



FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

Nomination Number	CPN22-PR-008
Supervisor District	Providence
Parcel ID Number(s)	49-2 ((1)) 39, 40, 48 and 53
Parcel Address(es)	2700 Pleasantdale Road, 2701 Livingstone Lane, 8130 Prescott Drive, and 2740 Hartland Road, Vienna, VA 22180
Nominator	Fairfax Merrifield Associates II L.L.C (Agent: Jennifer L. Garcia)
Plan Map Designation	Residential, 16-20 dwelling units per acre (du/ac)
Comprehensive Plan Recommendation for Nominated Property	Base Plan: Residential at 16-20 du/ac Option: Mid and high-rise residential (6 stories and above) at 30-40 du/ac which should include retail and service uses. Additional area-wide and site-specific guidance included in supplemental attachment.
Proposed Land Use	MixedUse
Summary of Proposed Comprehensive Plan Change	Predominantly residential (stacked two-over-two townhomes, low to mid-rise multifamily, mid to high-rise multifamily), ancillary ground floor convenience retail, office, hotel. Maximum development intensity of 1.9 FAR.

Merrifield at Dunn Loring Station
SSPA Nomination Statement of Justification
October 27, 2022

I. Introduction

On behalf of Fairfax Merrifield Associates II L.L.C. (“Fairfax”), the following statement of justification is submitted for a Site Specific Plan Amendment (“SSPA”) nomination for the Merrifield at Dunn Loring Station. The 35.2 -acre nomination area is located in the Providence Magisterial District and is comprised of Tax Map Parcels 49-2 ((1)) 39, 40, 48 and 53 (collectively, the “Property”). The Property is located in the Dunn Loring-Merrifield Transit Station Area (“TSA”) of the Merrifield Suburban Center. A portion of the Property is located within ¼ mile of the Dunn Loring-Merrifield Metrorail Station (“Metrorail Station”) and the entire Property is within ½ mile of the Metrorail Station. The Property is also part of the Merrifield Commercial Revitalization Area (“CRA”). The Property comprises nearly all of Sub-unit B2 within the TSA, with the exception of Tax Map Parcel 49-2 ((1)) 37, a three-acre parcel developed with the Hartland Manor garden apartments.

II. Existing Uses, Location and Surrounding Context

The Property contains the Merrifield at Dunn Loring Station garden apartments. Developed in 1968, the 706 rental apartments are situated ¼ to ½ mile south of the Dunn Loring-Merrifield Metrorail Station, or a 5-to-10-minute walk to the Metro Station. The Property is also situated approximately ½ mile northeast of Mosaic. There are pedestrian facilities along both sides of Gallows Road between the Dunn Loring-Merrifield Metrorail Station and the Inova Fairfax Hospital. The east side of Gallows Road, which includes the Property’s frontage, is generally served by a concrete sidewalk and the west side is generally served by a multi-use asphalt trail.

Within the immediate vicinity of the Property along Gallows Road, there are three (3) traffic signals within a ¼ mile length that provide signalized crosswalks across Gallows Road. Merrifield at Dunn Loring Station residents already make use of these signalized crosswalks. In addition, signalized crosswalks serve each traffic leg at the Gallows Road/Lee Highway (Route 29) intersection and sidewalks exist along both sides of Lee Highway which provide direct pedestrian access to Mosaic. The Inova Fairfax Medical Campus and the Inova Center for Personalized Health (the former Exxon Mobile Campus) are only 1.5 miles south of the Property. In early October, Inova purchased an additional 35-acres north of the Inova Fairfax Medical Campus (currently developed with the Amberleigh apartments).

Fairfax Connector Routes 401 and 402 provide bus service from the Property (Prescott Drive at Gallows Road) to the Tysons West*Park Transit Station to the north and the Franconia-Springfield Metrorail Station to the south. Attachment A, page 1 depicts the proximity of the Property to these surrounding uses. MetroBus Routes 1B (Wilson Boulevard-Vienna Line), 1C (Fair Oaks-Fairfax Boulevard Line), 2A (Washington Blvd-Dunn Loring Line), and 2B (Fair Oaks-Jermantown Road Line) provide additional bus service connections from the subject area along Gallows Road to the East Falls Church, Ballston-MU, and Vienna-Fairfax Metrorail Stations, as well as the Fair Oaks Mall, Inova Fairfax Hospital, and points in-between. In addition to the bus routes described above, the Dunn Loring-Merrifield Metrorail Station also serves Fairfax Connector Route 462 (Dunn Loring-Navy Federal-Tysons Line) and 467 (Dunn Loring-Tysons).

Collectively, the overall area is well served by multiple transit opportunities that connect Merrifield to the greater outlying areas and destinations. Lastly, the area is uniquely served by an autonomous (all electric) shuttle known as “Relay” that provides a “first and last-mile” transit option between the Dunn Loring-Merrifield Metrorail Station and Mosaic.

The table below provides additional details about the surrounding uses, their baseline Comprehensive Plan Land Use recommendation and current zoning.

