



PROPOSED COMPREHENSIVE PLAN AMENDMENT ADDENDUM

ITEM: SSPA 2018-1-1MS

Original Staff Report Published August 22, 2019

Date of Addendum: September 10, 2019

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

SUPERVISOR DISTRICT: Providence

PLANNING AREA: Area I

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

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

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

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

PLANNING COMMISSION PUBLIC HEARING:

Wednesday, September 11, 2019 @ 7:30 PM

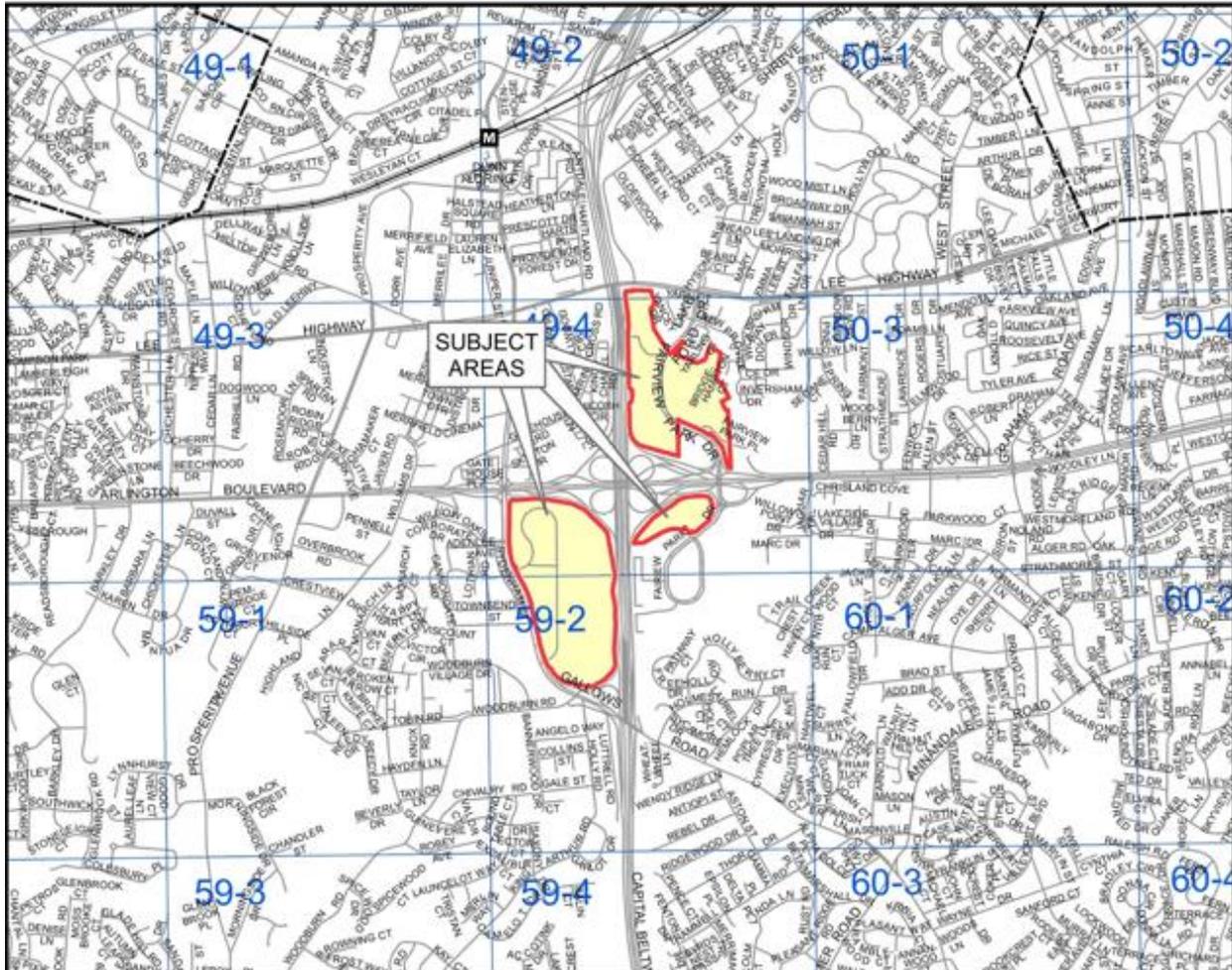
BOARD OF SUPERVISORS PUBLIC HEARING:

Tuesday, September 24, 2019 @ 5:00 PM

PLANNING STAFF DOES RECOMMEND THIS ITEM FOR PLAN AMENDMENT



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



3000 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
SSPA 2018-1-1MS Merrifield Suburban Center Study



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SITE-SPECIFIC PLAN AMENDMENT 2018-I-1MS STAFF REPORT ADDENDUM

September 10, 2019

DISCUSSION

This addendum supplements the staff report for Site-Specific Plan Amendment 2018-I-1MS (Merrifield Suburban Center) published on August 22, 2019. As described in the staff report, the Merrifield Suburban Center Task Force was still reviewing the proposed amendment as of the publication date. On September 3, 2019, the Task Force voted to support the proposed amendment with several changes, which are summarized below. Staff concurs with the majority of the changes, with one outstanding issue related to the development potential of the Sub-Unit II/Fairview Park North proposal and associated amenities, noted in **bold**. The Task Force Statement of Conclusions is attached in Attachment I, and the Task Force and Staff Markup of the Proposed Comprehensive Plan recommendations is attached as Attachment II.

The task force also requested that staff consider a recommendation for a potential new roadway connection to parallel Fairview Park Drive, between Lee Highway and Arlington Boulevard, in the Fairview Park North subject area. Staff evaluated this request following the task force meeting and found significant feasibility issues with mapped Resource Protection Areas (RPA) and Dominion Virginia utility easements. The roadway would be inconsistent with the proposed plan's recommendations for tree preservation and protection of environmental resources and natural amenities. This roadway is not included within the staff and task force revisions.

SUMMARY OF TASK FORCE AND STAFF CHANGES TO PROPOSED PLAN TEXT

Line numbers referenced in the summary are associated with Attachment II. Minor editorial modifications are not referenced.

Outstanding Item between Task Force and Staff

Sub-Unit II (Fairview Park North)

1. Lines 110, 118, 173, 198-205 – The task force recommended a reduced development intensity under the mixed-use option on the Fairview Park nomination site from the staff-recommended 2.1 million square feet (comprising up to 1,060 residential units, retail uses, and the potential for new office use, in addition to the existing uses) to 1.42 million square feet (comprising up to 840 residential units and retail uses, in addition to the existing uses). The task force alternative would convert planned office use to residential use, with no increase in overall planned intensity, as described in Attachment I. **Staff proposes an alternative reduction from 2.1 million square feet to 1.75 million square feet. This reduction would support the development of residential use up to 1,060 units and retail use, in addition to the existing uses, as expressed in Attachment II, Lines 123-132, 177-178, 212-220, 241-243, and 254-255.**

Additional Text Modifications Supported by Task Force and Staff

Sub-Unit I1 (Fairview Park North)

1. Line 174 - Added reference to bird-friendly building design elements
2. Line 279 - Added recommendation that Fairview Park participate in a future Transportation Management Association.
3. Line 294, 298 – Adjusted recommendations regarding the potential improvements to the intersection of Yancey and New Providence Drives
4. Line 327 - Added new stormwater goal tying on-site retention to the peak 1-hour, 1-year storm in order to keep pace with increased rainfall volumes, while keeping a minimum retention standard of the first inch of rainfall as recommended for redevelopment in the county’s Urban Center.
5. Additional modifications clarified guidance about the maximum buildings heights (line 84), pedestrian modal emphasis at intersections (line 201), and architectural screening for parking structures (line 263).

Land Unit J (Fairview Park South)

1. Line 485-492 - Added recommendation for development on the nominated Land Unit J parcel to provide a fair share commitment towards the construction of the planned bicycle/pedestrian bridge over the Beltway, as well as language about designing the bridge to accommodate a variety of users and abilities.

Land Unit K (Inova Center for Personalized Health)

1. Line 786 – Added reference to bird-friendly building design elements
2. Line 851- Added recommendation for development to provide a fair share commitment towards the construction of the planned bicycle/pedestrian bridge over the Beltway.
6. Line 938 - Added new stormwater goal tying on-site retention to the peak 1-hour, 1-year storm in order to keep pace with increased rainfall volumes, while keeping a minimum standard of the first inch of rainfall as recommended for redevelopment in the county’s Urban Center.
3. Line 1045 - Added recommendations for additional multi-modal improvements to consider with the future campus expansion.
4. Additional modifications clarified the watershed location (line 578), the commitments to and timing of improvements to the open space, recreational spaces and parks (lines 732, 744, and 753), and examples of innovative transit solutions (line 892).

Merrifield Area-Wide Guidance

1. Modified Open Space Map to show major bicycle and pedestrian crossings and bridges, including over the Beltway to the north and south of Arlington Boulevard, and at prominent intersections, such as Gallows Road/Arlington Boulevard and Gallows Road/Lee Highway.

RECOMMENDATION

Staff recommends the Comprehensive Plan be modified as shown in the following mark-up except as noted in the text boxes. This document supersedes the staff recommendation in the staff report, dated August 22, 2019. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~strike through~~. Additional modifications since the August 22, 2019 staff report publication are shown in red font and bold font.

Merrifield Suburban Center Study Task Force

Statement of Conclusions

Sept. 10, 2019

Background

On Aug. 22, county staff transmitted a report to the Planning Commission with recommended Site Specific Plan Amendment language. At meetings on Aug. 27 and Sept. 3, the Merrifield Suburban Center Study Task Force reviewed the staff's submission and requested mark-ups on a broad range of topics. As noted in its supplemental report to the Planning Commission, staff accepted most of the Task Force changes. On Sept. 3, the Task Force voted unanimously with one abstention (15-0-1) to approve amended task force language following edits by County staff. By the conclusion of the Sept. 3 meeting, it was the shared opinion of staff and Task Force members that one area of clear difference remained.

The purpose of this Statement of Conclusions is to explain the Task Force's point of dissent, to shed light on several additional areas of continuing concern, even where we reached agreement with the staff and nominators on recommended plan language.

Dissent

The Task Force urges the Commission not to adopt the staff recommendation for 1,060 units on Fairview Park Drive and instead approve the less dense alternative of 840 units. This will keep the development at its baseline 1.4 million square feet—rather than increasing it by at least 300,000 square feet, as is being proposed. A strong Task Force majority reached this position on Aug. 27: 11 members voted for 840 units, two voted for 1,060, and two voted for no change to the current plan.

The nominator argues that higher density is needed to support top-flight amenities to make Fairview Park an 18-hour neighborhood. But this additional density raises two concerns:

- 1) The un-signalized intersections at Fairview Park Drive and Yancey/New Providence Drives currently operate below the county standard of "D" at peak travel times. Aggravating this local problem is the high percentage of through traffic at peak travel hour—58 percent in the AM peak and 42 percent in the PM peak—a problem created in part by VDOT signage that routes motorists through Fairview Park. The Task Force shares the neighborhood's concerns that adding an estimated 2,800 or more residents and employees will make it unacceptably difficult and unsafe for Lakeford residents to leave their communities. The New Providence/Fairview Park Drive intersection is the only access and egress point for the Lakeford community.
- 2) The Task Force also shares the concerns of neighbors that an 18-hour retail and residential center, as envisioned by the nominator, is inconsistent with the rhythms of Fairview Park North under the existing Comprehensive Plan. If office buildings had been constructed as intended, residential neighbors could reasonably have expected quiet evenings when the workday ended. Therefore, the

nominator's desired level of amenities and 18-hour vision might materially change Fairview Park's character. For this reason, many Task Force members found the nominator's full array of planned amenities to be a mixed blessing.

The Task Force accepted the nominator's argument that the current plan is outdated and unsustainable. Further, the Task Force took seriously the nominator's need to find an economically viable path forward, and agreed to some residential buildings in place of previously approved office towers.

The Task Force alternative maintains but does not expand current levels of planned density in Fairview Park. It is the Task Force's belief that its mark-up offers a reasoned balance that moderates traffic overloads, while materially improving the status quo. Compared with the staff proposal, 840 units would reduce the number of residents and car trips. At the same time, the Task Force readily adopted edits suggested by the nominator that would lower development costs by making several amenities optional, and not mandatory, under the 840-unit scenario.

Finally, although 1,060 units is the nominator's preferred alternative, the nominator affirmed during the Sept. 3 meeting that the 840-unit option is economically viable and will create an attractive community.

For these reasons, the Task Force finds that the lower-density alternative represents a better balance between needs identified by the nominator and local residents. The Task Force respectfully requests that the Planning Commission choose 840 units instead of the higher-density, 1,060-unit alternative.

Other Task Force Concerns and Recommendations

- 1) The Task Force is deeply concerned about the lack of traffic capacity, including multi-modal transportation options, in and around the two sites. To address these concerns, the Task Force recommends the following:
 - a) That as development progresses within the Merrifield Suburban Center and surrounding areas, the county continually reevaluate traffic changes, using the resulting new understanding to ensure that police and emergency vehicles can effectively get to their destinations. These ongoing analyses should pay special attention to Inova Hospital and its need for efficient, unobstructed ambulance service.
 - b) That the county work with applicants to form a Transportation Management Association with broad community and stakeholder participation. This could include Fairview Park-area homeowner association representatives, apartment communities such as the Amberleigh residents near Inova, the Providence District Council, the Greater Merrifield Business Association, and others, to develop with Fairfax County a reliable shuttle or other workable transit system. This suggestion is consistent with plan amendment language, but the Task Force wishes to stress the urgency of making this element of the planning vision a reality as expeditiously as possible.
 - c) The Task Force believes that several transportation projects and strategies are critical to mobility and connectivity in the Merrifield Suburban Center. While these projects cannot be funded solely by Fairfax, the Task Force urges the County not to wait for years of

construction to unfold. Rather, we urge the County to begin efforts now to identify and secure funding for design and construction of the following transportation improvements:

- .i. Removal of the I-495 Outer loop weave/merge between Route 50 and Gallows Road and completion of the auxiliary lane between Gallows Road and Little River Turnpike on the I-495 Outer Loop. These projects are in the plan, as a condition of expanding ICPH from 0.7 to 1.0 FAR, but they address dysfunctions that already are critical. The Task Force recommends that the county treat these projects as already urgent and begin efforts to identify funding even as the initial phase of ICPH proceeds.
 - .ii. Similarly, the Task Force believes construction of a bicycle/pedestrian bridge over the Beltway, connecting ICPH and Fairview Park South, is urgently needed. This would connect a currently severed trail system and increase public access to ICPH (including its wooded acreage). The Task Force urges all parties, including the nominators, Fairfax County, FHWA, and VDOT, to explore ways of expediting funding for, and construction of, this project. The Task Force felt this project must not remain on a planning map for decades, and should be built roughly at the time that the braided ramp is constructed.
- 2) The Task Force supports additional language so that stormwater standards will keep pace with weather events associated with climate change. Although the Tysons stormwater standard has been hailed as the “gold standard,” it is backward-looking and fixed to a set level of 1 inch of water retention, which could become outdated as climate change continues. Staff adopted a forward-looking approach suggested by the Task Force and accepted the Task Force's recommendation that the goal should be to retain the 1-hour, 1-year storm. The mark-up would escalate stormwater standards as new options emerge, and/or as storm incidents worsen. The Task Force applauds the staff's openness to this approach and urges the Planning Commission to adopt it.
- 3) The Task Force unanimously believes that permanent preservation of more than 50 acres of publicly accessible, mostly wooded open space is an essential feature of the ICPH site. The Task Force also strongly believes that 1.0 is the maximum appropriate FAR for ICPH. Both elements are essential not just for the Inova site, but for the Merrifield Suburban Center plan and for Fairfax as a whole.

