

**County of Fairfax, Virginia
Planning Commission Meeting
September 19, 2019
Verbatim Excerpt**

*SSPA 2018-I-1MS – MERRIFIELD SUBURBAN CENTER STUDY – Notice is hereby given that the Fairfax County Planning Commission will hold a PUBLIC HEARING on **WEDNESDAY, SEPTEMBER 11, 2019 at 7:30 PM** in the Board Auditorium of the Government Center, 12000 Government Center Pkwy, Fairfax, VA, to consider proposed revisions to the Comprehensive Plan for Fairfax County, VA, in accordance with the Code of Virginia, Title 15.2, Chapter 22.*

***Site Specific Plan Amendment 2018-I-1MS** concerns approx. 203 ac. generally located at 2900 and 2941 Fairview Park Drive, Falls Church, VA 22042 and four non-addressed parcels (Tax Map #49-4 ((1)) 71, 73, 73A1, 73A2, 74A and 74B) within Fairview Park; 3225 Gallows Road, Fairfax, VA, 22037 and 8100 Innovation Park Drive, Fairfax, VA 22031 (Tax Map #49-4 ((1)) 57) – Inova Center for Personalized Health (ICPH) in the Providence Supervisor District. Fairview Park subject area (86 ac.) is planned for office, accessory retail and public park uses. The amendment originally proposed mixed-use office, hotel, residential, and other uses between 3 million square feet and 3.7 million square feet of total development on Tax Map Parcels 71, 73, 73A1, 73A2, 74A and 74B. The revised proposal considers office, multifamily residential use with a maximum of 1,060 units, ground floor retail and other uses and new publicly accessible parks and pedestrian and bicycle facilities up to 2.1 million square feet on Tax Map Parcels 73, 73A1, 73A2, 74A and 74B. While the revised option intensity of 2.1 million square feet does not apply to Tax Map Parcel 71, new ground floor retail use is proposed for TMP 71 in the revised option. The ICPH site (117 ac.) is planned for office use up to 0.35 FAR. The amendment considers office, research, institutional, multifamily residential use with a maximum of 705 units, hotel and other uses up to 1.0 FAR, phasing of development with transportation improvements and public facilities, new publicly accessible parks; pedestrian and bicycle facilities, preserved green space and stream evaluation. Additional recommendations for both sites include urban design, parking, stormwater management and tree preservation. Related modifications to the Merrifield Suburban Center Areawide recommendations incl. such elements as areawide planning objectives and guidance pertaining to affordable housing, open space and transportation are proposed. Recommendations relating to the transportation network may also be modified. PA 2018-I-1MS is concurrently under review with Proffer Condition Amendment application PCA #74-7-047-02-02. Consult <http://ldsnet.fairfaxcounty.gov/ldsnet/CurrentInProgressBOS.aspx> for a description and information on the status of the PCA.*

Copies of the staff report, which includes this proposed Plan amendment, are available for examination and may be obtained from the Dept. of Planning & Development, 7th floor, Herrity Bldg., 12055 Government Center Pkwy, Fairfax, VA, and can also be viewed on the Web at www.fairfaxcounty.gov/planning-development/plan-amendments/staff-reports, three weeks prior to the public hearing. Persons desiring to speak on this proposed amendment at the public hearing should call 703-324-2865 to have their names placed on the speakers' list. Any questions may be directed to the Planning Div. at 703-324-1380. ADA: Reasonable accommodation is available upon 48 hours advance notice; please call 703-324-2865 or TTY 711 (Virginia Relay Center). (Providence District)

**During Commission Matters
(Decision Only) (Public Hearing on this application was held on September 11, 2019)**

Commissioner Niedzielski-Eichner: Thank you, Mr. Chairman. This action is specific to the Site Specific Plan Amendment 2018-I-1MS, Merrifield Suburban Center. Mr. Chairman, if I could, I'd like to ask staff to briefly identify the handout that was given to us this evening and just to indicate how to – how to read that handout and interpret anything that's – that's reflected there. Is that Ms. Van Dam or Ms. Byron? Are you in a position to do that for us?

Meghan Van Dam, Planning Department, Department of Planning and Development: I am if my microphone allows. I'll just hold it. Good evening. Meghan Van Dam with the Department of Planning and Development. So, since the – the hearing we have been working with the Planning Commissioner to – to put together a handout for you all this evening. This handout is the document called Planning Commission handout, with the date September 19th. And it contains the complete plan text for the nominated areas that's Land Units I, specifically Sub-Units I1, Land Unit J, and Land Unit K text within the Merrifield Suburban Center. This is the markup containing the strikethrough and underlines of the text that we are – we'll be talking about tonight. It is the – the – it is based on the task force recommendation for – that we – that we discussed last week that was contained in the staff report addendum. There are a few additional changes that the Commissioner will be discussing in the motions and those are indicated – additional changes from the task force recommendation in the addendum, those are shown in yellow font and bold font in the handout. And they are specifically related to the – the concerns and questions that were raised for the Fairview Park North Sub-Unit I1 recommendation and – primarily focused on the questions of the number of units and the intensity on the site. Thank you.

Commissioner Niedzielski-Eichner: Thank you, Ms. Van Dam. Could you also just highlight – explain the version of that the Commission had before it last week, as part of the public hearing, had boxes that represented options for – that the – represented kind of staff's potential options for the Commission to consider. What happened to those boxes in relation to the – the handout that's before us right now?

Ms. Van Dam: Those boxes have been removed. So, this – this is – as we're working through this, we felt that the – the task force recommendation was the best place to start because it was far more closely resembling that. And so, we have – we have removed the boxes and are no longer working with the – the staff recommended – recommended text in the boxes.

Commissioner Niedzielski-Eichner: And is it fair to say that the staff recommendation – the boxes that – that captures the staff's recommendation was specific to the potential for the 1060 units versus 840 unit. Again, specific to Fairview Park is – is that the case? That those – the changes that could have been captured through those boxes were driven by the difference in staff's perspectives of from what the task force recommended.

Ms. Van Dam: Yes. That is fair. The boxes were both recommending and – and related to the staff recommendation for the – for the 1060 maximum potential units for the site and the related amenities that would be – that would be part of that. And also, a total – staff had also recommended a total square-footage for the development of 1.75 million square feet as an alternative. And that has been – that is – we are no longer working with that.

Commissioner Niedzielski-Eichner: Okay. Good. Thank you. Just wanted to orient the Commission. This is – Commissioners, we had a week subsequent to last week's hearing, which we heard from a lot of fine citizens with regard to their feedback – giving us feedback on the task

force's work and also staff's recommendation. I – I think the – what I'd like to do is just indicate that we were going through review and considerations of all way up to this last minute. So, I do apologize for getting this – my motions to you as late as this evening. But I think based on – you'll appreciate the – what I'm recommending in the context of – that I will provide for you at this point. And Mr. Chairman, the Board of Supervisors organized over a year ago, consideration of a Site Specific Plan Amendment for approximately 203 acres within the Merrifield Suburban Center roughly at the intersection of Arlington Boulevard, Route 50, and Interstate 495. The study area constitutes two nominations for Comprehensive Plan changes. Those nominations came from the INOVA Center for Personalized Health and from Fairview Park. Providence Supervisor Linda Smyth, with support from the County Planning and Development staff, convened a task force of local residents to evaluate the nominations. The task force was composed of representatives from homeowners associations and the Greater Merrifield Business Association and they convened in over 26 meetings during a ten month period. Charlie Hall and Fran Wallingford ably, very ably I would add, led the task force as its chair and vice chair respectively. We heard from both Charlie and Fran during the public hearing and in a subsequent communication for the record. I will not delve into the details of the two nominations, nor into how the nominations were refined and modified and improved upon, in my opinion, during this process, as we have already been exposed to that background at last week's public hearing. Instead, Mr. Chairman, I want to emphasize the importance of the recommended changes to the Comp Plan before us tonight and to highlight a few key points that have been the subject of debate subsequent to the delivery of the task force's report, and the staff's analysis and recommendations. The proposed plan amendment before us is a decision tonight – before as – as a decision tonight has the potential to have far-reaching effects for the Merrifield area, the County, Northern Virginia, and in my view, the Commonwealth. The proposed plan proposed by Inova Center for Personalized Health envisions a world-class facility that would bring critical health resources and ground-breaking research to the County and the region. The project would include major partnerships with well-regarded institutions, such as the University of Virginia, in a location that has natural synergies with existing institutions, and it would preserve and make public a substantial natural, wooded place in the Merrifield area for the community to enjoy. The Fairview Park plan, the second nomination, proposes to reinvigorate an office park that was once Fairfax County's premier office park to make it more competitive in the changing office market and strive to better connect an area historically cut off by the Beltway into the heart of Merrifield. These are major endeavors, and as such, staff, the Merrifield Task Force, nominators, and the public rigorously analyzed and debated these nominations, their benefits, and their impacts over a year, plus – a year plus of intensive work, especially in the concluding months. There were many questions raised, most notably about the transportation impact and environmental considerations and, remarkably, these many hours of discussions resulted in substantial alignment on the recommendations for Plan language changes to accommodate both the Inova and Fairview Park nominations. The one outstanding issue that remains tonight relates to the number of dwelling units and the total intensity on Fairview Park, north of Route 50. The task force and the immediate neighbors have expressed significant concern about the type of place and level of activity that would be created based on the change in land use, scale of the development, and the impacts on the local roadways. Staff recognized these concerns and – and proposed a compromise, as published in the addendum, that presented a reduced total square-footage for the development, which was below their original recommendation, but kept the staff-recommended number of units. The compromise was thought to reduce the size of the development, but better support the retail, civic, and cultural uses, which would, in turn, better amenitize the existing office park and the – and the community than the task force recommendation. Now, I can understand and have understood both perspectives, and after

consideration I would like to propose another approach to the Planning Commission that, I believe, would strike a balance between the need to manage the number of new residential units with the sustained vitality of the place called Fairview Park. From my perspective, Mr. Chairman, we should be careful that the amended Comp Plan language not inadvertently become a barrier to mixed-use development in Fairview Park. I am convinced after sitting through a number of task force meetings and hearing presentations from retail, housing, and office development experts that the introduce – that introducing mixed-use development into Fairview Park is essential to its ability to sustain its economic vitality. My approach – proposed approach, which I – I will move tonight, caps the number of units on the Fairview Park site at a maximum of 840 units, as the task force recommends, yet increases the total square-footage of the development to a higher number than recommended. Specifically, Mr. Chairman, I propose that the allowed square-footage be increased by 180,000 square feet, from the task force recommended 1.42 million square feet to 1.6 million square feet. This approach would respond to the task force and the adjacent community's concerns regarding the number of allowable units, thereby limiting the residential population and overall density, while providing the property owner with additional flexibility to consider larger residential units, additional retail uses, or something more novel, like the small boutique office uses that we are seeing proposed in other centers within the County and would add workers to the residential retail mixed-use. In consideration how the Comp Plan changes for Fairview Park would lay out on the land itself, I also believe that the language about the building heights should be scaled down to better reflect community concerns for building mass – building mass, density, and scale of development. In this regard Mr. Chairman, the Merrifield Plan speaks to establishing a distinctive skyline – skyline, to which Fairview Park contributes. My proposal for reducing the allowable building height for the mixed-use option does not change this expectation, but does decrease the allowable building height from 18 stories or 230 feet to 15 stories and 180 feet. The taller building height makes sense with larger – with the higher square-foot total. However, to best conform to the recommended uses, better compatibility will be achieved with buildings that are not taller than or less than the existing office buildings near Route 50, which are fifteen stories. Finally, Mr. Chairman, the Site Specific Amendment process introduced a number of constraints that I believe warrant changes for future such Plan Amendment efforts. A key one for me was the inability of the task force to consider the implications of future development proposals in a more regional context. This more regional view is particularly pertinent to the consideration of impacts associated with bringing a significantly larger number of people into the Merrifield area. Another important constraint of this process is that the analysis of the two nominations were significantly dependent upon the nominators' vision for the future use of their site and did not necessarily account for the broader vision that we as County leaders should maintain. This is particularly – particularly pertinent to the matter of transportation. So, after consideration of the main motion, Mr. Chairman, I will therefore offer five follow-on motions for Commission and Board consideration that, if approved, will continue to examine questions that were raised during the task force process, but were not able to be more fully explored due to time and process constraints. So, Mr. Chairman, if I could move to the main motion.

Chairman Murphy: Please.

Commissioner Niedzielski-Eichner: Mr. Chairman, I MOVE THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS THE ADOPTION OF THE RECOMMENDED PLAN TEXT FOR SSPA 2018-I-1MS TO ADD AN OPTION FOR AN ACADEMIC AND RESEARCH CAMPUS UP TO AN INTENSITY OF 0.7 FAR AND A FUTURE EXPANSION UP TO A 1.0 FAR ON THE ICPH SITE IN – IN LAND UNIT K OF

THE MERRIFIELD SUBURBAN CENTER, IF CERTAIN CONDITIONS ARE MET, AND TO ADD AN OPTION FOR MIXED-USE DEVELOPMENT ON THE FAIRVIEW PARK IN SUB-UNIT 11 – I'M SORRY I1, WITH A MAXIMUM RESIDENTIAL COMPONENT OF UP TO 840 UNITS AND A TOTAL – TOTAL SQUARE-FOOTAGE FOR THE DEVELOPMENT OPTION UP TO 1.6 MILLION SQUARE FEET. RETAIL USE ALSO WOULD BE RECOMMENDED IN ADDITION TO THE PLANNED OFFICE USE IN SUB-UNIT J. CONDITIONS RELATED TO TRANSPORTATION, THE ENVIRONMENT, PUBLIC – PUBLIC FACILITIES, AND PARKS AND RECREATION ARE ASSOCIATED WITH EACH OF THESE DEVELOPMENT OPTIONS. MINOR EDITORIAL REVISIONS ARE ALSO PROPOSED. THIS RECOMMENDATION, BASED ON THE STAFF REPORT ADDENDUM, IS CONTAINED IN MY HANDOUT DATED SEPTEMBER 19TH, 2019 AND DESCRIBED BY STAFF PRIOR TO CONSIDERATION.

