

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

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

PLANNING AREA AND DISTRICT: Area I, Fairfax and Jefferson Planning Districts

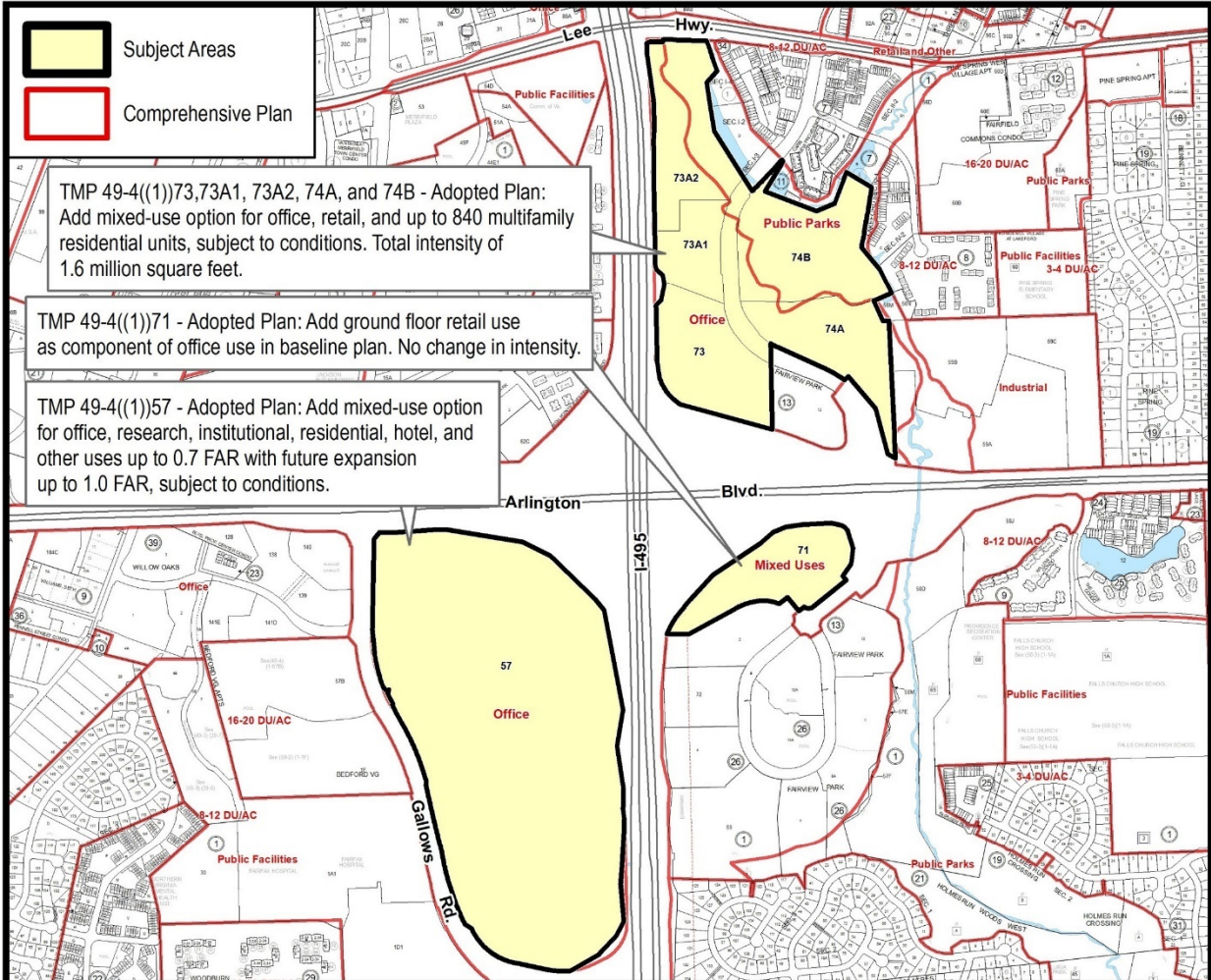
SUB-DISTRICT DESIGNATION: Sub-Unit I1 (part), Land Unit J (part) and Land Unit K of Merrifield Suburban Center

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

SUPERVISOR DISTRICT: Providence

ADOPTED: September 24, 2019 **ITEM NO.** SSPA 2018-I-1MS

FOR ADDITIONAL INFORMATION CALL (703) 324-1380



1250 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
 PARCEL INFORMATION CURRENT TO SEPTEMBER 2019



G:\projects\occp\OTPA_GRAPHICS\2017_adopted_amend\2017-27 Merrifield Suburban Center Study (SSPA 2018-I-1MS)\SSPA 2018-I-1MS_CURRENT & PROPOSED_MAP_forCover.mxd

AMENDMENT TO THE COMPREHENSIVE PLAN (2017 EDITION)

The following changes to the Comprehensive Plan have been adopted by the Board of Supervisors. To identify changes from the previously adopted Plan, new text is shown with underline and deleted text shown with ~~striketrough~~. Editorial changes to reflect the newly adopted text, such as updated figure numbers and references in nearby planning district maps to the transportation recommendations for Land Unit K, are also included.

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

“LAND UNIT I

Land Unit I, consisting of three sub-units, is comprised of approximately 186 acres and is located east of I-495, bounded by Lee Highway and Arlington Boulevard (see Figure 28). Existing development consists of residential use in the northern and eastern portion, office and industrial uses in the southern portion and undeveloped land and office in the western portion, abutting I-495. This land unit includes the Holmes Run Environmental Quality Corridor (EQC) which is preserved as permanent private open space.

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

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

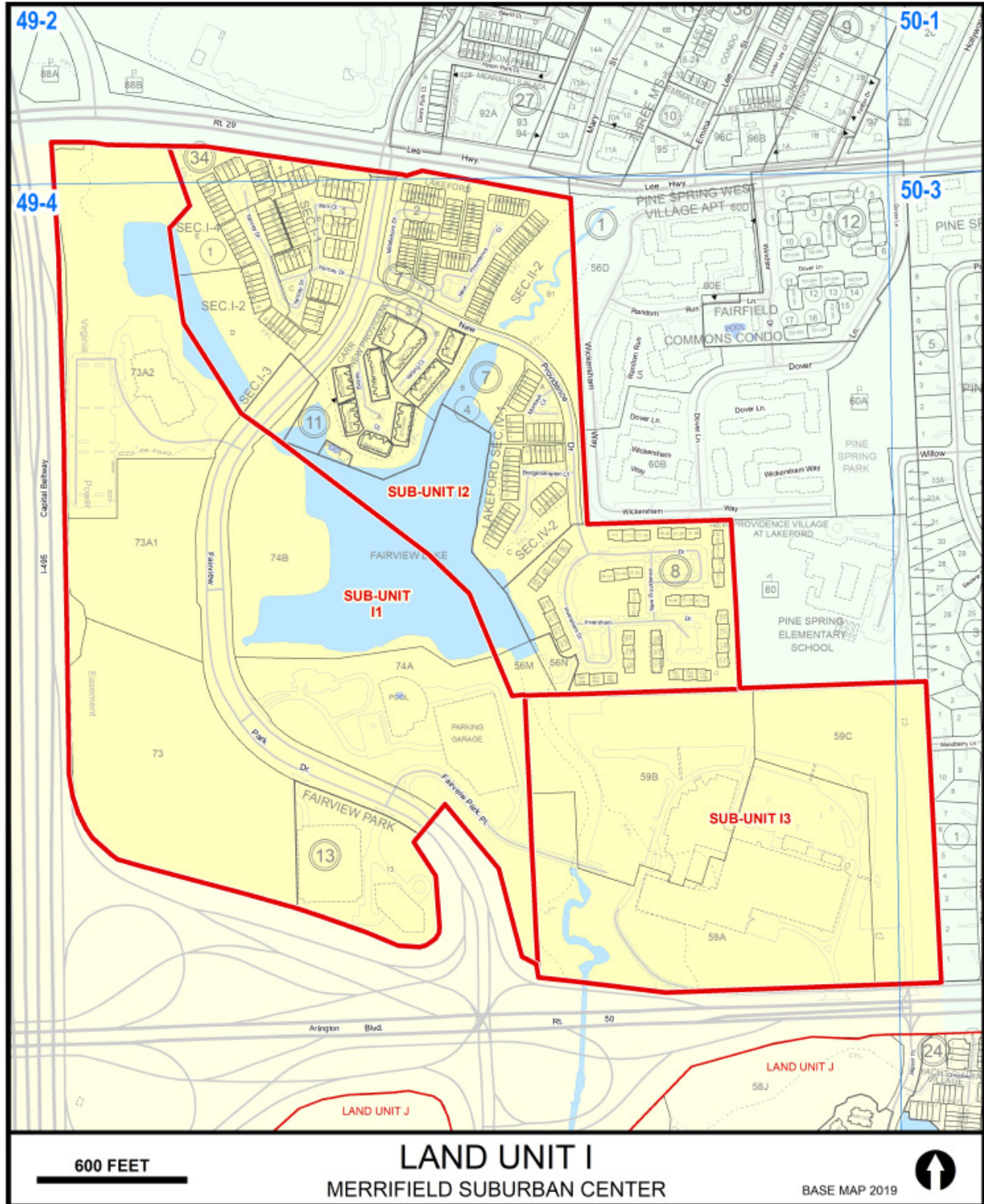


FIGURE 28

Sub-Unit I1

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

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

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

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

Land Use

- Development under the Mixed-Use Option should not exceed a total of approximately 1.6 million square feet to include a mixture of multifamily residential, office, support retail and service uses, and cultural and recreational amenities.
- Existing office development located on Parcel 73A2 and 74A should remain as a non-residential use.
- The new residential component should consist of multifamily residential uses and should not exceed 840 units, inclusive of affordable housing and bonus density per the county's affordable dwelling unit program and workforce housing policy.
- Non-residential uses should comprise more than 50% of the total square feet of development within the sub-unit.
- Community-serving retail and service uses are expected to comprise approximately 5% (up to approximately 90,000 SF) of the total development's square footage. These uses are envisioned as an essential place-making element of the development, particularly in the creation of a pedestrian-oriented "main street" central plaza, which would serve as a lively community

gathering place located in the southwest portion of the sub-unit between I-495, Arlington Boulevard, and Fairview Park Drive, as shown in the illustrative rendering (Figure 29). Retail uses are envisioned to be located in the ground floor of buildings that frame a central plaza, activating the plaza with storefronts and amenities such as outdoor café areas. As an essential amenity for the development, the central plaza is expected to be constructed in the initial phase of the new development, prior to the construction of development elsewhere within the sub-unit. Retail and service uses may include such uses as health clubs, day care and food services, as recommended in the Merrifield Suburban Center Alternative Use Guidelines. Drive-through uses, as well as standalone retail uses not otherwise connected with other uses or site amenities, are not appropriate.

Figure 29. Sub-Unit I1 Mixed Use Option - Illustrative Rendering

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



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

the initial phase of the development. Trails are expected to be generally located outside of the Resource Protection Area (RPA).

Design and Connectivity

- Development proposals should demonstrate high quality in terms of site and building design, architecture, materials, and urban park spaces, referencing the iconic office buildings and natural features of Fairview Park, and emphasizing the pedestrian experience. Building design should utilize architectural variation and sculptural elements that contribute to the pedestrian experience and should provide bird-friendly elements consistent with the Urban Design Guidelines for Fairfax County Commercial Revitalization Districts and Areas, Volume I, published September 25, 2018 (countywide UDG).
- The siting and design of buildings should engage the natural setting through such features as natural materials, building orientation, and breaks within the building massing. Building heights are envisioned to decrease toward the northern and eastern edges of the sub-unit. Heights of five stories and greater have the design flexibility necessary for integrating with the natural environment and providing a scale of development compatible with the existing office park setting. The maximum building height for new buildings is 15 stories or 180 feet, with the tallest buildings located near Arlington Boulevard and I-495.
- A network of well-connected, usable, publicly accessible urban parks should complement the natural places to create a variety of areas for active and passive recreation at each phase of development. A central plaza on the southern portion of the sub-unit, constructed as part of the initial phase, is expected to be built as an essential element of the development program. This central plaza should be designed as a lively community gathering place with multiple outdoor activities, which may include an indoor, publicly accessible community space that will complement the retail and service uses that surround it and/or may extend east of Fairview Park Drive on Parcel 49-4((1)) 74A to promote pedestrian activity and improve 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 may be located on this parcel if well-integrated into the design.
- Lighting impacts should be minimized, and shared and/or valet parking in nearby parking structures may be utilized to serve this retail area. Publicly accessible urban parks, recreational facilities, and natural spaces that are well-connected through trails and sidewalks, such as athletic fields, sports courts, outdoor fitness, and/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.