Table I: Surrounding Adjacent Uses, Base Plan and Zoning District			
Direction	Description and Tax Map Parcel	Base Plan	Zoning District
North	I-66 and the off-ramp to I-495 South	N/A	N/A
East	<ul style="list-style-type: none"> a. I-495 South b. Hartland Green Park, FCPA Property 49-2 ((16)) 3) c. Hartland Green Park, FCPA Property 49-2 ((16)) 2 d. Hartland Business Center professional offices 49-2 ((1)) 71B 	<ul style="list-style-type: none"> a. N/A b. Public Parks c. Public Parks d. Office 	<ul style="list-style-type: none"> a. N/A b. R-3 c. R-3 d. C-3
South	<ul style="list-style-type: none"> a. Hartland Manor apartments 49-2 ((1)) 37 b. Providence Park townhomes 49-2 ((43)) A1 	<ul style="list-style-type: none"> a. 16-20 du/ac b. Mixed Uses 	<ul style="list-style-type: none"> a. R-20 b. R-12
West	<ul style="list-style-type: none"> a. Gallows Road b. Dunn Loring Metro Apartments 49-2 ((1)) 41 c. Vienna Crossing/Metro Place at Dunn Loring townhomes 49-2 ((37)) K d. Westbriar Plaza Condo (49-2 ((45)) 020303 e. Westbriar Plaza Condo 49-2 ((45)) 010307 f. Metro Place II at Dunn Loring office and structured parking garage 49-2 ((37)) B 	<ul style="list-style-type: none"> a. N/A b. 16-20 du/ac c. Mixed Uses d. Mixed Uses e. Mixed Uses f. Mixed Uses 	<ul style="list-style-type: none"> a. N/A b. R-30 c. PDH-40 and PDC d. PDC e. PDC f. PDC

III. Adopted Comprehensive Plan

The Comprehensive Land Use Plan Map and base plan recommendation is for residential use at 16-20 dwelling units per acre (du/ac).

The Comprehensive Plan (the “Plan”) text guidance is contained in the 2017 Edition of the Comprehensive Plan, Area I Volume as amended through September 24, 2019, The Merrifield Suburban Center, Land Unit Recommendations, Sub-Unit B2, and the Area-Wide Recommendations for The Merrifield Suburban Center.

The Property is currently identified as an Area Adjacent to the Core Area, with the current Plan guidance stating, “the areas adjacent to the core areas have the potential to become more urban and pedestrian-oriented in character, but will have less intense development than the core areas.”

The adopted Plan guidance recommends an option for mid to high-rise residential (6 stories and above) at 30-40 du/ac and should include retail and service uses.

A number of additional transportation, parks and open space, building height and urban design recommendations are associated with the implementation of the Plan option, and include:

- 1) Connecting Pleasantdale/Hartland Road to Park Tower Drive as part of the Ring Road;
- 2) Providing on-site affordable dwelling units (ADUs) or workforce dwelling units (WDUs);
- 3) Adding recreational and other amenities in the form of plazas or urban greens;
- 4) Maximum building height of 95 feet without structured parking. With structured parking located under buildings, a maximum height of 115 feet is appropriate when at least 2 levels of structured parking are provided, and heights that do not exceed 50 feet within 75 feet of the existing residential area to the south (Sub-Unit B4);
- 5) Non-auto-oriented retail and service uses, which may include limited office are recommended to be integrated with residential, and broader community and resident-serving retail uses may be appropriate to orient towards Gallows Road.

IV. SSPA History

The Property was nominated for a Comprehensive Plan land use change during the 2017 North County SSPA process (Nomination PC17-PR-005). The nomination proposed predominantly multifamily residential use (up to 2,331 units) and ancillary office, retail, institutional and hotel uses (up to 700,000 square feet) for a maximum intensity of 1.9 FAR or 3.1 million square feet of development.

While the North County SSPA Task Force (the “Task Force”) was supportive of the proposed uses, the Task Force recommended a reduced intensity of 1.2 FAR, with considerations for concentrating the density at the northern and eastern portion of the Property.

Staff did not recommend the addition of PC17-PR-005 to the Comprehensive Plan Amendment Work Program. The final staff report discussed concerns about a doubling of Plan option’s intensity of 30-40 du/ac and additional justification as to why the existing Plan option is no longer viable. Staff also suggested that a re-examination of Areas Adjacent to the Core Area of the Dunn Loring-Merrifield TSA may be better served by a more holistic evaluation of these areas, rather than a review of individual sites.

V. Comprehensive Plan History

In 1998, the Board designated a portion of the Merrifield Suburban Center as a CRA, which includes the Property. As stated in the Overview section of The Merrifield Suburban Center Plan,

the CRA designation is intended to “encourage improved economic vitality, appearance and function of the area through quality new development rehabilitation and/or redevelopment.” The last holistic review of the Merrifield Suburban Center that included the Areas Adjacent to the Core Area was the 2001 Plan update. Key considerations of the 2001 update included transportation capacity and TDM programs and robust urban design guidance to encourage a more pedestrian-oriented environment.

VI. Nomination Proposal

A. Intensity and Land Uses

The nomination proposes a modification to the Plan option or replacement of the base plan (it still acknowledges the existing uses, if desired by the County), to recommend predominately residential use with supporting retail and services, and flexibility to accommodate hotel or office uses (in particular along Gallows Road), which is already reflected in the existing Area-Wide Recommendations for the Areas Adjacent to the Core Area. The nomination proposes a maximum a development intensity of 1.9 FAR.

As shown in Table I, the Comprehensive Plan Use Plan Map currently designates a majority of the parcels surrounding the Property (including existing single-family attached and multifamily) as Mixed Use. We respectfully submit the same designation of Mixed Use for the Property is entirely compatible. Furthermore, a Mixed Use designation sets the stage for a P-District rezoning, allowing for exactly the creativity in site design and flexibility in the land use mix that is expected with TOD development.