Chairman Murphy: Is that it?

Commissioner Niedzielski-Eichner: This is the motion.

Chairman Murphy: Okay. Is there a second?

Commissioner Hurley: I'll second.

Chairman Murphy: Seconded by Ms. Hurley. Discussion?

Commissioner Tanner: Mr. Chairman?

Chairman Murphy: Yes.

Commissioner Tanner: I was not present for the public hearing. I will not be voting on this one.

Chairman Murphy: Okay.

Commissioner Migliaccio: Mr. Chairman?

Chairman Murphy: Yes. Mr. Migliaccio.

Commissioner Migliaccio: I also was not present for the public hearing, but did have a chance to review the tape and will be voting.

Chairman Murphy: Okay.

Commissioner Sargeant: Mr. Chairman? Just some questions for clarification. The reference to the increase in – in 180,000 square feet while meeting the – the task force recommendation for 840 units. Is that 180,000 included – is that part of the formula within – within on line 106 Land Use for the first bullet, where it says will not exceed a total of approximately 1.6 million square feet? In other words is it – is it – does it still fall under the 2.1, is that what the thinking is?

Commissioner Niedzielski-Eichner: That's correct.

Commissioner Sargeant: So that...

Commissioner Niedzielski-Eichner: So as currently – in the current plan, the total square-footage allowed is 2.1 million...

Commissioner Sargeant: Yeah.

Commissioner Niedzielski-Eichner: This would reduce it by 500,000.

Commissioner Sargeant: But the – the reference to increase – I'm – I'm asking for the point of clarification to make sure that advertising is not necessary. You know, that was my concern. So, if I can get clarification from staff.

Barbara Byron, Director, Department of Planning and Development: Yes. We would not have to re-advertise. This is included within the scope of the advertisement.

Commissioner Sargeant: Okay.

Chairman Murphy: Okay.

Commissioner Sargeant: Just from my understanding. Why are we increasing 180,000 when we're decreasing from 2.1?

Ms. Byron: So, part of the difference in the – in the numerics is that, in working with the applicant, they have always said that their unit size was based more on 1100 square feet per unit. We had used the smaller size. So that accounted for a small part of it. The rest of it– we had a discussion in which we thought it would be really advantageous to allow a different kind of use there like the Commissioner mentioned. Something like a boutique office use to further amenitize and activate the main street. So that accounted for about 80,000. And when you add them up that's the difference.

Commissioner Sargeant: Okay. So, but no advertisement. Could I ask one more question, Mr. Chairman?

Chairman Murphy: Sure.

Commissioner Sargeant: In – in the motion, I think there was a reference to if certain conditions are met. Is that too specific, as those conditions are not identified, would criteria work better?

Ms. Van Dam: It – are you – so the conditions are primarily related to transportation...

Commissioner Sargeant: Yeah. I believe that was the section of the – Commissioner Niedzielski-Eichner's motion regarding if certain conditions are met.

Ms. Van Dam: Right. Are those – they're outlined in the handout...

Commissioner Sargeant: Which handout?

Ms. Van Dam: I'm sorry.

Commissioner Sargeant: We got a bunch of stuff here just before the meeting.

Ms. Van Dam: In the Planning Commission handout.

Commissioner Sargeant: This one?

Ms. Van Dam: There are a number of conditions – let me turn to...

Commissioner Niedzielski-Eichner: These conditions, just as you're looking for that – these conditions are ones that are specified in the language that would be incorporated into the Comp Plan.

Commissioner Sargeant: Okay.

Ms. Van Dam: Right.

Commissioner Sargeant: But you mentioned in the handout. So, are you talking about this one?

Chairman Murphy: Yeah.

Ms. Van Dam: Yes.

Commissioner Sargeant: Okay.

Ms. Van Dam: That is correct.

Commissioner Sargeant: Okay. Alright. Well that's what I wanted to clarify then.

Chairman Murphy: Mr. Ulfelder. Are you done? Okay.

Commissioner Ulfelder: I – I had a question in – in your lead-up to the actual motion, you mentioned that you will have – you have – there's been a handout with a number of follow-on motions. And my question is, are these motions that the task force requested or suggested or recommended based on their efforts?

Commissioner Niedzielski-Eichner: No, expect perhaps informally. But no – no one specifically asked for a motion – any of the – the five motions. They were matters that came up as part of the discussion – the task force discussion amongst themselves. But because of the scale and scope of – the constraints of the process didn't get considered by the task force.

Commissioner Ulfelder: Well, that's a part of – I guess that was a part of what was making me ask. Which particular constraints? I mean we had a fairly extensive task force process and if there are still a number of issues that are sort of hanging out that need some additional task forces or staff work or whatever that was not done at the time or as part of the process of the task force, I have a little difficulty with that to be honest. That it's – it's sort of it's – it's – I have a little difficulty with it. And so...

Commissioner Niedzielski-Eichner: Let me give you an example if you – if I could. So the task force's work was to review the nomination of the Inova Center for Personalized Health and the

Fairview Park. If you look at the – that geographically, that's only a – the southern portion of the Merrifield Suburban Center...

Commissioner Ulfelder: Right.

Commissioner Niedzielski-Eichner: As the task force's work progressed, one of the key considerations the task force had is what – how will these nominations affect traffic and movement of people through – through these areas? The staff was able to provide, and the nominators, were able to provide transportation analysis specific to the area – that geographic area. But by virtue of the process, both by time and by scope – did not look at the – was not – were not able to look at the transportation implications and potential options with a broader view. Let's say for example from the AC – ACPH as an anchor on a corridor all the way to Tysons Corner. And the implications for Gallows as a corridor, which was a feature of a consideration but couldn't be viewed in a broader – on a broader basis. And Mr. Biesiadny, if – if you wanna – or Ms. Byron?

Ms. Byron: Barbara Byron, Director of Department of Planning and Development. This has become very normal for us with large planning studies. If you recall, when we adopted Tysons, we had twenty follow-on motions. The same thing happened with a little – somewhat fewer, but almost as many when we adopted Reston. And we also had follow-on motions when we adopted Embark Richmond Highway. So, this has become a kind of a norm for us when the work is completed, we know there's follow-on work. For example, this has a funding – if you looked at this, what the Commissioner is suggesting is that we have a funding plan. We did the exact same thing for the three other plan amendments that I referenced. These are things that we feel are not necessary to have in place before the adoption of the plan, but there are things that really are important for us to nail down into the future. I would also say, and I think this was part of your question, having sat to more recent months of the task force, everything that is referenced in these follow-on motions was definitely a topic that they considered and I think if you were asked – would ask them, these are things that resonate with them and that they would like to have pursued.

Commissioner Niedzielski-Eichner: And I would add that Madame – Mr. Chairman that the – I did ask for feedback from the chair and the vice chair of the task force, which I received and incorporated their feedback.

Commissioner Sargeant: Mr. Chairman?

Chairman Murphy: Yes. Mr. Sargeant.

Commissioner Sargeant: I – I appreciate the – the explanation. I think the one question – the five follow-on motions and the main motion that we have on the table right now. Does that main motion and thus this report stand independent of those other – of those other five motions?

Ms. Byron: We believe it does. Yes.

Commissioner Sargeant: Alright. So – so I wanted to make sure that this – my clarification since I hadn't seen any of this. I wanted to make sure that this – this report and all the work you've done and the task force has done stands on its own independent of these motions...

Ms. Byron: Yes.

Commissioner Sargeant: So, it is not – these do not serve as – as crutches, borders, whatever...

Ms. Byron: Yes.

Commissioner Sargeant: But individual. Okay. Fine. Thank you.

Commissioner Niedzielski-Eichner: And they build on rather than counter the task force's work.

Commission Sargeant: Okay. Thank you.

Chairman Murphy: Further discussion of the motion? All those in favor of the motion to recommend to the Board of Supervisors that it adopt SSPA 2018-I-1MS, Merrifield Suburban Center Study, as articulated this evening by Commissioner Niedzielski-Eichner, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? The motion carries. Abstained Mr. Tanner and Mr. Migliaccio.

Commissioner Migliaccio: No. I...

Chairman Murphy: Mr. Migliaccio's good. You abstained. Okay. One abstention.

Commissioner Niedzielski-Eichner: Mr. Chairman.

Chairman Murphy: Yes.

Commissioner Niedzielski-Eichner: Aren't we glad that I don't have twenty follow-on motions?

Chairman Murphy: I thought you did already.

Commissioner Hart: Second.

Commissioner Sargeant: Wait a minute...

Commissioner Niedzielski-Eichner: So – so these follow-on motions. The first motion is the Merrifield Suburban Center Multimodal Transportation Opportunities. Due to the successful evolution of the Dunn Loring and Mosaic core areas of the Merrifield Suburban Center, the projected scale and scope of the Inova Center for Personalized Health, and the potential development of Fairview Park, there is an increasing need to improve mobility and accessibility within and through the Merrifield Suburban Center. Additionally, opportunities exist for the County to introduce innovative technologies to assist in mitigating the growth in the – in traffic in the area. Therefore, Mr. Chairman, I MOVE THAT THE PLANNING COMMISSION RECOMMEND THAT THE BOARD OF SUPERVISORS DIRECT STAFF TO CONDUCT A COMPREHENSIVE STUDY OF MULTIMODAL TRANSPORTATION OPPORTUNITIES IN AND AROUND THE MERRIFIELD SUBURBAN CENTER, WITH A FOCUS ON THE GALLOWS ROAD CORRIDOR FROM TYSONS TO ANNANDALE AND PARALLEL ROADWAYS, SUCH AS ESKRIDGE ROAD TO THE WEST AND FAIRVIEW PARK DRIVE

TO THE EAST, INCLUDING EVALUATING HOW THE COUNTY MAY BE ABLE TO USE INNOVATIVE AND EVOLVING TECHNOLOGIES TO ENHANCE MOBILITY AND ACCESSIBILITY, AND PROVIDE FUNDING FOR THIS ANALYSIS. AND FURTHER, MR. CHAIRMAN, THAT THE STAFF BE DIRECTED TO ENGAGE POTENTIALLY AFFECTED COMMUNITIES THROUGHOUT THE CONDUCT OF THIS STUDY. And I appreciate a second.

Chairman Murphy: Is there a second?

Commissioner Hart: Second for discussion.

Chairman Murphy: Mr. Hart seconds the motion. Discussion?

Commissioner Hart: Mr. Chairman?

Chairman Murphy: Yes. I'm sorry.

Commissioner Hart: Thank you. I – I don't have a problem with the – gist of the motion. And what I – what I was going to suggest was perhaps somewhere in this or the others, it isn't just potentially affected communities, it may be interaction with appropriate Planning Commission committees. I think that's the intention, even if these things don't necessarily require a public hearing with the Planning Commission. For instance, the Transportation Committee or possibly the Tysons Committee or there – maybe – I'm – I'm reading too much into it, but – but it would certainly be appropriate if not essential for appropriate PC committees to be in this process at – at some level. And it – the – I don't think the motion says that but I – I – it – it – I don't know whether to add it in the last line or it's – it's another point. But that idea I – I think would help.

Commissioner Niedzielski-Eichner: I think a broad – the – the – my position on this is that we need to broadly involve the community. And – and by limiting the language to affect the communities I think is cause – is the cause for that problem. In addition to the Planning Commission, of course, there are other organizations who represent a large group of individuals with have – with that which – who would have an interest in this – this work. I think for example, the – the bicycle associations and others. So, can we stipulate for the record that the idea – the use of the word affected communities is to be broadly construed to include those – those who have both responsibility as well as a strong interest in this particular area?

Commissioner Hart: I think so. Ms. Byron, if – if that – if you could confirm that that's good enough for me.

Ms. Byron: We were wondering if you would consider changing the word to stakeholders? And that's a broader term.

Commissioner Niedzielski-Eichner: I'm comfortable with stakeholders.

Chairman Murphy: Okay.

Commissioner Niedzielski-Eichner: Mr. – Mr. Hart?

Commissioner Hart: Yes. No, if – if it's fine with Ms. Byron, it's fine with me.

Commissioner Niedzielski-Eichner: So, let me amend the motion to – to...

Chairman Murphy: Alright.

Commissioner Niedzielski-Eichner: For that last sentence to reflect that. Mr. Chairman, THAT STAFF BE DIRECTED TO ENGAGE POTENTIALLY – POTENTIAL STAKEHOLDERS THROUGHOUT THE CONDUCT OF THIS STUDY.

Commissioner Sargeant: Mr. Chairman?

Chairman Murphy: Okay. Mr. Sargeant.

Commissioner Sargeant: My I – May I ask a question on the motion? In the section, one, two, three – three lines from the bottom where it's be able to use innovative and effective – evolving technologies to enhance mobility and accessibility and provide funding for this analysis. Do you mean – is it for funding the actual study of these solutions or for the – for the recommendations that – that come from the study?

Commissioner Niedzielski-Eichner: I could see the awkwardness of that. It's – it's the – to fund the analysis.

Commission Sargeant: Okay. Did – did we have – the only reason I'm wondering about that is cause I don't – probably done this – when we've done those types of studies elsewhere, or you've done those types of studies. I don't recall motions at the Planning Commission level that – that suggest that those studies have to be funded.

Mr. Biesiadny: Tom Biesiadny with the Department of Transportation. You're correct that we haven't necessarily used that language in the past, but it is one of the lessons learned that we've used – we've learned from the past. So, it is – it is a little bit different than some of the ones you've seen before. But the funding piece is pretty critical because these are not just staff studies, but they will take consultants support for example.