Because staff, the nominator, and the Task Force ultimately agreed to the plan amendment language on these issues, it would not be obvious how much discussion and attention these issues engendered. The final language articulates an appropriate long-term vision for ICPH. The Task Force on multiple occasions made clear that it opposed the idea of the wooded acreage being viewed as a temporary way station, and rejected any notion that the woods should be developed in the future.

For this reason, the Task Force urges the Planning Commission to preserve all language related to the 1.0 maximum FAR and preservation of the wooded acres at ICPH. We further urge the Commission, during the zoning phase, to closely adhere to language calling for renewal and restoration spaces in the wooded acreage that directly support Inova's wellness mission. Further, every effort should be made to invite the general public into this space, through signage, trail entries and other tools.

- 4) Similarly, the Task Force strongly supports language eliminating development on the Peninsula in Fairview Park. This decision, based on concerns about environment, flood safety, aesthetics, and building on fill, was nearly unanimous, and followed intense discussion and close study. Only one Task Force member supported the nominator’s proposal for residential units on the Peninsula. The nominator eventually accepted the language in the Aug. 22 staff report, and we strongly urge the Commission to protect the Peninsula from future construction.

Conclusion

The Task Force met for a year, and its efforts were supported by the tireless work of County Staff, and the support of Supervisor Smyth and Commissioner Niedzielski-Eichner. Further, even when differences arose, the nominators and staff remained open to Task Force suggestions, and worked diligently to make adjustments. The fact that very few points of contention remain is a credit to all involved.

On the key issues, the Task Force ultimately supported some version of each nomination, but these were not easy votes for most members. The large majority of the Task Force remains deeply concerned with congestion and lack of transportation alternatives in the Merrifield Suburban Center. We take note that significant development proposals are under way in other areas along Route 50 that will add to what the Traffic staff labels as “background” traffic. Although the Traffic staff performed heroic measures to enable Gallows Road to absorb new ICPH vehicle trips, most Task Force members believe the road network in and around Merrifield is close to maxed out, and we are worried that the remedies simply won’t keep pace with future growth.

Throughout our study, similar concerns about the most basic services—schools, parks, and transportation—shadowed our reflection and debates. In the end, a research and innovation center at ICPH was overwhelmingly seen as a positive vision for Fairfax. And all but two Task Force members agreed that change was necessary for Fairview Park.

A large number of Task Force members believe the Merrifield Suburban Center is in danger of choking on its own success, and negatively affecting existing, established neighborhoods that are in the crosshairs of increased density. Further, many believe that the County should view new land use proposals in central Fairfax more cautiously, not in isolation but against a background of collective overdevelopment. At some point, possibly very soon, good projects may need to be rejected or scaled back simply because the infrastructure no longer can be bent to accommodate “just one more” increase in density.

On behalf of the Task Force, I present this Statement of Conclusions to the Planning Commission, along with our marked-up plan amendment language. We are happy to assist the Commission in its review any way we can.

Charles Hall

Chair, Merrifield Suburban Center Task Force

**MERRIFIELD SUBURBAN CENTER – LAND UNITS I, J, AND K
TASK FORCE AND STAFF PROPOSED MODIFICATIONS**

September 10, 2019

This document represents the task force recommendation for SSPA 2018-I-1MS. Strike-through text represents deletions and underlined text represents insertions into the adopted Comprehensive Plan for Merrifield Suburban Center, Land Unit I, J, and K guidance as shown in the staff recommendation shown in the SSPA 2018-I-1MS staff report dated August 22, 2019. Additional modifications in red font represent additional changes approved by the task force on September 3, 2019. Staff concurs with these recommendations unless an alternative is provided in a text box.

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2 **MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield Suburban
3 Center, as amended through July 31, 2018, Recommendations, Land Use, pages 91-
4 98:
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6 **“LAND UNIT I**

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8 Land Unit I, consisting of three sub-units, is comprised of approximately 186 acres and is located
9 east of I-495, bounded by Lee Highway and Arlington Boulevard (see Figure 28). Existing
10 development consists of residential use in the northern and eastern portion, office and industrial
11 uses in the southern portion and undeveloped land and office in the western portion, abutting I-
12 495. This land unit includes the Holmes Run Environmental Quality Corridor (EQC) which is
13 preserved as permanent private open space.
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15 This land unit’s developed portions are envisioned to remain in their current uses, with the
16 undeveloped portion to infill primarily with office or mixed-use development designed to
17 strengthen the sense of community within the land unit~~buildings~~. Major road improvements such
18 as the construction of Fairview Park Drive, interchanges with Arlington Boulevard and I-495, and
19 intersection improvements at Lee Highway and Arlington Boulevard were completed with the first
20 phase of development within this ~~Land u~~Unit.
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22 Guidance for evaluating development proposals is provided in the Area-Wide Recommendations
23 under the Land Use, Urban Design, Transportation, and Public Facilities/Infrastructure sections,
24 as well as in the following specific sub-unit recommendations.
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Sub-Unit I1

Sub-Unit I1, which is bounded by Fairview Lake on the east and I-495 on the west, is characterized by substantial mature tree stands within and outside of the EQC area. The sub-unit is planned and approved for as an office park with use and support retail uses at the baseline level. The office component is limited to 1.7 million square feet. The retail and accessory uses are limited to 50,000 square feet. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section and any new construction should address the following guidance:

- The retail and accessory uses, such as day care, restaurant, and service uses, may be integrated within the office buildings, or a portion of the retail and accessory uses could be developed as a small retail center. The retail center should be located adjacent to the western side of Fairview Lake between the lake and Fairview Park Drive and should have a minimum of 25,000 square feet. If a retail center is developed, institutional uses are encouraged to be located in this center. Drive-through uses that are low traffic generators, such as financial institutions and drug stores, may be considered provided that the drive-through facility is integrated within a multi-tenant building and is designed in a manner that does not impact pedestrian access. Other drive-through uses are inappropriate.
- If institutional/governmental uses are incorporated into the development, additional intensity may be appropriate if the institutional/governmental use generates no more peak-hour traffic than the planned office development and if development is consistent with the Area-Wide guidance.
- Office buildings should provide structured parking in order to preserve the maximum amount of undisturbed open space. Any surface parking should be buffered through berms and/or landscaping.
- A trail circulation system should be constructed through the office park.
- The area immediately adjacent to Sub-unit I2 is part of the Holmes Run EQC and Fairview Lake, which should remain as permanent private open space.
- Building heights are envisioned to decrease toward the northern and eastern edges of the sub-unit to provide a transition to the nearby developed residential neighborhoods. Heights should be no more than 7 to 8 stories or 130 feet for the area adjacent to the western side of Fairview Lake and the Holmes Run EQC. In the remainder of the sub-unit, the maximum building height is 15 stories or 180 feet. If a retail center is located adjacent to the west side of Fairview Lake, office buildings located in the southwestern portion of this sub-unit, between I-495, Fairview Park Drive and Arlington Boulevard, may be considered for a height ~~increase~~ of up to 18 stories or approximately 230 feet provided that the parking is an integral part of the office development and additional open space above the current approved development plan is provided. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

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 90 Mixed-Use Option: As an alternative to the baseline plan, Tax Map Parcels 49-4 ((1)) 73, 73A1,
 91 73A2, 74A, and 74B are envisioned to develop as an economically and environmentally
 92 sustainable mixed-use neighborhood that complements the adjacent office buildings and
 93 townhouse and multifamily communities, honors the natural setting, promotes healthy lifestyles
 94 and positive social interactions, and respects the surrounding residential communities through
 95 appropriate transitions in use, scale and buffering. This option infills the existing development
 96 pattern with new, architecturally distinctive buildings in a park-like setting that integrate with, and
 97 respond to, natural features in form, orientation, and materials. The site design **shouldis expected**
 98 **to** provide an interconnected network of paths and bridges into a new neighborhood main street
 99 and central plaza. Walking and biking to daily activities and optimizing relationships to the area's
 100 natural assets (Fairview Lake, Holmes Run Stream Valley, and the additional wooded areas) are
 101 central to this vision. Development under the Mixed-Use Option is recommended only if neither
 102 the previously approved office building nor the retail center recommended under the baseline plan
 103 on Tax Map Parcel 49-4((1))74B **areis** constructed.

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

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 108 Land Use:

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 110 • Development under the Mixed-Use Option should not exceed **a total of approximately 2.11.42**
 111 million square feet to include a mixture of multifamily residential, office, support retail and
 112 service uses, and cultural and recreational amenities.
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 114 • Existing office development located on Parcel 73A2 and 74A should remain as a non-
 115 residential use.
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 117 • The new residential component should consist of multifamily residential uses and should not
 118 exceed **1,060840** units, inclusive of affordable housing and bonus density per the county's
 119 affordable dwelling unit program and workforce housing policy.

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 121 *As an alternative to the previous three bullets, staff recommends the following language:*
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- 123 • Development under the Mixed-Use Option should not exceed **a total of approximately**
 124 **2.11.75** million square feet to include a mixture of multifamily residential, office, support retail
 125 and service uses, and cultural and recreational amenities.
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 127 • Existing office development located on Parcel 73A2 and 74A should remain as a non-
 128 residential use.
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 130 • The new residential component should consist of multifamily residential uses and should not
 131 exceed 1,060 units, inclusive of affordable housing and bonus density per the county's
 132 affordable dwelling unit program and workforce housing policy.

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- 134 • Non-residential uses should comprise no less than 40% of the total square feet of development
 135 within the sub-unit.
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- 137 • Community-serving retail and service uses ~~are expected to should~~ comprise approximately
 138 5% (up to approximately 90,000 SF) of the total development's square footage. These uses are
 139 envisioned as an essential place-making element of the development, particularly in the
 140 creation of a pedestrian-oriented "main street" central plaza, which would serve as a lively
 141 community gathering place located in the southwest portion of the sub-unit between I-495,
 142 Arlington Boulevard, and Fairview Park Drive, as shown in the illustrative rendering (Figure
 143 298). Retail uses are envisioned to be located in the ground floor of buildings that frame a
 144 central plaza, activating the plaza with storefronts and amenities such as outdoor café areas.
 145 As an essential amenity for the development, the central plaza is expected to be constructed in
 146 the initial phase of the new development, prior to the construction of development elsewhere
 147 within the sub-unit. Retail and service uses may include such uses as health clubs, day care
 148 and food services, as recommended in the Merrifield Suburban Center Alternative Use
 149 Guidelines. Drive-through uses, as well as standalone retail uses not otherwise connected with
 150 other uses or site amenities, are not appropriate.

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152 **Figure 298. Sub-Unit I1 Mixed Use Option - Illustrative Rendering**

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



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- 158 • Tax Map Parcel 49-4((1))74B comprises a man-made peninsula of land east of Fairview Park
 159 Drive and west of Fairview Lake that was created with the construction of Fairview Lake.

160 Under the Mixed-Use Option, neither the approved office building in this area nor the planned
 161 retail center is appropriate as they are not consistent with Objective 9 of the Environment
 162 section of the Policy Plan. Under this option, the area is planned for permanent, passive open
 163 space and may be counted towards meeting meet the Open Space and Pedestrian System
 164 Guidelines and the countywide Urban Parks Framework, depending on the design and
 165 programming. Tree Preservation as described in the subsequent guidance for the sub-unit is
 166 expected. Trails are expected to be generally located outside of the Resource Protection Area
 167 (RPA).

168 Design and Connectivity:

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- 170 • Development proposals should demonstrate high quality in terms of site and building design,
 171 architecture, materials, and urban park spaces, referencing the iconic office buildings and
 172 natural features of Fairview Park, and emphasizing the pedestrian experience. Building design
 173 should utilize architectural variation **and**, sculptural elements, ~~and public art~~ that contribute
 174 to the pedestrian experience **and should provide bird-friendly elements consistent with the**
 175 **countywide Urban Design Guidelines Volume 1 (countywide UDG).**

177 *Staff recommends retaining the reference to “public art” in the preceding paragraph as it is*
 178 *an amenity that is associated with the staff-recommended maximum of 1,060 residential units.*

- 180 • The siting and design of buildings should engage the natural setting through such features as
 181 natural materials, building orientation, and breaks within the building massing. Building
 182 heights are envisioned to decrease toward the northern and eastern edges of the sub-unit.
 183 Heights of five stories and greater have the design flexibility necessary for integrating with the
 184 natural environment and providing a scale of development compatible with the existing office
 185 park setting. The maximum building height for new buildings is 15 stories or 180 feet, with
 186 the tallest buildings located near Arlington Boulevard and I-495. However, buildings located
 187 in the southwestern portion of this sub-unit, between I-495, Fairview Park Drive, and Arlington
 188 Boulevard, may be considered for a maximum height of 18 stories or 230 feet provided that
 189 the taller height does not negatively affect the form of the development. See the Building
 190 Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design
 191 section.
- 193 • A network of well-connected, usable, publicly accessible urban parks should complement the
 194 natural places to create a variety of areas for active and passive recreation at each phase of
 195 development. A central plaza on the southern portion of the sub-unit, constructed as part of the
 196 initial phase, is expected to be built as an essential element of the development program. This
 197 central plaza should be designed as a lively community gathering place with multiple outdoor
 198 activities and **which may include** an indoor, publicly accessible community space that will
 199 complement the retail and service uses that surround it. The plaza ~~may should~~ extend east of
 200 Fairview Park Drive on Parcel 49-4((1)) 74A ~~and should be designed~~ to promote pedestrian
 201 activity and ~~improve~~ public access and visibility to the lakefront. **The intersection of the**
 202 **plaza and Fairview Park Drive should place modal emphasis on pedestrians by providing**
 203 **design elements, such as signal priority, special paving, and curb extensions, to enhance**
 204 **this connection.** Retail, service, and/or cultural uses of two stories or less ~~may should~~ be
 205 located on this parcel ~~and should be if~~ well-integrated into the design.

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Staff recommends retaining the original language in the preceding paragraph (lines 196-205) related to the community space and plaza amenities. These amenities would be associated with the staff-recommended maximum of 1,060 residential units. Staff concurs with task force recommendation about the pedestrian modal emphasis, as follows:

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“This central plaza should be designed as a lively community gathering place with multiple outdoor activities and an indoor, publicly accessible community space that will complement the retail and service uses that surround it. The plaza should extend east of Fairview Park Drive on Parcel 49-4((1)) 74A and should be designed to promote pedestrian activity and improved public access and visibility to the lakefront. **The intersection of the plaza and Fairview Park Drive should place modal emphasis on pedestrians by providing design elements, such as signal priority, special paving, and curb extensions, to enhance this connection.** Retail, service, and/or cultural uses of two stories or less should be located on this parcel and should be well-integrated into the design.”