B. Compatibility and Building Heights

As depicted on the Illustrative Concept Plan and shown in more detail in Attachment A, pages 5 and 6, the nomination’s arrangement of building heights and scale is divided into eight blocks to address transitions and compatibility with adjoining uses, per the intent of the adopted Plan guidance. Contemplated building heights by block are described in more detail below:

- 1) Block 1: Up to five-story hotel, residential, private doctors’ offices, or office with ground floor convenience retail along Gallows Road, transitioning down by at least one story further away from Gallows.
- 2) Block 2: Two-over-two stacked townhomes which are entirely compatible in scale and use adjacent to the townhomes to the south.
- 3) Block 3: Low to mid-rise multifamily residential up to five stories in height is contemplated across from the Hartland Manor garden apartments, with Prescott Drive serving as buffer/separation to these apartments.
- 4) Block 4: Low rise multifamily residential no greater than five stories, next to the Dunn Loring Metro Apartments, which are four stories in height and at a higher elevation than the Property.

- 5) Block 5: Mid-rise multifamily residential six to eight stories in height, located along Park Tower Drive which separates Block 5, and the Westbriar Plaza Condos which are five to six stories in height.
- 6) Block 6: Located adjacent to I-495, mid-rise multifamily is contemplated on the east side of the Hartland Road extension. Structured parking is depicted abutting I-495, serving as a noise attenuation measure for the residential units.
- 7) Blocks 7 & 8: Also located adjacent to I-495, high-rise multifamily ten to fourteen stories in height is proposed, consistent with the height of the Metro Place II office building. This is the most logical place for the tallest buildings and is also consistent with the 2017 SSPA Task Force recommendation.

C. Parks and Recreational Amenities

Consistent with the adopted Comprehensive Plan guidance for a publicly accessible park space that is at least two acres in size, the nomination proposes to compliment the 1.0-acre FCPA-owned Hartland Green Park (current Master Plan shown in Attachment A, page 11) with more than one acre from our property to create a high quality and reactivated two-acre urban park at the southeast portion of the Property. As depicted in precedent imagery included in Attachment A, page 10, the proposed urban park is a meaningful focal point and community gathering space for our property and the adjacent neighborhood.

A mix of unprogrammed green space and active elements are envisioned to accommodate a range of activities, interests and age groups. Multi-use lawns would support community gatherings, yoga classes, frisbee, soccer, neighborhood movie nights and concerts. Active recreation includes pickleball, basketball or sand volleyball. Elements that double as placemaking features are also depicted such as water features and stormwater management as an integrated community amenity. Bike racks and shared micro-mobility docking facilities (e.g. bikeshare or e-scooters) are recommended to be conveniently located near the urban park.

Additional outdoor green spaces and recreational amenities accessible at the ground level and included in courtyards, terraces or rooftops as shown in Attachment A, page 9 would be integrated throughout, consistent with the adopted Plan guidance which calls for the provision of recreational facilities that may include indoor and rooftop facilities.

D. Transportation

Ring Road

As shown in Attachment A, page 3, the adopted Plan recommends a Ring Road that fulfills the County's desired critical connection of Pleasantdale/Hartland Road through the Property to the west to Park Tower Drive. Park Tower Drive connects to Bellforest Drive, which becomes Avenir Place after crossing Gallows Road, or the primary connection leading to the Metrorail Station entrance. The Ring Road is intended to serve core areas by distributing local neighborhood traffic to Gallows Road and Route 29/Lee Highway.

The long-sought connection is essential to the completion of the Ring Road. The nomination also presents an opportunity to propose a reimagined Ring Road cross-section from the current

recommendation of a four-lane undivided roadway to a multimodal-focused roadway that pairs attractive pedestrian crossings and bicycle mobility with vehicular through traffic, also consistent with more recently adopted Countywide transportation policies.

As such, the Ring Road connection through the nomination area is proposed as a two-lane undivided roadway with dedicated on-street bicycle lanes and a minimum eight-foot landscape amenity panel adjacent to the bike lanes, a clear pedestrian sidewalk and building zone that functions as an amenity area, landscape area or residential stoops, depending on the adjacent use. The cross-section is shown in Attachment A, page 7. Roundabout(s) at key intersections would facilitate both pedestrian safety and traffic calming.

Given the Property's location within a TSA, there should be a focus on multi-modal travel that includes enhanced bus and/or shuttle service to/from Metrorail and other key areas. This could include expanded and/or additional routes for the autonomous "Relay" shuttle service that currently provides travel between the Dunn-Loring-Merrifield Metrorail Station and Mosaic (as depicted in Attachment A, page 4). Along the Ring Road, transit and lay-by lanes and/or other limited on-street parking opportunities would support public transit and short-term parking opportunities. Select short-term parking opportunities would also support ridesharing (taxis), deliveries, and other needs acquainted to households that choose to not be reliant on vehicle ownership without traffic interruption.

Transportation Demand Management (TDM)

A focus of the 2001 update to the Merrifield Suburban Center Plan was ensuring adequate transportation capacity and reducing the reliance on single-occupancy vehicles by enhancing multimodal connectivity and access. The County's current Comprehensive Plan recommends that residential developments located between $\frac{1}{4}$ and $\frac{1}{2}$ mile of Metro achieve a 40% reduction in peak hour auto trip generation due to TDM.