Commissioner Sargeant: Okay. I see your point. Alright. Thank you.

Chairman Murphy: Further discussion? Ms. Strandlie.

Commissioner Strandlie: Thank you. The reference to the focus on Gallows Road corridor from Tysons to Annandale. I think we need to more definitively define Annandale because Annandale starts just shortly after three – 495. Are we talking about downtown Annandale? Annandale also extends through the Camelot area. How can we say the greater Annandale area to incorporate a wider swath of potential study?

Commissioner Niedzielski-Eichner: Let's – let's – I – I agree to make that change to...

Commissioner Strandlie: Thank you.

Commissioner Niedzielski-Eichner: The motion.

Chairman Murphy: We okay staff with that? Okay. Further discussion? No. Ms. Hurley. I'm sorry.

Commissioner Hurley: Back to the previous point. This is a parse question and it's been agreed to provide funding should be added. But who is it? Going back to the original. Is staff is to provide funding or we recommend the Board of Supervisors provide funding? Who is it – who is – parsing this sentence, I can't figure out who it is that supposed to provide funding?

Mr. Biesiadny: Commissioner Hurley, when we get to the Board, when this case – assuming the Planning Commissioner approves it and gets to the Board, we're going to add another follow-on motion for Supervisor Smyth that specifically deals with the funding piece and providing for the funding.

Commissioner Hurley: Alright. So you mean – again, I'm trying to parse the very long sentence here. So you mean and this Board to provide funding?

Mr. Biesiadny: Yes. So this – this is just indicating that funding needs to be provided. When Supervisor Smyth makes her motion, she will be more specific about how that funding would be achieved.

Commissioner Hurley: I'm still lost, but...

Commissioner Sargeant: What Mr. – Mr.

Commissioner Hurley: Everybody else understands. Great.

Commissioner Sargeant: Mr. Chairman I believe...

Commissioner Strandlie: It's just [inaudible] specify...

Commissioner Sargeant: I believe what – what we're reading now is that we are recommending that staff conduct a comprehensive study and that the Board of Supervisors provide funding for this analysis. Because it does reference...

Chairman Murphy: Right.

Commissioner Sargeant: Our recommendation to the Board of Supervisors.

Chairman Murphy: Yup. Nodding? We nodding?

Commissioner Niedzielski-Eichner: Yes.

Chairman Murphy: Okay.

Commissioner Ulfelder: Yeah. I mean I think the point is we don't want to send something up that – for the Board that were act on that would need funding without addressing the fact that funding is needed. In other words, it's sort of like go what the Federal Government does with unfunded requirements for the States. And I think that's the point. We're trying to make sure that

they understand that if they agree with the follow-on motion that it will need some specific funding.

Commissioner Sargeant: And – and Mr. Chairman, to – to add to that and Commissioner Strandlie’s comments. Do we need to – to better define the end of the study in Annandale so we’re not asking for the Board to fund – we don’t get into funding truly. Is Annandale too broad for description of a – of a analysis? I mean, you’re just gonna keep on going.

Mr. Biesiadny: With the clarification that was added to – to say the greater Annandale area. I think we’re fine.

Commissioner Sargeant: Okay. Fine. Good. Thank you, Mr. Chairman.

Chairman Murphy: Okay. Further discussion of the motion? All those in favor of the motion, follow-on motion one, Merrifield – Merrifield Suburban Center Multimodal Transportation Opportunities as articulated by Commissioner Niedzielski (sic) and amended by members of the Planning Commission this evening, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. One abstention.

Commissioner Niedzielski-Eichner: Mr. Chairman, since the Capital Beltway, I-495, bifurcates the Merrifield Suburban Center...

Chairman Murphy: Why don’t we identify this as follow-on motion two just for the record. Okay.

Commissioner Niedzielski-Eichner: Yeah. Follow-on motion that’s – excuse me. Follow-on motion two. Merrifield Suburban Center East-West Connectivity. Since the Capital Beltway, I-495, bifurcates the Merrifield Suburban Center to address future growth around the Inova campus, Fairview Park, and the Merrifield Suburban Center, it would be advantageous to understand how the areas east and west of 495 can be better connected. Therefore, Mr. Chairman, I MOVE THAT THE PLANNING COMMISSION RECOMMEND THAT THE BOARD OF SUPERVISORS DIRECT STAFF TO STUDY THE BARRIERS TO CONNECTIVITY IN THE MERRIFIELD SUBURBAN CENTER CREATED BY INTERSTATE-495, OPPORTUNITIES TO MITIGATE THE BARRIERS, AND OPTIONS FOR IMPROVED MULTIMODAL MOBILITY BETWEEN THE PLANNED LAND USES ON THE EAST AND WEST SIDES OF THE INTERSTATE. And further, Mr. Chairman, THAT STAFF BE DIRECTED TO ENGAGE POTENTIALLY – TO ENGAGE STAKEHOLDERS THROUGHOUT THE CONDUCT OF THIS STUDY.

Commissioner Migliaccio: Second.

Commissioner Hart: Second.

Chairman Murphy: Seconded by Mr. Migliaccio and Mr. Hart. Is there a discussion of that motion? Ms. Hurley.

Commissioner Hurley: Just a point is that the interstate divides neighborhoods throughout. It's not just Merrifield. But if we start here and we come up with some good ideas that I can – might help every place that – whether it's the Beltway or 395 or I-66, they are definite impediments to communities. So whatever lessons learned it could be broadened.

Chairman Murphy: Further discussion?

Commissioner Hart: Mr. Chairman?

Chairman Murphy: Yes. Mr. Hart. Maybe I missed something but, we're asking the Board to figure out how to pay for the first one, but not – mean is – is the funding that we're paying for – for all of the studies is did – we're not – isn't this – wouldn't this require to be funded just as much as the other?

Commissioner Niedzielski-Eichner: Yes.

Commissioner Hart: Should we have a parallel clause about the – how we're gonna fund it or we just – like we just did?

Commissioner Niedzielski-Eichner: Yes. I agree to that...

Commissioner Hart: Alright.

Commissioner Niedzielski-Eichner: Amendment.

Commissioner Hart: Thank you.

Chairman Murphy: Further discussion? All those in favor of the motion on follow-on motion two, Merrifield Suburban Center East-West Connectivity, as articulated tonight by Mr. Niedzielski-Eichner and amended by the Planning Commission, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Mr. Niedzielski (sic) – and one – same – same abstention. Okay.

Commissioner Niedzielski-Eichner: Thank you, Mr. Chairman. Follow-on motion three, Merrifield Suburban Center Transportation Funding Plan. Implementation of the transportation improvements proposed in the Comprehensive Plan is critical to the health and success of the Merrifield Suburban Center. The traditional method of funding these transportation improvements include federal, state, regional, and County sources. However, some combination of public and private sector funding may be necessary to cover the costs associated with these improvements and to expedite implementation. So, therefore, Mr. Chairman, I – I move that – I'm lost in my own motion.

Chairman Murphy: Me too.

Commissioner Sargeant: Yup.

Commissioner Hart: Due to the complexity of issues...

Commissioner Ulfelder: Page three...

Commissioner Niedzielski-Eichner: Okay, I got it. Due to the complexity of issues involved, Mr. Chairman, I MOVE THAT THE PLANNING COMMISSION RECOMMEND THAT THE BOARD OF SUPERVISORS DIRECT STAFF TO DEVELOP A FUNDING PLAN FOR THE TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS RECOMMENDED IN THE MERRIFIELD SUBURBAN CENTER COMPREHENSIVE PLAN, IN AN EFFORT TO EXPEDITIOUSLY ADVANCE THE PROJECTS. THESE IMPROVEMENTS CAN PROVIDE BENEFITS IN ADVANCE OF THE IMPLEMENTATION OF ADDITIONAL DEVELOPMENT. THE FUNDING PLAN SHOULD INCLUDE STRATEGIES FOR FINANCING THE PUBLIC SHARE OF INFRASTRUCTURE IMPROVEMENTS AND FACILITATING COOPERATIVE FUNDING ARRANGEMENTS WITH THE PRIVATE SECTOR. THIS EFFORT SHOULD SPECIFICALLY ADDRESS AS A PRIORITY THE PEDESTRIAN AND BICYCLE BRIDGE AND INCLUDE THE I-49 – I-495 BRANDED RAMPS IN THE REGIONAL TRANSPORTATION PLANNING AND PROGRAMING DOCUMENTS, SUCH AS THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY'S TRANSACTION PLAN AND THE TRANSPORTATION PLANNING BOARD'S CONSTRAINED LONG RANGE PLAN. IN PREPARING THE FUNDING PLAN, STAFF SHOULD INCLUDE FUNDING FOR THE RECOMMENDATIONS OF THE MULTIMODAL STUDIES REQUESTED IN FOLLOW-ON MOTIONS ONE AND TWO. SO MOVED.

Commissioner Hart: Second.

Chairman Murphy: Seconded by Mr. Hart. Is there a discussion of that motion? Mr. Sargeant.

Commissioner Sargeant: Mr. Chairman, I'm just looking at the last – and preparing – and I'm – in preparing the funding plan staff should include funding for the recommendations of the multimodal studies requested in follow-on motions one and two. I'm just trying to get the order of – the order of the sequence here. I mean we've – we've asked them to fund this the first motion for multimodal transportation. Are we asking this collectively or – or how – how do you envision the request for the development of funding requests to proceed? I'm a little...

Mr. Biesiadny: So, that – that sentence is clarifying that not only is the funding plan that we developed to incorporate the recommended improvements that are included in the Comprehensive Plan Amendment that you're acting upon tonight, but also to include funding for any additional improvements that might be identified in the studies that are envisioned on follow-on motion one or follow-on motion two.

Commissioner Sargeant: Okay. So...

Mr. Biesiadny: So that the funding plan is comprehensive and not just focused on the – the changes that you're approving this evening.

Commissioner Sargeant: So, one and two fund this – the analysis, three funds the recommended solutions.

Mr. Biesiadny: Yes. Three is the big one that would fund all the improvements. The actual improvements.

Commissioner Sargeant: Got it. Alright. Thank you.

Chairman Murphy: Further discussion? All those in favor of the motion to recommend to the Board of Supervisors that it adopt follow-on motion three, Merrifield Suburban Center Transportation Funding Plan, as articulated by Mr. Niedzielski-Eichner, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Mr. Niedzielski-Eichner.

Commissioner Niedzielski-Eichner: Thank you, Mr. Chairman. Follow-on motion four, Merrifield Suburban Center Transportation Management Association. The Merrifield Suburban Center Comprehensive Plan Areawide Recommendations recognizes the need for Public/Private cooperation in – to identify, fund, and promote alternatives that reduce single-occupancy auto trips in the area. The nominators have committed to participating in this type of coordination, which is reflected in the recommended Plan text. I believe Inova understands the benefits of forming a Merrifield Suburban Center Transportation Management Association and will certainly need to be the catalyst for forming these partnerships. Therefore, Mr. Chairman, I MOVE THAT THE PLANNING COMMISSION RECOMMEND THAT THE BOARD OF SUPERVISORS DIRECT STAFF TO WORK WITH THE NOMINATORS, OTHER PROPERTY OWNERS, AND THE SURROUNDING COMMERCIAL, RETAIL, AND RESIDENTIAL COMMUNITIES TO FORM A TRANSPORTATION MANAGEMENT ASSOCIATION TO FACILITATE STRATEGIES TO REDUCE SINGLE-OCCUPANCY AUTO TRIP DEMAND WITHIN THE MERRIFIELD SUBURBAN CENTER, INCLUDING THE IMPLEMENTATION OF A CIRCULATOR SYSTEM.

Commissioner Hart: Second.

Chairman Murphy: Seconded by Mr. Hart. Is there a discussion of that motion? Yes. Ms. Strandlie.

Commissioner Strandlie: Thank you, Mr. Chairman. There are areas just beyond the Merrifield Suburban Center – for example, planned new development near Grand Park Plaza where a circulator service would also benefit to bringing and – and those communities into bringing workers and patients and users at the retail to the area. So, I'm wondering if Merrifield Suburban Center should be expanded in scope.

Commissioner Niedzielski-Eichner: I'll ask staff. The suburban center of – the center – or it's defined within the Comprehensive Plan, so I'd just ask staff's perspective on that.

Mr. Biesiadny: Commissioner the – the Merrifield Suburban Center is fairly well-defined in the – in the Comprehensive Plan. If there is a desire to go beyond that, we probably would need language that says that the intention is to go beyond that area.

Commissioner Strandlie: Can you recommend some language for that? The greater Merrifield Suburban...

Chairman Murphy: It worked the first time.

Mr. Biesiadny: If you're specifically interested in the Grand Park Shopping Center – or we – Grand Park Plaza – we could specifically reference that. If it's broader than that then...

Commissioner Strandlie: I think it's broader than that. Definitely that area. The – the neighborhoods in that area. The Grand Park Plaza is a focus point, which would be a good spot for a circulator when we certainly discuss that when we approve the Comprehensive Plans for that – redevelopment of that shopping area. But there is also other areas where a circulator could benefit as well.

Mr. Biesiadny: What if we added to the end of a circulator system, in developing the circulator system connections to activity areas or activity centers outside of the Merrifield Suburban Transportation Center should also be considered.

Commissioner Niedzielski-Eichner: I'm comfortable with that.

Chairman Murphy: Ms. Byron?

Mr. Biesiadny: Other potential destinations and activity centers.

Chairman Murphy: Yeah.

Commissioner Niedzielski-Eichner: Can you read that one more time please?

Mr. Biesiadny: In – in considering the development of the circulator system consideration to be – should be given to connections to potential destinations surrounding the Merrifield Suburban Center.

Commissioner Niedzielski-Eichner: Ms. Strandlie – Commissioner Strandlie. You're okay with that?

