator E-mail Address: tsampson@drm.com

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

*Tim Sampson*, attorney/agent for Inova Health Care Services

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

N/A

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

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

**2. GENERAL INFORMATION**

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

Total number of parcels nominated: 1.00

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

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

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

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

☒ Yes ☐ No

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

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

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

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

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

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

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

Designation: Office

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

PDC (proffered)

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

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

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

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

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

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

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

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

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

Open Space  
(specify uses in table)

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

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

## 5. MAP OF SUBJECT PROPERTY

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

## 6. JUSTIFICATION

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

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

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

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

### PROPERTY INFORMATION TABLE

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

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

Tax Map Number	Name of Property Owner	Street Address of Parcel	Mailing Address of Owner	Parcel size in acres	Signature of owner or Certified Receipt Number
49-4 ((1)) 57	ExxonMobil Foundation (fee owner, landlord under ground lease of +30 years)	3225 GALLOWS RD FAIRFAX VA 22037-4872	PO BOX 64106 SPRING TX 77387 (per Fairfax County Tax Records)	116.78	7190 9089111 1720 6510
49-4 ((1)) 57	Inova Health Care Services (tenant under ground lease of +30 years)	3225 GALLOWS RD FAIRFAX VA 22037-4872	Inova Health Care Services Attn: John Gaul 8110 Gatehouse Road	116.78	7190 9089111 1720 6527
			Suite 200 East Falls Church, VA 22042		



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

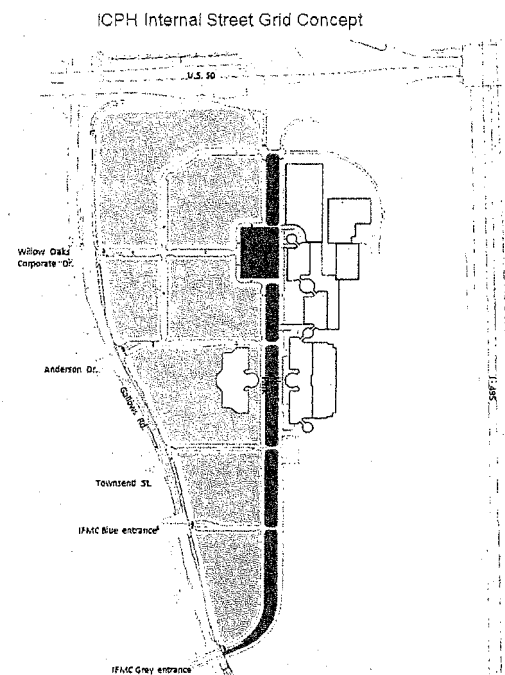
This nomination furthers the work of Inova Health Care Services (“Inova”) to establish a health and wellness destination, where public and private investments in discovery will improve the health and quality of life for all Fairfax County residents and attract new economic development benefitting the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

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

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

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

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



<sup>1</sup> With respect to the boxes on the nomination form “office” includes office, research, and hotel uses; “institutional” includes clinical and educational uses; and “residential” includes a blend of all types of residential uses.

<sup>2</sup> *The Board of Supervisors’ Strategic Plan to Facilitate the Economic Success of Fairfax County Fall 2016 Update.*

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

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

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

Much has changed to justify re-planning the Property:

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

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

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

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<sup>3</sup> *Fairfax County Comprehensive Plan*, 1984 Edition – Area 1 (page 138)





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

PC17-PR-002

DEC 04 2017

TYPE OR PRINT RESPONSES IN BLACK INK

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

THIS BOX FOR STAFF USE ONLY

Date Received: \_\_\_\_\_

Date Accepted: \_\_\_\_\_

Planning District: \_\_\_\_\_

Special Area: \_\_\_\_\_

1. NOMINATOR/AGENT INFORMATION

Name: Elizabeth D. Baker, agent Daytime Phone: 703-528-4700

Address: c/o Walsh, Colucci, Lubeley & Walsh, P.C., 2200 Clarendon Boulevard, Suite 1300

Arlington, VA 22201

Nominator E-mail Address: ebaker@thelandlawyers.com

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

Elizabeth D. Baker

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

See attached certified letters.

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

2. GENERAL INFORMATION

Check appropriate supervisor district:

☐

Dranesville

☐

Hunter Mill

☒

Providence

☐

Sully

Total number of parcels nominated: 6.00

Total aggregate size of all nominated parcels (in acres and square feet): 86.5 acres \_\_\_\_\_ sq. ft.

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

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

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

☒ Yes ☐ No

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

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

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

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

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

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

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

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

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

PDC - Planned Development Commercial District

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

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

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

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

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

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

\*See Attachment

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

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

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

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

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

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

## 5. MAP OF SUBJECT PROPERTY

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

## 6. JUSTIFICATION

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

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

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

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

### PROPERTY INFORMATION TABLE

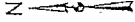
All subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part 1 of this application. If you are required to notify more than one property owner, you must provide all the information requested below.

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

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



A Public Utility, City of Dallas, Texas

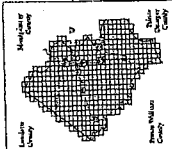


Map No. 49-4  
This map is a part of the City of Dallas, Texas, and is subject to the provisions of the City Charter and the City Code. It is a public utility map and is not to be used for any other purpose without the express written consent of the City of Dallas, Texas.

GENERAL NOTES

1. The map is a part of the City of Dallas, Texas, and is subject to the provisions of the City Charter and the City Code. It is a public utility map and is not to be used for any other purpose without the express written consent of the City of Dallas, Texas.

2. The map is a part of the City of Dallas, Texas, and is subject to the provisions of the City Charter and the City Code. It is a public utility map and is not to be used for any other purpose without the express written consent of the City of Dallas, Texas.