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Lighting impacts should be minimized, and shared and/or valet parking in nearby parking structures may be utilized to serve this retail area. Publicly accessible urban parks, recreational facilities, and natural spaces that are well-connected through trails and sidewalks, such as athletic fields, sports courts, outdoor fitness, and/or children’s play equipment, should be provided to create a network of places for recreation, respite, and social interaction. These spaces should meet the Open Space and Pedestrian System Guidelines and the countywide Urban Parks Framework and be designed in a manner to accommodate informal and programmed activities.

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- ~~An expansive~~ network of pedestrian trails and sidewalks should connect workers, residents, and visitors to the amenities within the sub-unit, including the central plaza, Fairview Lake, the Holmes Run Stream Valley, urban parks, and the development. Proposals are expected to provide connections to the planned pedestrian/bike bridge across I-495 to the west and enhance connections to Land Unit J south of Route 50. Consideration should be given to designing the connections with enhanced security features. Features such as naturalized landscaping, shade trees, seating areas, **public art**, and other urban park amenities can offer attractive resting places and other recreational opportunities along the trails.

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Staff recommends retaining the references to “An expansive network...” and “public art” in the preceding paragraph as they are amenities associated with the staff-recommended maximum of 1,060 residential units.

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- Development under the Mixed-Use Option is expected to provide a streetscape along Fairview Park Drive that retains the qualities of the park-like setting and creates seamless transitions between existing and new development and the natural areas. The streetscape **should-is expected to** incorporate wide landscape panels with a variety of trees and plantings between the street and sidewalk and trails. The streetscape should incorporate a variety of elements, such as meandering trails, shade trees, pocket parks, **public art**, street furniture, and natural

vistas, to provide an interesting and pleasant pedestrian experience. Tree preservation is expected to be optimized and used to create groupings of mature trees within the streetscape.

Staff recommends retaining the reference to “public art” in the preceding paragraph as it is an amenity that is associated with the staff-recommended maximum of 1,060 residential units.

- Underground parking structures are encouraged to the extent feasible as they allow for compact design that enhances opportunities for open space and for active uses on the ground and upper levels of buildings while minimizing noise and visual impacts, including those from lighting, on surrounding uses. Where underground structures are determined not to be feasible, parking structures should be integrated with an associated building through compatible façade treatment and designed to minimize noise and visual impacts. Architectural and landscape screens are encouraged on the façade of parking structures **when visible from the public realm**, including during interim conditions. Stand-alone, free-standing parking structures are discouraged. Surface parking should be limited to appropriate on-street parking locations. Existing parking lots with minor expansions may remain as development builds out and should include appropriate pedestrian connections.

Transportation:

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

- Improvements to the transit system, expanded pedestrian and bicycle networks, **participation in a future Transportation Management Association**, and **other** transportation demand management strategies are expected to be employed to reduce reliance on single occupancy vehicles while increasing mobility.
- Development proposals should provide enhancements to make trails and sidewalk facilities that are publicly accessible and encouraging for people to safely walk or bike for some or all of their daily needs. Lighting and other amenities should be provided where deemed appropriate by the county.
- New development **is expected to should** accommodate the construction of the planned I-495 pedestrian and bicycle crossing, which should be publicly accessible and located south of Lee Highway and north of Arlington Boulevard, as depicted in the county Bike Master Plan Map.
- Strategies are expected to be identified and implemented with the initial phase of development to improve the operation of the intersection of Yancey and New Providence Drives **to a level of service “D” or better**. This may include new signage and striping at the approaches to the intersection, as well as the provision of a roundabout, stop light, or another suitable device at

297 the entranceway of Parcel 74B that would improve turning movements onto and off of
 298 Fairview Park Drive, or potentially a secondary access from the Lakeford community.
 299

300 Environment:
 301

- 302 • Tree Preservation: The sub-unit is characterized by intact stands of mature tree cover on the
 303 western portion of the sub-unit, including resource protection areas (RPA) around tributaries
 304 of Holmes Run and Fairview Lake. The wooded areas of the site located within the RPA are
 305 expected to be preserved as an environmental resource and natural amenity consistent with
 306 Objective 9 of the Environmental section of the Policy Plan. Additional areas of the site to be
 307 preserved are expected to be identified with the initial phase of site development and carried
 308 forward throughout the development of the neighborhood. Within areas of tree preservation,
 309 removal of invasive species and regeneration of the vegetated understory should be
 310 implemented as deemed appropriate in coordination with the county in connection with new
 311 development. Restoration plantings should consist of non-invasive, native plantings capable of
 312 enhancing the ecological functions of the forest and deterring pest species.
 313
- 314 • Stormwater Management: Holmes Run downstream of this land unit has been designated by
 315 the Virginia Department of Environmental Quality as being impaired for aquatic life, largely
 316 resulting from the volume and velocity of stormwater runoff from impervious areas within the
 317 watershed. Fairview Lake, designed as a regional stormwater pond to detain and treat runoff
 318 from the approved office park at a rate equivalent to **good** forest conditions and not impact
 319 downstream water quality, will continue to function for stormwater management and volume
 320 reduction. The existing wooded areas within this land unit provide stormwater benefits in
 321 support of the Area-Wide guidance and recommendations by capturing rainwater and
 322 minimizing runoff through infiltration and evapotranspiration. As these areas are converted to
 323 impervious cover (e.g., rooftops, road surfaces) through development, stormwater best
 324 management practices that meet on-site requirements and help improve downstream drainage
 325 and water quality conditions are expected to be implemented.
 326

327 **As a goal, development on the site should retain rainfall from the peak 1-hour, 1-year**
 328 **storm through infiltration, evapotranspiration and reuse in order to adapt to the**
 329 **increased intensity, duration, and frequency of storm events and resulting rainfall**
 330 **volumes. At a minimum, ~~N~~new development is expected to ~~should~~ retain the first inch of**
 331 **rainfall ~~through infiltration, evapotranspiration, and/or reuse~~.** Also, detention measures
 332 that reduce the volume, peak flow, and velocity of runoff into Holmes Run to a rate equivalent
 333 to good forested conditions are expected to be pursued to the maximum extent practicable **as**
 334 **determined by Land Development Services.** Flexibility should be afforded in the application
 335 of specific stormwater management approaches that achieve these recommendations, minimize
 336 impervious cover, retain the benefits of the existing forested conditions, and protect and restore
 337 downstream water resources in furtherance of watershed management plan goals. If retaining
 338 the first inch of rainfall is demonstrated not to be fully achievable in coordination with Land
 339 Development Services, alternative stormwater management measures that retain as much of
 340 the first inch as possible and result in at least equivalent benefits to the one-inch
 341 recommendation may be pursued. Design considerations may be given to other stormwater
 342 runoff-related factors such as downstream flooding, drainage complaints, character and

343 condition of downstream channels, and identified stream impairments.

344
345 The retention and detention targets for the land unit are considered ~~among~~ the highest
346 standards by the cCounty. However, it is understood that with changes in conditions, best
347 practices, and technology, higher standards may be developed in the future. As stormwater
348 management policies evolve countywide, the land unit is expected to adhere to the targets listed
349 above or any superior standards that may be developed in the future at the time of development
350 review.

351
352 The use of appropriate native plant materials in stormwater facility design is encouraged to
353 enhance biodiversity and habitat value and improve environmental quality. The use of
354 pesticides, herbicides and fertilizers for maintenance should be minimized to the maximum
355 extent practical. The use of non-native plant materials should be generally avoided unless it is
356 demonstrated that these plantings would better achieve these goals.

357
358 Noise:

359
360 The sub-unit is located adjacent to I-495, Arlington Boulevard and Lee Highway, all of which are
361 major elements of the cCounty circulation system and generate transportation-related noise.
362 Adequate measures should be provided to prevent negative impacts on noise sensitive uses,
363 consistent with Objective 4 of the Environment element of the Policy Plan.

364
365 Phasing and Public Facilities:

366
367 Development is expected to be phased to ensure the adequate and timely provision of supporting
368 infrastructure and public facilities capacity. Parks and open space, stormwater management,
369 schools or additional school capacity, and other public facilities will need to be available to meet
370 the demands generated by new development. If Fairfax County Public Schools (FCPS) determines
371 that a school site is required to serve the increased population in this area, a fair share commitment
372 toward site acquisition or building repurposing should be identified in collaboration with FCPS
373 preferably in advance of approval of any application for residential development that generates
374 additional student demand. Innovative approaches, such as locating school facilities with parks to
375 allow for the sharing of recreation facilities, or within buildings serving the other uses, may also
376 be considered.

377
378 Height Limit: ~~The area immediately adjacent to I2 is part of the Holmes Run Environmental~~
379 ~~Quality Corridor and Fairview Lake, which should remain as permanent private open space. For~~
380 ~~the area immediately to the west of the permanent open space, heights should be no more than 7~~
381 ~~to 8 stories or 130 feet. In the remainder of the sub-unit, the maximum building height is 15 stories~~
382 ~~or approximately 180 feet, with tallest buildings oriented to Arlington Boulevard and I 495. The~~
383 ~~height concept for this area is to have height decrease toward the northern and eastern edges of the~~
384 ~~sub-unit.~~

388 **Sub-Unit I2**

389

390 ...

391

392 **LAND UNIT J**

393

394 Land Unit J is approximately 178 acres and is located at the southeastern quadrant of Arlington
395 Boulevard and I-495 (see Figure [3029](#)). Existing development consists of a mix of office, hotel
396 and support retail uses on the western portion of the land unit and residential and institutional uses
397 located on the eastern portion of the land unit. In addition, the Holmes Run Environmental Quality
398 Corridor, which runs through the middle of this land unit, is preserved as private and public open
399 space.

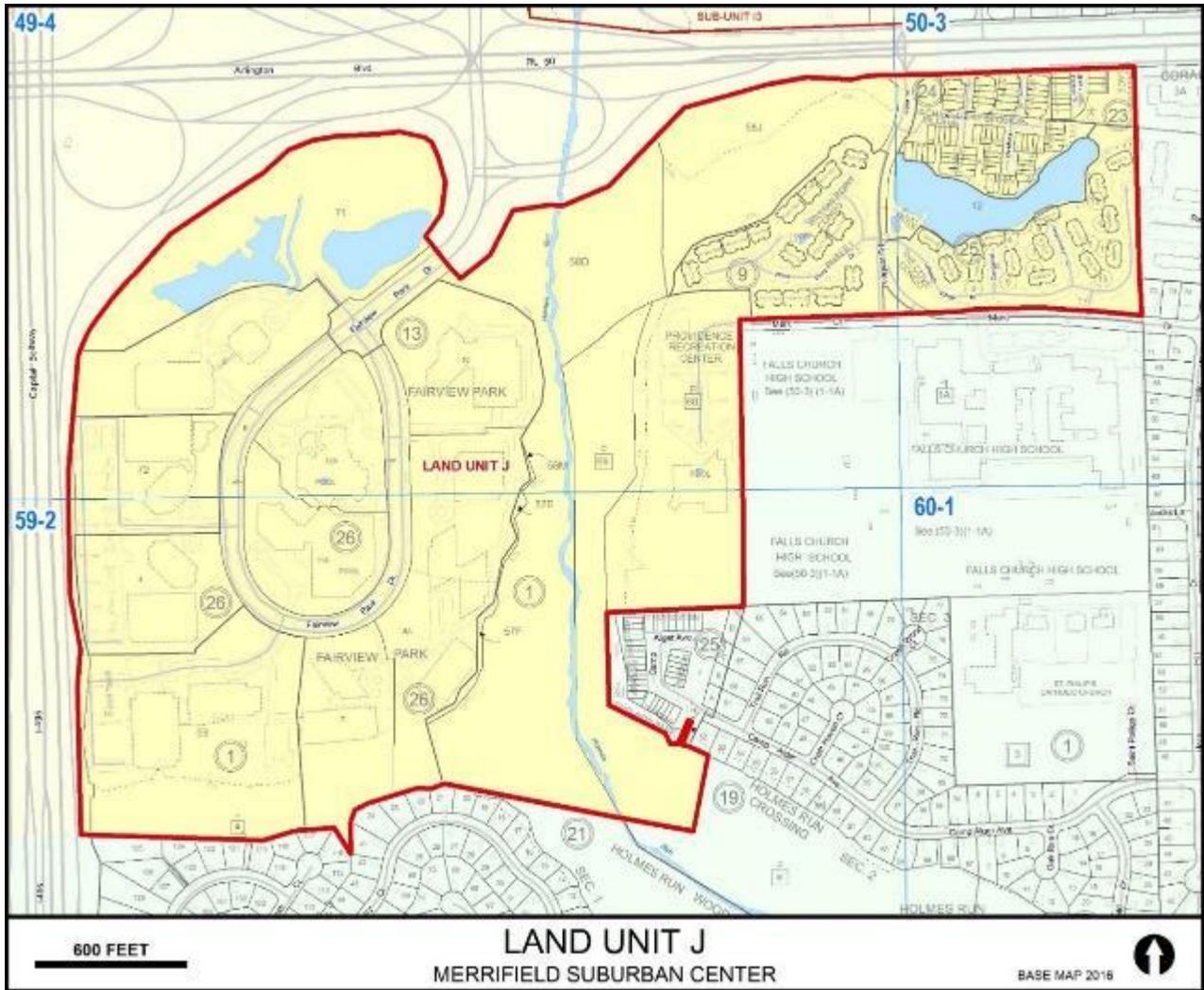
400

401 This land unit is envisioned to remain as developed, with the remaining undeveloped parcels to
402 develop with office uses. Retail uses may be included in the ground floor in the planned office use
403 on Tax Map Parcel 49-4((1)) 71 provided that the design and environmental recommendations in
404 Sub-unit I2 can be achieved in this development. The southern and eastern portions of this land
405 unit provide a transition between the more intense uses and adjacent low intensity single-family
406 development. This transition is provided along the southern perimeter of the site through the
407 retention of a substantial open space buffer of no less than 250 feet which consists of existing tree
408 cover and additional landscaping, a portion of which may be needed for stormwater management.
409 Parkland associated with the Holmes Run stream valley and the Providence District Recreation
410 Center provides the transition area along the eastern perimeter of the land unit.

411

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

415



416

FIGURE 3029

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

420

421 Land Use

422

423 • The 178-acre southeastern quadrant of the I-495/Route 50 interchange should be consolidated
424 for the purpose of development of an employment center and related uses, and for residential
425 development.

426

427 • Nonresidential uses should be limited to that portion of the site west of Holmes Run stream
428 valley. The site design of the nonresidential portion of the quadrant should have substantial
429 landscaped open space provided throughout the site and particularly to the south to eliminate
430 any impact upon nearby stable residential communities. At least 35 percent of the area west
431 of the Holmes Run stream valley should be preserved as landscaped open space.

432

433 • Underground or multilevel structured parking is encouraged to preserve the maximum amount
434 of undisturbed open space.

435

436 • The Holmes Run stream valley should be preserved as a stream valley park in accordance with
437 the county's adopted stream valley policy.

438

439 • In order to limit its impact on the surrounding residential communities acknowledging the
440 capacity of the Arlington Boulevard /I-495 road network with improvements as noted in the
441 transportation section which follows, any proposal for an employment center on the
442 southeastern quadrant of the I-495/Arlington Boulevard interchange should have no more than
443 2.25 million square feet of nonresidential development on the area west of Holmes Run stream
444 valley. The nonresidential development should consist of 1.9 million square feet of office
445 space, 50,000 square feet of retail commercial space and a hotel. As an option, residential
446 space for up to 250 dwelling units may be substituted for approved nonresidential gross floor
447 area.