Commissioner Strandlie: Yes.

Commissioner Niedzielski-Eichner: Okay. Thank you, Mr. Chairman.

Chairman Murphy: Alright. Mr. Sargeant, on that point.

Commissioner Sargeant: Just one question. I like the idea of the Transportation Management Association – provides a big strategic picture of everything. I'd just like to understand a little bit how – how it interacts with the TDMs that we approve for individual applications.

Mr. Biesiadny: So, each individual applicant as they come through the process through their proffers commits to reductions in the single occupant vehicle trips. As individual groups, they would have the responsibility to implement programs or just telework or alternative work schedules. Things like that. Carpooling incentives. However, if they work together, they – one applicant with their neighbors, oftentimes they can achieve greater reductions by working together as opposed to working individually. So the idea of a Transportation Management

Association is to get a number of property owners in the same general area to work together on these reductions with the intention that they're going to be more successful working together than if each individual property owner is trying to achieve these goals on their own.

Commissioner Sargeant: With – with the management association established area – areawide goals for that particular project?

Mr. Biesiadny: No, the – the goals would be established through the rezoning process of the proffers that are approved by the Board of Supervisors. The Transportation Management Association would just be assisting those property owners who – whoever decides to be members in achieving the goals. But they would not be approving a specific goal. That would be done through the proffers.

Commissioner Sargeant: Okay. Thank you.

Ms. Byron: We have an example of that. So, in Tysons, the individual applications all provided proffers for the TDMs. But then through the auspices of the Tysons partnership working with DOT, they have a TMA that actually takes care of the business of the various individual groups who want to join up. And, as Tom said, there are a lot of efficiencies both cost and otherwise with having one group in charge of it. Plus, then that way the individuals don't have to have their own staff to do it. It just makes life a lot easier if you have a group doing it.

Commissioner Sargeant: Got it. Alright. Thank you.

Chairman Murphy: Ms. Hurley.

Commissioner Hurley: Thank you, Mr. Chairman. The – back to the question of the involvement of Annandale whatever, you're only taking about being involved in the circulator, you don't – you're not trying to have Annandale, Grand Plaza, or whatever be members of the management association. Is that correct? I mean the...

Commissioner Strandlie: I think there's part of the study...

Commissioner Hurley: The motion is about the management association. You're not trying to get them to be members of the association. You're just trying to get them to be added on to the circulator – I'm just trying to put the goal here.

Commissioner Strandlie: I think so. Yeah.

Commissioner Hurley: Just to be part of the circulator. Not to be part of the association. Okay. And then, as I read this, the whole goal of this association is to reduce single occupancy vehicle trips. That's their only goal. They're not worried about anything else except to reduce single occupancy automobile trips.

Mr. Biesiadny: Well, that's their...

Commissioner Hurley: It seems like a fairly limited goal.

Mr. Biesiadny: That would be their principal purpose. Now if the – if the members of the association decided that they wanted the association to do other things in addition to that, that would be up to them.

Commissioner Hurley: I mean all those...

Mr. Biesiadny: But the principal purpose would be to assist in reducing single occupant vehicle trips.

Commissioner Hurley: It seems like the – the previous motion about encouraging mitigating the barrier across the beltway excreta, with – would be part of it. That's why I'm trying to – it just seems like a rather narrow goal. But if you're all happy with that, that's fine with me.

Chairman Murphy: All right. Further discussion? Okay all those in favor of the – to recommend to the Board of Supervisors that it adopt follow-on motion four, Merrifield Suburban Center Transportation Management Association as articulated by Commissioner Niedzielski-Eichner and amended by members of the Commission, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. One abstention.

Commissioner Niedzielski-Eichner: Mr. Chairman, last follow-on motion number five, Merrifield Areawide Schools Assessment. A number of schools, Mr. Chairman, serve the Merrifield Suburban Center, Falls Church, Marshall, and Woodson High Schools, Luther Jackson, Kilmer, and Frost Middle Schools, and Shreveewood, Fairhill, Camelot, Pine Spring, Mantua, Stenwood, and Westlawn Elementary Schools. During the SSPA analysis, the Site Specific Plan Amendment analysis, it was recognized that future projections for School Year 2023 and 2024 show deficits at Falls Church, Woodson, Kilmer, Shreveewood, Mantua, and Pine Spring. The current plan for the Merrifield Suburban Center recommends that the school capacity is anticipated to be met through the planned expansion of current school facilities. However, Fairfax County Public Schools have limited sites in the Merrifield Suburban Center on which to expand. Other solutions to address school capacity beyond program – beyond program changes, temporary or modular classrooms, building additions may need to include new school construction, boundary changes, or more innovative solutions such as the repurposing of older underutilized buildings. But these are beyond the scope of this particular motion. This particular motion is limited to land use and Comp Plan matters. So the motion is to – in order to understand future capacity projections, capacity needs, and their land use and comprehensive planning implications, emphasis on land use and comprehensive planning implications, I MOVE THAT THE PLANNING COMMISSION RECOMMEND THAT BOARD OF SUPERVISORS DIRECT STAFF FROM THE DEPARTMENT OF PLANNING AND DEVELOPMENT TO COORDINATE WITH STAFF FROM FAIRFAX COUNTY PUBLIC SCHOOL, OFFICE OF FACILITIES PLANNING SERVICES, ON AN EVALUATION OF FUTURE BUILD-OUT OF THE MERRIFIELD SUBURBAN CENTER PLAN THAT WOULD DETERMINE ANTICIPATED STUDENT MEMBERSHIP AND SCHOOL CAPACITY NEEDS, AND WHETHER THE RECOMMENDATIONS IN THE PLAN WOULD ADEQUATELY ADDRESS THE CAPACITY NEED IN THE FUTURE OR WHETHER ALTERNATIVE GUIDANCE IS NEEDED. AND FURTHER, MR. CHAIRMAN, THAT STAFF BE DIRECTED

TO ENGAGE POTENTIALLY AFFECTED – TO ENGAGE STAKEHOLDERS
THROUGHOUT THE CONDUCT OF THIS EVALUATION.

Commissioner Hart: Second.

Chairman Murphy: Seconded by Mr. Hart. Discussion?

Commissioner Ulfelder: Mr. Chairman.

Chairman Murphy: Ms. Hurley and then Mr. Ulfelder. And then Ms. Strandlie.

Commissioner Hurley: At this point, as I warned Commissioner Niedzielski-Eichner, I am strongly opposed to – it is not the job of the Planning Commission, nor the planning staff, nor the Board of Supervisors to tell the School Board how to handle their capacity projections, their capacity needs or any of their other – if they want to do boundary changes or build more schools, whatever, that’s a School Board prerogative. We have an elected School Board and I will strongly vote no on this.

Chairman Murphy: Mr. Ulfelder and Ms. Strandlie.

Commissioner Ulfelder: I – I would ask – just coming back where it was at the beginning. Has this been discussed with the – the Fairfax County School folks?

Commissioner Niedzielski-Eichner: Yes. I asked the staff to use – review this language with them and I’ll – I’ll ask Ms. Van Dam to elaborate on what the response was. This – this was not the School Board. Just to be – to be clear.

Commissioner Ulfelder: I understand that. But – but it’s the facility staff. I understand that but the question’s the same.

Ms. Van Dam: Yes. We’ve been working with them throughout the – the study. And in fact, they were the ones that were – began to – began to suggest that this approach may be needed to address how the – how we’re looking at schools within the Merrifield area. Part of the constraints of the SSA – SSPA process is really looking very narrowly at the implications of the nominations and the sites. But if the question’s really are about how – how – what is happening in the schools in the broader area, it’s really hard to negotiate that question with the constraints of the Plan Amendment. So, this is something that has been discussed with them and they are very much interested in – in working through.

Commissioner Ulfelder: Have we had discussions with them about Tysons or Reston?

Ms. Van Dam: At this time, no.

Commissioner Ulfelder: For a similar study?

Ms. Van Dam: Right. I – you know this was – this was really for – these conversations were focused on Merrifield.

Commissioner Ulfelder: I mean, I think. Okay.

Commissioner Hart: Mr. Chairman?

Chairman Murphy: Ms. Strandlie and then Mr. Hart.

Commissioner Strandlie: I just wanted to mention that we reviewed the School Board's CIP. And in the last CIP we definitely made recommendations that were approved with suggestions on how to handle capacity. And I did want to mention that not all the schools are in the Merrifield Planning Area. Specifically Falls Church is right outside.

Commissioner Hurley: Woodson.

Commissioner Strandlie: And Woodson. There's – there's all – there's several other ones.

Chairman Murphy: Mr. Ulfelder. I'm sorry on that point. Right?

Commissioner Ulfelder: Yeah. I – I well no. Not on that point.

Chairman Murphy: Okay Mr. Hart, then Mr. Ulfelder, and then Mr. Sargeant.

Commissioner Hart: Yes. Thank you. In – in general I – I'm usually very lukewarm about drifting over into School Board territory. And it – it can be tempting to do that at times. But our statutory role or our role under the ordinance is actually quite limited. I believe though that the wording of this motion is actually quite narrow and it does not go over into, you know, perhaps school boundary issues or other – other more volatile topics. It really is about whether the recommendations in the plan adequately address the capacity need or whether additional guidance is needed. I think that's part of our function anyway. We're the ones making the recommendations in the Plan. I think this a – maybe this is implicit in what we're doing anyway. Some of this in a broader sense is what the Schools Committee has been doing for the last several months with meeting with the School Board members in – in the back and with – with the School's staff. Some of this, I think, is also consistent with what we're doing once a year on CIP anyway. And, I think this – if nothing else, it reinforces for the community that the – the Plan is not a static document. It is something that is continually evaluated and we wanna stay on top of it. And if we stay within our lane. Looking at the Comp Plan, looking at school capacity needs and the guidance in the Plan, there's nothing wrong with that. And I think this – this motion lends itself to that. So, while I agree with the sentiment expressed by Commissioner Hurley, I think that on this specific wording we're okay.

Commissioner Sargeant: Mr. Chairman?

Chairman Murphy: Mr. Sargeant and then Mr. Ulfelder.

Commissioner Sargeant: Oh, I'm sorry. Mr. – Commissioner Ulfelder.

Commissioner Ulfelder: No, you go. Go ahead.

Commissioner Sargeant: Okay.

Commissioner Ulfelder: You might say way I was gonna say.

Commissioner Sargeant: Well I'd like to echo Commissioner Hart's comments to with regard to the Schools Committee and where we're going with that. And then two things that come out of this that come to mind is the – in this bigger picture Plan, the ability to use the bigger picture data that schools systems can use as opposed to the limited, you know, window picture that we have in most applications. That hurts your ability to plan for a bigger picture and a longer period of time and it reduces your flexibility and the school system flexibility in terms of anticipated long-term student needs. The second thing is that – and this is one of the – one of the issues of the Schools Committee's ongoing work – is looking at how we can alleviate the problem of not having enough land that you traditionally need for schools and how you can incorporate those school needs that you've identified within planning bigger picture planning process as in conjunction with the development community, schools, citizens, and professional planning staff. So, I think this is a good motion too. I think that we're okay there.

Chairman Murphy: Mr. Ulfelder.

Commissioner Ulfelder: I sort of agree. But it singles out the future buildout of the Merrifield Suburban Center Plan. I think we have the exact same issues occurring in other areas where we're dealing with rapid buildout and I – I agree that we – we need to have a better and – not a better – a more corporative and regular working relationship with school – public school staff and Department of Planning and Development and so on. We've been asking for this for a while. In connection with development going on at Tysons, I mean this is a big issue for the McLean Citizens Association, for example. And it's a growing issue I think in – in the Reston area because of the – the level of development we're seeing. And I – therefore I'm gonna vote against this because it singles out Merrifield and I would prefer – I don't wanna do that. I wanna see us take a look at all of the TSA or other areas that are now in the process of being more rapidly developed to – to develop this level of cooperation. And to look at what kind of solutions might be needed.

Commissioner Sargeant: Mr. Chairman?

Chairman Murphy: Mr. Carter and then back to Mr. Sargeant.

Commissioner Carter: I – I think this is more a reminder of what we should be doing rather than a – a motion against the other – other jurisdictions in the County. So, I'm – I'm gonna vote for this for a different reason. But again, I thinks this is a reminder and I hope this is what we're doing in all of the areas that need it. Not – not just Reston or McLean, but Mount Vernon and some of those other areas where we hope development. This is an issue is – is keeping our planning for schools or planning for these sites part of our ongoing thinking. So I'm gonna support this but – and the thought that this is a reminder to all of us that this should be constant throughout the County.

Commissioner Sargeant: Mr. Chairman?

Chairman Murphy: Mr. Sargeant and then Ms. Hurley.

Commissioner Sargeant: I – I think this will be useful guidance in terms of what we are putting together through the Schools Committee process, which will include members of the School Board and having their input while as we move forward with our final Schools Committee

recommendations which this will be – this will be useful from my prospective. And our recommendations will be Countywide. So they – they should be able to apply to, you know, other areas that are in need of this kind attention for school facilities. So I – that’s why I’ll be voting for it.

Chairman Murphy: Ms. Hurley.

Commissioner Hurley: Thank you, Mr. Chairman. I understand – again parsing the whole thing, if you’re directing staff to coordinate with staff that’s all fine and good and what we should be doing. What particularly concerns me is that last clause – and further Mr. Chairman that staff be directed to engage potentially effective stakeholders, with correction, throughout the conduct of this evaluation. This is saying the staff is supposed to go out there and deal directly with all of these angry schools that don’t want the boundary changes or that are afraid that they’ll – all those sorts of things. I really don’t think we wanna throw staff into that mess, I’ll leave it at that words, dealing directly with the affected communities/stakeholders is the job of the schools staff and I don’t believe that the Planning Commission and the planning staff should be doing that at all.