ADMINISTRATIVE INDEX

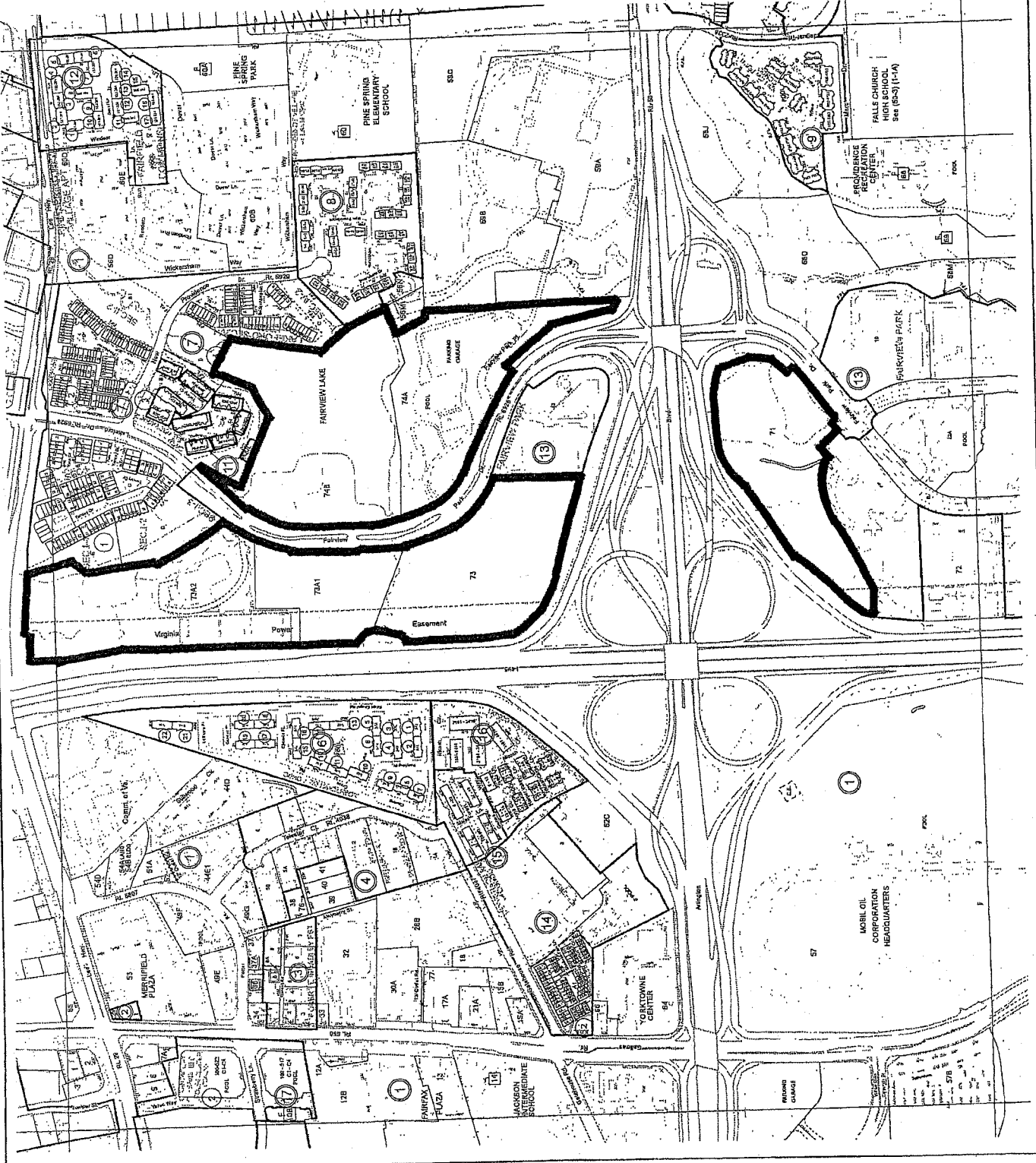
40-1	40-2	50-1
40-3	50-2	50-3
50-4	50-5	60-1

CADASTRAL MAP

49-4

Revised to: 02-21-2017

Prepared by:  
CITY OF DALLAS, TEXAS  
DEPARTMENT OF PUBLIC UTILITIES  
DIVISION OF WATER UTILITIES  
1000 MARSHALL STREET, SUITE 1000  
DALLAS, TEXAS 75201  
Phone: (214) 671-1234  
Fax: (214) 671-1235  
E-mail: dallas@cityofdallas.com