Traditionally, the level of traffic impacts from new development that the transportation network can support is evaluated and predicated on achieving the minimum Comprehensive Plan TDM goal. Since 2012, Wells + Associates has been assisting Fairfax County property owners and developers with the implementation of TDM programs and monitoring their trip generation every year. An evaluation of performance metrics over a seven-year study period (2013-2019) among 13 of Wells' longest-standing programs reveals TDM programs have significantly outperformed their goals.

This examination intentionally excluded data from 2020, when abnormal travel behavior and low trip generation due to COVID-19 would have skewed the data to outperform goals even further. Among these 13 long-term TDM programs in Fairfax County, average trip reduction goals stood at 31% for residential properties over the past 8 years. However, actual trip reductions for these properties averaged 63% at residential properties. These reductions represent a high level of success with approximately twice as much traffic mitigation as the proffered requirements. Residential properties outperformed proffered TDM commitments by 33 percentage points.

Past performance throughout Fairfax County indicates the Property can achieve significantly higher peak hour trip reductions than those considered and recommended in the adopted Comprehensive Plan. This also indicates the road network (especially in TOD areas) can

accommodate an increase in planned intensity without overburdening the road network, as proffered developments have historically exceeded trip reduction goals. A link to the Wells + Associates white paper can be found in Attachment B.

E. Urban Design

As reflected in Attachment A, a high quality, engaging, and pedestrian-focused environment is critically important to placemaking. The nomination proposes to integrate parks and open spaces with multimodal connections and associated streetscapes, which are priorities in the overall urban design concept as addressed in the adopted Plan guidance for the Merrifield Suburban Center. While the precise building architecture and building designs will not be decided with any Plan amendment, precedent images as depicted in Attachment A, pages 5 and 6 are indicative of the overall character and quality of the architecture and building design. The illustrative concept plan appropriately reflects a more urban context, as buildings are sited closer to the street and no expansive surface parking lots are proposed.

As depicted in Attachment A, page 7, mid-block connections are proposed between Heatherton Lane and Prescott Drive to create walkable blocks. Heatherton and Prescott are envisioned as low-speed, local streets leading to the urban park. Along Hartland Road, an opportunity is presented to create a green connection/spine as depicted in Attachment A, page 8 that offers additional environmental and placemaking benefits. Other urban design considerations include the inclusion of parking structures along I-495 as a noise attenuation measure, consistent with the adopted Plan guidance, and screening of exposed parking structure facades adjacent to residential uses through use of architectural treatments, plantings, or other design strategies. Structured parking garage screening along I-495 in the form of a green wall with other façade treatment is also proposed as depicted in precedent imagery found in Attachment A, page 5.

Innovative and Precedent-Setting Sustainability

Anthony E. Malkin, the owner of Fairfax, is an industry leader in Transit Oriented Development, energy efficiency, indoor environmental quality, and sustainability. He provides leadership and sets standards in innovation and technology. His cutting-edge work in energy efficiency that benefits tenants and the environment is recognized worldwide, primarily through his position as Chairman, President, and CEO of Empire State Realty Trust (see Attachment B). The same goals, policies and best practices will apply to the Property.

Transparency, the pursuit of science based targets, and disclosure of key environmental performance metrics across energy usage, greenhouse gas emissions, water, and waste are hallmarks of Mr. Malkin's industry-leading approach to sustainability. Mr. Malkin as policy shares without cost all of his organization's learnings to encourage others to emulate and implement best practices and undertake rigorous data collection and analysis.

The nomination also proposes that the Property will be 100% electric, feature extensive on-site renewable power generation and on-site energy storage. At least 50 percent of all structured parking spaces will be served by electric vehicle charging stations.

The proposed SSPA bolsters and modernizes the adopted Plan language for the Property with respect to air quality, green building practices and energy efficiency, with the benefit of Mr.

Malkin's experience, metrics, and willingness to partner with the County to incorporate precedent-setting sustainability goals and objectives into the Plan.

VII. Advancing the Goals and Objectives of Other Countywide Plans and Policies

A. Economic Success Strategic Plan

The 2019 update of the Department of Economic Initiatives' Fairfax County Economic Success Strategic Plan includes the goal of creating places where people want to be, with particular focus around transit-oriented, mixed-use communities. While many of the action strategies are applicable to the Property's SSPA nomination, the most relevant ones include:

- Include the concept of expanded Transit Oriented Development (TOD) in future planning efforts by increasing the radius distance recommended for higher densities from $\frac{1}{4}$ mile to at least $\frac{1}{2}$ mile around mass transit stations, such as Metrorail, light/heavy rail, or other rapid transit stations.

The Property is entirely within $\frac{1}{2}$ mile of the Dunn Loring-Merrifield Metro Station, and the Board's action strategy outlined above aligns with the SSPA nomination and a logical $\frac{1}{2}$ mile "core area" TOD designation to accommodate higher densities that are critical to creating desirable live/work/play/shop places; a portion of the Property is within $\frac{1}{4}$ mile of the Station. These types of places serve as critically important economic drivers in Fairfax County by attracting and retaining residents and businesses while maximizing the County's significant investment in transit infrastructure.

- Support higher density mixed use development in the designated revitalization areas, as a way to attract new businesses and residential growth.

The Property is part of the Merrifield Commercial Revitalization Area (CRA).