448

449 • That portion of the quadrant east of Holmes Run, north and northwest of Falls Church High
450 School is planned for residential development not to exceed 400 dwelling units. Residential
451 uses in this area should be limited to three stories in height.

452

453 • Approximately 3 to 5 acres of parkland should be provided (preferably contiguous to the
454 Providence District Recreation Center) to serve the future residents of this site.

455

456 • Hotel/motel uses should be internal to the site and be integrated with the design and layout of
457 the site.

458

459 • Retail commercial uses should be provided to service primarily the demand for other
460 nonresidential uses on the site and integrated with the overall design and layout of the site.

461

- 462 • A substantial open space buffer of no less than 250 feet, with 300 feet desirable, consisting of
 463 the existing tree cover and supplemented with additional landscaping should be provided along
 464 the southern perimeter of the site to eliminate an adverse visual impact upon the detached
 465 single-family residences to the south of the site. This buffer should be dedicated to the county,
 466 if appropriate, and maintained in its natural state. It is understood that a portion of this area
 467 may be needed for stormwater management.
 468
- 469 • The height of all structures in the southern portion of the site should be limited to six stories
 470 so as to be visually unobtrusive to the stable low density residential communities to the south
 471 and east of the site.
 472
- 473 • The provision of lighting on the site and its structures should be visually unobtrusive to and
 474 compatible with all nearby residences and adjacent communities. As a general rule, parking
 475 lot lighting should not exceed 13 feet in height.
 476
- 477 • The small tract immediately south of the Route 50 corridor located off of Black Hickory Drive
 478 is recommended for residential development to occur at the lower end of the proposed density
 479 range (8 dwelling units per acre) and development should be buffered from Arlington
 480 Boulevard. No direct access should be provided to Arlington Boulevard.
 481

482 Transportation

- 483
- 484 • Development on Tax Map Parcel 49-4((1)) 71 is expected to follow the transportation
 485 recommendations for Sub-Unit I1, and should accommodate **and provide a fair share**
 486 **commitment towards** the construction of a publicly accessible I-495 pedestrian and bicycle
 487 crossing ~~that is to be located south of Arlington Boulevard and as close to Arlington~~
 488 ~~Boulevard as possible~~ in coordination with the development of Land Unit K, located
 489 immediately across I-495 from the land unit, and as depicted in the county Bike Master Plan
 490 Map. **The design and location of the bridge should consider the needs of pedestrians and**
 491 **cyclists of a variety of abilities, and should be located near but separated from Arlington**
 492 **Boulevard in order to provide a safe, comfortable, and direct path of travel.** Other
 493 locations for the planned crossing in Land Unit J may be considered if deemed an appropriate
 494 location for the bridge by the county.
 495
- 496 • Vehicular access for planned nonresidential uses should be separate from access provided for
 497 residential uses to the east of the Holmes Run stream valley. Specifically, nonresidential uses
 498 should access the site from Route 50 only, and such access should be located west of Holmes
 499 Run stream valley. Vehicular access to residential uses in the northern portion of the site (north
 500 and northwest of the Falls Church High School) should be via Jaguar Trail, while vehicular
 501 access to residential uses in the southeastern portion of the site should all be via Camp Alger
 502 Avenue. Jaguar Trail, Marc Drive and Camp Alger Avenue should be improved as necessary
 503 to accommodate the additional residential traffic from this site. Camp Alger Avenue should
 504 not connect with Marc Drive to the north; nor cross the Holmes Run stream valley.
 505
- 506 • No on-site vehicular circulation across the Holmes Run stream valley should be permitted.
 507

- 508 • Any developer under this option should abide by existing covenants running with the land to
 509 neighboring civic associations, which covenants prohibit vehicular access to residential
 510 communities south and east of the site.
 511
- 512 • In addition to the conditions stated above, all proposals for vehicular access to this site should
 513 meet with the approval of Fairfax County and the Virginia Department of Transportation and
 514 the Federal Highway Administration, as appropriate. It is imperative that any vehicular access
 515 design for this land unit should be compatible with a solution for vehicular access to both the
 516 northeastern and the southeastern quadrants. The primary basis of review should be the impact
 517 of the proposal on (a) the safe and efficient operation of Arlington Boulevard and I-495, and
 518 (b) the level of service on Arlington Boulevard, I-495, and the ramps of the Arlington
 519 Boulevard/I-495 interchange. In particular, the level of land use activity planned under this
 520 option is conditional upon the provision by the developer(s) of all transportation improvements
 521 and transportation strategies (e.g., carpools, van pools, mass transit use) deemed necessary by
 522 Fairfax County, and the Virginia Department of Transportation and the Federal Highway
 523 Administration, as appropriate, to accommodate the level of traffic generated by each phase of
 524 the development of this site. A traffic-monitoring program should be undertaken and
 525 maintained by the developer to ensure the effectiveness of the transportation strategies.
 526
- 527 • The implementation of these transportation improvements and strategies is to be phased such
 528 that the site is adequately served during all stages of development without adversely affecting
 529 the safe and efficient operation of Arlington Boulevard and I-495.
 530
- 531 • Arlington Boulevard should not be designed to exceed six through lanes east of Jaguar Trail.
 532

533 Environment

- 534
- 535 • The Holmes Run stream valley should all be preserved as a stream valley park under the
 536 provisions of the county's adopted stream valley policy and protected from adverse impact both
 537 during and after the development of the site.
 538
- 539 • Non-vehicular access to and through the Holmes Run stream valley should be provided via
 540 this site.
 541
- 542 • A substantial portion of the existing tree cover should be preserved as a natural open space
 543 screen and buffer, particularly along the periphery with I-495 and Arlington Boulevard.
 544
- 545 • In order to control stormwater runoff from this site, any development proposal must include a
 546 stormwater management plan, which meets the requirements and objectives of Fairfax County
 547 for stormwater management in the Upper Holmes Run watershed. The prospective
 548 developer(s) should provide for the control of any post-development peak discharge in excess
 549 of the pre-development peak discharge. In addition, the utilization of Best Management
 550 Practices (BMP) is strongly encouraged.
 551
- 552 • All federal, state and local air and noise standards should be strictly complied with as a result
 553 of development on this site.

554

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

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

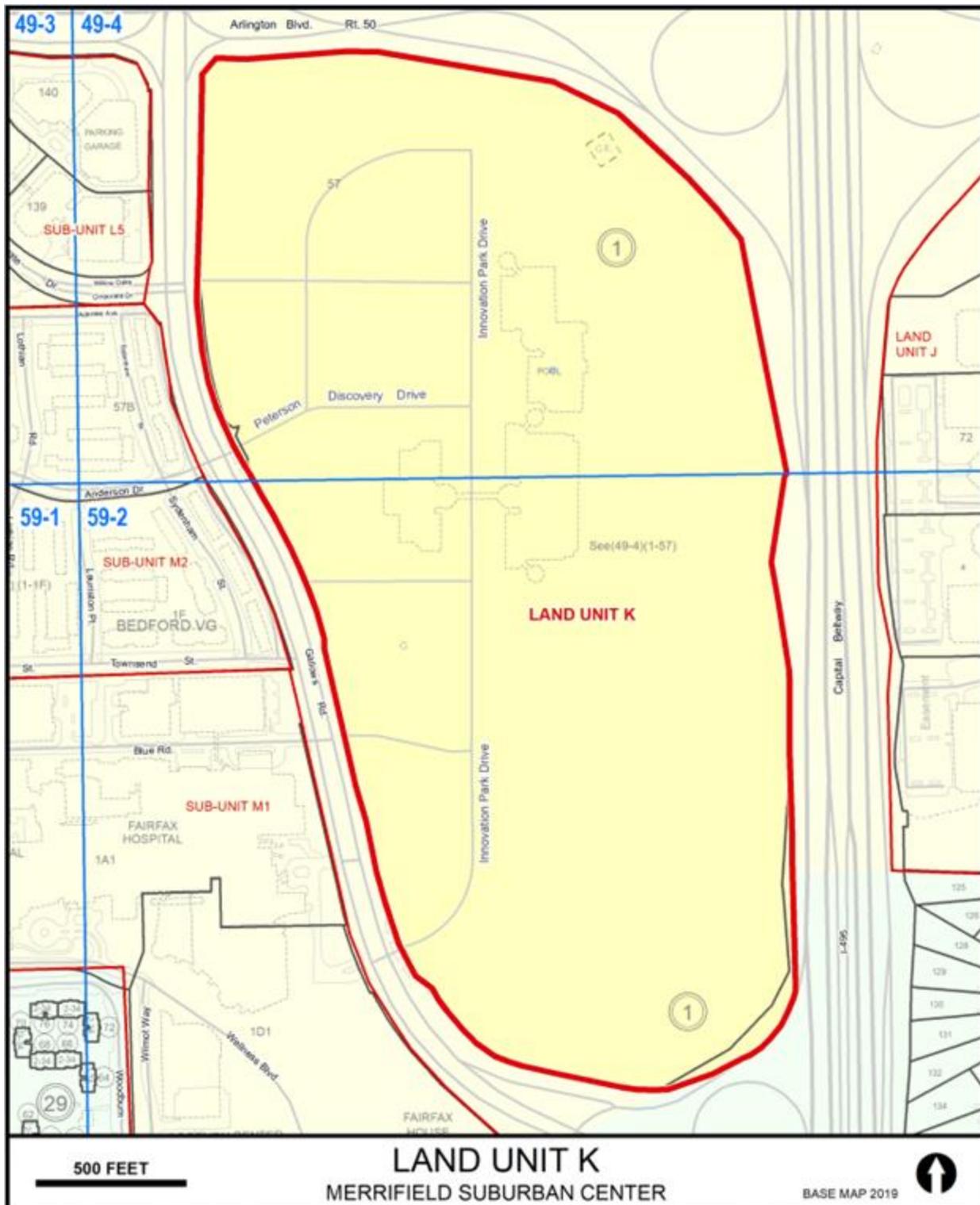
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MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield Suburban Center, as amended through July 31, 2018, Recommendations, Land Unit Recommendations, pages 98-100:

“LAND UNIT K

Land Unit K, approximately 117 acres in size, located at the southwestern quadrant of Arlington Boulevard and I-495, ~~and is planned for office use up to 1.75 million square feet (see Figure 30).~~ is the location of the Inova Center for Personalized Health (ICPH) on what was formerly the site of a headquarters of the ExxonMobil Corporation. This land unit is envisioned to remain as developed, with some additional office potential yet to be built. This land unit includes tributaries to Holmes Run and Accotink Creek as part of the Holmes Run watershed, and large ~~tree~~ wooded areas adjacent to I-495, both of which are preserved as private open space. A small portion of the land unit is located within the Accotink watershed.

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.



586
587
588
589

FIGURE 310

590 Land Unit K is planned and developed for office use at an intensity of up to .35 FAR at the baseline
 591 level. The former ExxonMobil headquarters buildings are located along Innovation Park Drive
 592 (see Figure 310). Development is limited to planned and approved for 1.75 million square feet of
 593 approved office, research, clinical, and education uses and may include supporting uses such as
 594 hotel, day care, restaurants and services to primarily serve the buildings' users. Any modification,
 595 expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing
 596 Uses and Buildings and Heritage Resource guidance under the Area-Wide Land Use section, with
 597 any new office structures retaining the substantial vegetative buffer and screening areas. The
 598 mature wooded areas are expected to be preserved on the site, to include the environmentally
 599 sensitive areas associated with the tributaries of Holmes Run, and the mature stands of trees
 600 along Gallows Road and Arlington Boulevard which screen and buffer the development from the
 601 Amberleigh community, are also expected to be preserved. The maximum building height is
 602 planned for 180 feet. See the Building Heights Map, Figure 8, and the Building Height Guidelines
 603 under the Area-Wide Urban Design section.

604
 605 ~~Height Limit: The maximum building height is 180 feet. Open space should be preserved on this~~
 606 ~~site to include the environmentally sensitive areas associated with branches of Holmes Run, as~~
 607 ~~well as mature stands of trees along Gallows Road and Arlington Boulevard which screen and~~
 608 ~~buffer the office development from Bedford Village. See the Building Heights Map, Figure 8, and~~
 609 ~~the Building Height Guidelines under the Area-Wide Urban Design section.~~

610
 611 Option:

612
 613 As an Option, the site is envisioned to expand into a world-class, mixed-use, academic, research,
 614 office, and clinical campus that strategically balances new development in a concentrated urban
 615 form of taller buildings on compact footprints and the preservation of the mature woods in the
 616 eastern and southern portions (as shown on Figure 329) of the land unit as an environmental
 617 resource. With the development of the campus, the wooded areas are envisioned to contribute to
 618 the health and wellness of the Merrifield community by providing much-needed green and
 619 recreation spaces for public use that also solidify the significant, natural buffer to the areas outside
 620 of the Merrifield Suburban Center. As the core vision for the campus, development in this manner
 621 will promote ground-breaking innovation, environmental stewardship, and whole health (physical,
 622 social, and mental well-being) for those people who live in, work on, and visit the campus.
 623 Development should capitalize on the proximity to the neighboring Inova healthcare facilities, the
 624 core areas within Merrifield, and access to major regional roadways. The design and programming
 625 of the campus are expected to should strengthen multi-modal connections to the Dunn Loring-
 626 Merrifield Metrorail station and other destinations within Merrifield, including the land units east
 627 of I-495, and contribute to the well-being of the residents in the surrounding Merrifield
 628 communities through new amenities, infrastructure improvements, and health and wellness
 629 facilities and programs.

630
 631 The campus is planned up to an overall intensity of 0.70 FAR (up to 3,570,000 square feet of
 632 development, inclusive of new cellar spaces), with the potential for a future campus expansion to
 633 1.0 FAR, as described in the recommendations below. It is expected that the development will
 634 occur incrementally over time, along with the supporting infrastructure and public facilities that
 635 are to be completed commensurate with development.

636
 637 The site design, including trails and open spaces on the campus, should be planned to facilitate
 638 synergies and connections among the mix of uses on site, the nearby Inova Health facilities, and

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

647
 648 The mature wooded areas shown on Figure 329, including the areas around the central and southern
 649 tributaries of Holmes Run and the stormwater management pond, **are** expected to be preserved
 650 as an integral environmental and recreational resource on the campus, **to** contribute to the supply
 651 of publicly accessible, natural spaces in the Merrifield community, and **to** buffer the development
 652 from noise and emissions from I-495. Tree preservation is a priority. Improvements should offer
 653 opportunities for respite, renewal, and inspiration to allow people of a variety of ages and abilities
 654 to safely engage in activities while surrounded by nature, whether they are residents, employees,
 655 students, patients, or members of the general public visiting the site. Together, the built form
 656 integrated with the natural, wooded area should promote mobility, health, and well-being.