### **Nomination Form Attachment**

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

#### **f. Residential Unit Types**

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

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

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

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

#### **Sub-Unit H8**

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

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

#### **Sub-Unit H9**

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

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

### **LAND UNIT I**

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



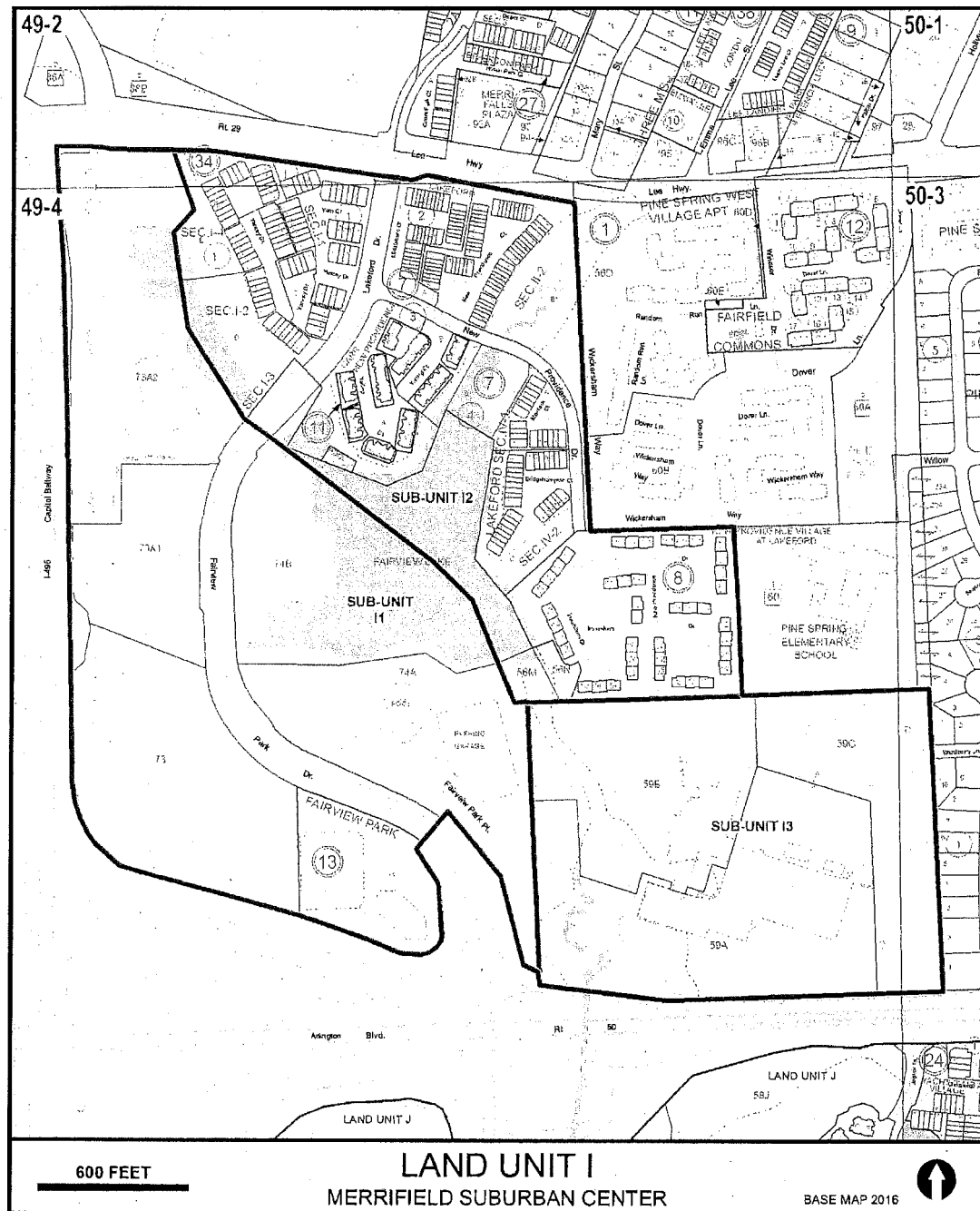


FIGURE 28

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

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

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

#### **Sub-Unit II**

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

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

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

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

#### **Sub-Unit I2**

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

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

#### **Sub-Unit I3**

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

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

### **LAND UNIT J**

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

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

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

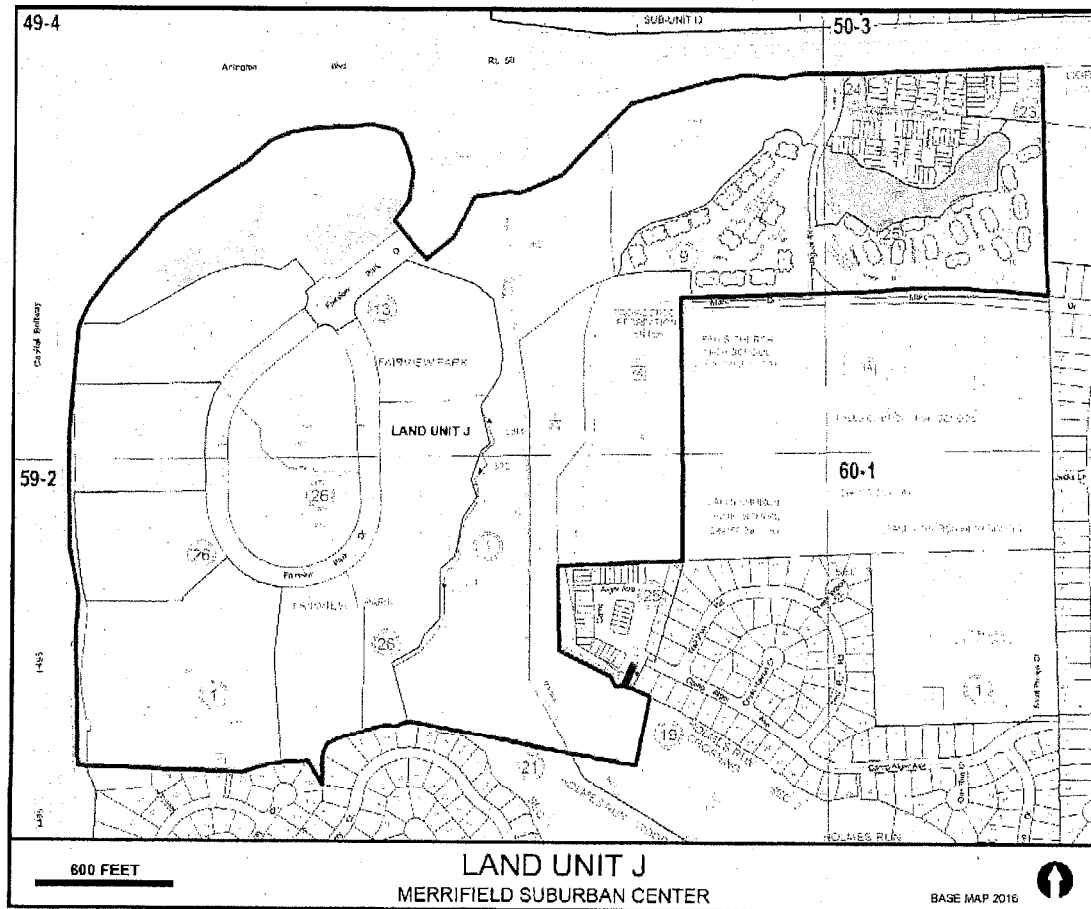


FIGURE 29

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.

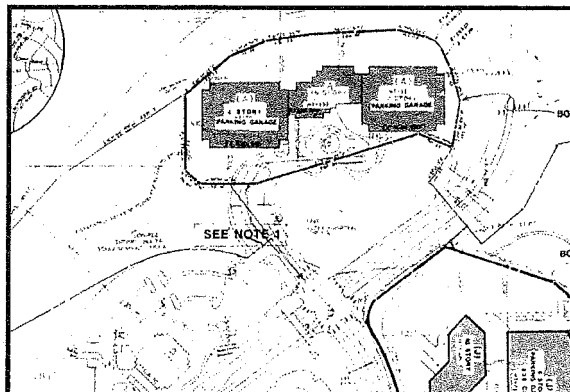
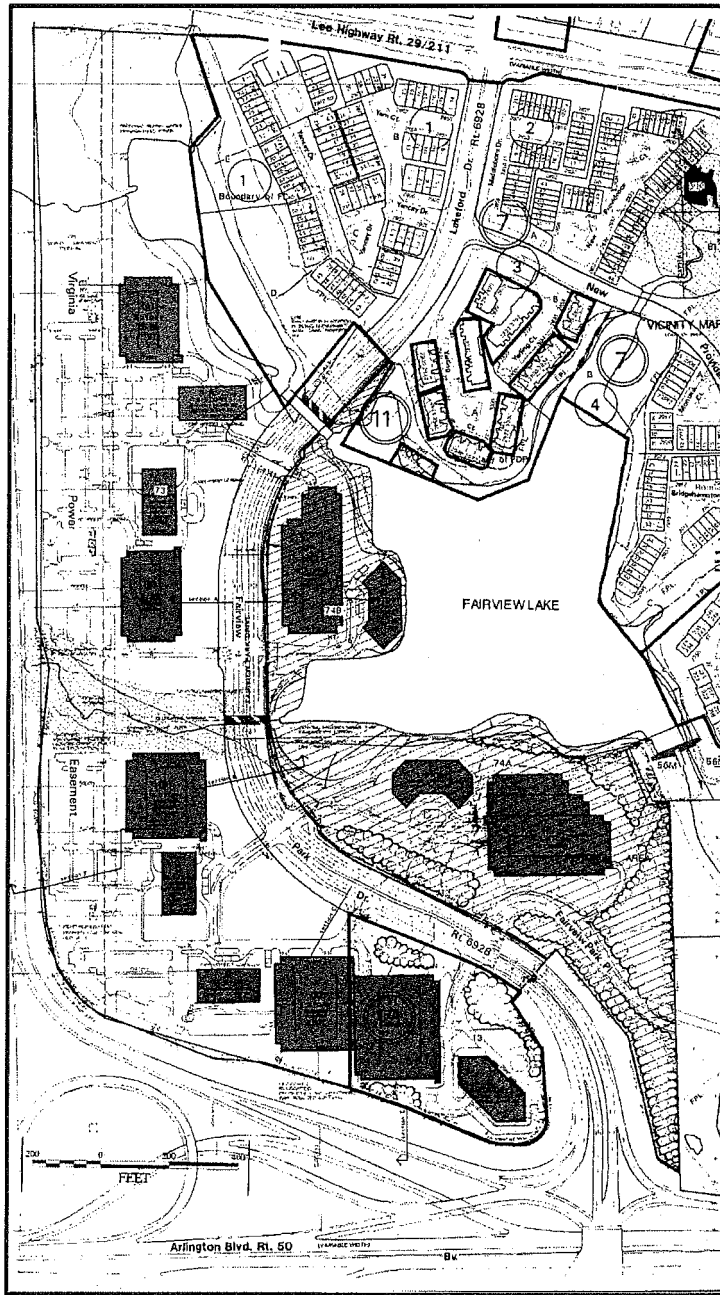
Height Limit: For the northern and western portions this land unit, the maximum building height should be 15 stories or approximately 180 feet. For the area to the east and south of Fairview Park Drive, heights should be no more than 7 to 8 stories or 130 feet. To the south of the 130-foot area, building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

4.e.