- Continue to focus on planning and development activities centered around the creation of mixed-use communities which are primarily located in activity centers served by multi-modal transportation options, containing vibrant retail, entertainment, employment opportunities, and a mix of housing types serving all income levels.
- Expand creation of livable, walkable communities that are aligned with transportation infrastructure. Support a mix of housing types to accommodate a range of ages, household sizes, incomes, and uses for long term appeal, integration, and sustainability.

In addition to providing opportunities for an additional, meaningful increase in housing inventory (further addressed in the Community-Wide Housing Strategic Plan), the nomination proposes a mix of housing types, from microunits with shared amenities to 2-3bedroom units that will provide housing at a range of price points that include "price-appropriate housing" to meet the needs of a diverse population.

B. Community-Wide Housing Strategic Plan

During the conclusion of the North County SSPA process and in the following year (2018-2019), the Community-Wide Housing Strategic Plan was published (the “Housing Strategic Plan”). Regarding future housing needs, the Housing Strategic Plan notes the following:

- Fairfax County is not producing enough housing to close the existing housing gap and will not be able to meet future housing needs. The County would need to add 4,146 new units each year for 15 years to meet the 2032 target above, but the County issued building permits for only 3,720 units in 2004 at the height of building in the 1992- 2016 period, before heading into the housing bubble.
- Without incentives or other changes that reduce the cost of building or removal of disincentives for building, the opportunity for the County to deliver more than 3,720 units in a single year seems unlikely.
- To support sustainable population growth and bolster our economy, it is important to think about how we plan for price-appropriate housing to address the current housing gap and to meet the needs of the growing workforce. As our community grows, it will need to grow in order to ensure economic vitality and prosperity— the County will add workers and families all along the income spectrum.

C. Fairfax County Strategic Plan

Adopted on October 5, 2021, the Fairfax County Strategic Plan sets a clear, unified, community-driven vision for the next 10-20 years, is a framework to align and integrate related countywide plans, and provides a tool to prioritize county initiatives over the next 3-5 years. Included in the Strategic Plan are 10 Community Outcome Areas. The SSPA nomination for the Property aligns with or advances the following noteworthy Community Outcome Areas and Action Strategies:

- Environment: All people live in a healthy and sustainable environment.
 - Reduce greenhouse gas emissions and vehicle miles traveled by incentivizing walkable, bikeable and transit-oriented development patterns, discouraging single occupancy automobile use.
- Health: All people can attain their highest level of health and well-being.
 - Create walkable, bikeable, transit-oriented, dense, mixed-use and connected places that make inviting and vibrant communities with opportunities for recreation and active living for individuals of all ages and abilities.
- Housing and Neighborhood Livability: All people live in communities that foster safe, enjoyable and affordable living experiences.

- Encourage mixed-income and diverse types of housing developments near transit hubs, transit routes and revitalization areas that meet affordability requirements for a range of income levels, especially units large enough to accommodate families.
- Mobility and transportation: All residents, businesses, visitors and goods can move efficiently, affordably and safely throughout the county and beyond via our well-designed and maintained network of roads, sidewalks, trails and transit options.
 - Promote further dense, transit-oriented and mixed-use development within existing urban areas and in other areas of the county, where appropriate, to allow residents and employees more opportunities to walk, bike and use transit, and reduce auto dependency, to meet their daily needs.
 - Further develop and expand the multimodal network by a) increasing the number of routes and frequency of service connecting urban hubs and amenities, b) enhancing services on highly traveled corridors to reduce car volume in those corridors and c) improving pedestrian and bicycle access to transit services and activity centers.
 - Revise the methodology of how transportation impacts are assessed by transitioning from the automobile-focused level of service methodology to a multi-modal approach.
 - Facilitate more active transportation (walking and biking) by adding, improving and maintaining sidewalks and shared-use paths; enhancing bike facilities throughout the county.
 - Create and retrofit more great places through quality street design that more equitably balances the goals of automobile throughput and the experience and comfort level of pedestrians, cyclists and transit riders.
 - Conduct a cost-benefit analysis of transportation infrastructure costs and economic development impacts as part of future land use planning efforts.

D. One Fairfax

One Fairfax is a joint racial and social equity policy of the Board of Supervisors and School Board that commits the County and schools to intentionally consider equity when making policies or delivering programs and services. Relevant policy areas of focus to promote equity include:

- The provision of a full spectrum of housing opportunities across the county, most notably those in mixed-use areas that are accessible to multiple modes of transport.
- A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixes of land use that protects existing stable neighborhoods and green spaces,

supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.

- A multi-modal transportation system that supports the economic growth, health, congestion mitigation, and prosperity goals of Fairfax County and provides accessible mobility solutions that are based on the principles associated with sustainability, diversity, and community health.

VIII. Conclusion

The Merrifield at Dunn Loring Station nomination supports the critical goals and objectives of the Comprehensive Plan, the Economic Success Strategic Plan, Community-Wide Housing Strategic Plan, the Fairfax County Strategic Plan and One Fairfax.

The nomination also serves as a model for future development in the County. Numerous Board-adopted policies cite the importance of incentivizing mixed-use, transit-oriented development; considerations for increased density within walking distance near transit; the re-evaluation and expansion of TOD delineations to include at least a ½ mile around transit stations, the evaluation of transportation impacts using a multi-modal approach and the prioritization of multimodal modes of transportation.

The Merrifield at Dunn Loring Station SSPA proposal complements the attractive and successful development at the Dunn Loring -Merrifield Metrorail Station at a compatible scale to surrounding residential uses, and furthers Fairfax County's goals of creating vibrant, transit-oriented communities that include a diversity of housing stock.