Chairman Murphy: Ms. Byron do you have a comment?

Ms. Byron: I agree with that last part.

Chairman Murphy: That’s why I called on you.

Commissioner Ulfelder: Mr. Chairman. I have a suggestion. So...

Chairman Murphy: Did you want to say something Barbara?

Ms. Byron: Yeah. I think the Planning...

Chairman Murphy: Or do you want to rest on your laurels?

Ms. Byron: Yeah, I know right. Stop there. You know I really – obviously, we wanna work and coordinate with them and there are intersections with the – with land use planning that we wanna keep engage with them on. But I do think that it is their responsibility to engage the community on things related to how they accommodate the capacity issues for the children.

Chairman Murphy: Okay.

Commissioner Sargeant: Mr. Chairman?

Chairman Murphy: Yes. I – I specifically used the word useful guidance because that’s what it will be. To – to the point the school system is – is an authority on its own, you know, independence and merit. I – I – and I’m sure they will, you know, expect us to respect that as we go forward.

Chairman Murphy: Mr. Ulfelder.

Commissioner Ulfelder: I – I have a suggestion.

Chairman Murphy: Okay.

Commissioner Ulfelder: In the line that says on an evaluation of future buildout of the Merrifield Suburban Center Plan and other areas of Fairfax County that are experiencing or facing similar rapid – similar rapid growth of school populations.

Chairman Murphy: Phil?

Commissioner Niedzielski-Eichner: Well it's – I'm – I'm...

Commissioner Ulfelder: You're torn.

Commissioner Niedzielski-Eichner: Yeah. It's – this is a – what we're trying to do here is build on the work of this – this task force, you know, year long effort that comes out of their – their work. And I – I guess I have a concern about broadening this into areas that have not had the intensity of review that this has had. And so, I think that's the place for the Schools Committee and – and our recommendations coming out of the Schools Committee. But this is specific to – specifically intended to build on the momentum and the analysis that was undertaken as part of the task force process.

Commissioner Ulfelder: In other words, you're saying because the task force identified that in the present time that this is gonna have a big impact on schools, even though we know from the Plan in Tysons that was adopted in 2010 and what was adopted in Reston in 2014, that we were gonna – and are starting to experience similar issues. I mean I think they're at the same.

Commissioner Niedzielski-Eichner: Let me maybe just react a little bit more.

Commissioner Ulfelder: Sure.

Commissioner Niedzielski-Eichner: From an implementation standpoint, to stand up a process of – that – that is driven by this motion, means that the – this could be – what I'm trying to say is this could be pilot effort recognizing that there are broader needs to be addressed in partnership with the schools system. Specific again, to the Comprehensive Plan and to the – the land use considerations. You know what – so I am torn because I – there's probably no one else on this – this Commission that recognizes the broader need of the – this – the County in this regard. But I also don't want it to get so big that – and then we lose the benefit of the intensity of analysis that was done as part of the – this particular study. So, I'm torn.

Commissioner Hart: Mr. Chairman?

Chairman Murphy: Yeah. Mr. Hart.

Commissioner Hart: Thank you. I – I was going to say I agreed with Commissioner Carter and I don't think that a motion about Merrifield is necessarily a suggestion that Merrifield is a higher priority than Tysons or Reston or should be studied to the exclusion of the others. But tonight – I would say tonight's the Merrifield night – tonight we got other things too as I see the agenda. But the – the Merrifield Plan Amendment is what was advertised...

Commissioner Ulfelder: I understand.

Commissioner Hart: What we had a public hearing about, what we heard from people about, what the task force did, and now we're voting on text and we're doing some follow-on motions. And I don't think a Merrifield follow-on motion is necessarily the appropriate place to add references to Tysons or Reston or Bull Run Post Office Road for that matter. You know, whatever it is that's happening, we can deal with these things in turn or – or collectively. But not as a part of this. I was gonna suggest though and I hope we're getting closer to a consensus as spill out guts on this, that – to – to alleviate some of Commissioner Hurley's concern and some of Ms. Byron's apprehension. IN THE NEXT TO LAST LINE WHERE THERE'S A SEMICOLON, GUIDANCE IS NEEDED, SEMICOLON, JUST PUT A PERIOD THERE. STRIKE THE REST OF IT.

Commissioner Niedzielski-Eichner: Yeah. I was gonna suggest...

Commissioner Hart: Then take that out and then maybe – maybe – maybe everyone's on board? We can go to the – we can finish this up to the Board with some sense of unity and purpose and looking ahead.

Commissioner Niedzielski-Eichner: The only other thought I had was to put, support the school system and the engagement of – of stakeholders. But I'm comfortable with that – that change.

Commissioner Sargeant: Mr. Chairman. I – I think Mr. Hart has come up with a good – a good compromise and a good solution there.

Chairman Murphy: Comments from staff? Okay. Everybody...

Commissioner Ulfelder: [Inedible].

Chairman Murphy: Is everybody onboard with this or is anyone wanna make a comment that you go on the record objecting to it?

Commissioner Ulfelder: Look, I'll – I'll – I will – I will support this with the change. But again, Tysons is further – the development here that's gonna produce these kids is down the road. The development is going on in Tysons now and the kids are showing up in schools outside Tysons. And there's no clear schedule yet as to when we've gonna have schools in Tysons to service – to provide education for those kids. And – so I – this is fine. If it – if in the end it results in the level of corporation and comes up with some ideas that can be used across the County and in other areas and hopefully in some of those areas sooner than they need to be used in – in Merrifield. But I agree with – I – I had the same thought that Commissioner Hart raised when I made my suggestion and I – I understand that – that this is the focus of tonight which is this particular Plan Amendment for Merrifield and therefore I – I will go ahead and vote for it as it is – as it is revised.

Commissioner Niedzielski-Eichner: As it's been revised.

Commissioner Ulfelder: Yes.

Commissioner Niedzielski-Eichner: Thank you.

Chairman Murphy: All we had to do all this time was delete a semicolon. I wish I had thought of that. Ms. Hurley?

Commissioner Hurley: I just wanted to note in the spirit of cooperation I won't vote against the motion. I'll simply abstain.

Chairman Murphy: Okay. Further discussion of the motion? All those in favor of recommending to the Board of Supervisors that they adopt follow-on motion five, Merrifield Areawide School Assessments, as articulated by Mr. Niedzielski-Eichner and amended by the Planning Commissioners, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Ms. Hurley abstains and one abstention from Mr. Tanner we know that.

Commissioner Niedzielski-Eichner: And Mr. Chairman, if I could. I wanna thank my colleagues for your thoughtful consideration of the – these follow-on motions. I also wanted to thank, as I have previously, staff their outstanding work on this the task force your work was just phenomenal. Your leadership was particularly phenomenal. And I think this – this outcome is one I hope in building on the concept of synergy reflects the best of what we do together as opposed what we could do individually.

Chairman Murphy: Thank you very much. Thank you, task force. And anyone else?

Commissioner Strandlie: Mr. Chairman.

Chairman Murphy: Yes.

Commissioner Strandlie: Thank you. I did have two additional follow-on motions but – relating to the consideration of the zoning applications that were to follow. But I just wanted to – to – I'll just have a conversation and then maybe I won't need to make those. So, I – I emailed them to you earlier. I just want to thank the task force, Charlie Hall and Fran Wallingford for making sure that Mason District communities were heard. They were not at the table. Hopefully, in the future we could make sure that all stakeholders are – are included whether or not they're in – within the land area. The one thing that I am concerned about is making sure that the resulting zoning applications, which is where the – the rubber hits the road is actually that Mason District surrounding communities, which are right across the street – Camelot and areas over around Route 50, and on Gallows are actually consulted as well the Mason District Land Use Committee on those – on those considerations because that's huge. So as long as we can make sure that that happens, I won't go into two more follow-on motions and we'll be done.

Chairman Murphy: Okay.

Commissioner Strandlie: But thanks. Thank you to everyone. I'm really looking forward to it. I'm looking forward to great prosperity in – in this area and it's – it's a great opportunity for that community.

Chairman Murphy: I echo all those comments. This was a herculean task to say the least and the outcome was tremendous, and the staff did a great job on this as did the task force and our complements to all those who participated.

The first, second, third, and fourth motions carried by a vote of 9-0-1. Commissioner Cortina was absent from the meeting. Commissioner Tanner abstained from the vote. Commissioner Clarke was absent from the vote.

The fifth motion carried by a vote of 8-0-2. Commissioner Cortina was absent from the meeting. Commissioners Tanner and Hurley abstained from the vote. Commissioner Clarke was absent from the vote.

SL

**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.

1
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:
5

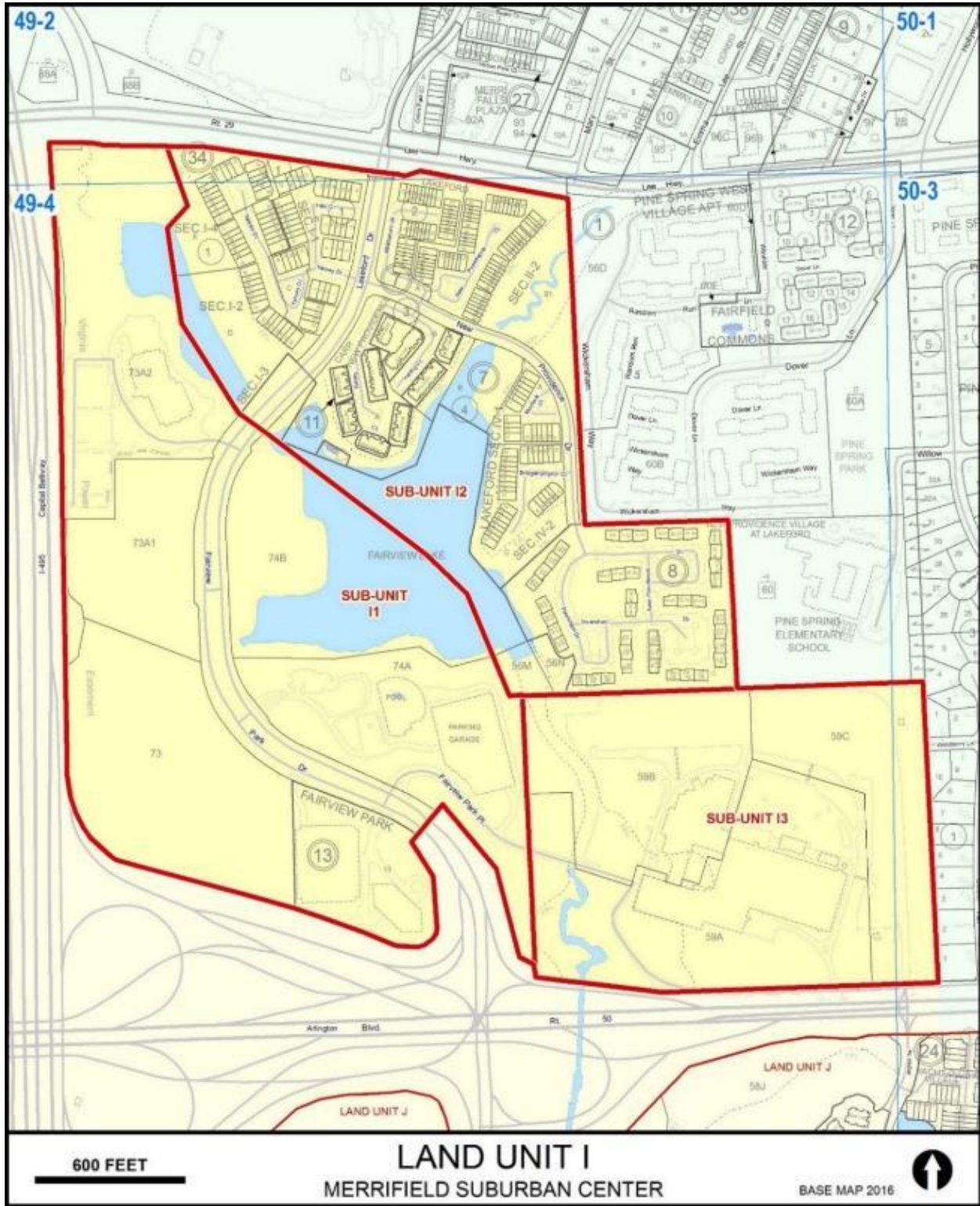
6 **“LAND UNIT I**
7

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.
14

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.
21

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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FIGURE 28

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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.

89
 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.

104
 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:

107
 108 Land Use:

- 109
 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.
 113
 114 • Existing office development located on Parcel 73A2 and 74A should remain as a non-
 115 residential use.
 116
 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.

120
 121 *As an alternative to the previous three bullets, staff recommends the following language:*

- 122
 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.
 126
 127 • Existing office development located on Parcel 73A2 and 74A should remain as a non-
 128 residential use.
 129
 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.

133

- 134 • Non-residential uses should comprise no less than 40% of the total square feet of development
 135 within the sub-unit.
- 136
- 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.

151

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.)*



- 156
- 157
- 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:

- 169
- 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).**
 176

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.*
 179

- 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.
 192
- 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:
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- 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, 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**

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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.