657
 658 Proposals should conform to the applicable countywide and Area-Wide Recommendations and
 659 achieve the following:

660
 661 *Land Use*

- 662 • The majority of the land uses on the campus should consist of a mix of scientific and medical
 663 research, higher education, clinical, and commercial uses anchored by established institutions
 664 (e.g., Inova Health System, one or more universities, and other private or governmental
 665 research institutions). Medical office space used for the regular provision of office-based, out-
 666 patient care by physicians should be limited to a portion of the former ExxonMobil
 667 headquarters buildings.
- 668
 669 • Under this Option, approximately 1.45 million square feet of the new development is
 670 envisioned to be generally balanced between (i) the Inova research, office, and healthcare
 671 facilities, and (ii) academic and research partners. These partnerships are integral to the
 672 collaborative nature of the development.
- 673
 674 • Retail and service uses up to approximately 90,000 square feet should be provided. The retail
 675 and service uses should meet the needs of building tenants, visitors, and the surrounding
 676 communities. These uses should be designed as an integral part of the overall new development
 677 and should be phased with the development of other uses within the respective buildings in
 678 order to provide amenities for employees, residents, and visitors. Drive-through or standalone
 679 retail uses are not appropriate.
- 680
 681 • Hotel use of approximately 120,000 square feet may be provided.
- 682
 683 • Multifamily residential uses and other housing accommodations (independent living facilities,
 684 assisted living facilities, and continuing care facilities) may be appropriate. Residents within
 685 these accommodations should have convenient access to a variety of on-site open and
 686 recreational spaces, community-serving retail uses, and other services, as guided by the

687 Merrifield Suburban Center’s Area-Wide Pedestrian and Open Space System Guidelines
 688 commensurate with development. In total, these uses should not exceed 705,000 square feet.
 689 It is anticipated that, within that amount, there will be a maximum of 640 to 705 residential
 690 units (depending on unit size), inclusive of affordable housing and bonus density, but exclusive
 691 of housing accommodations regulated as medical care facilities (such as assisted living
 692 facilities) and continuing care facilities. The number of units may be adjusted if transportation
 693 and public facilities impacts are shown to be sufficiently addressed. These uses should be
 694 allocated as follows:
 695

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

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

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

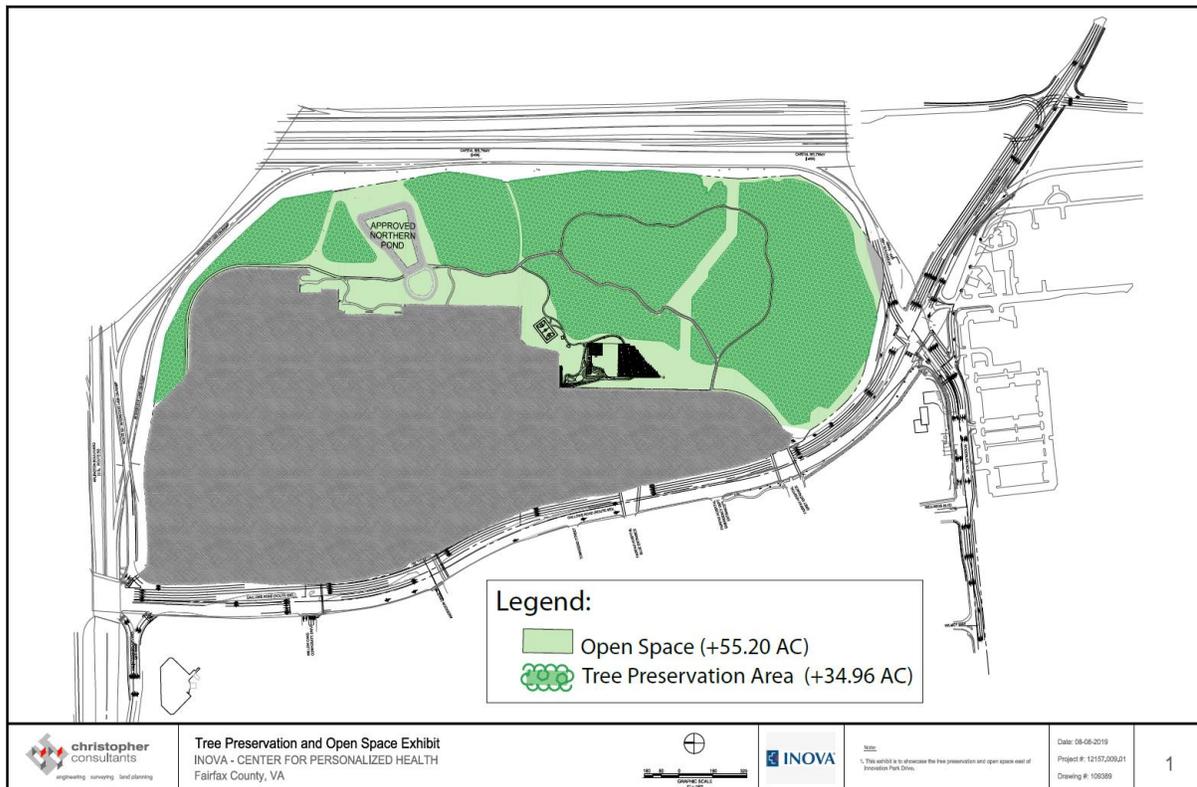
701
 702 At a minimum, the greater of 20% of the non-university serving residential units or 12% of the
 703 total number of residential units should be provided as affordable housing per the county’s
 704 affordable dwelling unit program and workforce housing policy. Assisted Living and
 705 Independent Living Facilities should provide affordable accommodations consistent with the
 706 requirements of the Zoning Ordinance for such uses. Continuing Care Facilities should meet
 707 the policies established in Appendix 14 of the Land Use Element of the Policy Plan.

708
 709 *Parks and Open Space*

- 711 • Integral to development under this Option, the heavily wooded area generally to the south and
 712 east of Innovation Park Drive and the former ExxonMobil headquarters buildings is expected
 713 to be retained as publicly accessible, private open space with tree preservation as an essential
 714 element in the design. As shown in Figure 329 below, approximately 55 acres in the southern
 715 and eastern portions of the site are expected to remain as open space (including approximately
 716 34 acres of preserved wooded areas), while recognizing the need to accommodate amenities,
 717 the approved stormwater pond, trails, utilities, and potential future right-of-way dedication for
 718 road improvements.

719
 720
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727
728 **Figure 329. ICPH Eastern Open Space and Tree Preservation Area**
729



- 730
731
- 732 • ~~The initial phase of development should incorporate improvements to this area to~~
733 ~~promote whole health (physical, mental, and social well-being).~~ Active and passive
734 recreational spaces should be provided to promote whole health (physical, mental, and
735 social well-being), such as wellness parks, meditation gardens, fitness stations, or other spaces
736 that are centered around environmental management and health benefits from natural settings.
737 Pedestrian and bicycle circulation trails in the area should connect to the development in the
738 land unit, including via the planned bicycle/pedestrian bridge across I-495 to Land Unit J
739 (Fairview Park South), and the bicycle and pedestrian trails on Gallows Road. Consideration
740 should be given to designing the on-site stormwater pond within this area as a site amenity.
741 Commitments should be made to the maintenance of the **stormwater pond facility**—and
742 landscaping and to other measures, such as lighting in appropriate locations and clear lines of
743 sight, to promote safety in the area. Open space and recreational amenities should be accessible
744 to users of a variety of ages and abilities **and should be provided commensurate with new**
745 **development above the existing 1.2 million square feet (as of September 2019).**
746
 - 747 • A network of publicly accessible, privately maintained urban parks should be provided
748 commensurate with the needs of the users, connecting the benefits of the wooded area to the
749 development and creating opportunities for social interaction. A local park of 3-4 acres in size
750 that contains several recreational facilities, such as sport courts, adult outdoor fitness,
751 children’s play equipment, picnic areas and/or a pavilion, trail heads, wayfinding signage,
752 and/or other complementary uses should be a component of this network and function as a
753 gateway to the wooded area, and **is expected to should** be provided with the **first residential**
754 **buildinginitial phase of development.** The urban parks should be well-connected through

755 sidewalks and trails. The park spaces and trail system should be visually evident (through
 756 methods such as design and signage) and accessible from Gallows Road and internal streets.
 757 The trail system should include urban plazas and pedestrian facilities at certain site
 758 intersections with Gallows Road. Features such as naturalized landscaping, shade trees,
 759 seating areas, hardscape plazas, public art, play and fitness elements, and other urban park
 760 amenities and facilities can offer attractive community gathering and event spaces, such as
 761 farmer’s markets, outdoor concerts or classes, and recreational opportunities. These spaces
 762 should meet the Merrifield Suburban Center’s Area-Wide Pedestrian and Open Space System
 763 Guidelines and, as needed to advance the campus’ health and wellness vision, be provided
 764 consistent with the countywide Urban Parks Framework.

765
 766 *Design and Connectivity*
 767

- 768 • Proposals should effectively integrate existing and new development through site layout and
 769 design, landscaping, materials, and access. A new system of well-connected internal streets
 770 should create a series of compact blocks that support the development and encourage walking,
 771 biking, and transit ridership. The street network should generally expand westward from
 772 Innovation Park Drive, which serves as a spine road through the land unit.
 773
- 774 ● Development proposals should demonstrate high quality in terms of site and building design,
 775 landscaping, materials, and urban park spaces, to define a sense of place and enhance the health
 776 and wellness of the residents, employees, patients, and visitors. The design of the physical
 777 environment has significant impacts on day-to-day quality of life and can enhance or detract
 778 from the overall wellness of the users of a building or a site. Buildings and site amenities should
 779 be designed to be comfortable and accessible for a variety of ages and abilities and incorporate
 780 amenities to promote healthy indoor air-quality, abundant natural light, connections to natural
 781 areas, as well as other features that may be refined over time to support health.
 782
- 783 • Buildings should be aligned with and oriented to internal streets, and attention should be given
 784 to the treatment and expression of buildings toward Gallows Road. The streetscape area should
 785 include amenities such as sidewalks, plazas, street furniture, shade trees, and landscaping.
 786 Further guidance for building and streetscape design, **including bird-friendly design,** is
 787 provided in the Urban Design Guidelines **for Fairfax County Commercial Revitalization**
 788 **Districts and Areas,** Volume I.
 789
- 790 • Underground parking structures are encouraged to the extent feasible as they allow for compact
 791 design that enhances opportunities for open space and for active uses on the ground and upper
 792 levels of buildings while minimizing noise and visual impacts, including those from lighting,
 793 on surrounding uses. Where underground structures are determined not to be feasible, parking
 794 structures should be integrated with an associated building through compatible façade
 795 treatment and designed to minimize noise and visual impacts. Architectural and landscape
 796 screens are encouraged on the **façades-façade** of parking structures, including during interim
 797 conditions. Stand-alone, free-standing parking structures are discouraged. Surface parking
 798 should be limited to appropriate on-street parking locations. Existing parking lots with minor
 799 expansions may remain as development builds out and should include appropriate pedestrian
 800 connections.
 801

- 802 • Building heights should vary across the site to create visual interest. Buildings that are five
 803 stories and greater have the design flexibility necessary for successfully integrating the
 804 proposed buildings with the existing nonresidential buildings on and surrounding the site and
 805 would provide a comparable and compatible scale of development. Building heights in general
 806 are limited to 180 feet; however, the incorporation of one taller building on the northern end
 807 of the land unit and internal to the site that contributes to the Merrifield skyline may warrant a
 808 building height increase to a maximum of 230 feet provided that the taller building does not
 809 negatively affect the urban form. Compatibility with the adjacent Amberleigh community
 810 should be addressed through the building placement and design, and by tapering building
 811 heights along Gallows Road. See the Building Heights Map, Figure 8, and the Building Height
 812 Guidelines under the Area-Wide Urban Design section.
 813
- 814 • The streetscape design should generally adhere to the Urban Design Guidelines for County
 815 Revitalization Districts and Areas. Consistent with the Urban Design Guidelines, innovative
 816 design approaches that respond to the site-specific context are encouraged.
 817
- 818 • A variety of urban design strategies are expected to be pursued to ensure that the campus is
 819 functionally and visually compatible with the surrounding residential, commercial, and
 820 institutional uses across Gallows Road. Tree preservation areas should be utilized to buffer
 821 new buildings and structures, particularly in areas directly across from the Amberleigh
 822 community (approximately south of Willow Oaks Corporate Drive and north of Townsend
 823 Drive). Where tree preservation areas are not practical, building heights along Gallows Road
 824 should gradually taper down toward the adjacent residential uses across the roadway. Other
 825 design strategies, such as natural and architectural screens, building orientation, and
 826 supplementary landscaping, should be considered as well. Buildings should stimulate interest
 827 through varied architectural form and relief, and provide ground floor elements, such as
 828 entryways, that create an attractive and interesting pedestrian experience. The primary site
 829 entrances opposite Willow Oaks Corporate Drive and at Peterson Discovery Drive should be
 830 designed to invite pedestrians, cyclists, and motorists into the campus. Buildings located near
 831 the primary site entrances should be brought close to the Gallows Road frontage and interior
 832 roads and sidewalks to activate the street and create varied activity areas. Buildings located
 833 directly across Gallows Road from the Inova Fairfax Hospital should be designed to contribute
 834 to the planned southern gateway into the Merrifield Suburban Center.
 835

836 Transportation

837
 838 High-quality pedestrian and bicycle facilities and transit services are expected to be implemented
 839 with and supportive of each phase of development to provide multiple transportation options for
 840 people who live in, work on, and/or visit the campus, and to advance health and wellness goals
 841 of the campus.
 842

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

- 846 • Construction of a minimum 10-foot-**wide**, bi-directional cycle track on the east side
 847 of Gallows Road, **as part of the Gallows Road improvements.**
- 848 • Construction of a minimum 8-foot wide sidewalk on the east side of Gallows Road,
 849 **as part of the Gallows Road improvements.**

- 850
- 851 • Provision at the northern end of the site for the planned pedestrian and bicycle bridge
- 852 across I-495 that connects the site with Land Unit J (Fairview Park South), **along**
- 853 **with a fair share commitment towards bridge construction.**
- 854 • Development of a publicly accessible internal pedestrian and bicycle network,
- 855 **phased with the new development,** that connects to the planned I-495
- 856 pedestrian/bicycle bridge, to Gallows Road, and to future development within the site.
- 857 • Development of a coordinated pedestrian and bicycle circulation system plan that
- 858 demonstrates how the site will connect to nearby destinations, including the Dunn
- 859 Loring-Merrifield Metrorail Station, the Town Center, Inova Fairfax Hospital, and
- 860 Annandale, as well as the land units east of I-495. Opportunities to improve the
- 861 connectivity of the pedestrian and bicycle network in the area serving the site,
- 862 including across Arlington Boulevard towards Dunn Loring-Merrifield Metrorail
- 863 Station and the Town Center to the north, and across I-495 towards Annandale and
- 864 the land units to the east, are expected to be identified. The plan should analyze
- 865 interim conditions and the improvements necessary to provide enhanced multimodal
- 866 connectivity at all phases of development.
- 867 • Provision of refuge areas **and clear markings,** where appropriate, at pedestrian
- 868 crossings.
- 869 • Provision of bicycle parking in accordance with the County’s Bicycle Parking
- 870 Guidelines.
- 871 • Provision of public bike share stations.

872 Transit service is vital to the success of this land unit, whether it is integrated into existing or

873 future public service or is provided as a separate supplemental service. To support development

874 under this Option, development proposals are expected to coordinate and ensure the provision of

875 transit service that supports activity to and from the land unit. The transit service should circulate

876 in the Merrifield area and connect the site to other major destinations, such as the Inova Fairfax

877 Hospital, the Town Center the Dunn Loring-Merrifield Metrorail Station, and the land units to

878 the east. The service could be provided privately or through support of expanded public services.