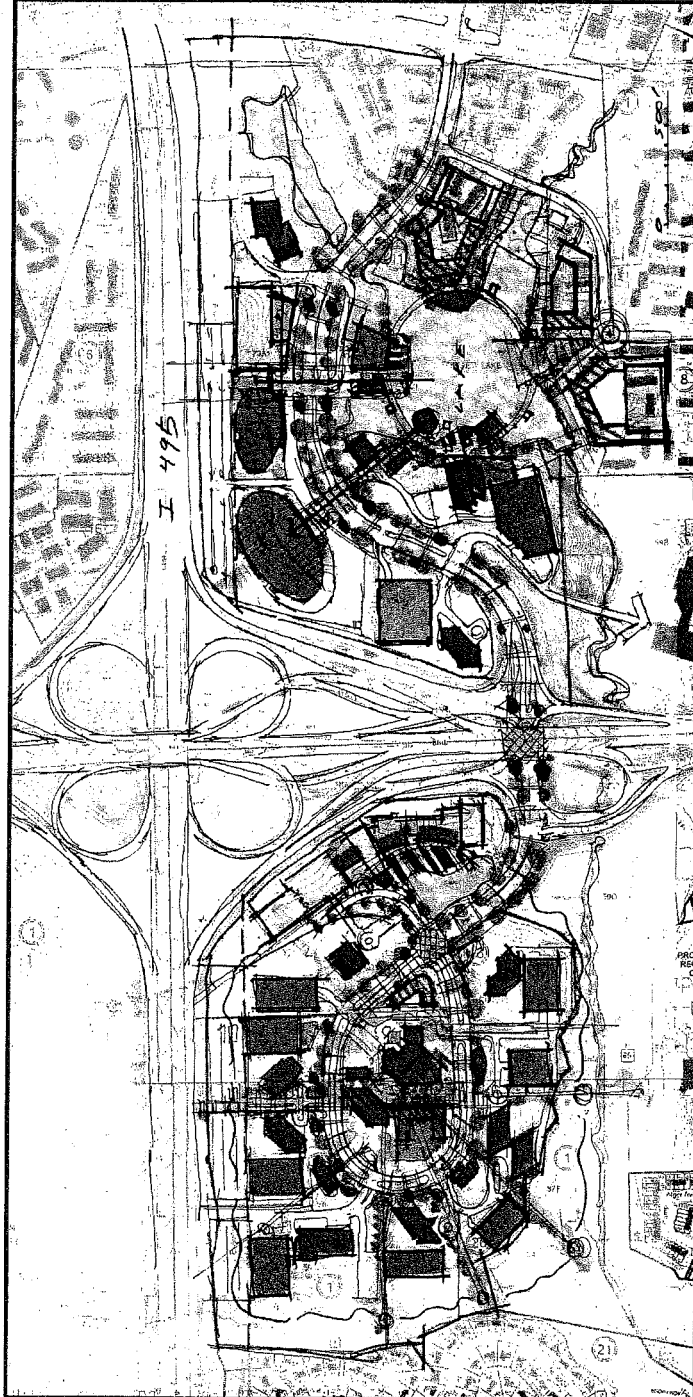
FAIRVIEW PARK CONCEPT PRESENTATION - APPROVED PARCEL LAYOUTS CALLISONRTKL  
 11-29-2017



# MASTERPLAN VISION FROM WORKSHOP

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

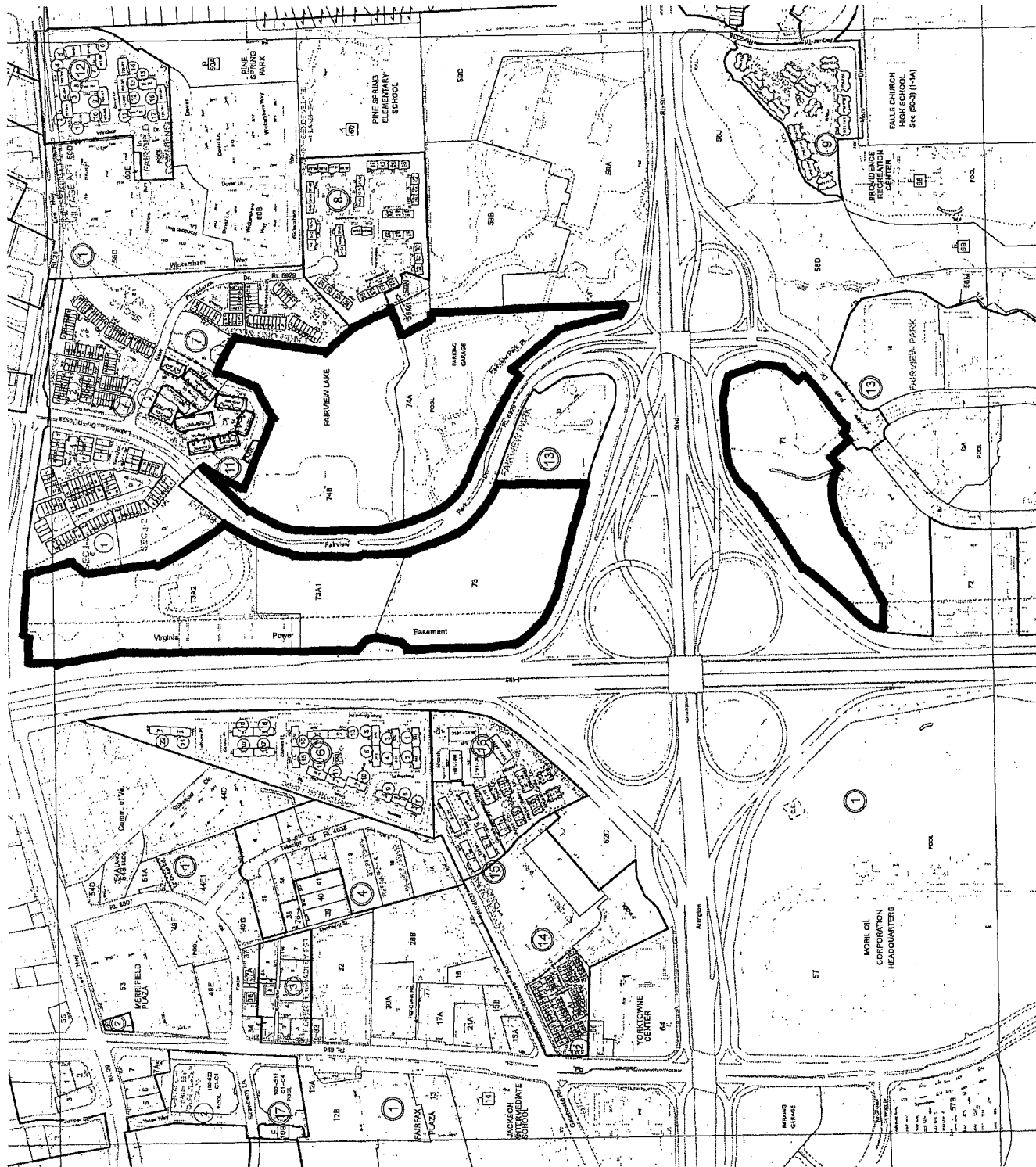
CALLISONRTKL  
ARCHITECTS PLANNERS ENGINEERS



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







## 6. Justification

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

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

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

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

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

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

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

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

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

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

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



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

TYPE OR PRINT RESPONSES IN BLACK INK

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

THIS BOX FOR STAFF USE ONLY

Date Received: \_\_\_\_\_

Date Accepted: \_\_\_\_\_

Planning District: \_\_\_\_\_

Special Area: \_\_\_\_\_

**1. NOMINATOR/AGENT INFORMATION**

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

Address: 1750 Tysons Blvd., Suite 1800, Tysons, VA 22102

Nominator E-mail Address: dgill@mcguirewoods.com

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

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

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

**2. GENERAL INFORMATION**

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

Total number of parcels nominated: 3.00

Total aggregate size of all nominated parcels (in acres and square feet): 12.614 acres 549,465 sq. ft.

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

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

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

☒ Yes ☐ No

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

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

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

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

Merrifield Suburban Center, Land Unit F

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

Designation: Retail and Other

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

I-5 (Tax Map Parcel 0012A is C-5)



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

mixed use

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

Residential, mixed use development with an option up to 1.9 FAR. The dwelling count and unit sizes detailed below are simply one estimate being evaluated. The mix of uses preferred may include up to 70% residential and may be as low as 50% residential as further depicted on page 4.

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

Residential Land Use Categories		Residential Unit Types			
Categories expressed in dwelling units per acre (du/ac)	Number of Units	Unit Type	Number of Units	Unit Size (sq. ft.)	Total Square Feet
.1 - .2 du/ac (5-10 acre lots)		Single Family Detached			
.2 - .5 du/ac (2-5 acre lots)		Townhouse			
.5 - 1 du/ac (1 - 2 acre lots)		Low-Rise Multifamily (1-4 stories)			
1 - 2 du/ac		Mid-Rise Multifamily (5-8 stories)	626	1,000	626,390
2 - 3 du/ac		High-Rise Multifamily (9+ stories)			
3 - 4 du/ac		<b>TOTAL:</b>	626	1,000	626,390
4 - 5 du/ac					
5 - 8 du/ac					
8 - 12 du/ac					
12 - 16 du/ac					
16 - 20 du/ac					
20 + du/ac**	50-60 du/ac				
** If you are proposing residential densities above 20 du/ac, you must specify a range such as 20-30 du/ac or 30 -40 du/ac.					