- A 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, and other urban park amenities can offer attractive resting places and other recreational opportunities along the trails.
- Development under the Mixed-Use Option is expected to provide a streetscape along Fairview Park Drive that retains the qualities of the park-like setting and creates seamless transitions between existing and new development and the natural areas. The streetscape 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, street furniture, and natural vistas, to provide an interesting and pleasant pedestrian experience. Tree preservation is expected to be optimized and used to create groupings of mature trees within the streetscape.
- Underground parking structures are encouraged to the extent feasible as they allow for compact design that enhances opportunities for open space and for active uses on the ground and upper levels of buildings while minimizing noise and visual impacts, including those from lighting, on surrounding uses. Where underground structures are determined not to be feasible, parking structures should be integrated with an associated building through compatible façade treatment and designed to minimize noise and visual impacts. Architectural and landscape screens are encouraged on the 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 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 the entranceway of Parcel 74B that would improve turning movements onto and off of Fairview Park Drive, or potentially a secondary access from the Lakeford community.

Environment

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

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, new

development is expected to retain the first inch of rainfall. Also, detention measures that reduce the volume, peak flow, and velocity of runoff into Holmes Run to a rate equivalent to good forested conditions are expected to be pursued to the maximum extent practicable as determined by Land Development Services. Flexibility should be afforded in the application of specific stormwater management approaches that achieve these recommendations, minimize impervious cover, retain the benefits of the existing forested conditions, and protect and restore downstream water resources in furtherance of watershed management plan goals. If retaining the first inch of rainfall is demonstrated not to be fully achievable in coordination with Land Development Services, alternative stormwater management measures that retain as much of the first inch as possible and result in at least equivalent benefits to the one-inch recommendation may be pursued. Design considerations may be given to other stormwater runoff-related factors such as downstream flooding, drainage complaints, character and condition of downstream channels, and identified stream impairments.

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

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

Noise

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

Phasing and Public Facilities

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

assure commitments expressed in prior sections at the initial phase, including those regarding Tax Map Parcel 49-4((1)) 74B as permanent, passive open space, the construction of the central plaza, and strategies to improve operations at the intersection Yancey and New Providence Drives to a level of service “D” or better.

Sub-Unit I2

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LAND UNIT J

Land Unit J is approximately 178 acres and is located at the southeastern quadrant of Arlington Boulevard and I-495 (see Figure 30). Existing development consists of a mix of office, hotel and support retail uses on the western portion of the land unit and residential and institutional uses located on the eastern portion of the land unit. In addition, the Holmes Run Environmental Quality Corridor, which runs through the middle of this land unit, is preserved as private and public open space.

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

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

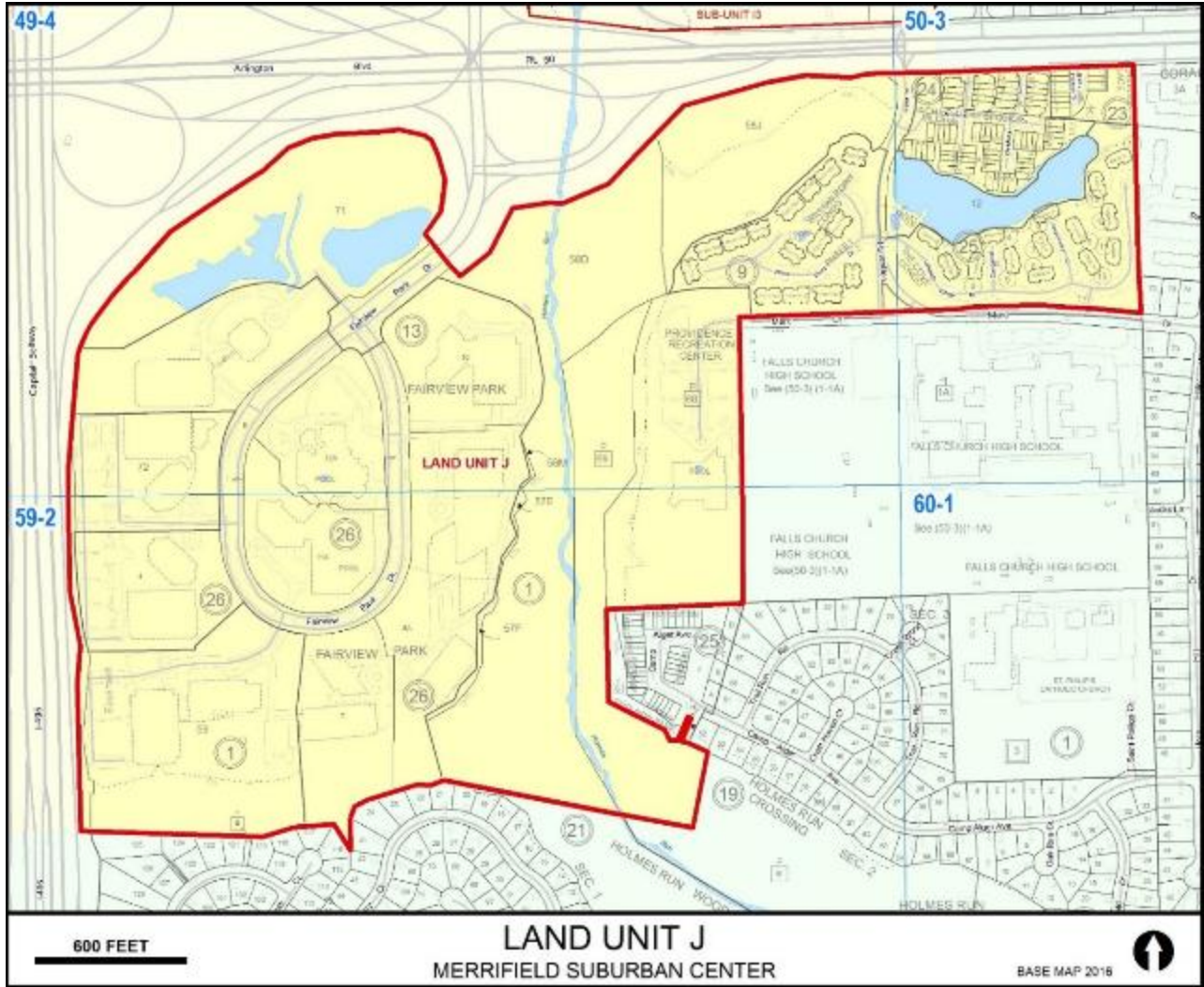


FIGURE 3029

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

Land Use

- The 178-acre southeastern quadrant of the I-495/Route 50 interchange should be consolidated for the purpose of development of an employment center and related uses, and for residential development.
- Nonresidential uses should be limited to that portion of the site west of Holmes Run stream valley. The site design of the nonresidential portion of the quadrant should have substantial landscaped open space provided throughout the site and particularly to the south to eliminate any impact upon nearby stable residential communities. At least 35 percent of the area west of the Holmes Run stream valley should be preserved as landscaped open space.
- Underground or multilevel structured parking is encouraged to preserve the maximum amount of undisturbed open space.
- The Holmes Run stream valley should be preserved as a stream valley park in accordance with the county's adopted stream valley policy.
- In order to limit its impact on the surrounding residential communities acknowledging the capacity of the Arlington Boulevard /I-495 road network with improvements as noted in the transportation section which follows, any proposal for an employment center on the southeastern quadrant of the I-495/Arlington Boulevard interchange should have no more than 2.25 million square feet of nonresidential development on the area west of Holmes Run stream valley. The nonresidential development should consist of 1.9 million square feet of office space, 50,000 square feet of retail commercial space and a hotel. As an option, residential space for up to 250 dwelling units may be substituted for approved nonresidential gross floor area.
- That portion of the quadrant east of Holmes Run, north and northwest of Falls Church High School is planned for residential development not to exceed 400 dwelling units. Residential uses in this area should be limited to three stories in height.
- Approximately 3 to 5 acres of parkland should be provided (preferably contiguous to the Providence District Recreation Center) to serve the future residents of this site.
- Hotel/motel uses should be internal to the site and be integrated with the design and layout of the site.
- Retail commercial uses should be provided to service primarily the demand for other nonresidential uses on the site and integrated with the overall design and layout of the site.

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

Transportation

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

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

Environment

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

Height Limit

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

MERRIFIELD SUBURBAN CENTER – LAND UNIT K
PROPOSED MODIFICATIONS

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

“LAND UNIT K

~~Land Unit K, is approximately 117430 acres in size, is located at the southwestern quadrant of Arlington Boulevard and I-495, and is planned for office use up to 1.75 million square feet (see Figure 30). 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 as part of the Holmes Run watershed, and large ~~reed~~ 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.

~~Land Unit K is planned and developed for office use at an intensity of up to .35 FAR at the baseline level. The former ExxonMobil headquarters buildings are located along Innovation Park Drive (see Figure 31). Development is limited to planned and approved for 1.75 million square feet of approved office, research, clinical, and education uses and may include supporting accessory uses such as hotel, day care, restaurants and services to primarily serve the buildings' user tenants. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings and Heritage Resource guidance under the Area-Wide Land Use section, with any new office structures retaining the substantial vegetative buffer and screening areas. The mature wooded areas are expected to be preserved on the site, to include the environmentally sensitive areas associated with the tributaries of Holmes Run. The mature stands of trees along Gallows Road and Arlington Boulevard which screen and buffer the development from the Amberleigh community are also expected to be preserved. The maximum building height is planned for 180 feet. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.~~

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

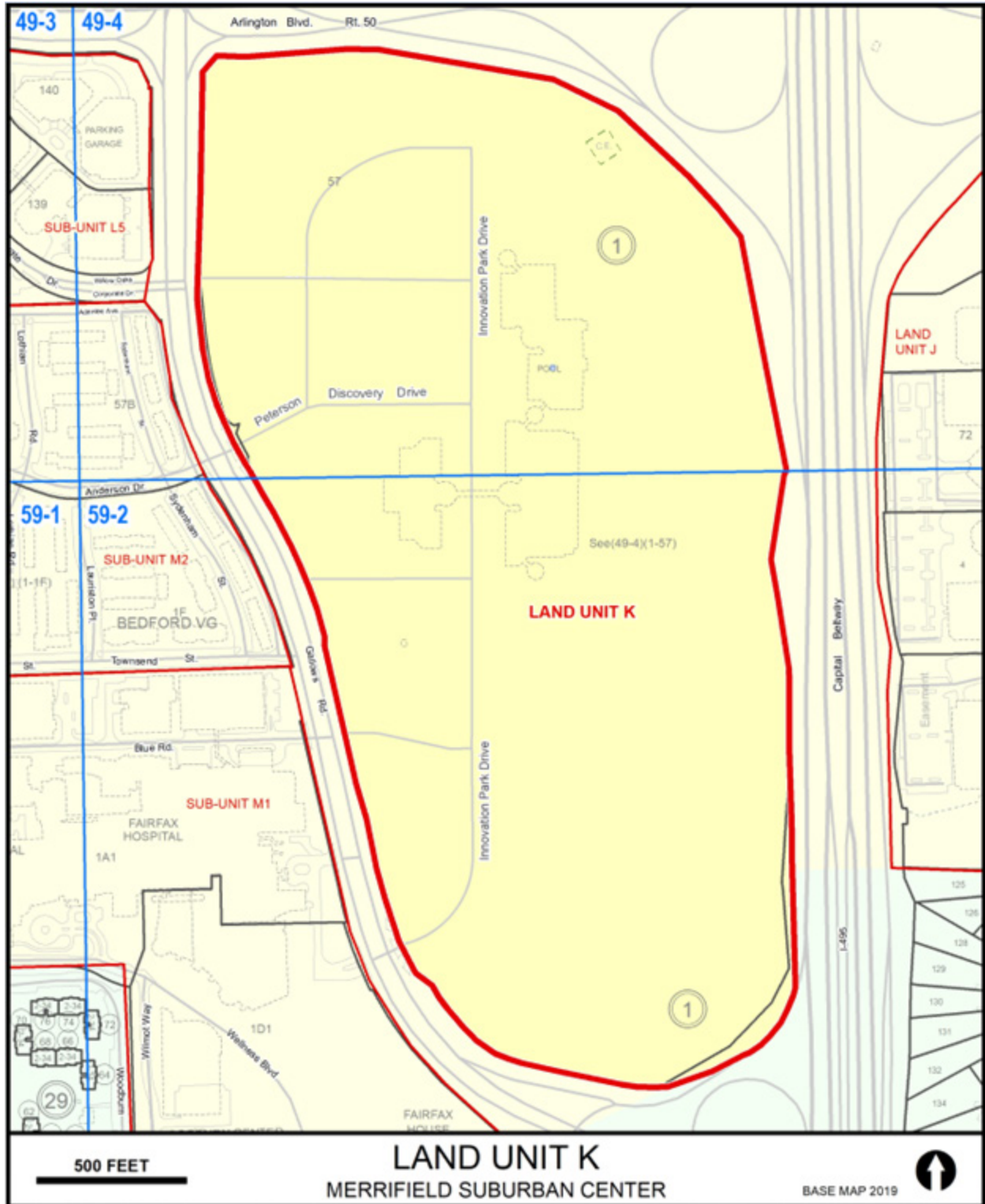


FIGURE 3130

Option: As an Option, the site is envisioned to expand into a world-class, mixed-use, academic, research, office, and clinical campus that strategically balances new development in a concentrated urban form of taller buildings on compact footprints and the preservation of the mature woods in the eastern and southern portions (as shown on Figure 32) of the land unit as an environmental resource. With the development of the campus, the wooded areas are envisioned to contribute to the health and wellness of the Merrifield community by providing much-needed green and recreation spaces for public use that also solidify the significant, natural buffer to the areas outside of the Merrifield Suburban Center. As the core vision for the campus, development in this manner will promote ground-breaking innovation, environmental stewardship, and whole health (physical, social, and mental well-being) for those people who live in, work on, and visit the campus. Development should capitalize on the proximity to the neighboring Inova healthcare facilities, the core areas within Merrifield, and access to major regional roadways. The design and programming of the campus are expected to strengthen multimodal connections to the Dunn Loring-Merrifield Metrorail station and other destinations within Merrifield, including the land units east of I-495, and contribute to the well-being of the residents in the surrounding Merrifield communities through new amenities, infrastructure improvements, and health and wellness facilities and programs.