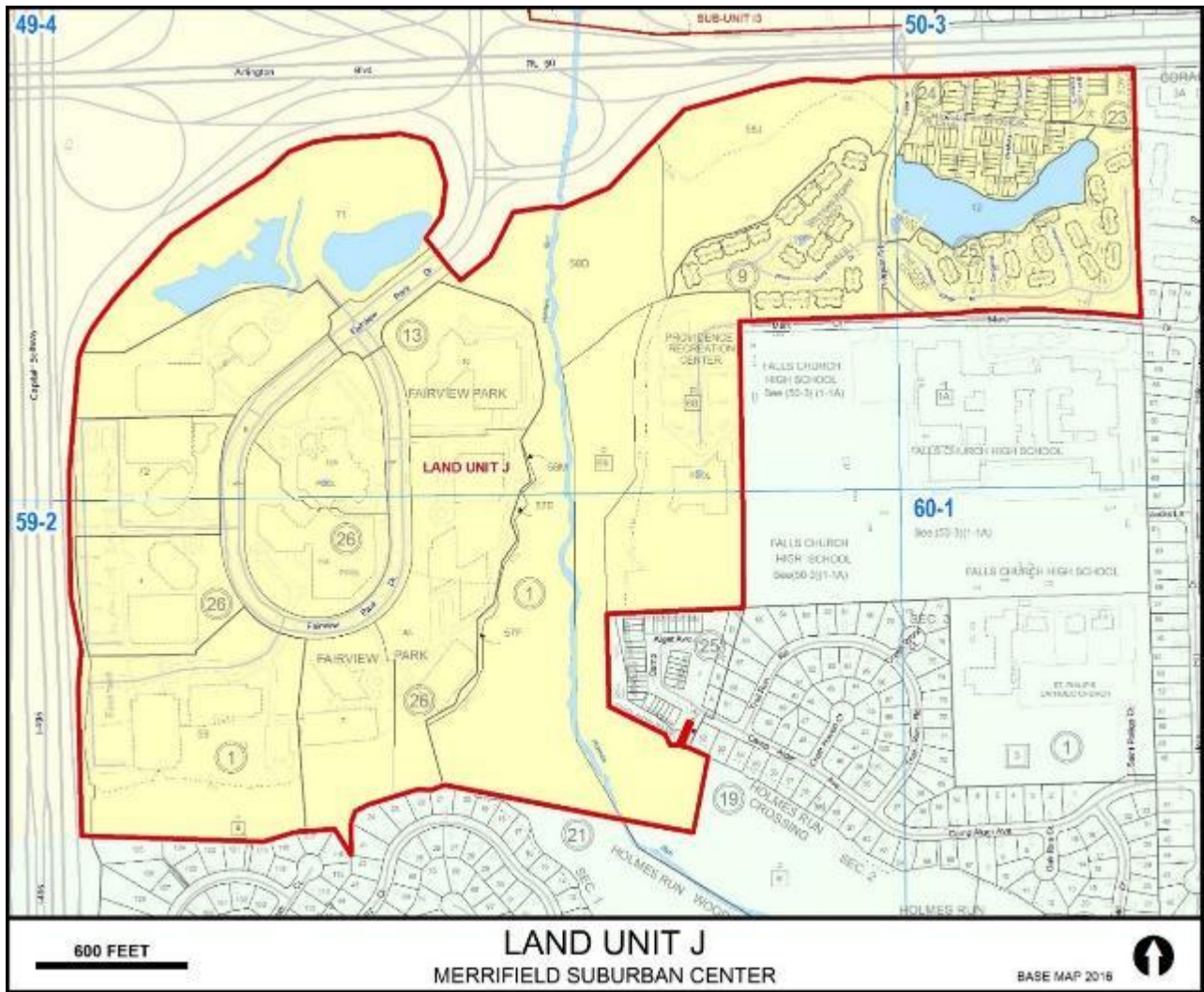
400

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

- 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**

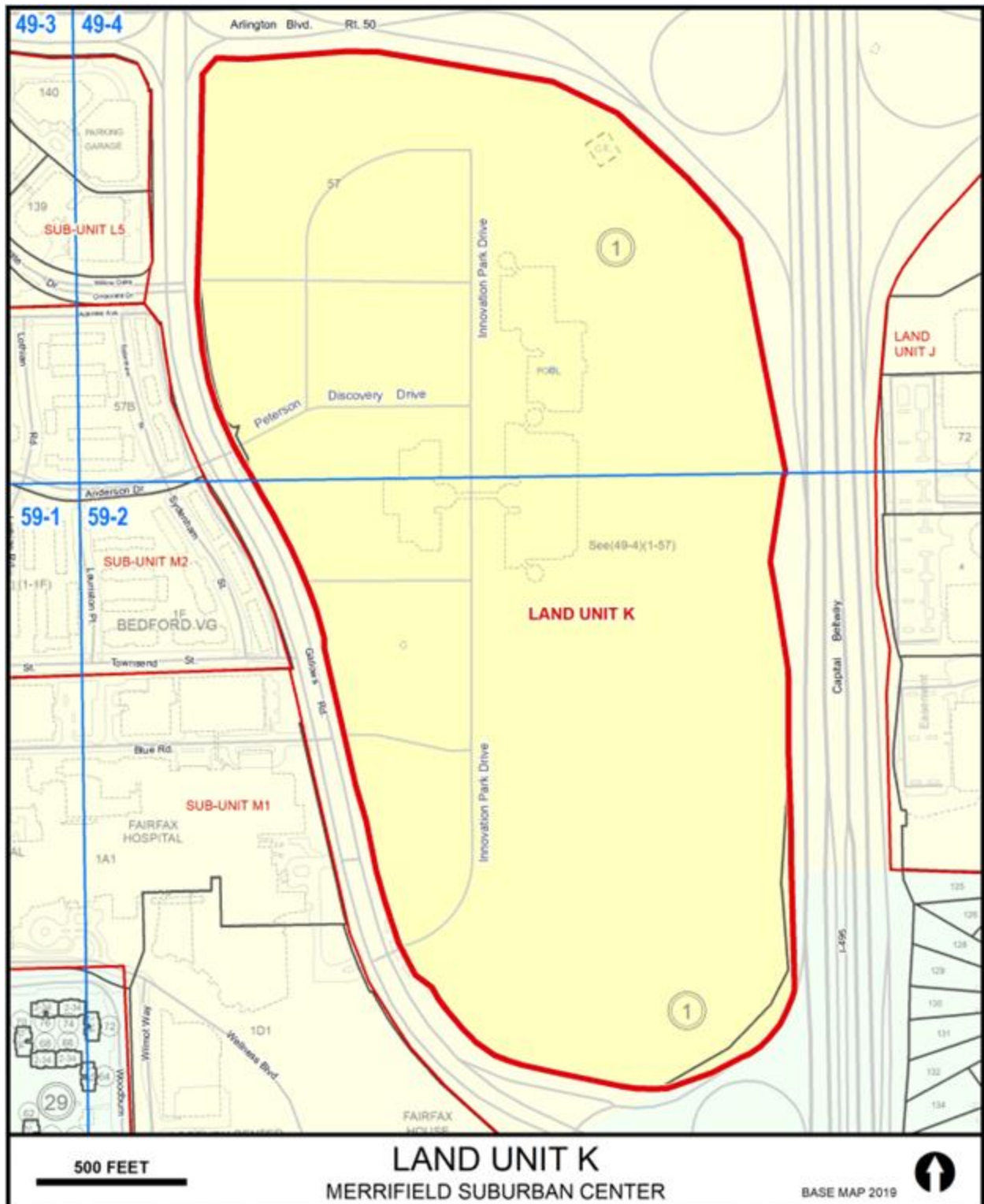
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MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield Suburban Center, as amended through July 31, 2018, Recommendations, Land Unit Recommendations, pages 98-100:

“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

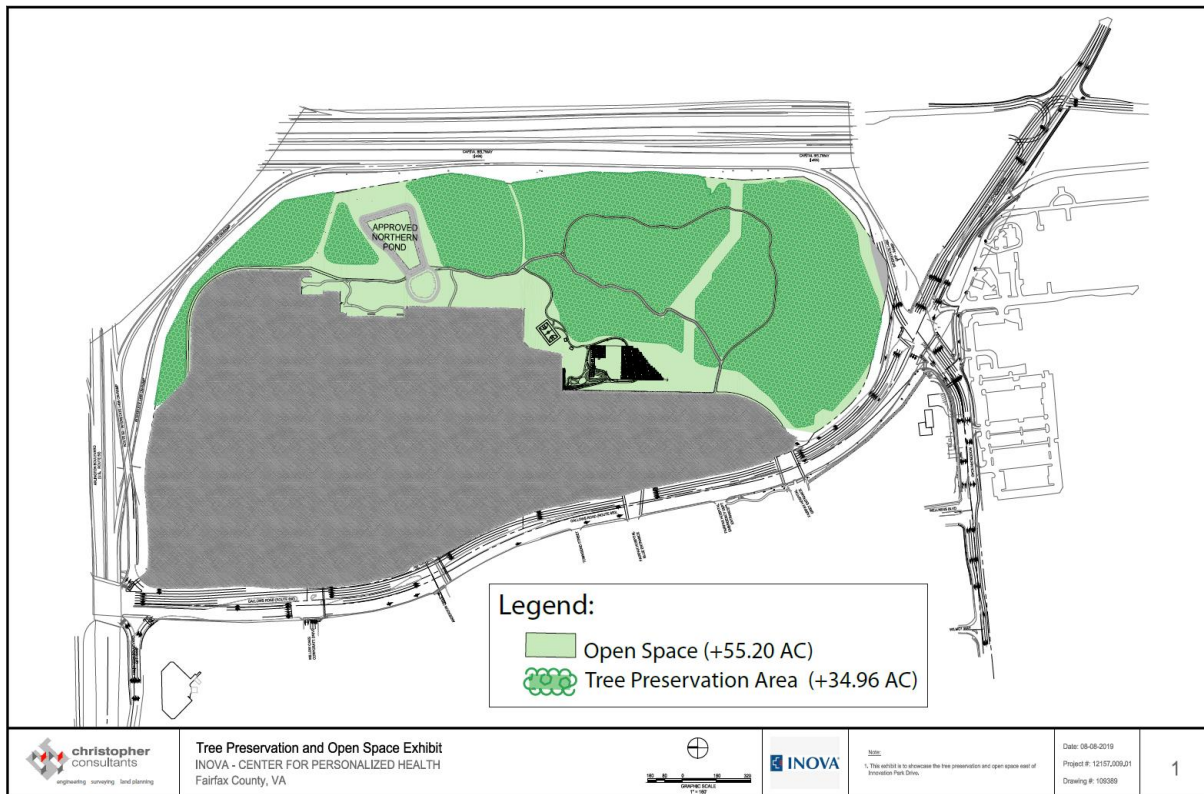
702 At a minimum, the greater of 20% of the non-university serving residential units or 12% of the
 703 total number of residential units should be provided as affordable housing per the county’s
 704 affordable dwelling unit program and workforce housing policy. Assisted Living and
 705 Independent 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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 723
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 726

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.

898
899
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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

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

949
 950 Flexibility should be afforded in the application of specific stormwater management
 951 approaches that achieve these recommendations, minimize impervious cover, retain the
 952 benefits of the existing forested conditions, and protect and restore downstream water
 953 resources in furtherance of watershed management plan goals. If retaining the first inch of
 954 rainfall is demonstrated not to be fully achievable in coordination with Land Development
 955 Services, alternative stormwater management measures that retain as much of the first inch as
 956 possible and result in at least equivalent benefits to the one-inch recommendation may be
 957 pursued. Design considerations may be given to other stormwater runoff-related factors such
 958 as downstream flooding, drainage complaints, character and condition of downstream
 959 channels, and identified stream impairments.

960
 961 The retention and detention targets for the land unit are considered among the highest standards
 962 by the cCounty. However, it is understood that with changes in conditions, best practices, and
 963 technology, even higher standards may be developed in the future. As storm water management
 964 policies evolve, the land unit is expected to adhere to the targets listed previously or any
 965 superior standards that may be developed in the future at the time of development review.

966
 967 The use of appropriate native plant materials in stormwater facility design is encouraged to
 968 enhance biodiversity and habitat value and improve environmental quality. The use of
 969 pesticides, herbicides and fertilizers should be minimized to the maximum extent practical for
 970 maintenance. The use of non-native plant materials should be generally avoided unless it is
 971 demonstrated that these plantings would be consistent with these goals.

- 972
 973 • Stream Evaluation: An evaluation of the central and southern streams that flow within the
 974 southern portion of this land unit should be conducted prior to development in coordination
 975 with the Department of Public Works and Environmental Services, the Department of Planning
 976 and Development, and Land Development Services. Appropriate measures that are needed in
 977 order to mitigate on-site impacts and thereby support the goals of the Holmes Run Watershed
 978 Management Plan, should be identified in the evaluation and implemented in connection with
 979 development of new stormwater management improvements in the southern watershed.