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

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

Open Space  
(specify uses in table)

Total Floor Area Ratio (FAR) Proposed: 1.9 Total Gross Square Feet: 1,043,983

Categories	Percent of Total FAR	Square Feet
Office	10% - 40%	104,398 - 417,593
Retail	10% - 30%	104,398 - 313,194
Institutional		
Private Recreation/Open Space		
Industrial		
Residential*	50% - 70%	521,991 - 730,788
<b>TOTAL</b>	<b>100%</b>	<b>1,043,983</b>
<i>*If residential is a component, please provide the approximate number and size of each type of dwelling unit proposed in the chart above based on the approximate square footage.</i>		

## 5. MAP OF SUBJECT PROPERTY

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

## 6. JUSTIFICATION

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

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

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

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

### PROPERTY INFORMATION TABLE

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

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

Tax Map Number	Name of Property Owner	Street Address of Parcel	Mailing Address of Owner	Parcel size in acres	Signature of owner or Certified Receipt Number
0494-01-0012A	RPAL Falls Church Merrifield II LLC	2936 Gallows Rd., Falls Church, VA 22042	2021 Spring Rd., Suite 200, Oak Brook, IL 60523	0.217	Certified Mail
0494-01-0012B	RPAL Falls Church Merrifield II LLC	2950 Gallows Rd., Falls Church, VA 22042	2021 Spring Rd., Suite 200, Oak Brook, IL 60523	7.560	Certified Mail
0494-01-0013	Fairfax Plaza E and A LLC	2960 Gallows Rd., Falls Church, VA 22042	PO Box 528, Columbia, SC 29202	4.837	Certified Mail



## SSPA JUSTIFICATION (Fairfax Plaza)

### Introduction

RPAI Falls Church Merrifield II LLC (the "RPAI") purchased the majority of the shopping center known as Fairfax Plaza in 2016. This strategically located shopping center was originally constructed in 1972 and is primarily occupied by a self-storage facility (CubeSmart) and a large discount consignment/thrift store known as Unique. The remainder of the shopping center has a Great Wall grocery store and minor retail. In total, the shopping center is 12.6 acres, of which the Owner controls 7.77 acres. By nominating the entirety of the shopping center, we will have the appropriate tools to create meaningful planning coordination within this last critical site that links the town center to Gallows Road and to the Metro, completing the final piece in the "puzzle" of creating a walkable, transit accessible core of Merrifield.

### Merrifield Planning Assumptions Have Changed Since Adoption of the Merrifield Plan

In 2001, the adoption of the Merrifield Plan established an initial vision which led to the transformation of the low-rise industrial/flex character of Merrifield into a true vibrant mixed-use community – most obviously with the high-end mixed-use project known as the Mosaic (which abuts the site to the west) and the Uniwest residential building (which abuts the site to the north). However, beyond just those successes, there have also been several critical changes to the circumstances and assumption which went into this initial plan, specifically:

- **Inova Investment in the former Mobil Oil Headquarters.** Most importantly, Inova has purchased the former Mobil Oil Headquarters site, directly south of the site, and has committed to creating a signature medical research facility. This will logistically drive demand for new research, office and amenities. The nomination property is the obvious place to meet that demand.
- **HOT Lanes.** As importantly, the underlying transportation assumptions have evolved with the installation of the I-495 (and soon to be I-66) HOT Lanes. This significantly increased transportation capacity and created more and varied transportation options for the area.
- **Success of TOD/TDM result in demonstrated reduced traffic generation.** In a posture of caution, the Merrifield Plan assumed very low levels of transit usages and TDM measures. However, as redevelopment occurred, the actual measured traffic generated has been significantly below those cautious assumptions – largely due to successful implementation the proffered TDM plans associated with that redevelopment. This is due to the walkable pedestrian network established by the Plan and proximity of the Dunn Loring Metro to the shopping center.
- **Consistency with other successful mixed-use areas.** As has been demonstrated with the success of Mosaic and in many other areas of the County, a central location proximate to Metro with a focus on creating a walkable environment is critical to creating a sense of place. That has been achieved elsewhere in the County, with higher densities that are ultimately focused on creating a community and sense of place. This proposed nomination is the natural evolution of that recent history and experience.
- **Real-world topographical challenges.** The current Comprehensive Plan shows an important link in the street grid between the Mosaic and Gallows Road. While the nominator acknowledges the importance of this link, the "line on the map" in the Plan ignores the very real and practical challenges with creating this link due to the significant grade changes between Mosaic and Gallows Road. The site itself sits in a bowl and will require increased additional engineering to provide this link. This additional infrastructure cost was not anticipated at the time of adoption of the current Plan and necessitates additional review to ensure it can be delivered.
- **Significantly changed retail market.** The overall retail market has accelerated to shift away from selling "goods" due to online competition toward creating a sense of place oriented around services and experiences. The existing Plan language does not provide appropriate incentive to reinvest in the site to create that environment.

### Nomination Summary

Given this background, this nomination is an appropriate and incremental evolution of the current plan guidance to incentivize future development on the most important remaining redevelopment site close to both the town center, the Metro AND the future Inova facility. Our nomination balances the public policy objective

of maximizing development close to existing transit nodes while retaining “traffic neutrality” compared to the traffic analysis conducted for the 2001 Merrifield Plan.

We propose a residential/mixed-use community that will provide key amenities for the entire neighborhood and ultimately “complete” the town center between Gallows Road and Mosaic – creating a true community and street grid. The design will be pedestrian-friendly and based on principles of environmental sustainability that will complete the long-term vision of a revitalized Merrifield. The base FAR is proposed at 1.7, with an option to increase to 1.9 FAR with the appropriate TDM measures, green building and “work-force” housing commitments, and potential public/civic amenities. The potential development from such guidance would be compatible in physical form and function from the existing Mosaic and Uniwest developments, but would allow the site to still achieve the broader public goals, including delivering the high-cost extension of the street grid in the town center. We would also retain an option for a significant office component, likely for medical office, in response to the Inova investment

Also note that the current 1.2 FAR town center recommendation applies to a much larger area than just this site, and due to a variety of ownership issues and practical consolidation barriers, that 1.2 FAR will likely never be achieved for the full land-unit. This nomination instead appropriately targets the plan language to complete a critical piece of the town center that is not only strategically located, but also poised for reinvestment given the age of the property.

#### **Site Context**

Today the nomination area consists of a surface parked 70s era shopping center. The shopping center is one of the largest single tracts adjacent to the town center remaining and is less than a 15-minute walk from the Metro station. This proximity to Metro, coupled with the visibility from Gallows Road has allowed the center to be consistently occupied despite the depreciated nature of the buildings themselves.

As is common with development from this era, this site was developed as an insular, auto-oriented center with no amenities or services available to the public or larger community. The site was also not subject to modern stormwater requirements or environmental regulation related to the preservation of the Chesapeake Bay. Also, as can be expected of buildings of this vintage, they have poor energy-efficiency.

Thus, this nomination also represents an opportunity to realign the current and inappropriate Area Plan language with the County’s emerging policies in support of Chesapeake Bay Preservation, TOD, modern stormwater regulation, “green” building principles, and to enhance active recreational and amenity opportunities for the community.