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

The site design, including trails and open spaces on the campus, should be planned to facilitate synergies and connections among the mix of uses on site, the nearby Inova Health facilities, and the neighboring land units and communities. The research, academic, office, and clinical functions are envisioned to be core components of the campus. These functions may be complemented by new housing and supported by retail, hospitality, and other commercial uses which may include medical care and/or continuing care facilities. This design is envisioned to foster an innovative, collaborative, and thriving economic environment where ideas and best practices can be exchanged quickly; entrepreneurship can be cultivated; and, institutional assets and natural areas on the site can be leveraged to the benefit of the multiple users of the overall development and the larger Merrifield community.

The mature wooded areas shown on Figure 32, including the areas around the central and southern tributaries of Holmes Run and the stormwater management pond, are expected to be preserved as an integral environmental and recreational resource on the campus, to contribute to the supply of publicly accessible, natural spaces in the Merrifield community, and to buffer the development from noise and emissions from I-495. Tree preservation is a priority. Improvements should offer opportunities for respite, renewal, and inspiration to allow people of a variety of ages and abilities to safely engage in activities while surrounded by nature, whether they are residents, employees, students, patients, or members of the general public visiting the site. Together, the built form integrated with the natural, wooded area should promote mobility, health, and well-being.

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

Land Use

- The majority of the land uses on the campus should consist of a mix of scientific and medical research, higher education, clinical, and commercial uses anchored by established institutions (e.g., Inova Health System, one or more universities, and other private or governmental research institutions). Medical office space used for the regular provision of office-based, out-patient care by physicians should be limited to a portion of the former ExxonMobil headquarters buildings.
- Under this Option, approximately 1.45 million square feet of the new development is envisioned to be generally balanced between (i) the Inova research, office, and healthcare facilities, and (ii) academic and research partners. These partnerships are integral to the collaborative nature of the development.
- Retail and service uses up to approximately 90,000 square feet should be provided. The retail and service uses should meet the needs of building tenants, visitors, and the surrounding communities. These uses should be designed as an integral part of the overall new development and should be phased with the development of other uses within the respective buildings in order to provide amenities for employees, residents, and visitors. Drive-through or standalone retail uses are not appropriate.
- Hotel use of approximately 120,000 square feet may be provided.
- Multifamily residential uses and other housing accommodations (independent living facilities, assisted living facilities, and continuing care facilities) may be appropriate. Residents within these accommodations should have convenient access to a variety of on-site open and recreational spaces, community-serving retail uses, and other services, as guided by the Merrifield Suburban Center’s Area-Wide Pedestrian and Open Space System Guidelines commensurate with development. In total, these uses should not exceed 705,000 square feet. It is anticipated that, within that amount, there will be a maximum of 640 to 705 residential units (depending on unit size), inclusive of affordable housing and bonus density, but exclusive of housing accommodations regulated as medical care facilities (such as assisted living facilities) and continuing care facilities. The number of units may be adjusted if transportation and public facilities impacts are shown to be sufficiently addressed. These uses should be allocated as follows:

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

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

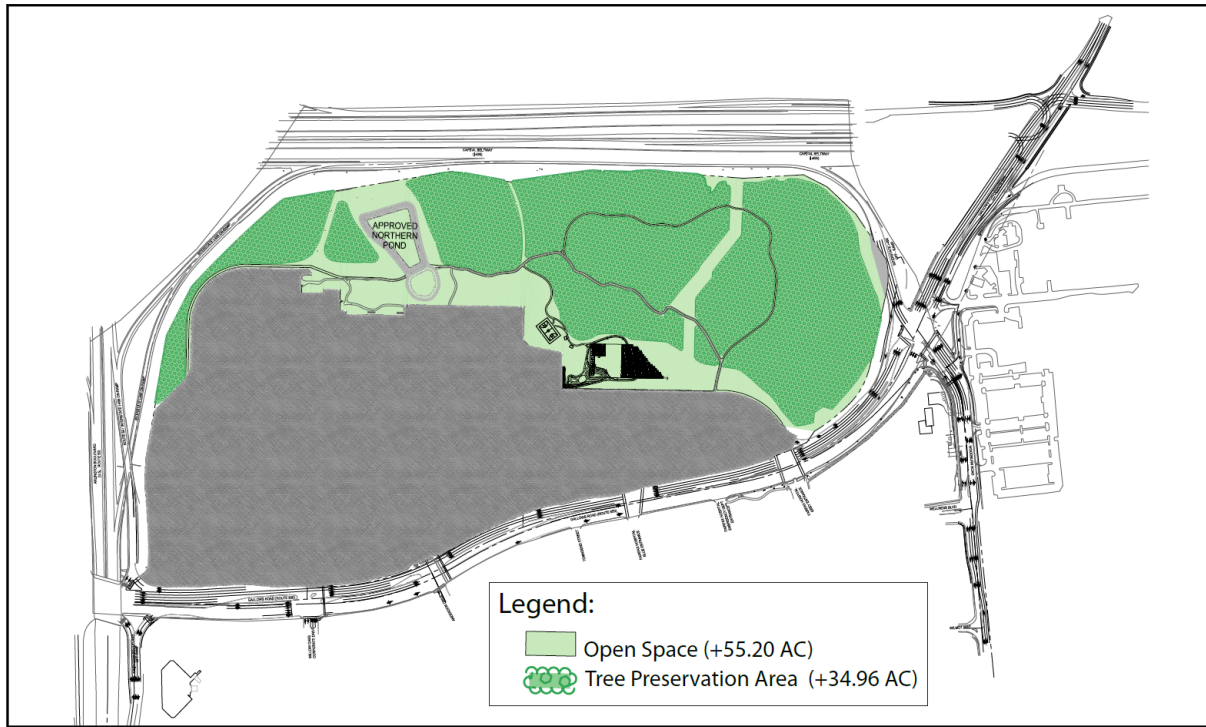
** Age- or Ability-restricted uses include multifamily residential units restricted by age; independent living facilities; housing accommodations regulated as medical care facilities (such as assisted living facilities); continuing care facilities, and other similar uses.

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

Parks and Open Space

- Integral to development under this Option, the heavily wooded area generally to the south and east of Innovation Park Drive and the former ExxonMobil headquarters buildings is expected to be retained as publicly accessible, private open space with tree preservation as an essential element in the design. As shown in Figure 32 below, approximately 55 acres in the southern and eastern portions of the site are expected to remain as open space (including approximately 34 acres of preserved wooded areas), while recognizing the need to accommodate amenities, the approved stormwater pond, trails, utilities, and potential future right-of-way dedication for road improvements. A plan for the preservation, recreational programming, and public access for the eastern open space is expected to be provided at the initial phase of development.

Figure 32. ICPH Eastern Open Space and Tree Preservation Area



- Active and passive recreational spaces should be provided to promote whole health (physical, mental, and social well-being), such as wellness parks, meditation gardens, fitness stations, or other spaces that are centered around environmental management and health benefits from natural settings. Pedestrian and bicycle circulation trails in the area should connect to the development in the land unit, including via the planned bicycle/pedestrian bridge across I-495 to Land Unit J (Fairview Park South), and the bicycle and pedestrian trails on Gallows Road. Consideration should be given to designing the on-site stormwater pond within this area as a site amenity. Commitments should be made to the maintenance of the stormwater pond and landscaping and to other measures, such as lighting in appropriate locations and clear lines of sight, to promote safety in the area. Open space and recreational amenities should be accessible to users of a variety of ages and abilities and should be provided commensurate with new development above the existing 1.2 million square feet (as of September 2019).
- A network of publicly accessible, privately maintained urban parks should be provided commensurate with the needs of the users, connecting the benefits of the wooded area to the development and creating opportunities for social interaction. A local park of 3-4 acres in size that contains several recreational facilities, such as sport courts, adult outdoor fitness, children’s play equipment, picnic areas and/or a pavilion, trail heads, wayfinding signage, and/or other complementary uses should be a component of this network and function as a gateway to the wooded area, and is expected to be provided with the first residential building. The urban parks should be well-connected through sidewalks and trails. The park spaces and trail system should be visually evident (through methods such as design and signage) and accessible from Gallows Road and internal streets. The trail system should include urban

plazas and pedestrian facilities at certain site intersections with Gallows Road. Features such as naturalized landscaping, shade trees, seating areas, hardscape plazas, public art, play and fitness elements, and other urban park amenities and facilities can offer attractive community gathering and event spaces, such as farmer's markets, outdoor concerts or classes, and recreational opportunities. These spaces should meet the Merrifield Suburban Center's Area-Wide Pedestrian and Open Space System Guidelines and, as needed to advance the campus' health and wellness vision, be provided consistent with the countywide Urban Parks Framework.

Design and Connectivity

- Proposals should effectively integrate existing and new development through site layout and design, landscaping, materials, and access. A new system of well-connected internal streets should create a series of compact blocks that support the development and encourage walking, biking, and transit ridership. The street network should generally expand westward from Innovation Park Drive, which serves as a spine road through the land unit.
- Development proposals should demonstrate high quality in terms of site and building design, landscaping, materials, and urban park spaces, to define a sense of place and enhance the health and wellness of the residents, employees, patients, and visitors. The design of the physical environment has significant impacts on day-to-day quality of life and can enhance or detract from the overall wellness of the users of a building or a site. Buildings and site amenities should be designed to be comfortable and accessible for a variety of ages and abilities and incorporate amenities to promote healthy indoor air-quality, abundant natural light, connections to natural areas, as well as other features that may be refined over time to support health.
- Buildings should be aligned with and oriented to internal streets, and attention should be given to the treatment and expression of buildings toward Gallows Road. The streetscape area should include amenities such as sidewalks, plazas, street furniture, shade trees, and landscaping. Further guidance for building and streetscape design, including bird-friendly design, is provided in the Urban Design Guidelines for Fairfax County Commercial Revitalization Districts and Areas, Volume I, published September 25, 2018 (countywide UDG).
- 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, including during interim conditions. Stand-alone, free-standing parking structures are discouraged. Surface parking should be limited to appropriate on-street parking locations. Existing parking lots with minor expansions may remain as development builds out and should include appropriate pedestrian connections.

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

Transportation

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

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

- Construction of a minimum 10-foot-wide, bi-directional cycle track on the east side of Gallows Road, as part of the Gallows Road improvements.

- Construction of a minimum 8-foot wide sidewalk on the east side of Gallows Road, as part of the Gallows Road improvements.
- Provision at the northern end of the site for the planned pedestrian and bicycle bridge across I-495 that connects the site with Land Unit J (Fairview Park South), along with a fair share commitment towards bridge construction.
- Development of a publicly accessible internal pedestrian and bicycle network that connects to the planned I-495 pedestrian/bicycle bridge, to Gallows Road, and to future development within the site.
- Development of a coordinated pedestrian and bicycle circulation system plan that demonstrates how the site will connect to nearby destinations, including the Dunn Loring-Merrifield Metrorail Station, the Town Center, Inova Fairfax Hospital, and Annandale, as well as the land units east of I-495. Opportunities to improve the connectivity of the pedestrian and bicycle network in the area serving the site, including across Arlington Boulevard towards Dunn Loring-Merrifield Metrorail Station and the Town Center to the north, and across I-495 towards Annandale and the land units to the east, are expected to be identified. The plan should analyze interim conditions and the improvements necessary to provide enhanced multimodal connectivity at all phases of development.
- Provision of refuge areas and clear markings, where appropriate, at pedestrian crossings.
- Provision of bicycle parking in accordance with the County's Bicycle Parking Guidelines.
- Provision of public bike share stations.