879 Partnerships **are expected to should** be pursued with other stakeholders in the Merrifield Area to

880 coordinate transportation and trip reduction services, including through the formation of a

881 Transportation Management Association.

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

887

888 Use of emerging technology is recommended to improve the efficiency of all modes of

889 transportation to and from the site. This could include the following:

- 890
- 891 • Autonomous vehicles,
- 892 • Innovative transit solutions, **such as retrofitting turning lanes for bus rapid**
- 893 **transit, grid-based and express transit systems, and public-private partnerships**
- 894 • Real-time travel and parking information,
- 895 • Dynamic messaging, or,
- 896 • Other improvements that can be shown to improve the efficiency of the site and
- 897 improve travel along Gallows Road.

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

- Ramp and bridge improvements to increase capacity and improve traffic operations at the Gallows Road and I-495 interchange.
- Intersection improvements on Gallows Road between Route 50 and Woodburn Road to improve northbound, eastbound, and westbound movements.
- Ramp improvements from/to eastbound Route 50 at the Gallows Road interchange.
- Creation of a fourth southbound lane on Gallows Road with the conversion of the existing right-turn lane to a shared through/right lane. This improvement can be done as either an interim or permanent solution to support this development level, with the lane potentially being repurposed for transit, streetscape, or other uses in the future.

Environment

- Tree Preservation: Commitments to the preservation and restoration of the mature wooded area as shown on Figure 329 are a priority, and are expected to be provided at the initial phase of the development **above the existing 1.2 million square feet (as of September 2019)** and carried forward throughout the development of the campus while recognizing the need to accommodate amenities, the approved stormwater pond, trails, utilities, and potential future right-of-way dedication for road improvements. Removal of invasive species, regeneration of the vegetated understory, and restoration of the stream tributaries should be implemented as deemed appropriate in coordination with the county in connection with new development. Restoration plantings should consist of non-invasive, native plantings capable of enhancing the ecological functions of the forest and deterring pest species. In the western portion of the land unit, efforts should be made to preserve portions of the mature stands of trees along Gallows Road as may be appropriate and practical, consistent with the **health and wellness goals vision** for the campus.
- Stormwater Management: Both Holmes Run and Accotink Creek downstream of this land unit have been designated by the Virginia Department of Environmental Quality as being impaired for aquatic life, largely resulting from the volume and velocity of stormwater runoff from impervious areas within these watersheds. The existing wooded areas within this land unit provide stormwater benefits in support of the Area-Wide guidance and recommendations by capturing rainwater and minimizing runoff through infiltration and evapotranspiration. As these areas are converted to impervious cover (e.g., rooftops, road surfaces) through development, stormwater best management practices that meet on-site requirements and help improve downstream drainage and water quality conditions are expected to be implemented.

As a goal, development on the site should retain rainfall from the peak 1-hour, 1-year storm through infiltration, evapotranspiration and reuse in order to adapt to the increased intensity, duration, and frequency of storm events and resulting rainfall volumes. At a minimum, Nnew development above the existing 1.2 million square feet (as of September 2019) is expected to~~should~~**retain the first inch of rainfall ~~through infiltration, evapotranspiration, and/or reuse.~~** Additionally, major renovations of existing buildings should consider methods for implementing the one-inch retention standard. For all development on the site with inadequate outfalls, detention measures are expected to be

implemented that reduce the volume, peak flow, and velocity of runoff into Holmes Run and Accotink Creek to a rate equivalent to good forested conditions to the maximum extent practicable **as determined by Land Development Services.**

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

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

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

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

Phasing and Public Facilities:

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

- 995 • Proposals that develop portions of the land unit in phases should demonstrate how future
 996 development can occur in conformance with the land unit recommendations.

997
 998 Heritage Resources
 999

1000 The former ExxonMobil headquarters buildings on the site have been repurposed and are planned
 1001 to remain with the development of the campus. Should the buildings be proposed for
 1002 redevelopment, the buildings should be evaluated for potential historic and architectural
 1003 significance consistent with Merrifield Area-Wide Guidance and the cCountywide pPolicies for
 1004 Heritage Resources. Further, the land unit contains substantial undeveloped areas that may contain
 1005 archeological resources. Archeological survey work should be conducted consistent with the
 1006 Merrifield Area-Wide Guidance.

1007
 1008 Future Campus Expansion
 1009

1010 The campus may be expanded up to a maximum ultimate intensity of 1.0 FAR (up to 5,000,000
 1011 square feet of development) on the land unit, predicated on the achievement of and continued
 1012 commitment to all of the previous conditions set forth above for the 0.7 FAR development level,
 1013 including the preservation and enhancement of the wooded area **as shown on Figure 32 on the**
 1014 **eastern portion of the site.** This ultimate intensity would be consistent with the Merrifield Area-
 1015 wide Guidance and the planned intensity of the development Option on the adjacent Inova Fairfax
 1016 Hospital within Sub-Unit M1, and the continued preservation of the wooded areas on the eastern
 1017 portion of the site will provide well-defined transition areas and buffering to the communities
 1018 outside of the Merrifield Suburban Center. Development above 1.0 FAR is not appropriate under
 1019 this option.

1020
 1021 The majority of the development should remain dedicated to scientific and medical research,
 1022 higher education, clinical and office uses and should be supported by a lesser amount of housing,
 1023 hospitality, and other commercial uses. The office, clinical, research, and education components
 1024 may be increased up to a total of 2.43 million square feet, above the baseline. Hotel use may be
 1025 increased up to a total of 340,000 square feet. In total, multifamily residential uses, independent
 1026 living, assisted living, and continuing care facilities should not exceed a total of 940,000 square
 1027 feet. It is anticipated that, within that amount, there will be a maximum of 850 to 1,000 residential
 1028 units (depending on unit size), inclusive of affordable housing and bonus density, but exclusive of
 1029 housing accommodations regulated as medical care facilities (such as assisted living facilities) and
 1030 continuing care facilities. The number of units may be adjusted if transportation and public
 1031 facilities impacts are shown to be sufficiently addressed. These uses should be allocated as follows:

1032

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

1033 * This housing type should conform with all applicable local, state and federal laws, including
 1034 Fair Housing regulations.

1035 ** Age- or Ability-restricted uses include multifamily residential units restricted by age;

1036 independent living facilities; housing accommodations regulated as medical care facilities,
 1037 (such as assisted living facilities); continuing care facilities, and other similar uses.
 1038

1039 Site design features and amenities should be expanded, if not already implemented, to address the
 1040 needs of the additional residents, employees, and visitors. One additional building up to 230 feet
 1041 may be appropriate, provided that the taller building is located at the northern end of the land unit
 1042 and internal to the site and does not negatively affect the urban form by taking away from the
 1043 pedestrian experience. A continued emphasis should be placed on implementing high-quality
 1044 pedestrian, bicycle, and transit facilities supporting each phase of development to provide multiple
 1045 transportation options for people who live in, work on, and/or visit the campus, **such as the**
 1046 **following:**

- 1047 • **Increased shuttle services.**
- 1048 • **Additional fair share commitments towards construction of the bicycle and**
 1049 **pedestrian bridge across I-495.**
- 1050 • **Additional TDM commitments to reduce single-occupant vehicle trips.**
- 1051 • **Expansion of the trail system.**
- 1052 • **Commitments towards construction of a bicycle and pedestrian bridge over**
 1053 **Gallows Road to connect the site with the Inova Fairfax Hospital.**
- 1054 • **Showers, lockers, and other facilities to support non-automotive modes of travel.**
- 1055 • **Study alternatives to improve bicycle and pedestrian connectivity and safety at**
 1056 **the Route 50 and Gallows Road intersection, including through a potential**
 1057 **parallel and/or grade-separated crossing.**

1058
 1059 A study of transportation conditions at the maximum ultimate development level of 1.0 FAR is
 1060 expected to be conducted in coordination with the County's Department of Transportation to
 1061 determine the development's transportation impacts, and the improvements necessary to mitigate
 1062 the impacts above a 0.7 FAR to an acceptable level. The study is expected to analyze the
 1063 development's transportation impacts both with and without planned regional transportation
 1064 improvements, such as the planned widening of Lee Highway and Arlington Boulevard.
 1065 Mitigation measures should be implemented commensurate with development phases and with
 1066 sensitivity to environmental needs. This includes having each of the improvements listed above
 1067 under a 0.70 FAR plus each of the necessary following improvements (or suitable alternatives that
 1068 achieve similar mitigations levels) in place:

- 1069
- 1070 • Removal of the I-495 Outer loop weave/merge between Route 50 and Gallows Road.
- 1071 • Completion of the auxiliary lane between Gallows Road and Little River Turnpike on
 1072 the I-495 Outer loop.

1073
 1074 Other transportation improvements in the area may be considered as suitable alternatives, or if
 1075 necessary, supplements, to those listed above for implementation above 0.7 FAR. Such
 1076 improvements may include:

- 1077 • Improvements on Wellness Boulevard, from Woodburn Road to Willow Oaks
 1078 Corporate Drive, to create a continuous north-south road parallel to Gallows Road
 1079 (provision of additional access to this road for developments that also have access to
 1080 Gallows Road could be considered).
- 1081 • Extension of Wellness Boulevard over Route 50 from Willow Oaks Corporate Drive
 1082 to Gatehouse Road.

- 1083 • Realignment of Gatehouse Road between Wellness Boulevard extension and Williams
- 1084 Drive.
- 1085 • Extension of Williams Drive from Javier Road to Prosperity Avenue.
- 1086 • Access modification on Route 50 between Gallows Road and Prosperity Avenue.
- 1087 • Intersection improvements at Prosperity Avenue and Route 50.
- 1088

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

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

“Planning Objectives

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

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

- 1137
1138 • Develop a cohesive pedestrian and bicycle circulation system linked to open spaces such as
1139 plazas, courtyards, greenways, and parkland in order to facilitate walking and reduce reliance
1140 on private automobiles.
1141
- 1142 • Develop mass transit options, transportation strategies and planned highway improvements to
1143 mitigate traffic impacts in the Merrifield Suburban Center and in adjacent residential
1144 neighborhoods and to promote connectivity among all land units, including those east of I-495.
1145
- 1146 • Ensure that many of the community-serving commercial uses are retained and that new uses
1147 are encouraged to develop, such as a grocery store, pharmacy, book store, and a variety of
1148 small retail shops, as well as automotive and home service repair shops.
1149
- 1150 • Encourage the provision of additional community-serving institutional uses, as well as public
1151 uses that will serve the Merrifield Suburban Center and the surrounding neighborhoods. These
1152 uses may include a library, museum(s), theater, childcare, housing for the elderly, as well as
1153 religious, healthcare, and educational institutions.
1154
- 1155 • Encourage high-quality development in terms of site design, building design and materials,
1156 provision of recreation and park facilities, and open space, and amenities throughout the
1157 Merrifield Suburban Center. A more urban and pedestrian-oriented environment should be
1158 provided in the Transit Station Area and the Town Center; and, a suburban character should
1159 be provided throughout the remainder of the Merrifield Suburban Center.
1160
- 1161 • The environmentally sensitive areas of the Holmes Run and Long Branch stream valleys and
1162 their tributaries should be retained as permanent open space. In addition, measures should be
1163 taken to ensure that runoff from new development will not deteriorate the environmental
1164 quality of these streams.
1165

1166 The attainment of the above objectives for the Merrifield Suburban Center, as well as the area-
1167 wide and specific land unit recommendations presented in this Plan will encourage a more urban
1168 character in a portion of the Merrifield Suburban Center. As mentioned previously, the areas
1169 encouraged to be more urban in character are the two core areas and the area connecting the core
1170 areas. Encouraging some areas to become more urban should result in a reduced dependence on
1171 the private automobile for local travel by linking future more urban development to significantly
1172 improved pedestrian, bicycle and transit facilities. The area primarily outside of the core areas,
1173 which includes most of the Merrifield Suburban Center, will remain suburban in character, with
1174 its edges providing compatible transitions in intensity and scale to the nearby residential
1175 neighborhoods. However, even in the suburban areas, additional pedestrian, bicycle and transit
1176 facilities and links are planned to help improve circulation and access throughout the entire
1177 Merrifield Suburban Center, including the assurance that those land units east of I-495 are
1178 integrated into and contributory to the Merrifield Suburban Center.”
1179

1180 MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield Suburban
1181 Center, Area-wide Guidance, as amended through July 31, 2018, Land Use
1182 Guidelines, pages 9-10:
1183

1184 **“Affordable Housing** – Generally, affordable housing can include Affordable Dwelling Units
 1185 (ADUs), Workforce Dwelling Units (WDUs), and other local, state, or federal programs. County
 1186 policies include promoting the development of multi-family housing in mixed-use centers in an
 1187 effort to diversify the county’s housing stock and to encourage lower cost housing options near
 1188 employment opportunities. In order to implement these policies within the Merrifield Suburban
 1189 Center, development proposals having a residential component should provide for ADUs and/or
 1190 WDUs. While less preferable, affordable housing can also occur through the provision of units
 1191 elsewhere within the Merrifield Suburban Center. Only if the provision of affordable housing is
 1192 not feasible, a contribution to the Fairfax County Housing Trust Fund could be made, as indicated
 1193 below.

1194

1195 • For those areas planned for residential development, the provision of ADUs/WDUs should be
 1196 a condition for attaining the high end of the development range. Developments below the high
 1197 end of the range should also provide ADUs/WDUs or contribute to the Trust Fund, as indicated
 1198 below.

1199

1200 • Affordable housing should be provided for those areas planned for mixed-use with
 1201 residential units, such as the Town Center and the Transit Station Area. The provision of
 1202 affordable housing should be a condition for attaining the high end of the area’s mixed-use
 1203 potential. If the affordable housing to be provided will be in accordance with the ADU
 1204 program set forth in the Zoning Ordinance, the applicable density range should be
 1205 determined as follows: for an area planned for office use at .8 FAR under Option 1 and up
 1206 to 1.2 FAR under Option 2, the intensity range would be considered .8 FAR to 1.2 FAR,
 1207 which is equivalent to 35 to 50 dwelling units per acre (assuming approximately 1000
 1208 square feet per unit). In this example, the high end would be considered the top 60% of
 1209 the range, or intensities above .96 FAR.

1210

1211 The calculation of ADUs/WDUs and bonus units to be provided should be based on the formula
 1212 in the ADU/WDU programs. In general, the maximum FAR listed within the Land Unit
 1213 Recommendations does not include the FAR bonus that is granted for ADUs/WDUs, except for
 1214 Sub-Unit I1 and Land Unit K. See land unit guidance for specific recommendations. In cases where
 1215 ADUs/WDUs are not provided, development proposals within the Plan’s density/intensity range
 1216 are to contribute to the Housing Trust Fund at an amount of 1% of the development’s residential
 1217 value. If the proposed development is below the low end of the Plan’s development potential, then
 1218 ½% of the development’s residential value should be contributed, which is consistent with county
 1219 policy.”

1220

1221 MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield Suburban
 1222 Center, Area-wide Guidance, as amended through July 31, 2018, Buildings Heights,
 1223 page 20:

1224

1225 **“Building Heights**

1226

1227 Throughout the Merrifield Suburban Center, a variety of building heights and building
 1228 articulation, as well as varied roof forms are encouraged to create an interesting skyline. Building
 1229 heights adjacent to single-family residential neighborhoods, in general, are planned not to exceed
 1230 40 feet to provide an appropriate scale of development. Figure 8 shows the maximum building
 1231 heights planned for the Merrifield Suburban Center. It should be noted, however, to achieve

1232 many of the maximum building heights, various conditions should be met as indicated within the
1233 sub-unit recommendations.