#### **Conclusion**

This nomination will provide the proper planning incentive to justify reinvesting in an outdated and inefficient center, in furtherance of the community’s vision for the area and the County’s broader land use policies. At the same time, the nomination also reconciles the significant changes in circumstances since the Merrifield Plan was adopted, including the investment of Inova, the addition of HOT Lanes and the underlying transportation analysis conducted as part of the 2001 Merrifield Plan to approach “trip neutrality” for the site. This nomination is a unique opportunity to complete the vision of a revitalized Merrifield, in a manner that the community has embraced and in furtherance of the County’s sustainability and livability goals.



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

TYPE OR PRINT RESPONSES IN BLACK INK

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THIS BOX FOR STAFF USE ONLY

Date Received: \_\_\_\_\_

Date Accepted: \_\_\_\_\_

Planning District: \_\_\_\_\_

Special Area: \_\_\_\_\_

**1. NOMINATOR/AGENT INFORMATION**

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

Address: McGuireWoods LLP, 1750 Tysons Blvd, Suite 1800

Tysons, VA 22102

Nominator E-mail Address: dgill@mcguirewoods.com

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

\_\_\_\_\_

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

\_\_\_\_\_

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

\_\_\_\_\_

**2. GENERAL INFORMATION**

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

Total number of parcels nominated: 5.00

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

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

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

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

☒ Yes ☐ No

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

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

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

Merrifield Suburban Center, sub unit B2

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

Designation: 16-20 DU/AC

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

R-20



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

Residential/mixed use at 1.9 FAR

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

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

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

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

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

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

Open Space  
(specify uses in table)

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

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

## 5. MAP OF SUBJECT PROPERTY

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

## 6. JUSTIFICATION

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

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

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

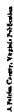
Fairfax County Planning Commission Office  
<http://www.fairfaxcounty.gov/planning/>  
 Government Center Building, Suite 330  
 12000 Government Center Parkway  
 Fairfax, Virginia 22035-5505

### PROPERTY INFORMATION TABLE

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

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



*Synonym:* *Thalassidroma* Wetmore 1970.

## GENERAL NOTES

NAME: \_\_\_\_\_

[illegible]

Copy

39-3	39-4	40-3
49-1	49-2	50-1
49-3	49-4	50-3

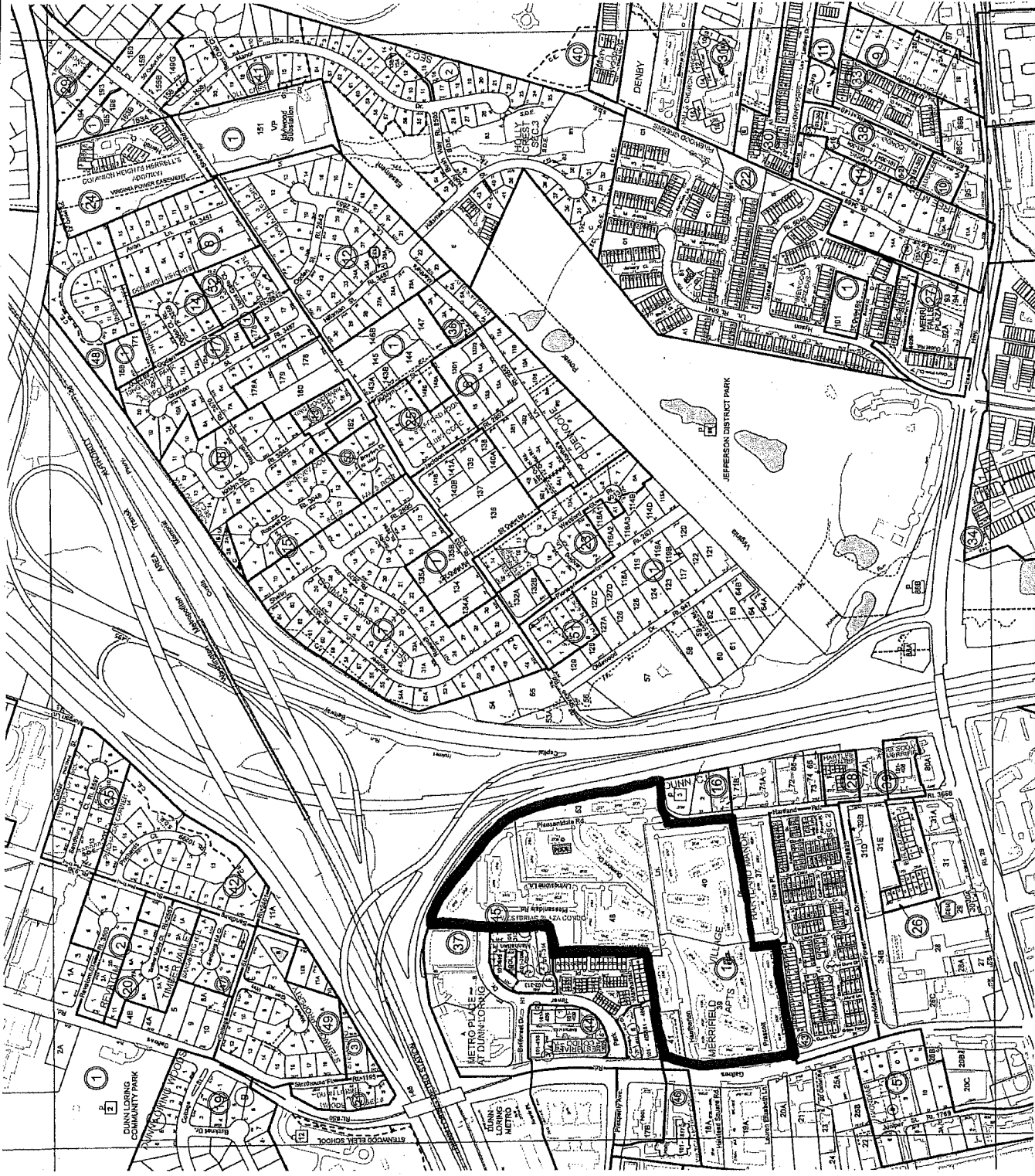
## SHEET INDEX

49-2

Revised to : 08 - 14 - 20

DEPARTMENT OF INFORMATION TECHNOLOGY  
GIL and Mapping, Kansas Perish  
2200 Westover Street Parkway, Suite 100  
Fayette, Virginia 23761-1110  
(703) 524-2712  
FAX: (703) 524-2657  
E-mail: gil@perry.com

THE COUNTY OF FAIRFAX

[illegible]

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

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### Statement of Justification

#### I. Introduction

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

#### II. Site Context

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

#### III. 2001 Merrifield Plan

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

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

#### IV. Design Considerations

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

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

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

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

#### V. Conclusion

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



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

TYPE OR PRINT RESPONSES IN BLACK INK

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

THIS BOX FOR STAFF USE ONLY

Date Received: \_\_\_\_\_

Date Accepted: \_\_\_\_\_

Planning District: \_\_\_\_\_

Special Area: \_\_\_\_\_

**1. NOMINATOR/AGENT INFORMATION**

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

Address: 1750 Tysons Blvd., Suite 1800, Tysons, VA 22102

Nominator E-mail Address: dgill@mcguirewoods.com

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

\_\_\_\_\_

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

\_\_\_\_\_

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

\_\_\_\_\_

**2. GENERAL INFORMATION**

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

Total number of parcels nominated: 2.00

Total aggregate size of all nominated parcels (in acres and square feet): 2.526 acres 110,032 sq. ft.

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

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

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

☒ Yes ☐ No

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

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

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

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

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

Merrifield Suburban Center, Land Unit C-7

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

Designation: Mixed uses

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

I-5



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

Mixed Use

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

Development generally consistent with the plan recommendations for Option 2 under sub-unit C4. Mixed-use or residential up to 1.35 FAR. Height limit of 115 feet or up to 135 feet with structured parking below the building. Specific figures below show only residential option, but mixed use with retail and or office should also be considered as options.