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

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

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

- Autonomous vehicles,
- Innovative transit solutions, such as retrofitting turning lanes for bus rapid transit, grid-based and express transit systems, and public-private partnerships

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

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

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

Environment

- Tree Preservation: Commitments to the preservation and restoration of the mature wooded area as shown on Figure 32 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 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, new development above the existing 1.2 million square feet (as of September 2019) is expected to retain the first inch of rainfall. Additionally, major renovations of existing buildings should consider methods for implementing the one-inch retention standard. For all development on the site with inadequate outfalls, detention measures are expected to be implemented that reduce the volume, peak flow, and velocity of runoff into Holmes Run and Accotink Creek to a rate equivalent to good forested conditions to the maximum extent practicable as determined by Land Development Services.

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

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

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

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

Phasing and Public Facilities

- Development is expected to be phased to ensure the adequate and timely provision of supporting infrastructure and public facilities capacity. Parks and open space, stormwater management, schools or additional school capacity, and other public facilities should be sufficient to address the demands generated by new development. If Fairfax County Public

Schools (FCPS) determines that a school site is required to serve the increased population from the development, a fair share commitment toward site acquisition or building repurposing should be identified. This commitment should be based on a contribution formula determined by FCPS and Fairfax County, and should be identified in advance of approval of an application for residential development. Innovative approaches, such as locating school facilities with parks to allow for the sharing of recreation facilities, or within buildings serving the other uses, may also be considered.

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

Heritage Resources

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

Future Campus Expansion

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

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

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

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

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

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

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

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

- Removal of the I-495 Outer loop weave/merge between Route 50 and Gallows Road.

- Completion of the auxiliary lane between Gallows Road and Little River Turnpike on the I-495 Outer loop.

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

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

MERRIFIELD SUBURBAN CENTER – AREA-WIDE
PROPOSED MODIFICATIONS

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

“Planning Objectives

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

- Encourage revitalization and redevelopment of portions of the Merrifield Suburban Center to create more attractive and functionally efficient commercial and residential areas with pedestrian and bicycle-friendly transit-oriented environments.
- Ensure a pattern of land uses that promotes stability in the adjacent residential areas by establishing transitional areas to prevent commercial encroachment on these adjacent areas.
- Create focal point(s) within the Town Center and the Transit Station Area where development should be more intense and have a more urban form through the use of appropriate building heights, setbacks, building bulk, and site design.
- Strengthen the employment base by transforming key office campuses into vibrant, mixed-use places that complement the focal points, leverage innovative technology and strategic partnerships, and promote public access to privately-owned natural areas, while ensuring appropriate transitions to established residential communities.
- Encourage mixed-use development that includes pedestrian, bicycle, transit and auto circulation systems that integrate the development both internally and externally, resulting in transit-oriented and pedestrian-friendly environments.
- Encourage the development of additional housing (including affordable dwelling units) in the Merrifield Suburban Center so that employees may live near their workplace and transit services, in order to reduce the number and length of commuter auto trips.
- Capitalize on the concentration and mixture of land uses and the proximity to Dunn Loring-Merrifield Metrorail station to enrich the identity of the place and promote collaboration in the implementation of the vision, through such strategies as an area-wide Transportation Management Association, 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.
- Develop a cohesive pedestrian and bicycle circulation system linked to open spaces such as plazas, courtyards, greenways, and parkland in order to facilitate walking and reduce reliance on private automobiles.
- Develop mass transit options, transportation strategies and planned highway improvements to mitigate traffic impacts in the Merrifield Suburban Center and in adjacent residential neighborhoods and to promote connectivity among all land units, including those east of I-495.
- Ensure that many of the community-serving commercial uses are retained and that new uses are encouraged to develop, such as a grocery store, pharmacy, book store, and a variety of small retail shops, as well as automotive and home service repair shops.
- Encourage the provision of additional community-serving institutional uses, as well as public uses that will serve the Merrifield Suburban Center and the surrounding neighborhoods. These uses may include a library, museum(s), theater, childcare, housing for the elderly, as well as religious, healthcare, and educational institutions.
- Encourage high-quality development in terms of site design, building design and materials, provision of recreation and park facilities, and open space, and amenities throughout the Merrifield Suburban Center. A more urban and pedestrian-oriented environment should be provided in the Transit Station Area and the Town Center; and, a suburban character should be provided throughout the remainder of the Merrifield Suburban Center.
- The environmentally sensitive areas of the Holmes Run and Long Branch stream valleys and their tributaries should be retained as permanent open space. In addition, measures should be taken to ensure that runoff from new development will not deteriorate the environmental quality of these streams.

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

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

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

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

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

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

“Building Heights

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

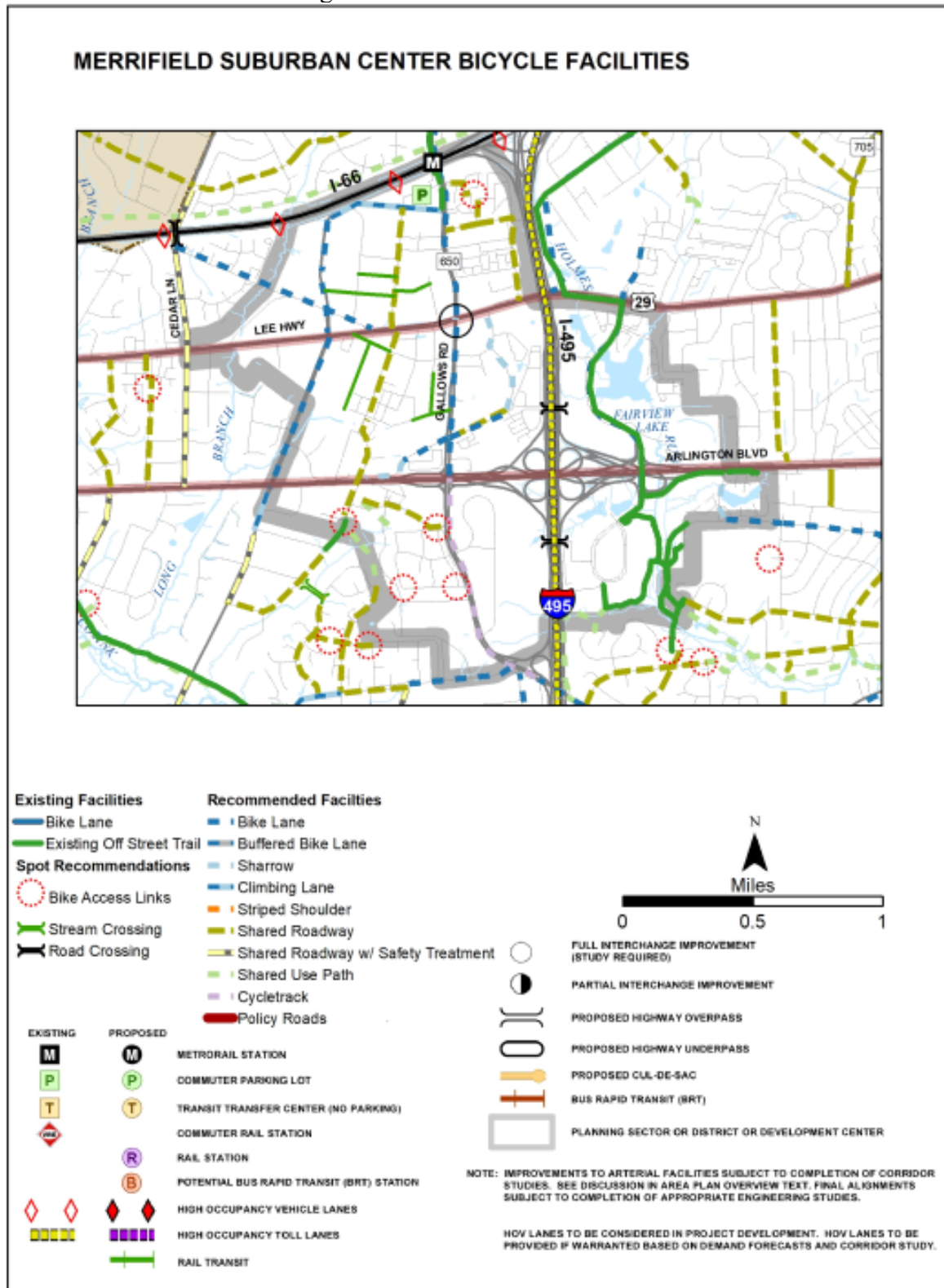
Building Height Guidelines

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

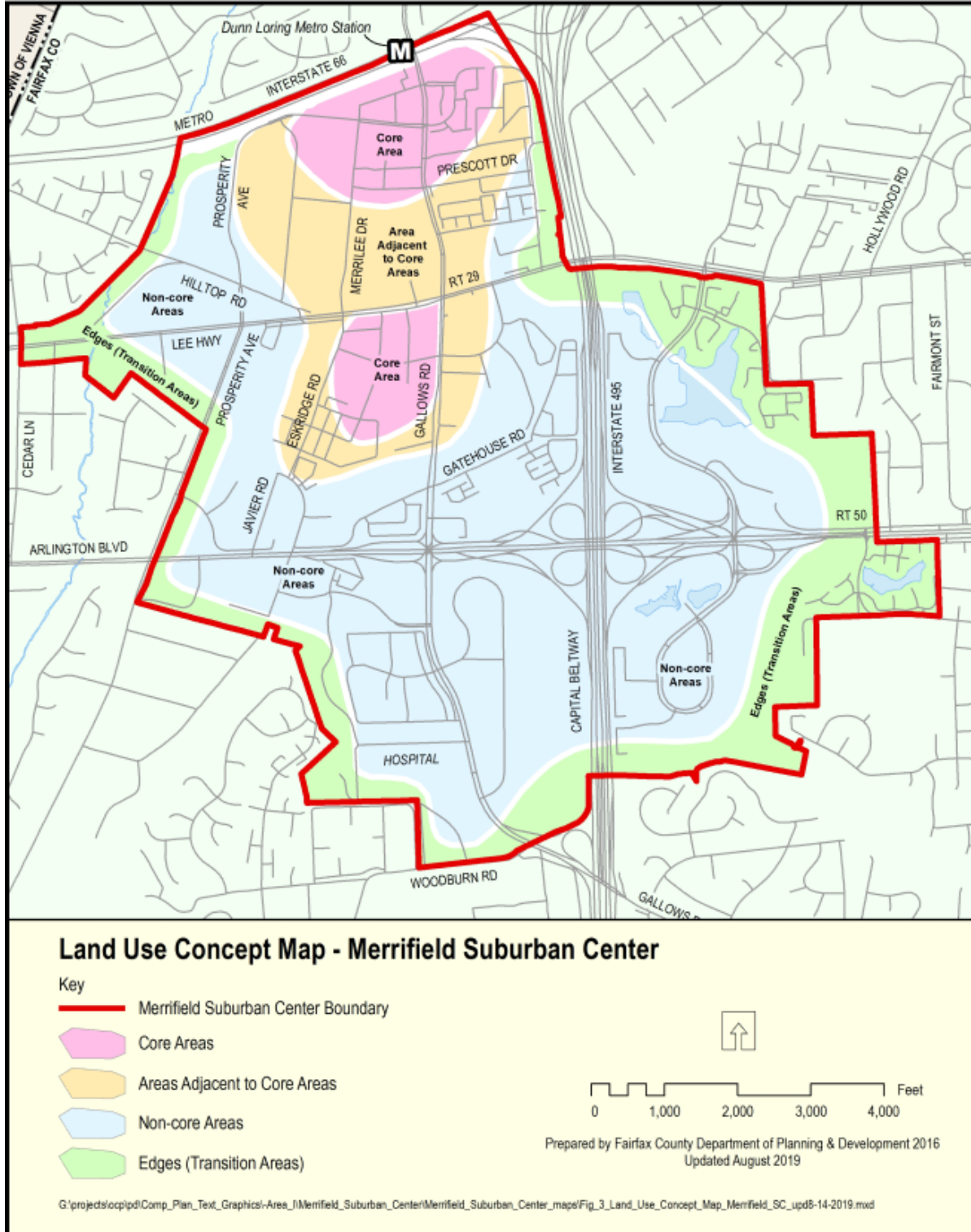
COMPREHENSIVE LAND USE PLAN MAP: The Comprehensive Land Use Plan Map will not change.