980
 981 *Phasing and Public Facilities:*

- 982
 983 • Development is expected to be phased to ensure the adequate and timely provision of
 984 supporting infrastructure and public facilities capacity. Parks and open space, stormwater
 985 management, schools or additional school capacity, and other public facilities should be
 986 sufficient to address the demands generated by new development. If Fairfax County Public
 987 Schools (FCPS) determines that a school site is required to serve the increased population from
 988 the development, a fair share commitment toward site acquisition or building repurposing
 989 should be identified. This commitment should be based on a contribution formula determined
 990 by FCPS and Fairfax County, and should be identified in advance of approval of an application
 991 for residential development. Innovative approaches, such as locating school facilities with
 992 parks to allow for the sharing of recreation facilities, or within buildings serving the other uses,
 993 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***

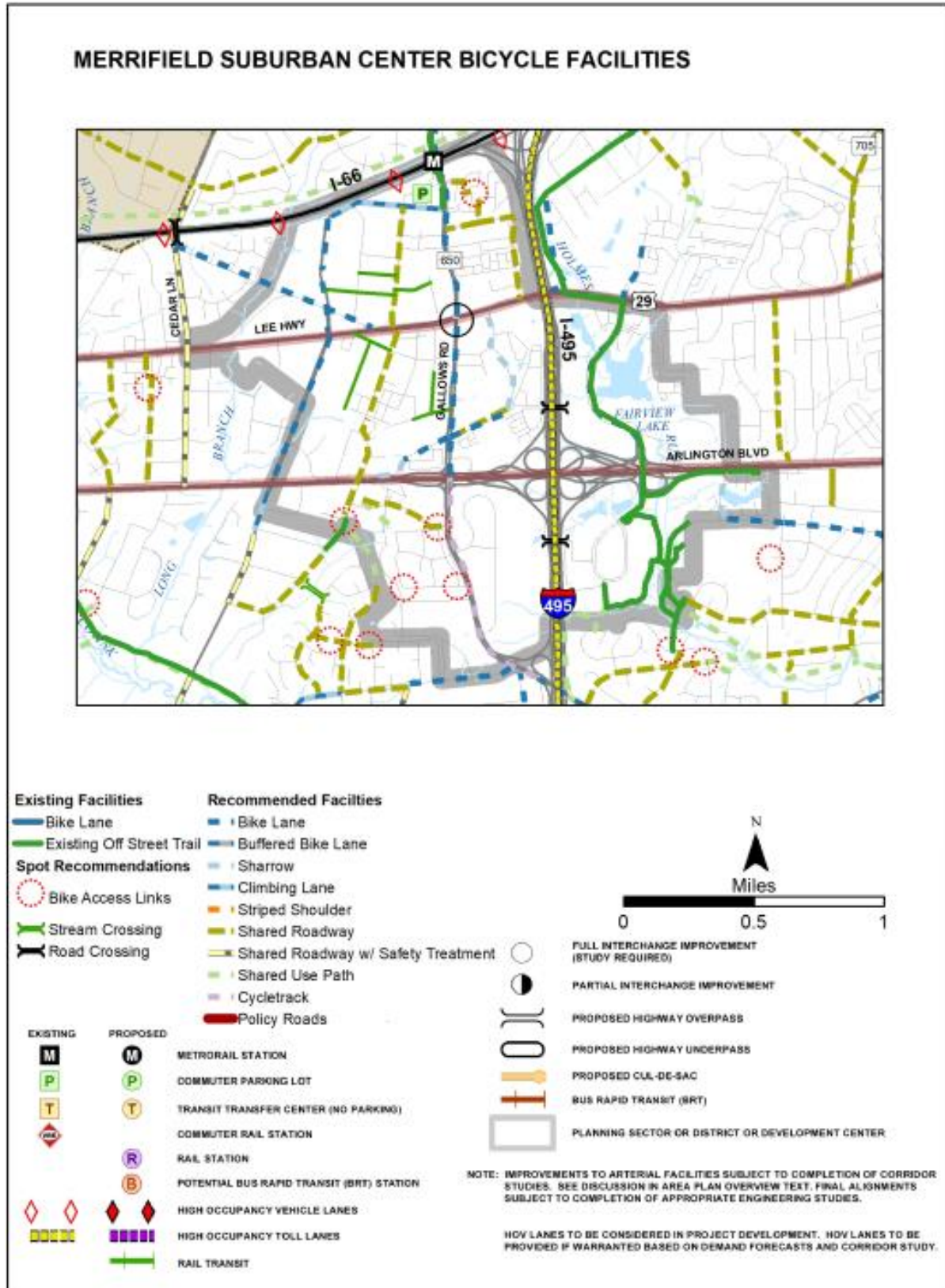
- 1236 • One fundamental element of achieving maximum building heights should be the
1237 provision of usable open space that is in addition to providing the streetscape. This
1238 additional open space should include plazas, courtyards or other open space amenities as
1239 indicated under the following 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.

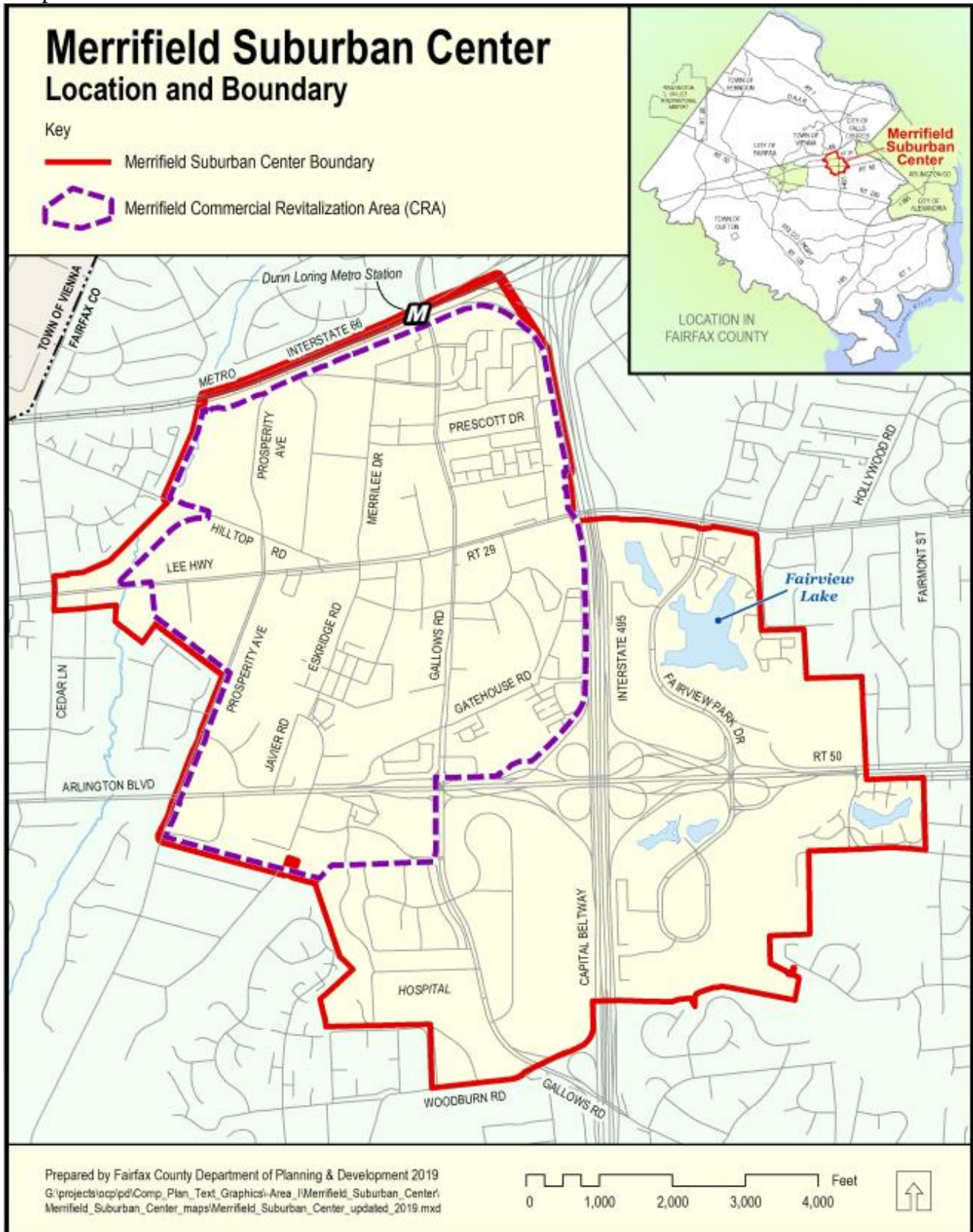
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1281 **BICYCLE MASTER PLAN MAP:** Update the elements of the Northeast Quadrant Map for the
 1282 Merrifield Suburban Center, Merrifield inset, to reflect a cycle-track on the east side of Gallows
 1283 Road between the Gallows Road I-495 interchange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



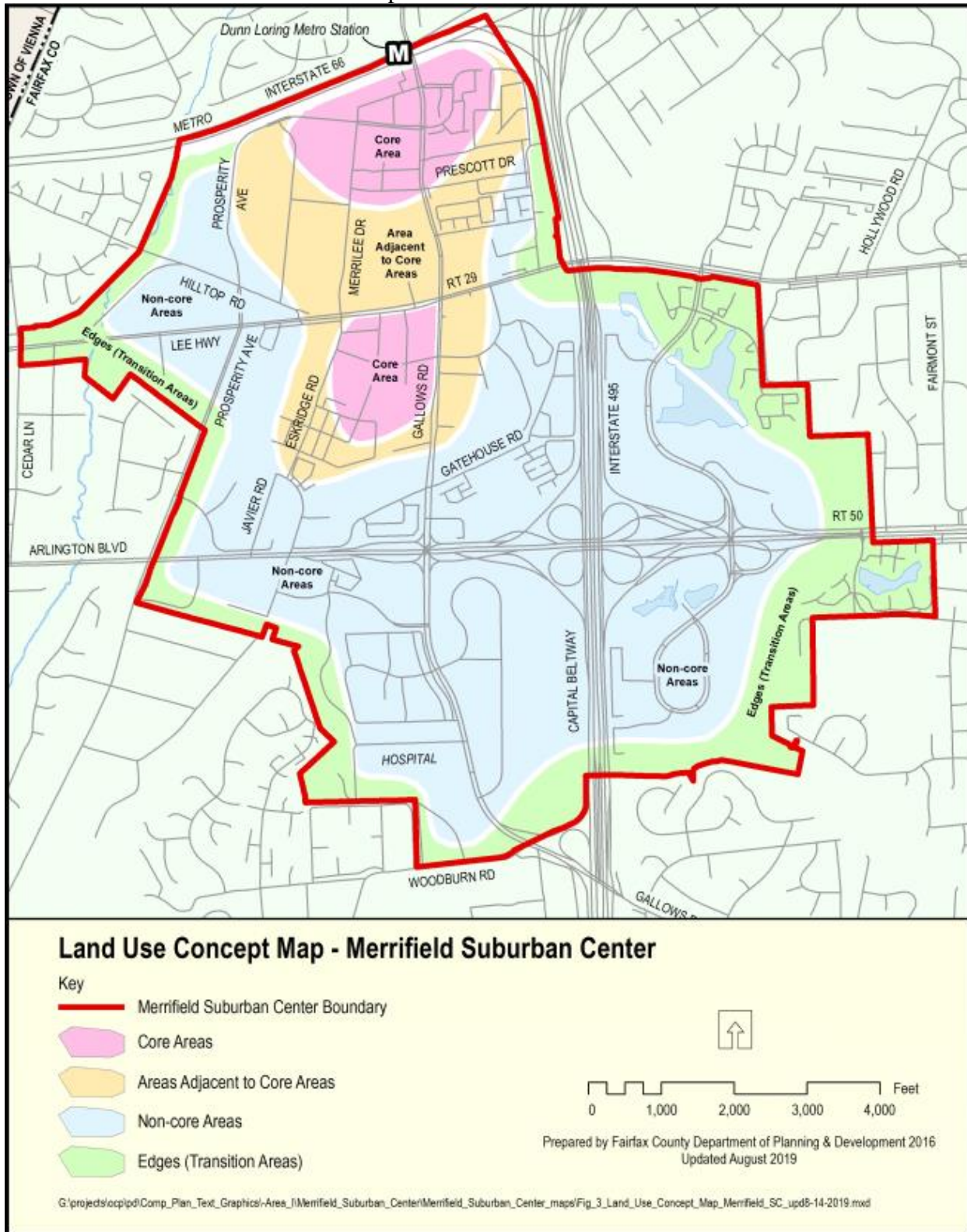
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1286 **MODIFY FIGURE:** Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield
1287 Suburban Center, Area-wide Guidance, as amended through July 31, 2018, Figure 1, page 2 to
1288 move the word “HOSPITAL” further south to reflect the accurate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



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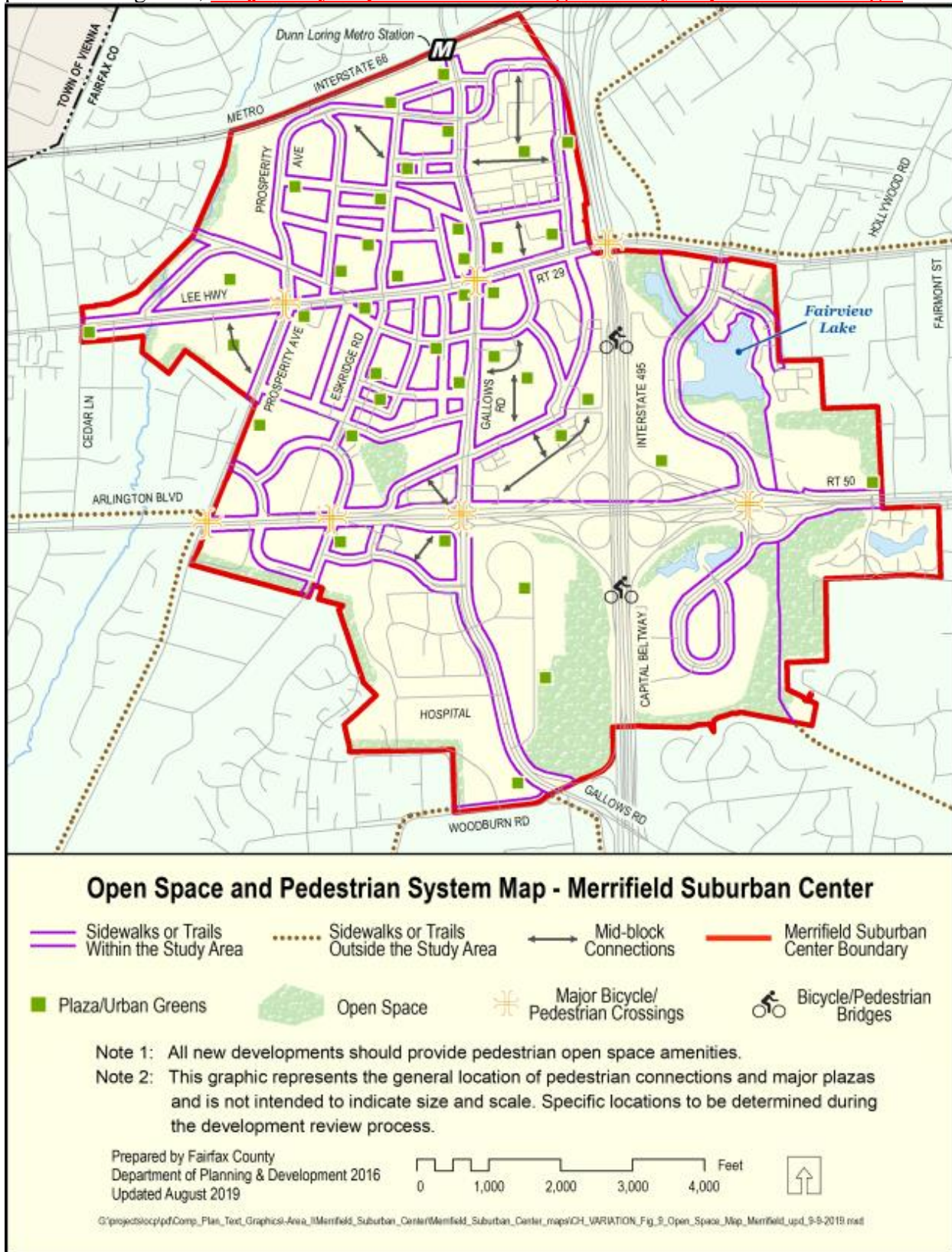
1291 **MODIFY FIGURE:** Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield
1292 Suburban Center, Area-wide Guidance, as amended through July 31, 2018, Figure 1, page 2;
1293 Figure 3, page 9; Figure 10, page 28 to move the word “HOSPITAL” further south to reflect the
1294 accurate location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