IX. Attachments and Exhibits

Attachment A

Page 1: Surrounding Context

Page 2: Comprehensive Plan Land Use Concept Map, Merrifield Suburban Center

Page 3: Comprehensive Plan Streetscape Concept Map, Merrifield Suburban Center

Page 4: Surrounding Context, Mosaic

Page 5: Illustrative Concept Plan

Page 6: Building Density Gradient

Page 7: Street Network

Page 8: Open Space & Streetscape Character

Page 9: Community Amenity Concepts

Page 10: Open Space Character, Southern Park

Page 11: Hartland Green Park Master Plan

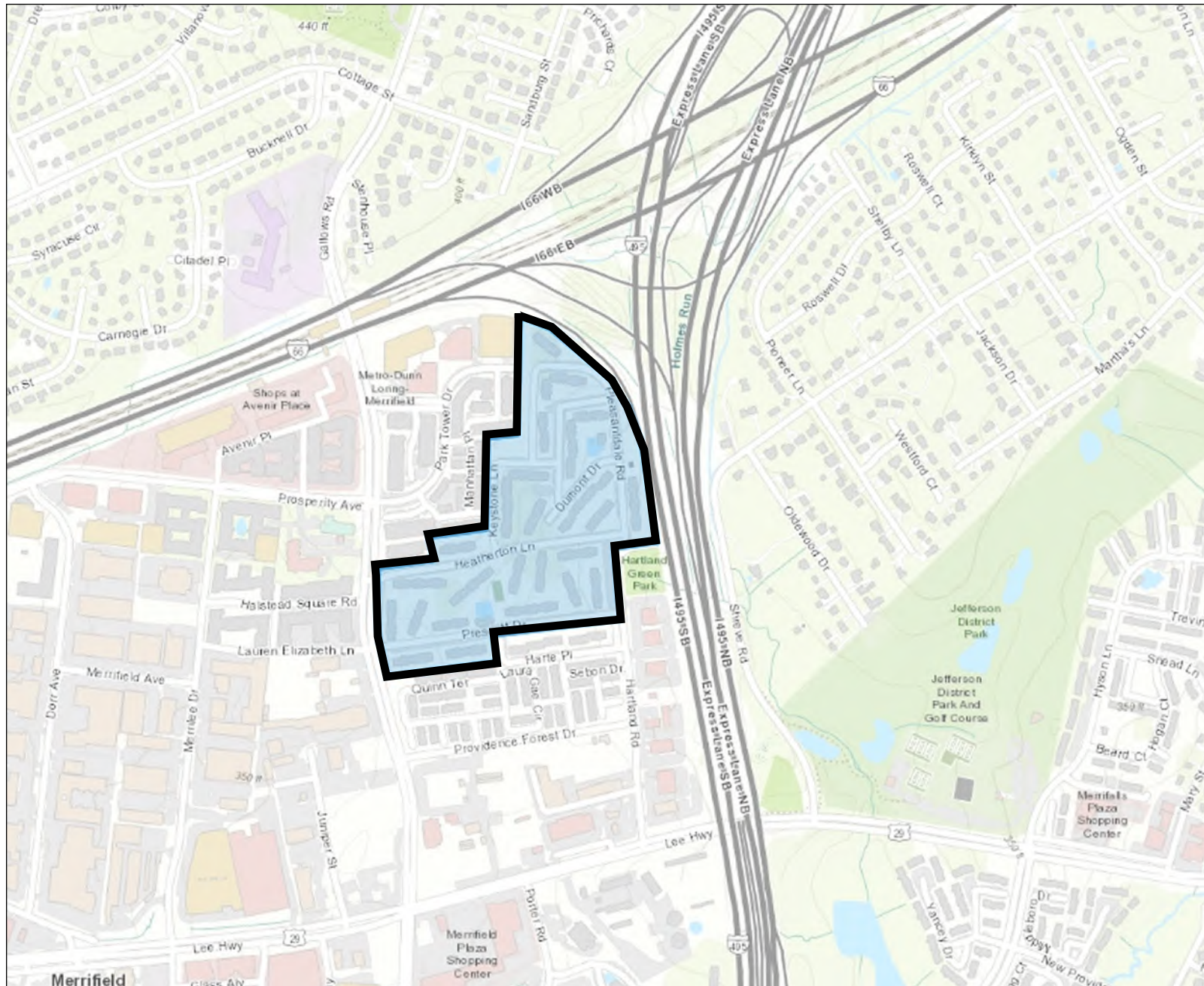
Page 12: Heatherton Lane Streetscape

Attachment B Links

- Wells + Associates TDM white paper
- Mr. Malkin bio; ESRT web pages, press releases, articles; ULI resources, YouTube video



Merrifield SSPA Property Map



Legend

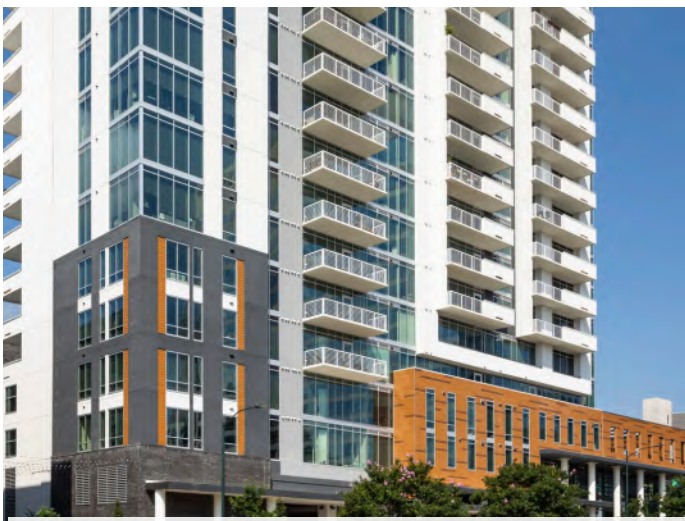
- Parcels

Notes:

Map produced: 10/17/2022



TABULATIONS	
Land Area Tabulations:	
Tax Map # 0492-01-0039	= 10.311 AC
Tax Map # 0492-01-0040	= 7.1293 AC
Tax Map # 0492-01-0048	= 9.7071 AC
Tax Map # 0492-01-0053	= 8.0624 AC
Total Site Area	= 35.2098 AC (1,533,739 SF)
Proposed Floor Area Ratio	= 1.9 FAR



HIGH-RISE
MULTIFAMILY



HOTEL
MIXED USE



MID-RISE MULTIFAMILY



STACKED
TOWNHOMES



APPROACHABLE
HOUSING



SENIOR LIVING



SOLAR
GENERATION



PARKING DECK
SCREENING

Property Owner Consent Letter

October 3, 2022

Fairfax County Department of Planning and Development
Planning Division
12055 Government Center Parkway, 7th Floor
Fairfax, VA 22035

RE: SSPA Nomination for:

2700 Pleasantdale Road, Vienna, VA 22180; Tax Map Parcel 49-2 ((1)) 48
2701 Livingstone Lane, Vienna, VA 22180; Tax Map Parcel 49-2 ((1)) 53
8130 Prescott Drive, Vienna, VA 22180; Tax Map Parcel 49-2 ((1)) 39
2740 Hartland Road, Vienna, VA 22180; Tax Map Parcel 49-2 ((1)) 40

To Whom it May Concern,

Fairfax Merrifield Associates II L.L.C is the owner of real property known as Tax Map Parcels 49-2 ((1)) 48, 53, 39, and 40 (the "Properties"), which are being nominated for a Comprehensive Plan land use change as part of the 2022-2023 Site-Specific Plan Amendment Process. On behalf of the owner, I have reviewed the subject nomination, consent to the Properties being submitted for consideration, and understand the expectations for the process. I authorize DLA Piper LLP (US) and its employees to act as agents for the nomination, including participation in the review, analysis, and community engagement, as needed.

Sincerely,



Anthony E. Malkin
Chairman, President and CEO
Empire State Realty Trust, Inc.
111 West 33rd Street, New York, NY 10120
Email: tmalkin@esrtreit.com
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Jennifer L. Garcia, AICP
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DLA Piper LLP (US)
11911 Freedom Drive, Suite 300
Reston, VA 20190
Email: Jennifer.garcia@us.dlapiper.com
Phone: (703) 773-4042

Current Comprehensive Plan:

Area I, Jefferson Planning District, Merrifield Suburban Center [2017 Edition of the Comprehensive Plan - Merrifield Suburban Center \(fairfaxcounty.gov\)](#)