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

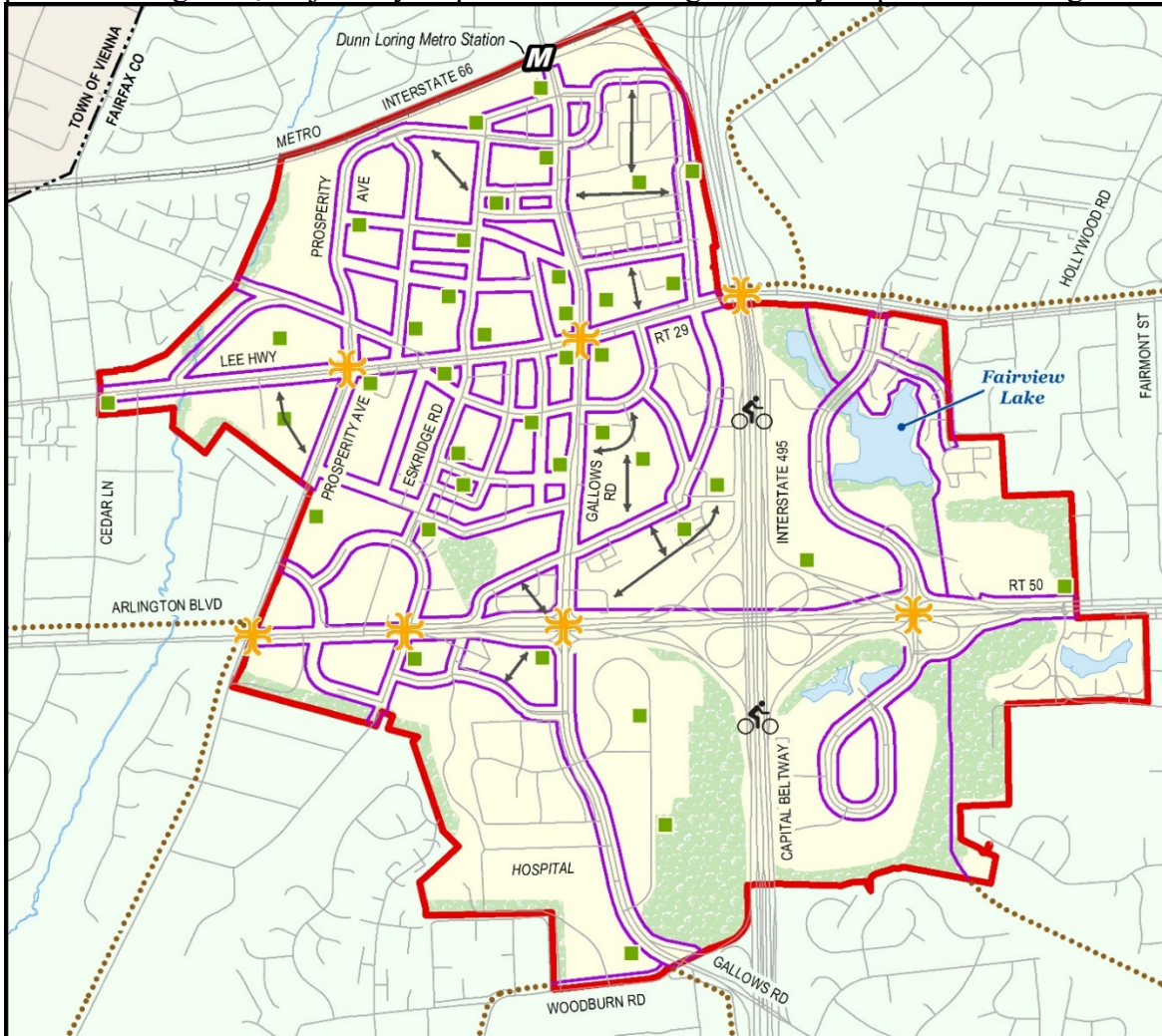
BICYCLE MASTER PLAN MAP: Update the elements of the Northeast Quadrant Map for the Merrifield Suburban Center to reflect a cycle-track on the east side of Gallows Road between the Gallows Road I-495 interchange and the intersection of Gallows Road and Route 50.



MODIFY FIGURE: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield Suburban Center, Area-wide Guidance, as amended through July 31, 2018, Figure 3, page 8; Figure 3, page 9; Figure 10, page 28 to move the word “HOSPITAL” further south to reflect the accurate location of Inova Fairfax Hospital.



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

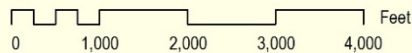


Open Space and Pedestrian System Map - Merrifield Suburban Center

- Sidewalks or Trails Within the Study Area
- Sidewalks or Trails Outside the Study Area
- Plaza/Urban Greens
- Open Space
- Mid-block Connections
- Major Bicycle/Pedestrian Crossings
- Merrifield Suburban Center Boundary
- Bicycle/Pedestrian Bridges

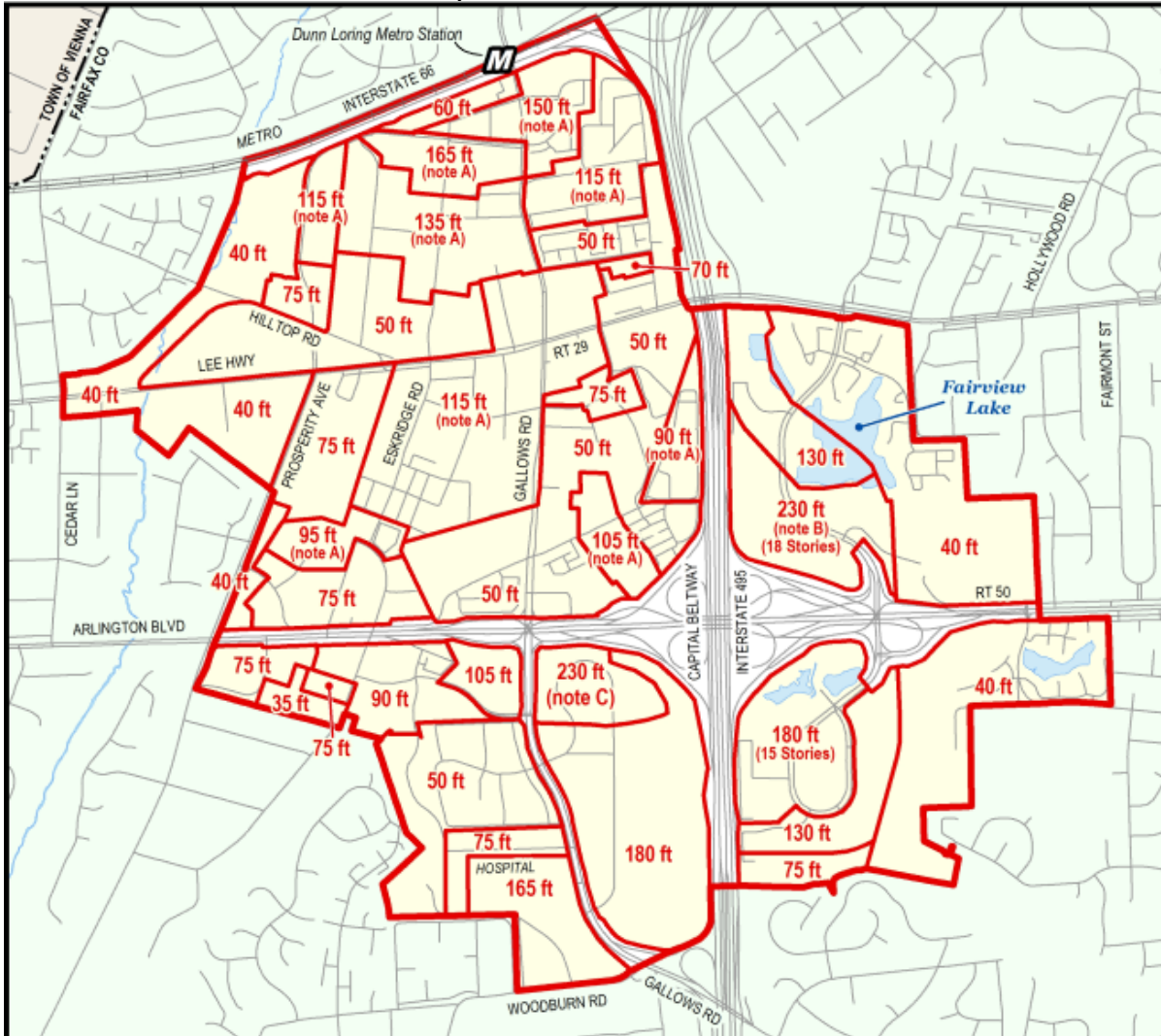
Note 1: All new developments should provide pedestrian open space amenities.
 Note 2: This graphic represents the general location of pedestrian connections and major plazas and is not intended to indicate size and scale. Specific locations to be determined during the development review process.

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



G:\projects\locp\pdf\Comp_Plan_Text_Graphics\Area_I\Merrifield_Suburban_Center\Merrifield_Suburban_Center_maps\CH_VARIATION_Fig_9_Open_Space_Map_Merrifield_upd_MKsymbolTesting.mxd

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



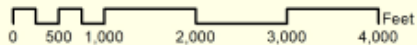
Building Heights Map - Merrifield Suburban Center

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 I1 may be considered for a height increase of up to 18 stories or approximately 230 feet. See specific sub-unit recommendations for additional guidance.

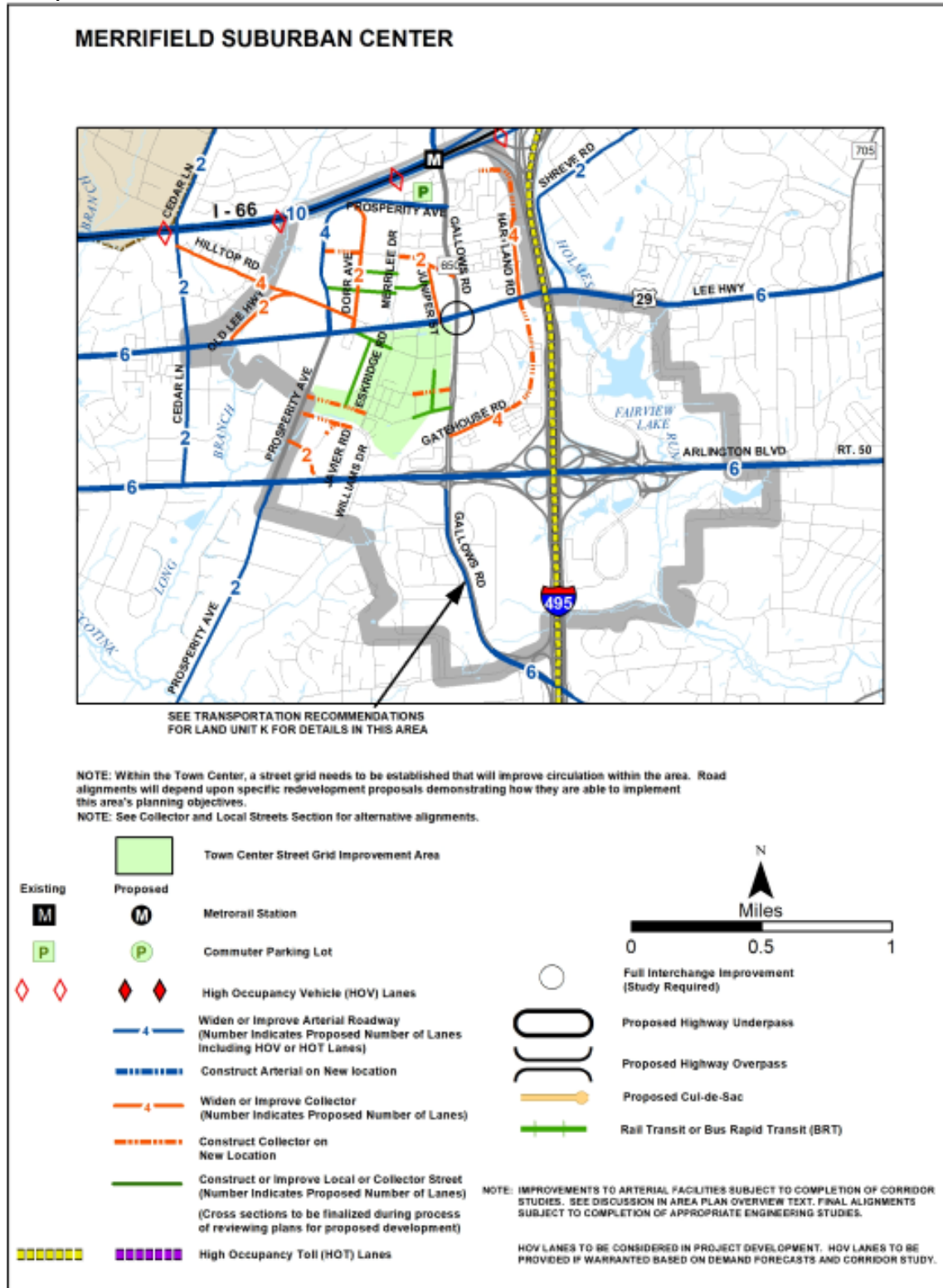
Note C: See specific sub-unit recommendations for additional guidance.