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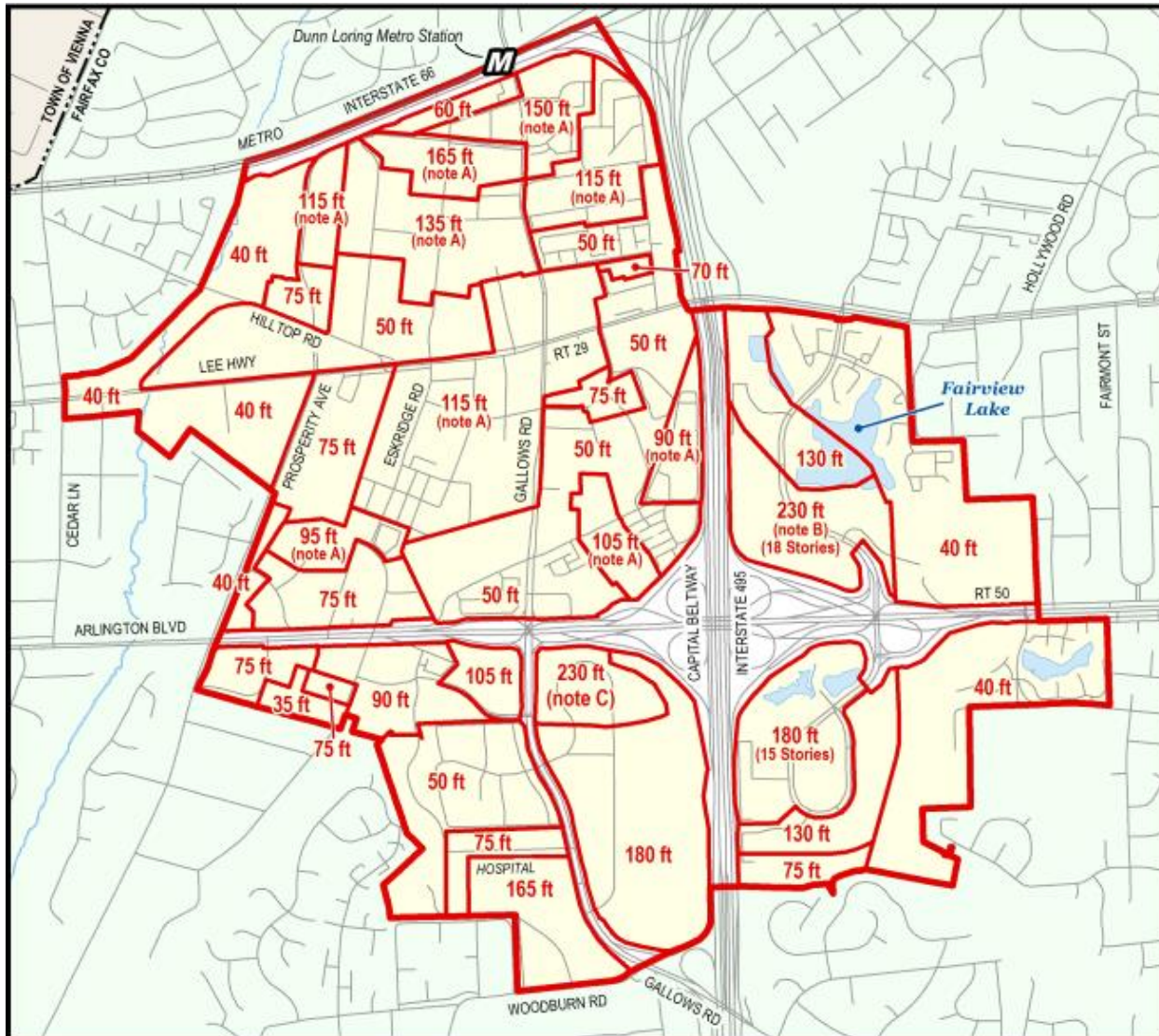
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REPLACE FIGURE: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield Suburban Center, Area-wide Guidance, as amended through July 31, 2018, Figure 9, page 24 to modify open space areas and add green squares in Land Unit K and Subunit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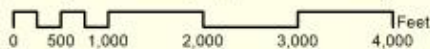
Building Heights Map - Merrifield Suburban Center

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.

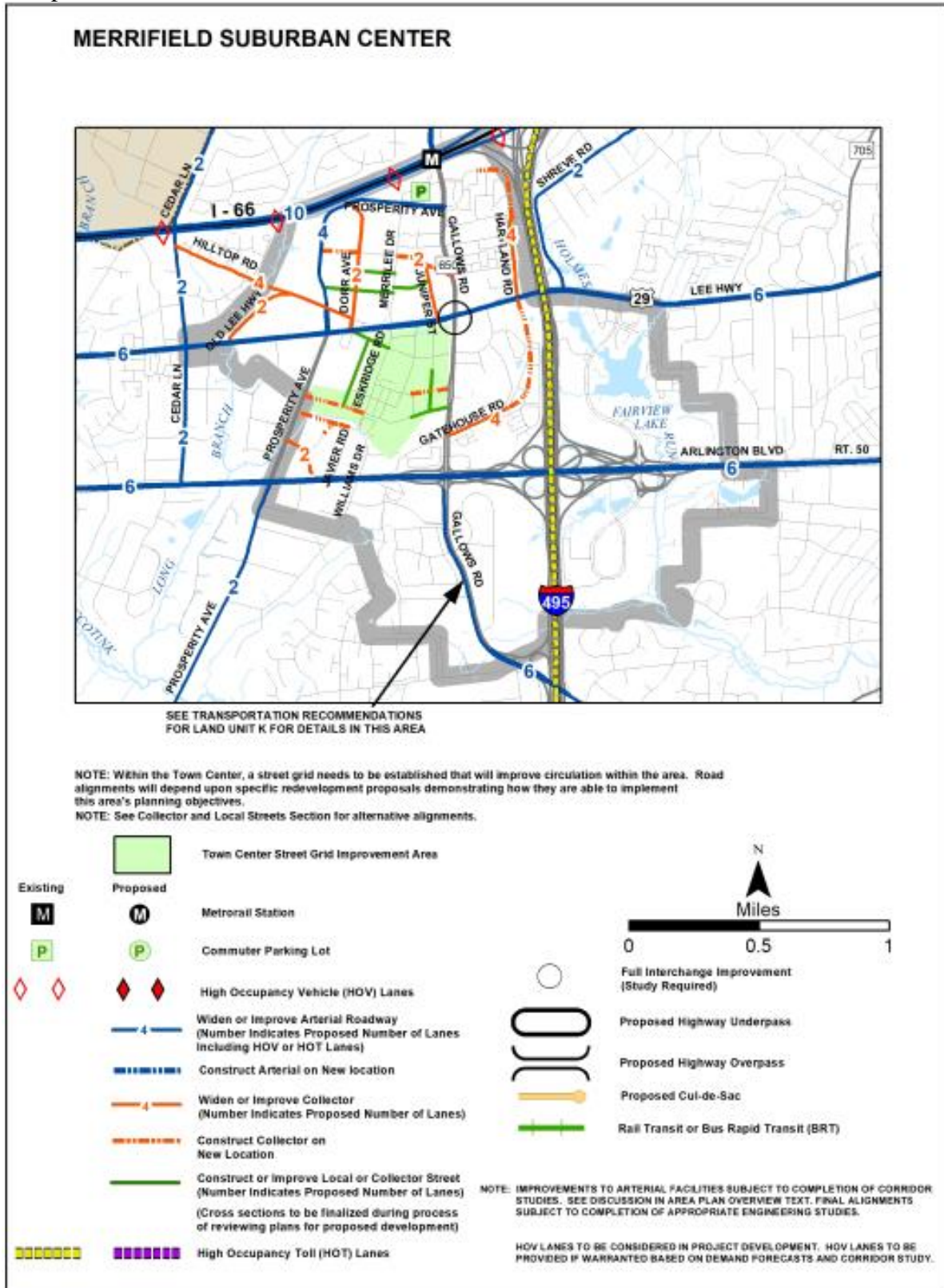
Prepared by Fairfax County Department of Planning & Development 2016; Updated August 2019



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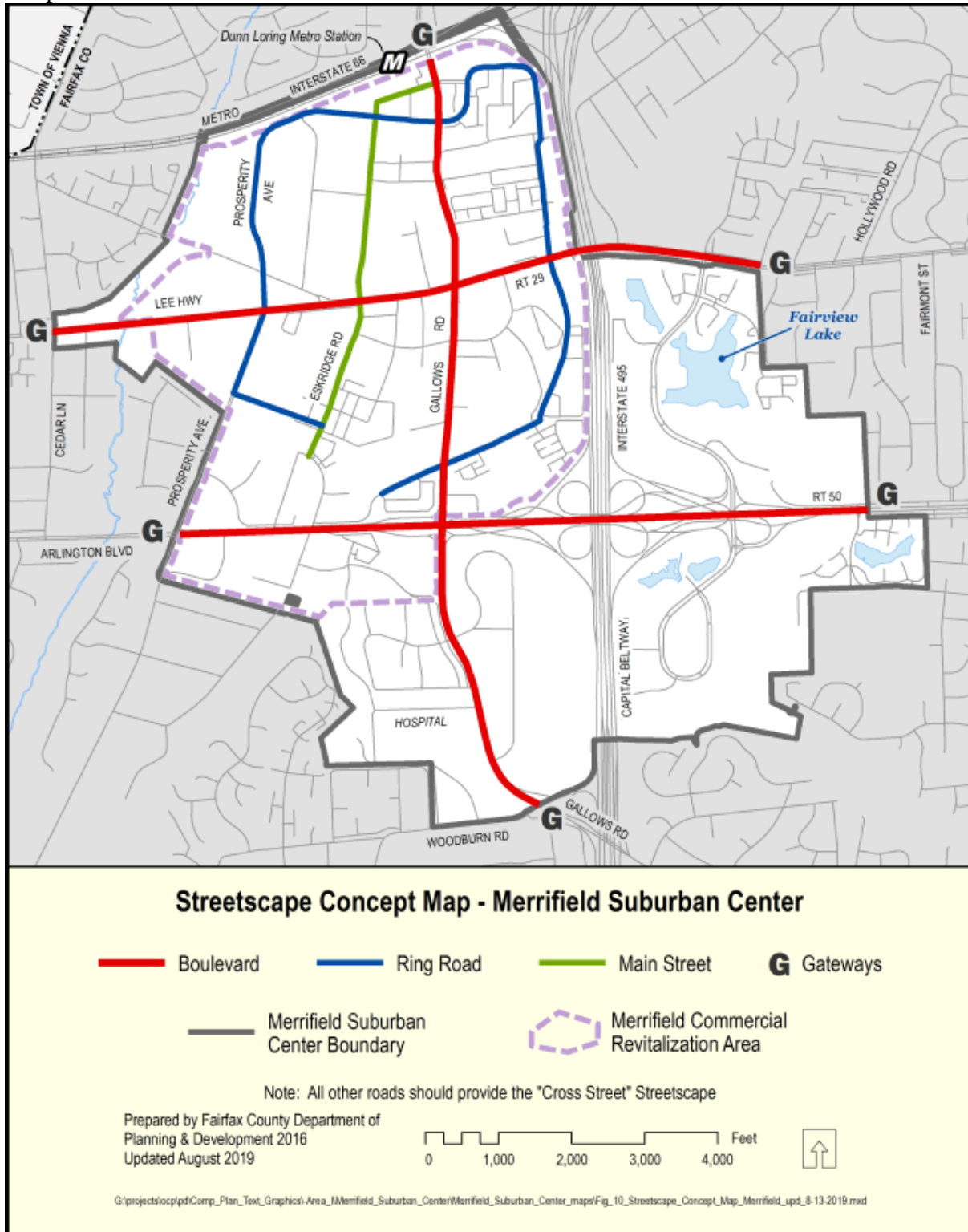
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1309 **MODIFY FIGURE:** Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield
 1310 Suburban Center, Area-Wide Guidance, as amended through July 31, 2018, Figure 16,
 1311 Transportation Recommendations, page 43, to add a note that references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



1318