1234
1235 ***Building Height Guidelines***

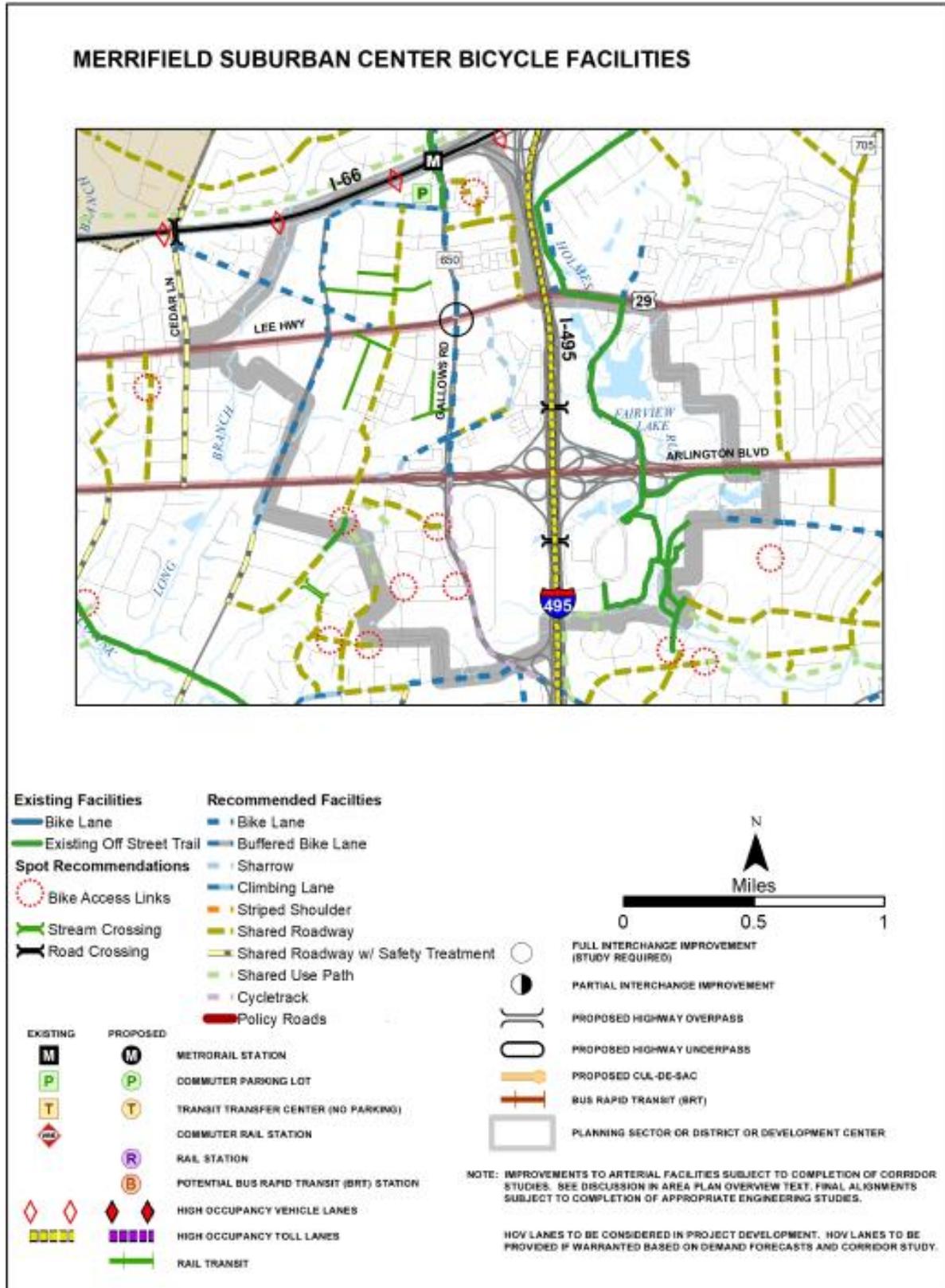
- 1236 • One fundamental element of achieving maximum building heights should be the
1237 provision of usable open space that is in addition to providing the streetscape. This
1238 additional open space should include plazas, courtyards or other open space amenities as
1239 indicated under the following Pedestrian and Open Space System section.
1240
- 1241 • Throughout the Merrifield Suburban Center, a variety of building heights, façade
1242 articulation, and rooflines are encouraged to enhance the Merrifield skyline. The Transit
1243 Station Area, ~~and~~ Fairview Park, and the Inova Center for Personalized Health are
1244 intended to be visually and architecturally prominent, with building heights outside these
1245 areas stepping down to the periphery of the Merrifield Suburban Center.
1246

1247
1248 **COMPREHENSIVE LAND USE PLAN MAP:** The Comprehensive Land Use Plan Map will
1249 not change.

1250
1251 **TRANSPORTATION PLAN MAP:** The Countywide Transportation Plan Map will not
1252 change.

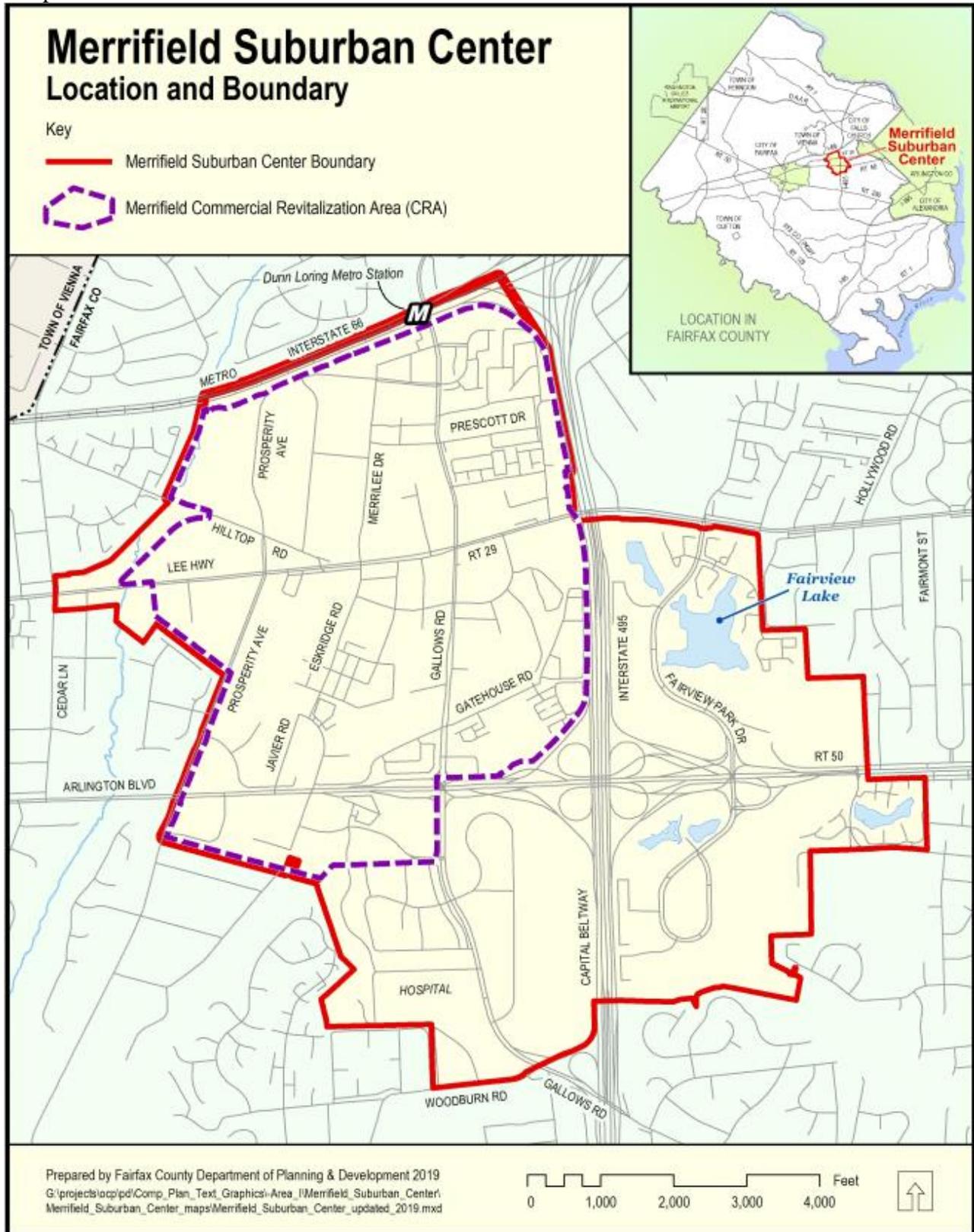
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1281 **BICYCLE MASTER PLAN MAP:** Update the elements of the Northeast Quadrant Map for the
 1282 Merrifield Suburban Center, Merrifield inset, to reflect a cycle-track on the east side of Gallows
 1283 Road between the Gallows Road I-495 interchange and the intersection of Gallows Road and
 1284 Route 50.



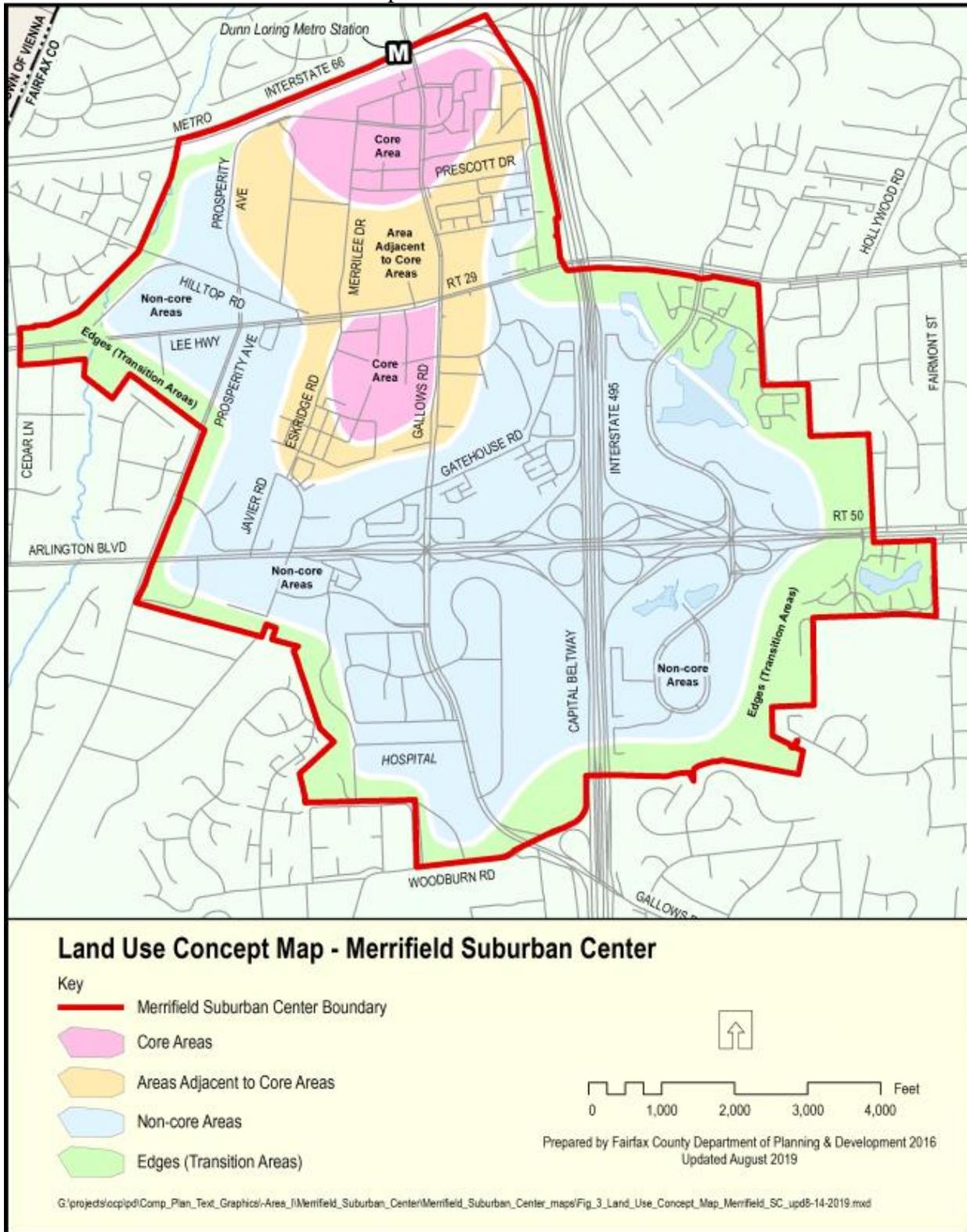
1285

1286 **MODIFY FIGURE:** Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield
1287 Suburban Center, Area-wide Guidance, as amended through July 31, 2018, Figure 1, page 2 to
1288 move the word “HOSPITAL” further south to reflect the accurate location of Inova Fairfax
1289 Hospital.



1290

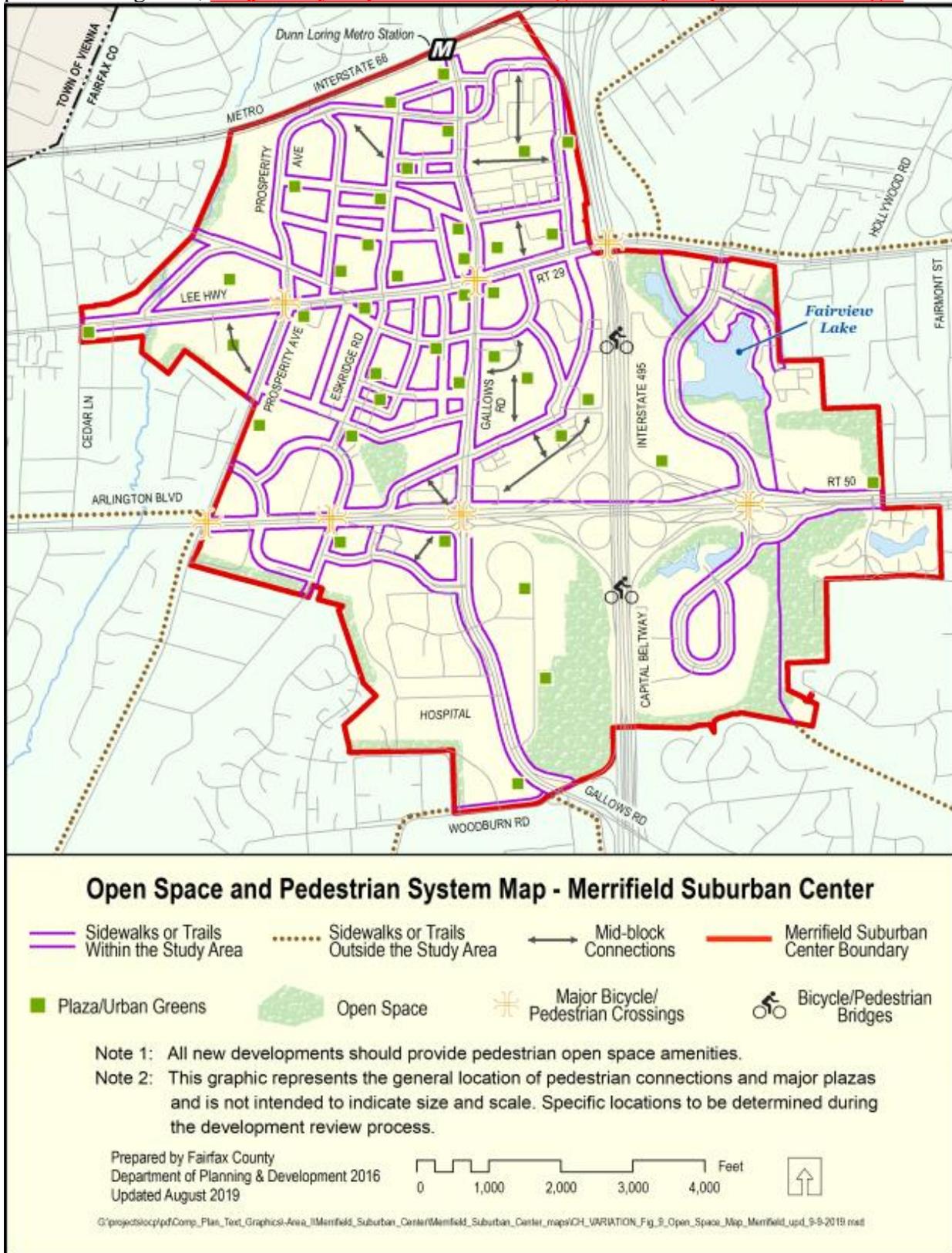
1291 **MODIFY FIGURE:** Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield
 1292 Suburban Center, Area-wide Guidance, as amended through July 31, 2018, Figure 1, page 2;
 1293 Figure 3, page 9; Figure 10, page 28 to move the word “HOSPITAL” further south to reflect the
 1294 accurate location of Inova Fairfax Hospital.