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

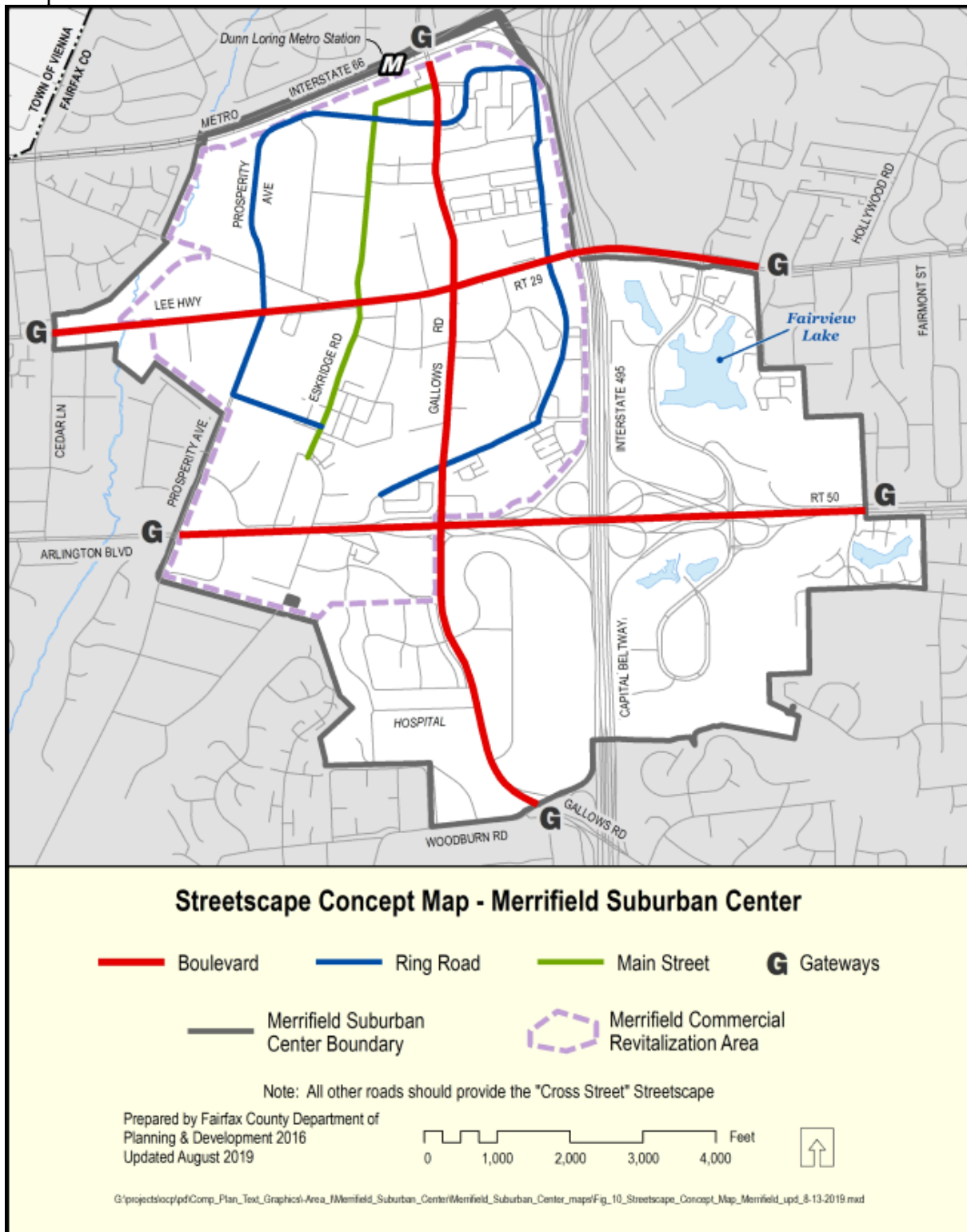


G:\projects\ocp\pd\Comp_Plan_Text_Graphics\Area_I\Merrifield_Suburban_Center\Merrifield_Suburban_Center_maps\Fig_8_Building_Heights_Map_Merrifield_upd_8-14-2019.mxd

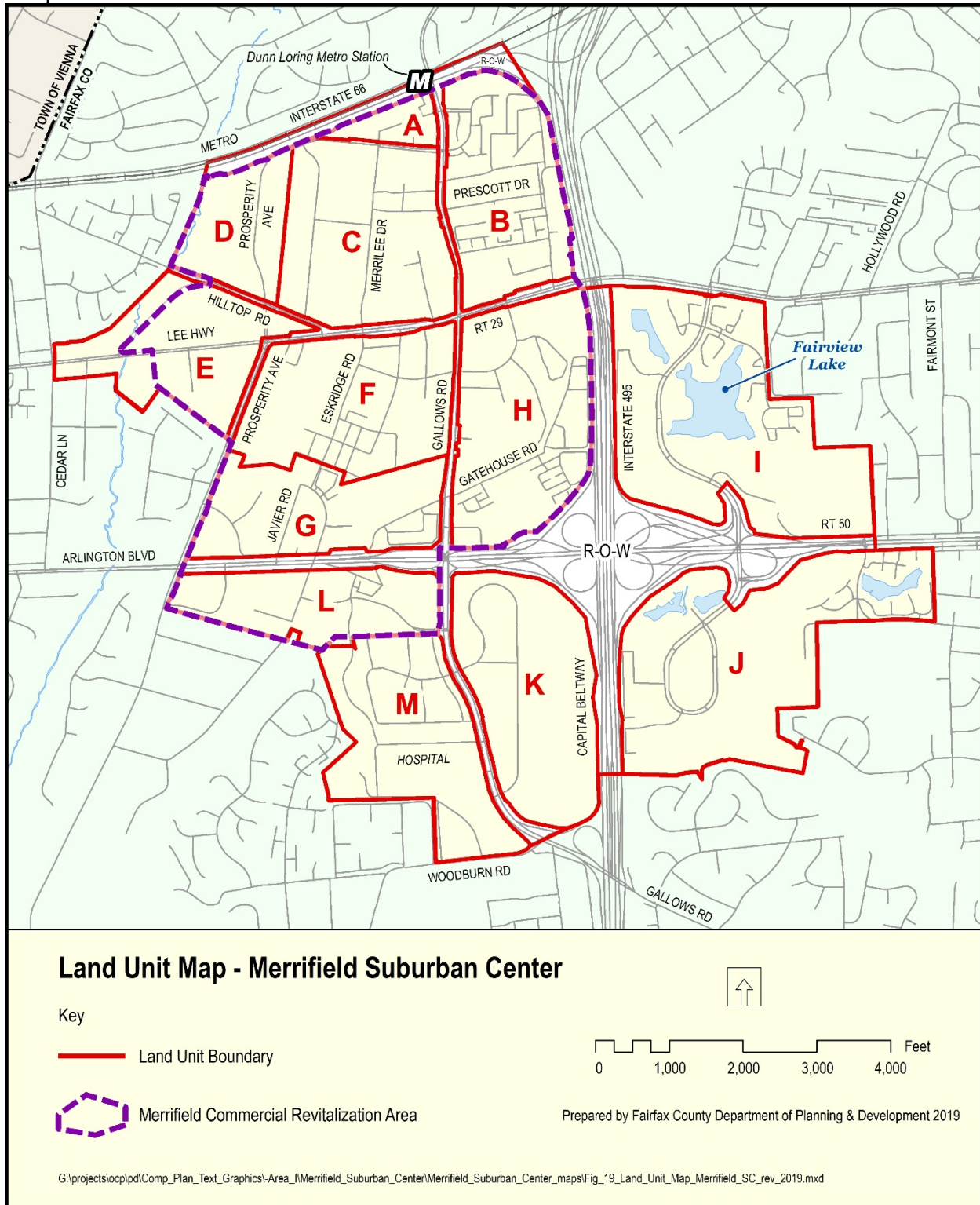
MODIFY FIGURE: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield Suburban Center, Area-Wide Guidance, as amended through July 31, 2018, Figure 16, Transportation Recommendations, page 43, to add a note that references additional transportation recommendations in Land Unit K.



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



MODIFY FIGURE: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield Suburban Center, Area-wide Guidance, as amended through July 31, 2018, Figure 19, page 54 to move the word “HOSPITAL” further south to reflect the accurate location of Inova Fairfax Hospital.



MODIFY FIGURE: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield Suburban Center, as amended through July 31, 2018, Figure 31, page 101 to renumber figure to Figure 33.

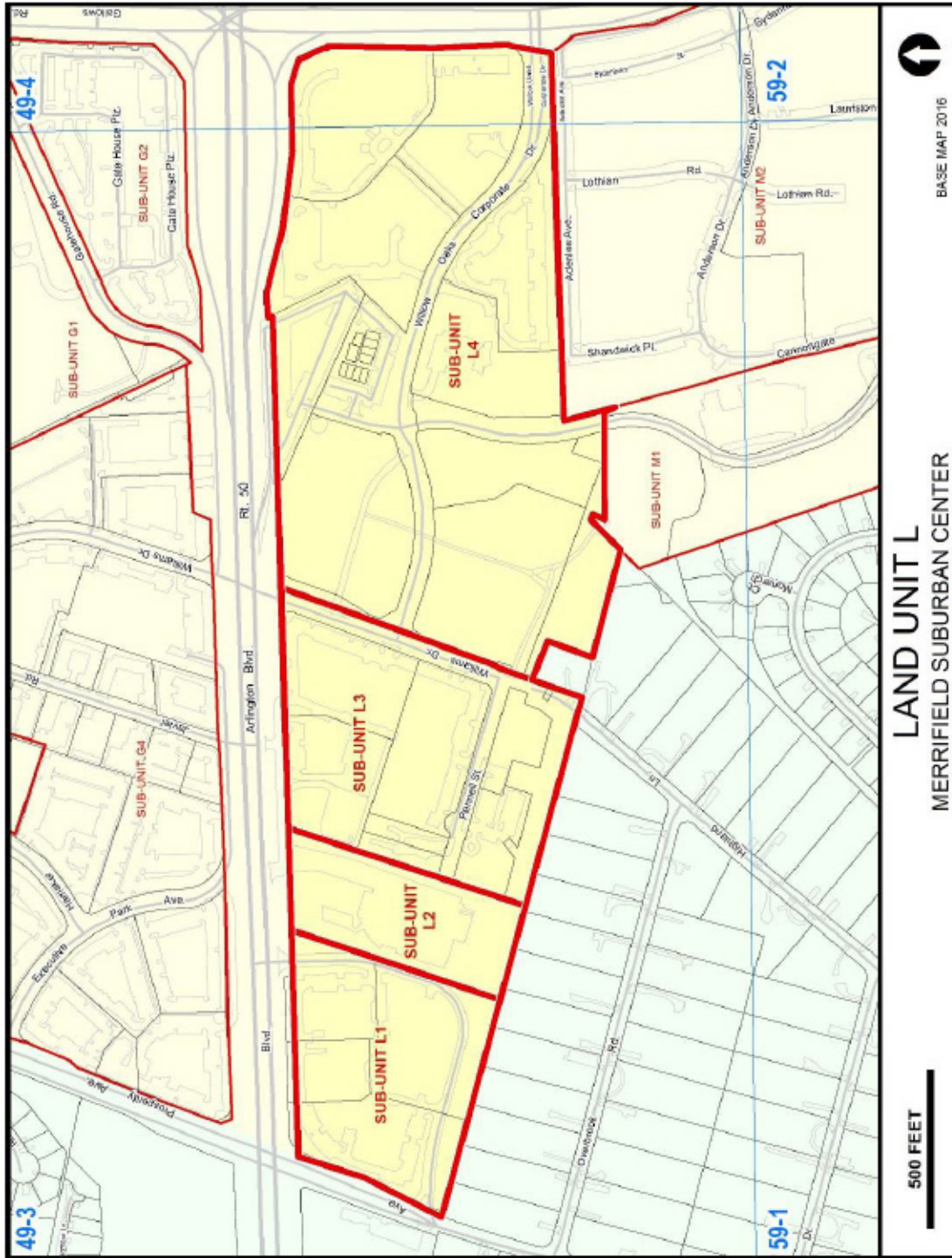


FIGURE 3433

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield Suburban Center, as amended through July 31, 2018, Figure 31, page 101 to renumber figure to Figure 33.