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

Residential Land Use Categories		Residential Unit Types			
Categories expressed in dwelling units per acre (du/ac)	Number of Units	Unit Type	Number of Units	Unit Size (sq. ft.)	Total Square Feet
.1 - .2 du/ac (5-10 acre lots)		Single Family Detached			
.2 - .5 du/ac (2-5 acre lots)		Townhouse			
.5 - 1 du/ac (1 - 2 acre lots)		Low-Rise Multifamily (1-4 stories)			
1 - 2 du/ac		Mid-Rise Multifamily (5-8 stories)	148	1,000	148,543
2 - 3 du/ac		High-Rise Multifamily (9+ stories)			
3 - 4 du/ac		<b>TOTAL:</b>	148		148,543
4 - 5 du/ac					
5 - 8 du/ac					
8 - 12 du/ac					
12 - 16 du/ac					
16 - 20 du/ac					
20 + du/ac**	60-70				

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

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

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

Open Space  
(specify uses in table)

Total Floor Area Ratio (FAR) Proposed: 1.35 Total Gross Square Feet: 148,543

Categories	Percent of Total FAR	Square Feet
Office		
Retail		
Institutional		
Private Recreation/Open Space		
Industrial		
Residential*	100	148,543
<b>TOTAL</b>	<b>100%</b>	<b>148,543</b>

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

## 5. MAP OF SUBJECT PROPERTY

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

## 6. JUSTIFICATION

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

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

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

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

### PROPERTY INFORMATION TABLE

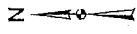
All subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part 1 of this application. If you are required to notify more than one property owner, you must provide all the information requested below.

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

Tax Map Number	Name of Property Owner	Street Address of Parcel	Mailing Address of Owner	Parcel size in acres	Signature of owner or Certified Receipt Number
0491-13-0001	Venture Associates, 77-8 Partnership	2832 Dorr Ave	60 West St. Suite 204 C/O Paragon Commercial Prop Mgmt LLC, Annapolis, MD 21401	1.518	Certified Mail.
0491-13-0029	Floyd G William et al.	2817 Dorr Ave	60 West St. Suite 204 C/O Paragon Commercial Prop Mgmt LLC, Annapolis, MD 21401	1.008	Certified Mail.
Additional Notification Letters Sent by Client Request					
0491-13-0001	Venture Associates 77-8 Limited Partnership	2832 Dorr Ave	C/O Walter Floyd, 2525 Ridgmar Blvd., Suite 334, Fort Worth, TX 76116		Certified Mail
0491-13-0029	Venture Associates 71-2 Limited Partnership	2817 Dorr Ave	C/O Walter Floyd, 2525 Ridgmar Blvd., Suite 334, Fort Worth, TX 76116		Certified Mail



A Public Utility, Village of Fairport

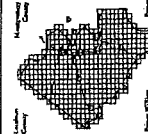


Scale: 1" = 100'  
1" = 100'  
1" = 100'

### GENERAL NOTES

1. The map is a reproduction of the original map and is not to be used for legal purposes.

2. The map is a reproduction of the original map and is not to be used for legal purposes.



### ADMINISTRATIVE INDEX

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48-4	49-3	49-4

### SHEET INDEX

CADASTRAL MAP

49-1

Revised to: 10-30-2017

Prepared by:  
City of Fairport, New York  
Planning Department  
100 North Main Street, 3rd Floor  
Fairport, NY 11731  
Phone: 607/325-1234  
Fax: 607/325-1235

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File No. 2017-001



### Statement of Justification

#### I. Introduction

Venture Associates and William Floyd (the "Owner") purchased their properties in 1978 and 1971, respectively. Merrifield has changed considerably in the subsequent four decades. Perhaps the most significant change during this time was the opening of the Dunn Loring Metro Station in 1986. This critical transportation asset is a 15 minute walk from the furthest property included in this nomination, but the properties' current build as warehouse, and the comprehensive plan's current guidance for the same, do not make best use of the properties' location. Amendment of the Comprehensive Plan language to provide these properties an option for residential, mixed-use development will further both the Merrifield Suburban Center's planning objectives and County-wide policy plan objectives.

#### II. Site Context

The property included in this nomination consists of two parcels totaling 2.526 acres. The properties are developed with low-intensity warehouse uses. The parcel closest to the metro, Tax Map Parcel 0491-13-0029, is 0.51 miles away from the Dunn Loring metro station. When originally developed, the sites were not subject to modern stormwater requirements or environmental regulation related to the preservation of the Chesapeake Bay. Also, as can be expected of buildings of this vintage, there is little energy-efficiency, meaning this nomination represents an opportunity to bring the Property in line with the County's policies in support of Chesapeake Bay Preservation, TOD, modern stormwater regulation, "green" building principles, and active recreational and amenity opportunities for the community. Furthermore, the development of the nearby town center has created greater demand for residential uses and greater opportunity for an engaging pedestrian environment than existed when the original plan language for these properties was adopted.

#### III. Proposed Development

Our nomination proposes an option for residential, mixed use development with additional retail and/or office uses up to a 1.35 FAR. Implementation of this option will further several goals of the Comprehensive Plan as further outlined below. In addition, removal of the existing warehouse uses will remove freight trucks from the roads in this area, allow these properties to engage the streetscape and pedestrians, and intensify the impact redevelopment will have in transforming the space into a pedestrian-friendly, transit-oriented environment.

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

The mixed-use nature of the proposal is also a key element to creating both a sustainable development and a true TOD. Consistent with TOD Policy 4, Mix of Uses, the additional uses will provide more opportunities for people to live, work and shop without having to get into their cars. The proposed office and/or retail uses will balance the activity within the site and spread the peak hours over a longer period of time. Furthermore, this mixed-use, pedestrian friendly development will promote several Merrifield Suburban Center planning objectives, including:

- 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.
- 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.
- 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.
- 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.

#### IV. Conclusion

This nomination will provide the proper planning incentive to justify reinvesting in an outdated and inefficient complex, in furtherance of the Merrifield Suburban Center planning objectives and the County's broader land use policies. Redevelopment will promote both environmental and housing objectives while further transforming the Merrifield Suburban Center into a pedestrian-friendly, transit oriented community.



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

TYPE OR PRINT RESPONSES IN BLACK INK

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

THIS BOX FOR STAFF USE ONLY

Date Received: \_\_\_\_\_

Date Accepted: \_\_\_\_\_

Planning District: \_\_\_\_\_

Special Area: \_\_\_\_\_

**1. NOMINATOR/AGENT INFORMATION**

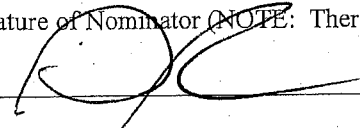
Name: Greg Riegler Daytime Phone: 703 712 5360

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

Tysons, VA 22102

Nominator E-mail Address: griegler@mcguirewoods.com

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



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

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

**2. GENERAL INFORMATION**

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

Total number of parcels nominated: 1.00

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

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

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

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

☒ Yes ☐ No

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

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

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

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

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

Tysons Urban Center, North Central, Subarea 1

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

Designation: Office

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

C-3



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

mixed use

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

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

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

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

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

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

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

Open Space  
(specify uses in table)

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

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

## 5. MAP OF SUBJECT PROPERTY

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

## 6. JUSTIFICATION

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

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

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

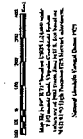
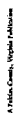
Fairfax County Planning Commission Office  
<http://www.fairfaxcounty.gov/planning/>  
 Government Center Building, Suite 330  
 12000 Government Center Parkway  
 Fairfax, Virginia 22035-5505

### PROPERTY INFORMATION TABLE

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

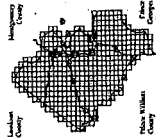
**IMPORTANT NOTE:** Any nomination submitted without originals or copies of all the postmarked certified mail recipient(s) and copies of each notification letter and map will not be accepted.