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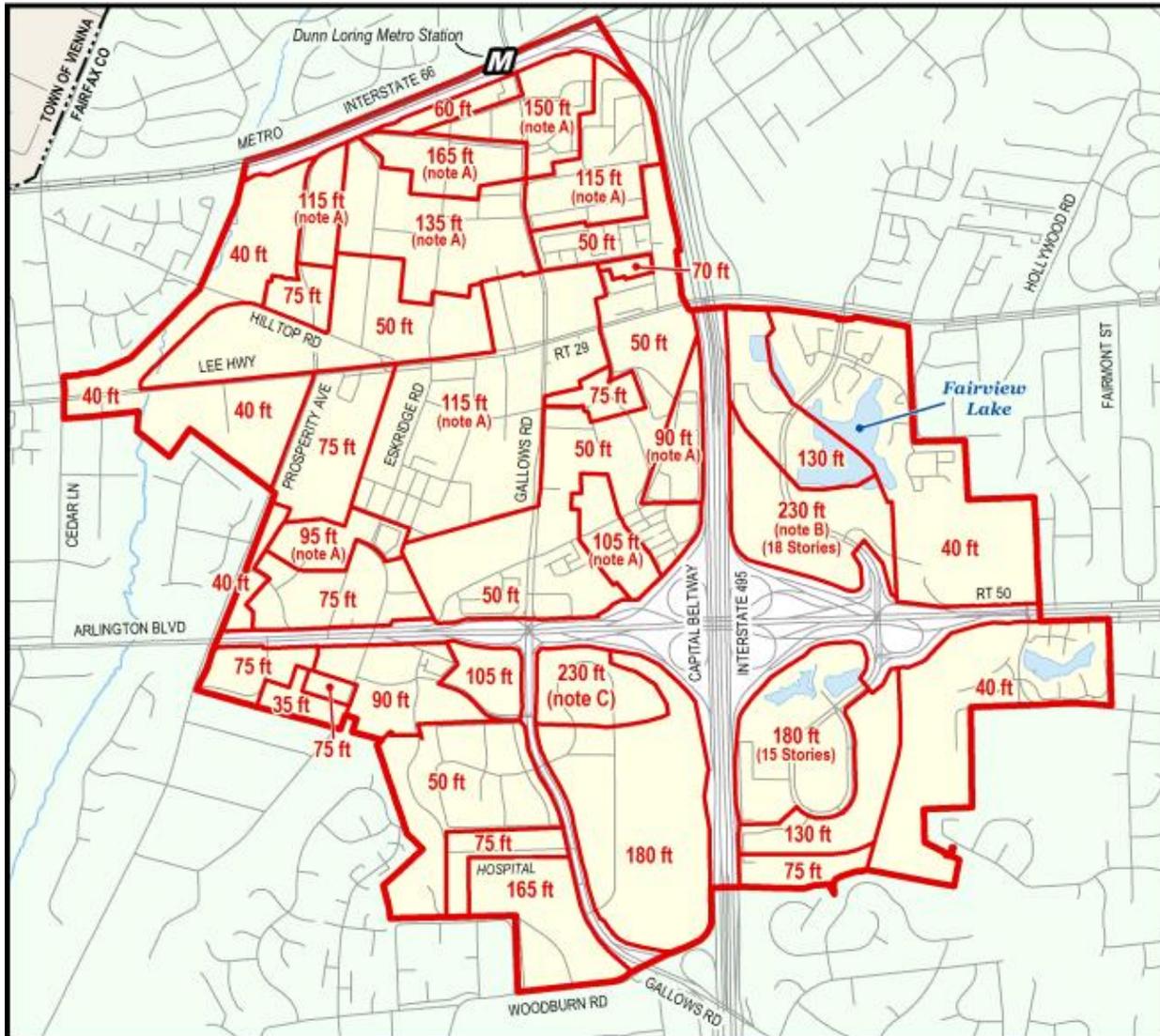
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REPLACE FIGURE: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield Suburban Center, Area-wide Guidance, as amended through July 31, 2018, Figure 9, page 24 to modify open space areas and add green squares in Land Unit K and Subunit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



1301

1302 **REPLACE FIGURE:** Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield
 1303 Suburban Center, Area-wide Guidance, as amended through July 31, 2018, Figure 8, Building
 1304 Heights Map to increase maximum building height shown on Land Unit K (in certain areas) from
 1305 180 feet to 230 feet, areas and to move the word “HOSPITAL” further south to reflect the
 1306 accurate location of Inova Fairfax Hospital.
 1307



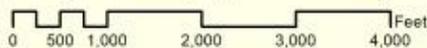
Building Heights Map - Merrifield Suburban Center

Note A: Heights shown with Note A indicate a maximum height allowed when parking structures are integrated with buildings. Maximum building heights are reduced by 20 to 30 feet when parking is not integrated with the building. See specific sub-unit recommendations for additional guidance.

Note B: Heights shown with Note B indicate a maximum height if a retail center is located adjacent to Fairview Lake, the office buildings located in the western portion of Sub-Unit 11 may be considered for a height increase of up to 18 stories or approximately 230 feet. See specific sub-unit recommendations for additional guidance.

Note C: See specific sub-unit recommendations for additional guidance.

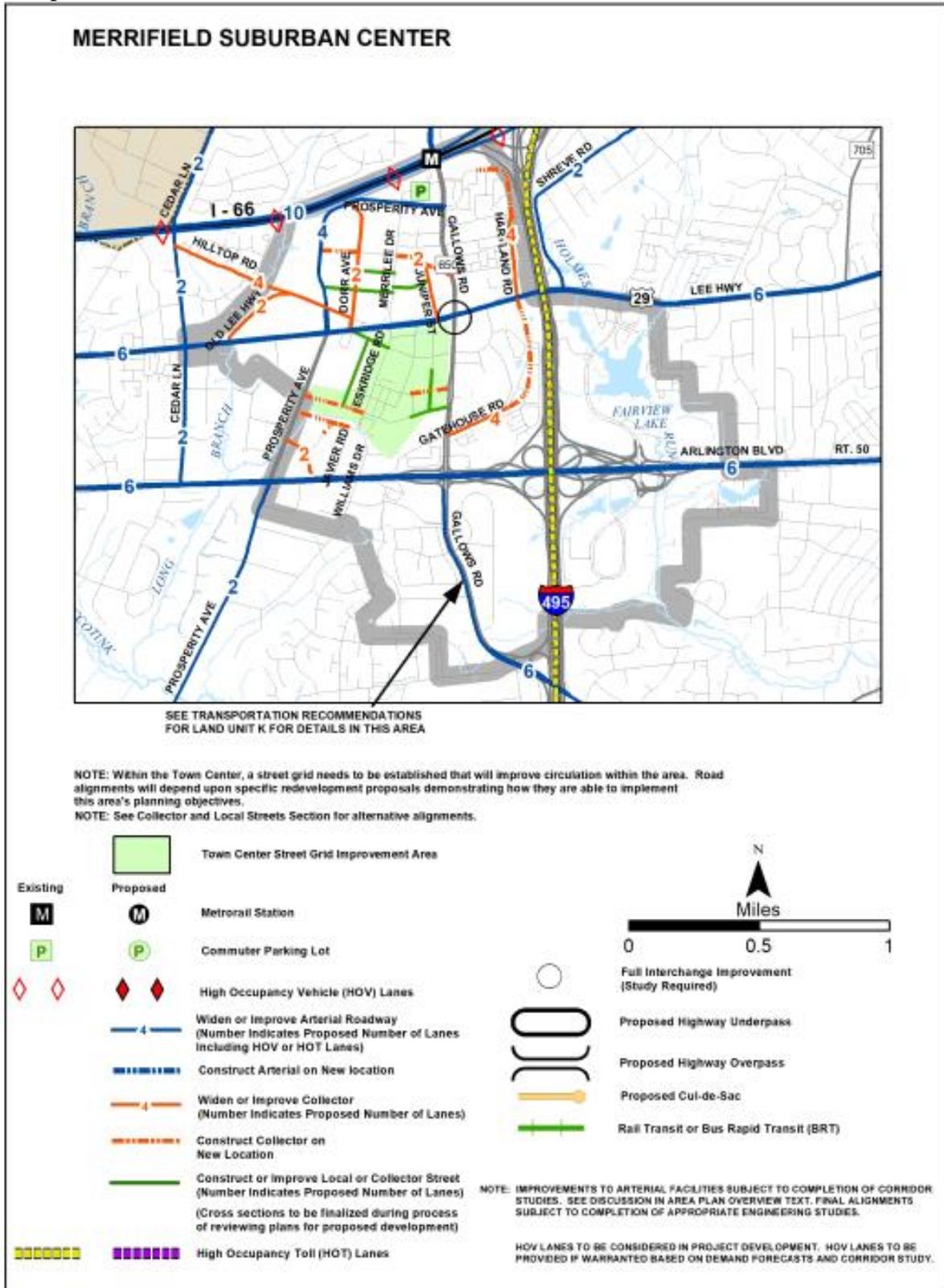
Prepared by Fairfax County Department of Planning & Development 2016; Updated August 2019



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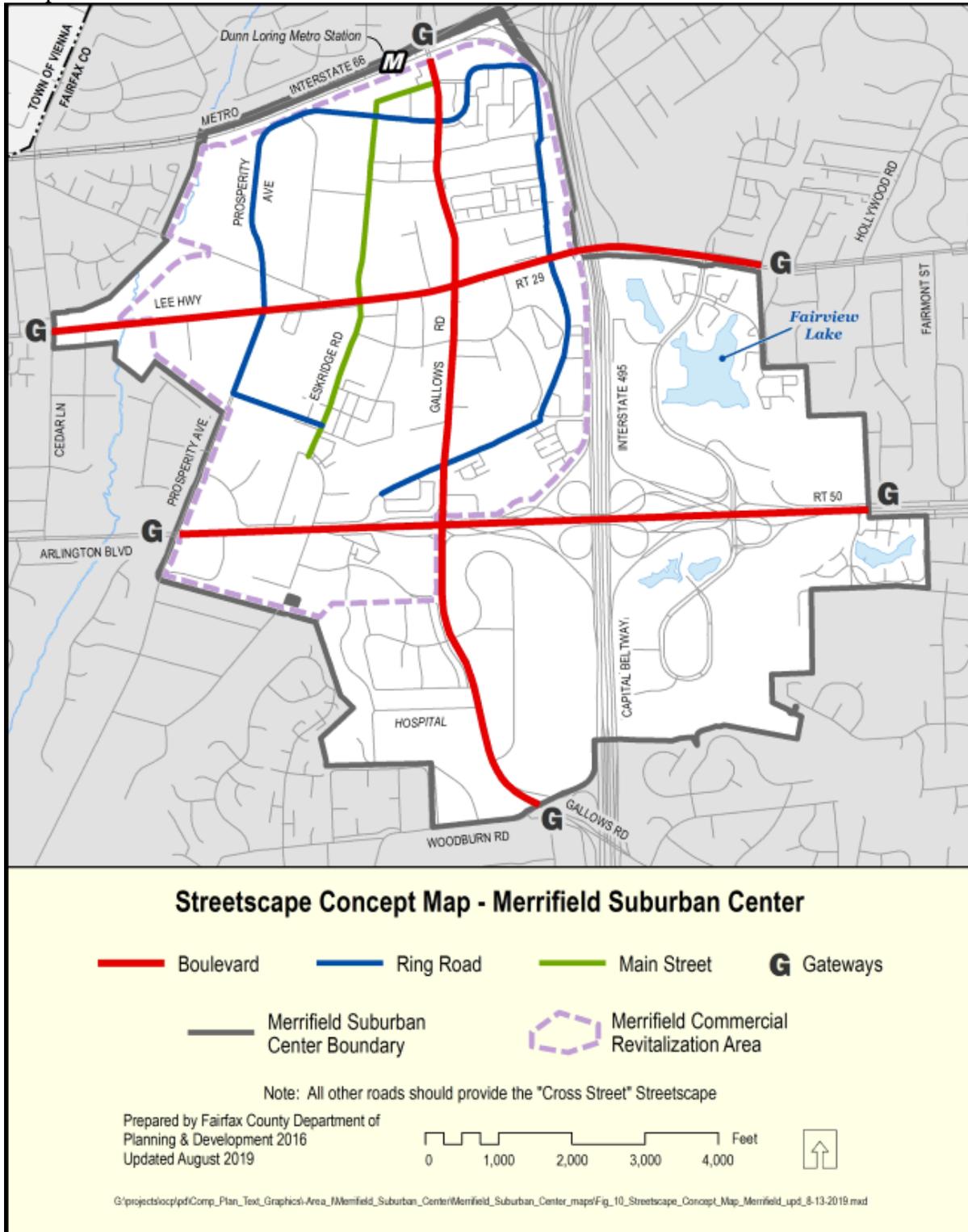
1308

1309 **MODIFY FIGURE:** Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield
 1310 Suburban Center, Area-Wide Guidance, as amended through July 31, 2018, Figure 16,
 1311 Transportation Recommendations, page 43, to add a note that references additional
 1312 transportation recommendations in Land Unit K.



1313

1314 **MODIFY FIGURE:** Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield
 1315 Suburban Center, Area-wide Guidance, as amended through July 31, 2018, Figure 10, page 28 to
 1316 move the word “HOSPITAL” further south to reflect the accurate location of Inova Fairfax
 1317 Hospital.



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