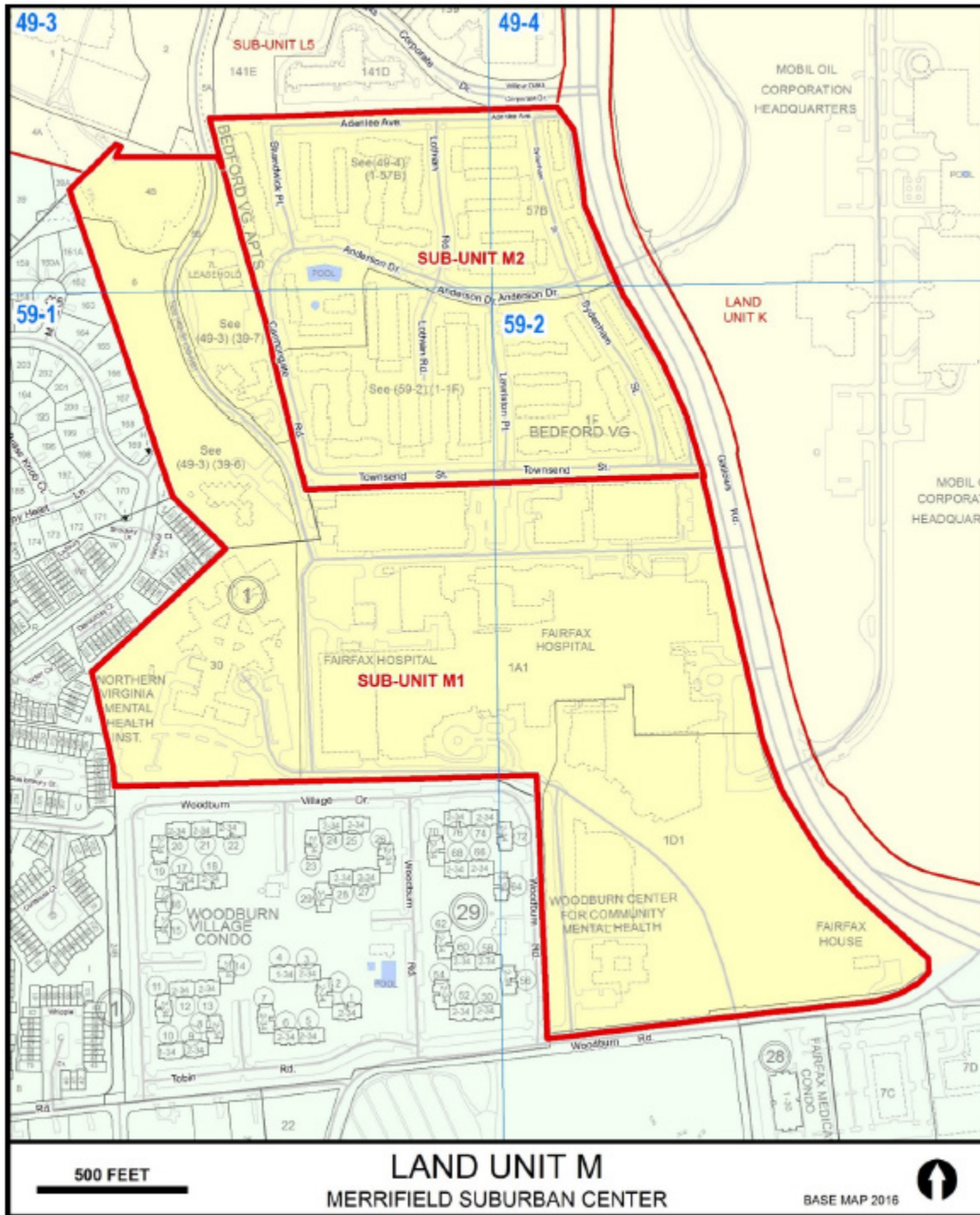
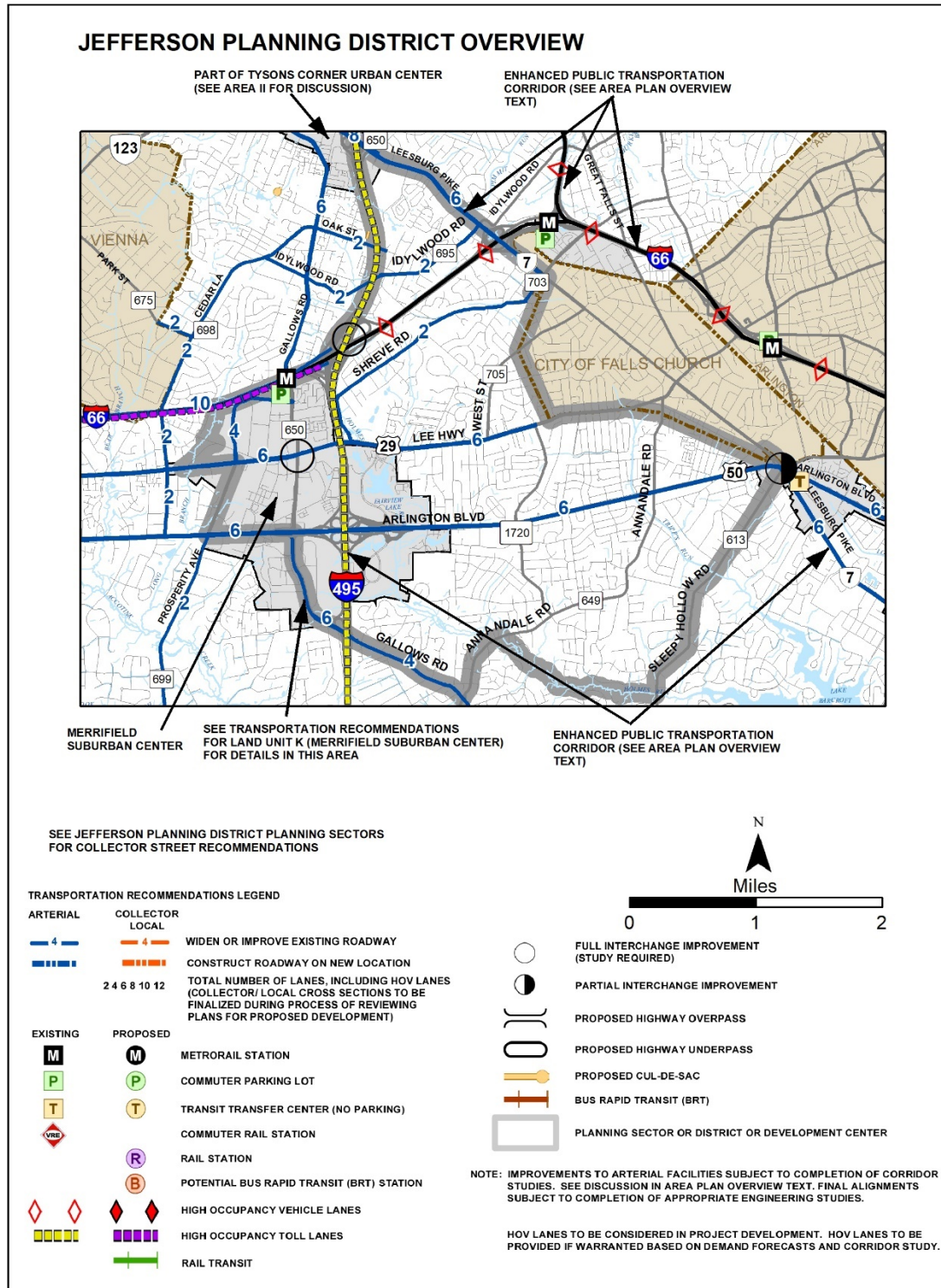
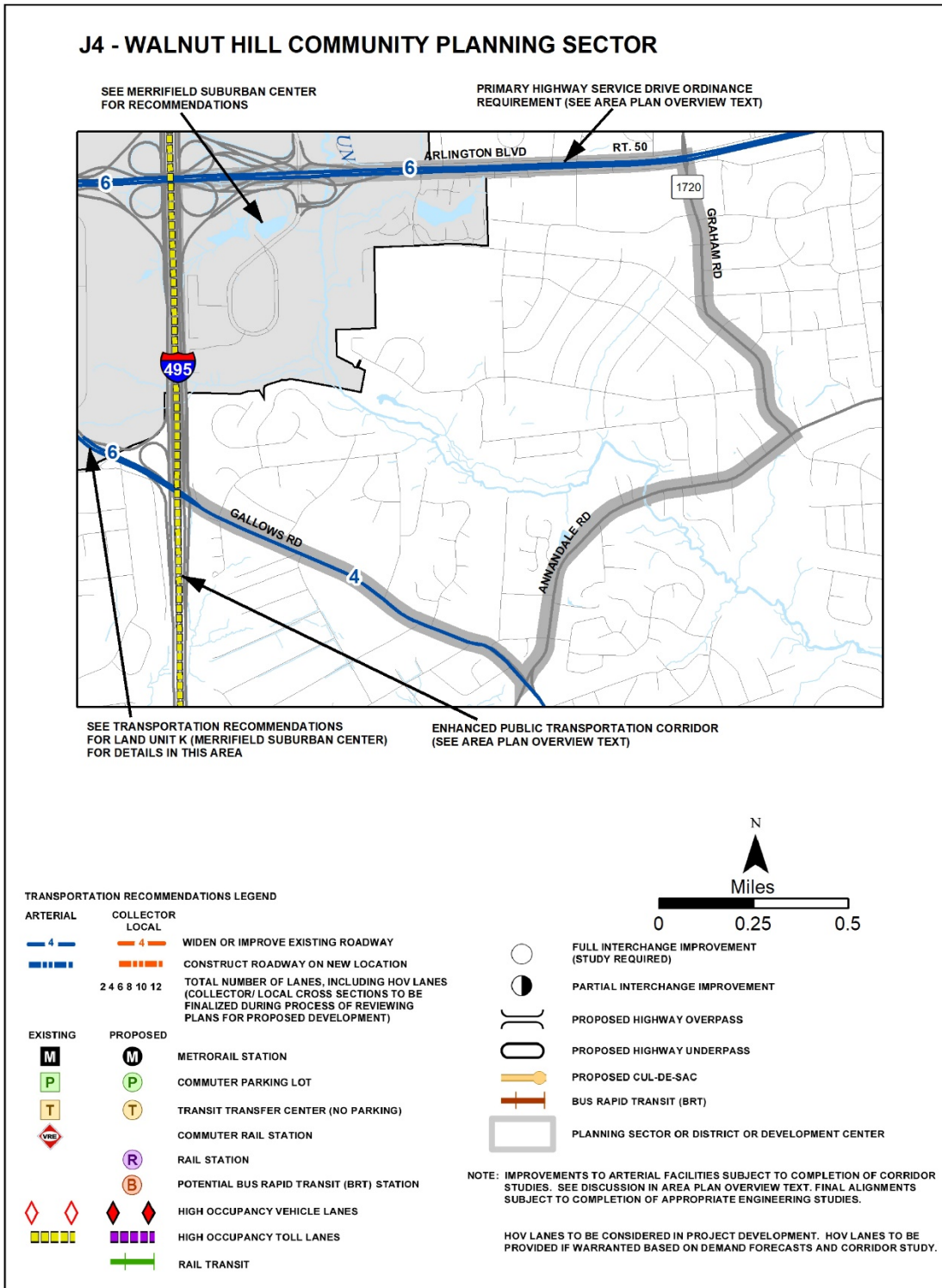