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



## GENERAL NOTES

**Abstract.** CLASSIFICATION

[illegible]

## ADMINISTRATIVE INDEX

20-3	20-4	21-3
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29-3	29-4	30-3

**QUESTIONS:**

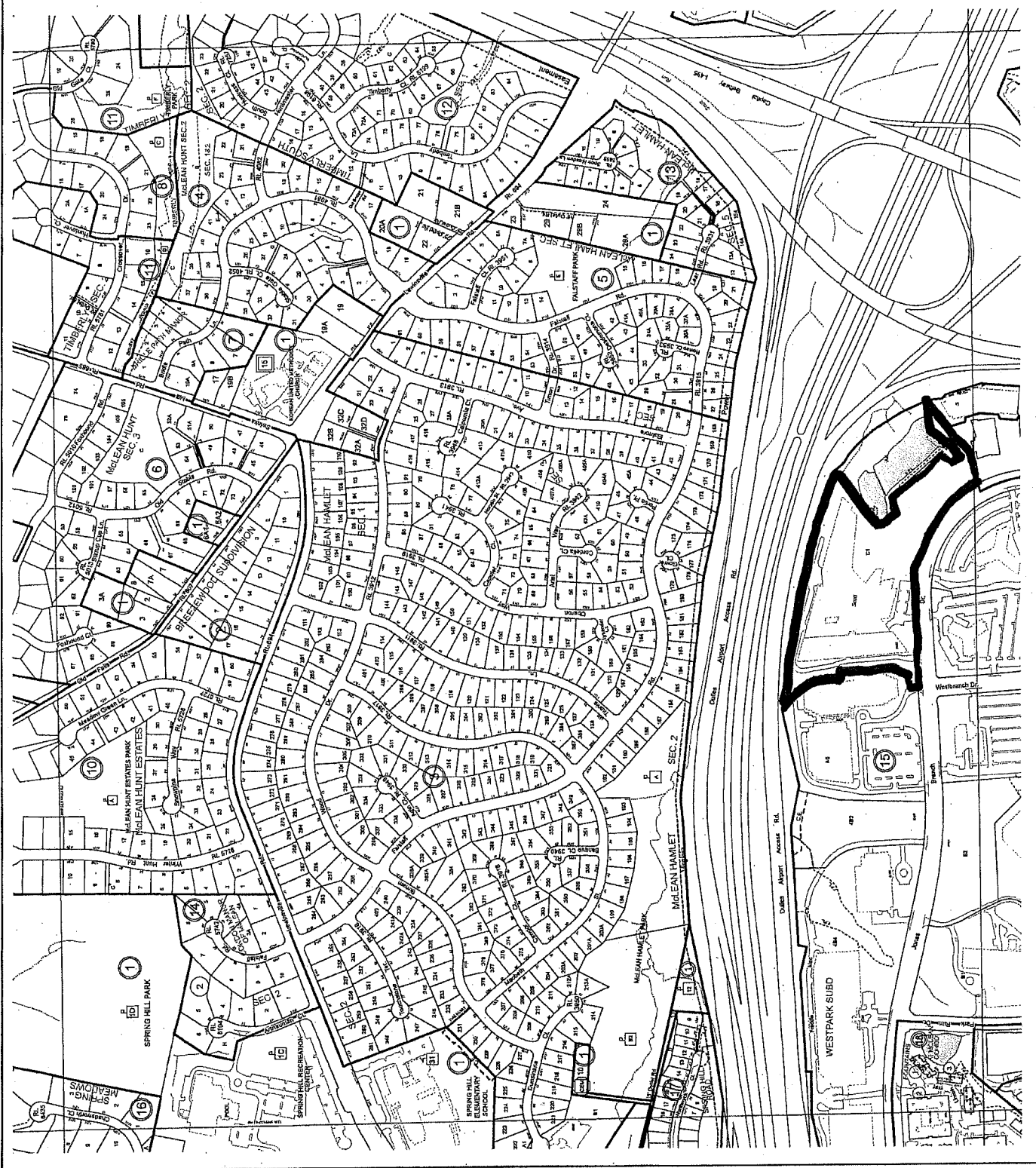
## CADASTRAL MAP

29-2

Revised to: 01-01-2017

Prepared by:  
ON PARTICIPANT OPTIMIZATION TECHNOLOGY  
UW and Mapping Systems Branch  
2270E University Avenue Parkway, Suite 113  
Fargo, ND 58102-1000  
(701) 234-2712  
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E-mail: jacob@opticonomy.com

STAFF OF THE SENATE



### Executive Summary

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

### Proposed Comprehensive Plan Change

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

### Context

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

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

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

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

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



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

TYPE OR PRINT RESPONSES IN BLACK INK

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

THIS BOX FOR STAFF USE ONLY

Date Received: \_\_\_\_\_

Date Accepted: \_\_\_\_\_

Planning District: \_\_\_\_\_

Special Area: \_\_\_\_\_

**1. NOMINATOR/AGENT INFORMATION**

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

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

Nominator E-mail Address: dgill@mcguirewoods.com

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

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

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

**2. GENERAL INFORMATION**

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

Total number of parcels nominated: 2.00

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

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

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

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

☒ Yes ☐ No

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

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

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

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

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

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

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

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

Designation: Retail and Other Commercial Uses

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

PDH-3 and C-5



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

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

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

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

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

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

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

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

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

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

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

## 5. MAP OF SUBJECT PROPERTY

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

## 6. JUSTIFICATION

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

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

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

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

### PROPERTY INFORMATION TABLE

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

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

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



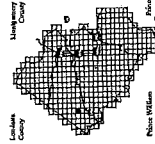
May 6th to 10<sup>th</sup> 1973 based on USGS 1:41,000 scale 1:25,000 scale Quad, Virginia Commonwealth University set of 1961 Virginia 2 mi. x 2.5 mi. grid and on USGS 1:250,000 scale 1973 National Geographic Map of Virginia.

## GENERAL NOTES

100

FINANCIAL


The use of development of the property as a private residential development and the use of the property as a public residential development are both permitted by the zoning ordinance. The use of the property as a public residential development is not permitted by the zoning ordinance. The use of the property as a public residential development is not permitted by the zoning ordinance. The use of the property as a public residential development is not permitted by the zoning ordinance.

[illegible]

London.

Prince William Prince of Wales

ADMINISTRATIVE INDEX

	43-2	44-1	44-2
	43-4		44-4
	53-2	54-1	54-2

## SHEET INDEX

## THE ORDER OF THE DAY

PROPERTY MAP  
TOWNSHIP

Revised to: 10-10-2017

**Prepared by:**

DEPARTMENT OF INFORMATION TECHNOLOGY  
OIS and Mapping Services Branch  
15000 Government Center Parkway, Suite 117  
Ft. Worth, Virginia 22151-2626  
(703) 324-2022  
FAX: (703) 324-3971  
E-mail: gis help@the.fortworth.gov

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FILED OCT 20 11 01 0



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See (44-4)(1-3)

## **Proposed Inclusion in Dulles Suburban Center and Request Comprehensive Plan Language Land Unit J (Sully Station Shopping Center)**

**January 4, 2018 (Revised)**

### Location

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

### Existing Comprehensive Plan Language

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

### Background

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

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

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

### Request

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

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

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

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

#### Justification

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

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

78849429\_2.docx

## Amin, Homaira

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

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

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

**David R. Gill**

T: +1 703 712 5039

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

Good morning David,

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

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

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

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**Bernard S Suchicital**

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