FIGURE 3234

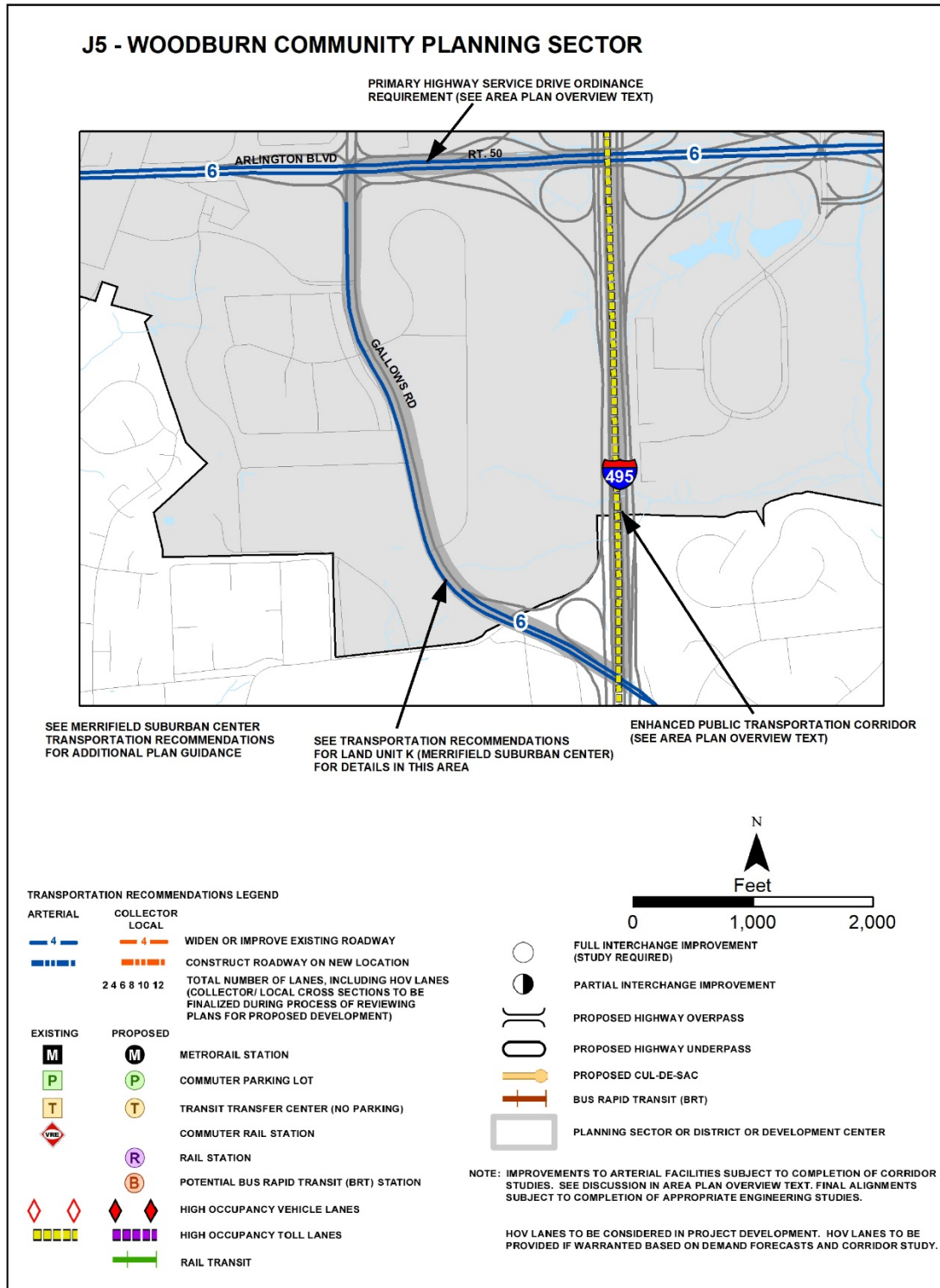
MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Jefferson Planning District, Overview, District-Wide Recommendations, Transportation, Figure 2 – Countywide Transportation Recommendations Jefferson Planning District, page 4, to add leader line to Gallows Road with text box “See Transportation Recommendations For Land Unit K (Merrifield Suburban Center) For Details In This Area”.



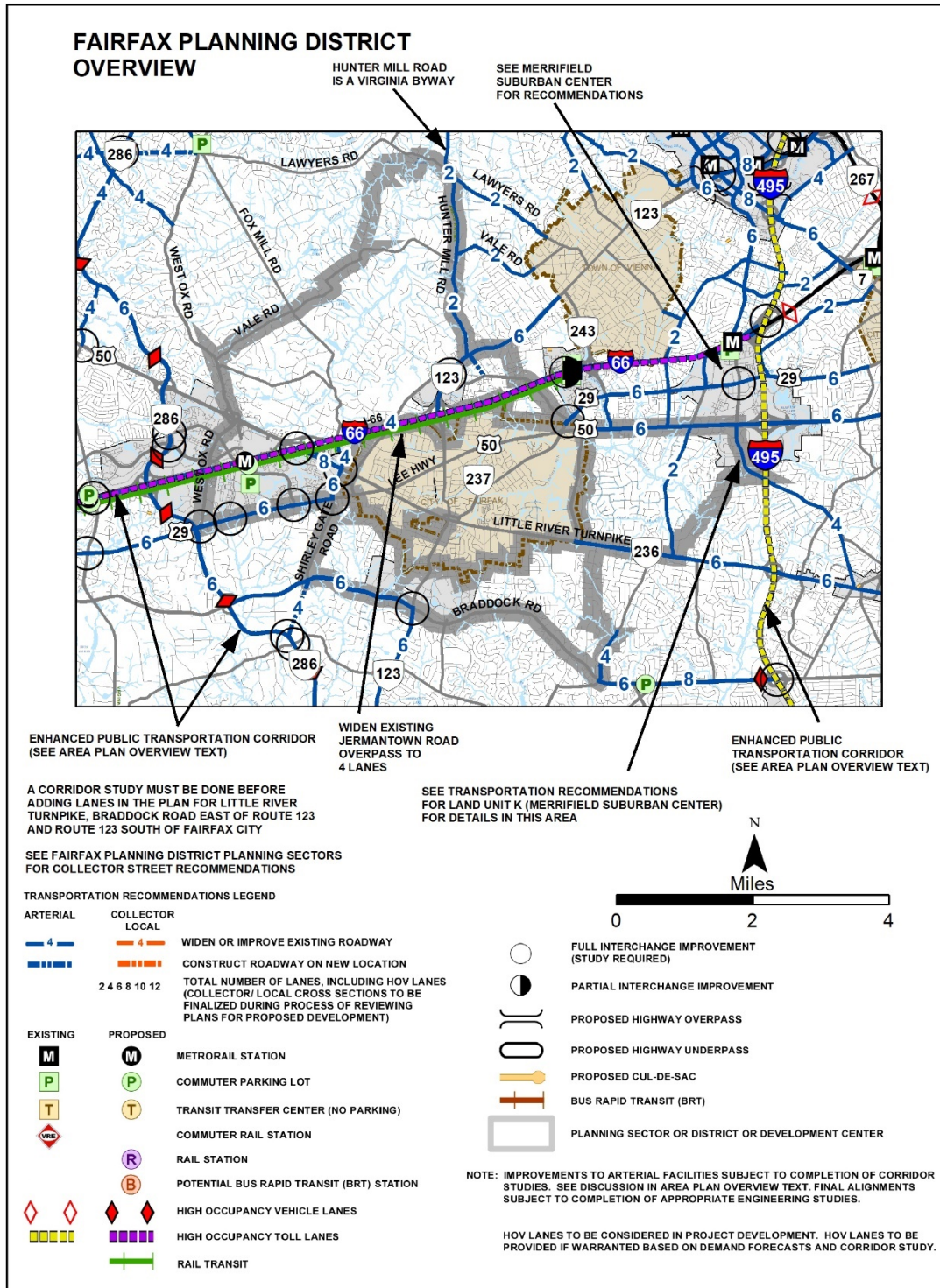
MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Jefferson Planning District, Land Unit J4, Walnut Hill Community Planning Sector, Figure 19 – Transportation Recommendations, page 39, to add leader line to Gallows Road with text box “See Transportation Recommendations For Land Unit K (Merrifield Suburban Center) For Details In This Area”.



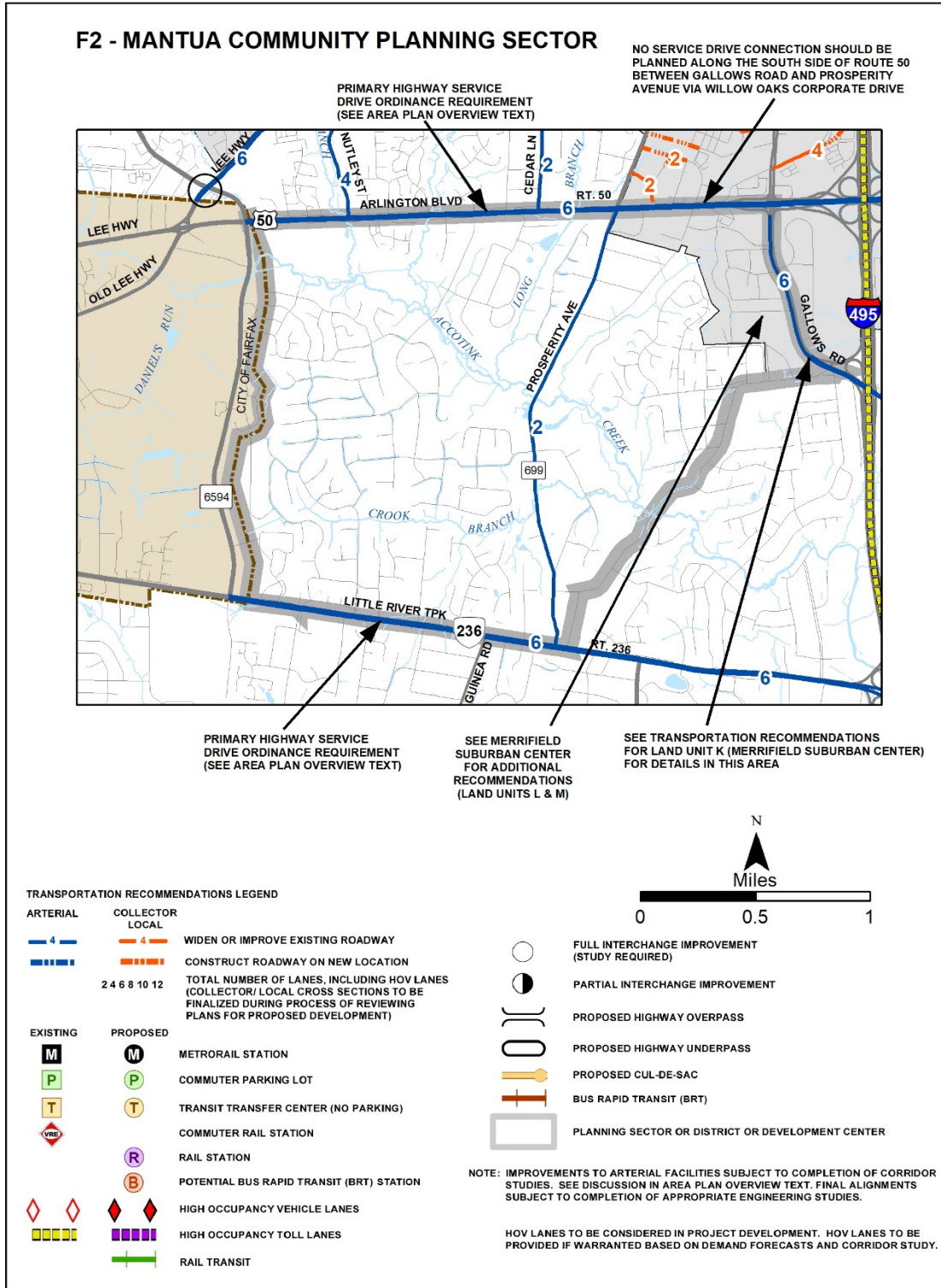
MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Jefferson Planning District, Land Unit J5, Woodburn Community Planning Sector, Figure 21 – Transportation Recommendations, page 43, to add leader line to Gallows Road with text box “See Transportation Recommendations For Land Unit K (Merrifield Suburban Center) For Details In This Area”.



MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area II, Fairfax Planning District, Overview, District-Wide Recommendations, Transportation, Figure 2 – Countywide Transportation Recommendations Fairfax Planning District, page 5, to add leader line to Gallows Road with text box “See Transportation Recommendations For Land Unit K (Merrifield Suburban Center) For Details In This Area”.



MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area II, Fairfax Planning District, Land Unit F2, Mantua Community Planning Sector, Figure 15, Transportation Recommendations, page 39, to add text to existing leader line near Gallows Road to read “See Transportation Recommendations for Land Unit (Merrifield Suburban Center) For Details in this Area”.



MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Annandale Planning District, Overview, District-Wide Recommendations, Transportation, Figure 2 – Countywide Transportation Recommendations Annandale Planning District, page 5, to add leader line to Gallows Road with text box “See Transportation Recommendations For Land Unit K (Merrifield Suburban Center) For Details In This Area”.