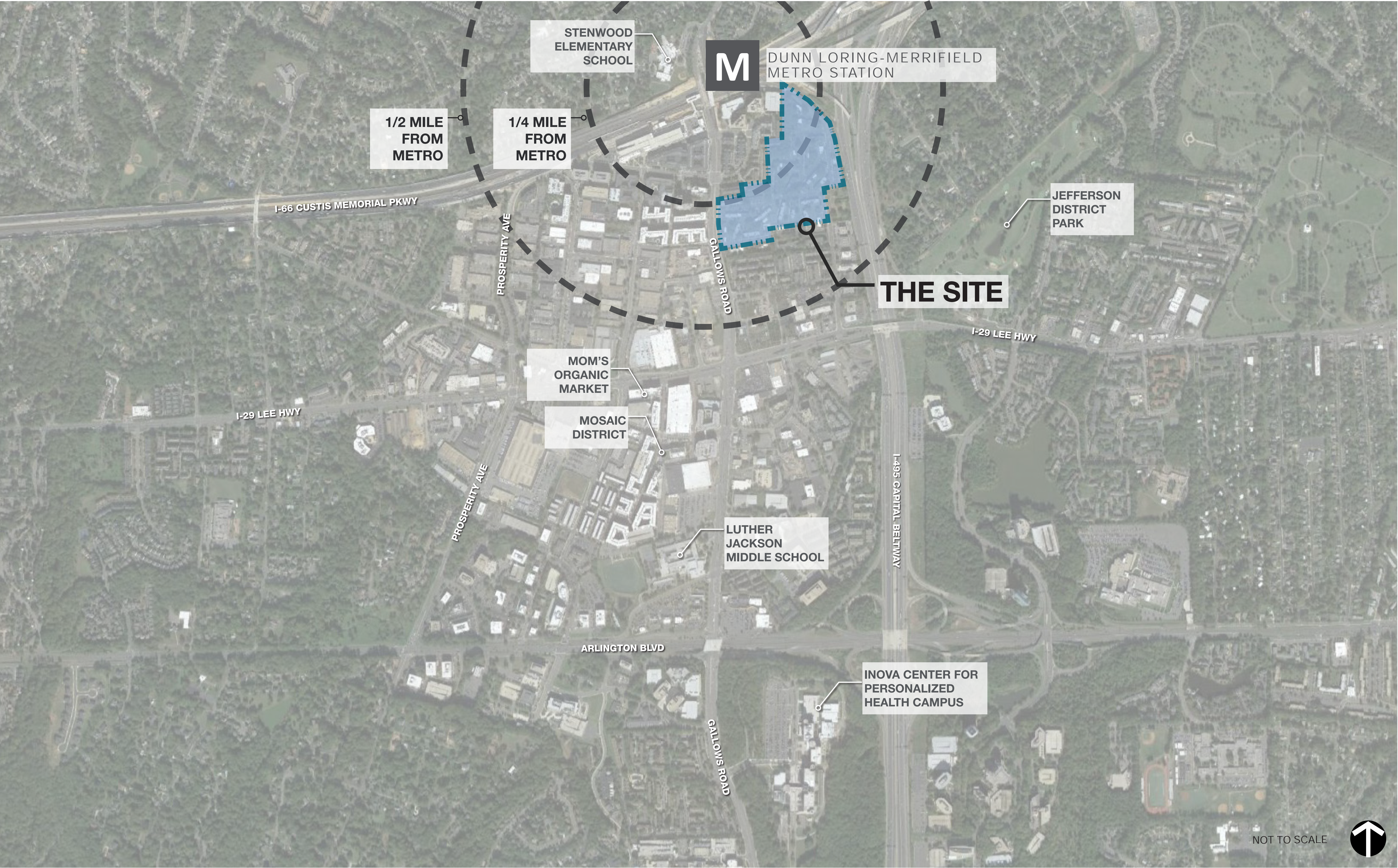
- Within the Dunn Loring-Merrifield transit station area (TSA).
- Within the Merrifield Commercial Revitalization Area (CRA). [Merrifield Commercial Revitalization Area | Fairfax County - OCR \(fcrevite.org\)](#)
- Figure 3, Area-wide Recommendations designates the site as “Areas Adjacent to Core Areas”
Core Areas and Areas Adjacent to Core Areas: The highest development intensities and the most urban areas of the Merrifield Suburban Center will be located within the designated core areas: the Town Center Area and the Transit Station Area. Within these core areas, mixed-use development is encouraged and may include office, residential, retail, hotel, major entertainment uses, as well as institutional, cultural, recreational, and governmental uses. To encourage a more urban environment, new buildings should be located close to roadways while allowing for streetscape amenities such as street trees, sidewalks, plazas, street furniture, and landscaping. Locating buildings closer to the roadway means that most off-street parking will be located in structures behind or beneath buildings. Parking structures should generally be integrated with an associated building in a manner that maximizes usable open space and the provision of pedestrian linkages. The areas adjacent to core areas will also have the potential to become more urban and pedestrian-oriented in character, but will have less intense development than the core areas.
- Other Area-Wide Guidance:
 - Utilities and stormwater infrastructure should be placed underground and coordinated with future roadway improvements and sidewalks.
 - Street lighting should maintain the overall character and quality of the area and designed to illuminate the street as well as pedestrian areas.
 - Generally, support retail and services will range from 3-10% of the total development’s square footage, may include fitness facilities, childcare, food services, other retail and business services uses. These uses are typically integrated into the first floor, however, other examples can include rooftop restaurants, child care center and fitness centers located on the roof top of parking structures or elsewhere in the building.

Sub-unit B2

Sub-Unit B2 contains the Merrifield Village and Hartland Manor Apartments and is planned for and developed with residential use at 16-20 dwelling units per acre. Any modification or expansion to the existing use should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Option: As an option, existing residential uses are appropriate to redevelop primarily with mid- and high-rise residential use (i.e., 6 stories and above) at 30-40 dwelling units per acre, which should include retail and service uses. Any development proposals under this option must address all applicable Area-Wide recommendations as well as the following:

- Hartland Road should be extended north to connect with Park Tower Drive in order to complete this portion of the Merrifield Ring Road.
- Residential development should provide affordable dwelling units on-site or as indicated under the Land Use Guidelines in the Area-Wide Land Use Section.
- Residential development should create a viable living environment by providing recreation and other amenities for the residents as indicated under the Area-Wide Recommendations, Land Use Section.
- Noise attenuation measures should be provided that mitigates the noise impacts of I-495 on residential development. These measures may include site design approaches such as locating parking structures adjacent to I-495 and/or locating the extension of Hartland Road adjacent to I-495.
- Retail and service uses, which may include some limited office use, should be non-auto-oriented uses and should be an integral component of the residential development. These uses should be located in a manner that serves the development's residents, other residents within the land unit, as well as pedestrians. In order to accomplish this objective it may be appropriate to orient these uses towards Gallows Road.
- Access to Gallows should be limited to one or two points, with other access from the new Hartland Road extension.
- Parking structures located adjacent to I-495 as a noise attenuation measure, or should be located behind and/or under buildings.
- A 25-foot landscaped area should be provided along the southern boundary to facilitate a transition to the existing townhouse development in Sub-Unit B4.
- Residential development should provide for a neighborhood park within this sub-unit or contribute toward the purchase of land for a neighborhood park in Sub-Unit B6. The size of the public park should be at least 2 to 3 acres.
- Height Limit: Under the redevelopment option, the maximum building height is 95 feet when development is not integrated with structured parking. When structured parking is located under buildings, a height bonus of up to 20 feet (or a maximum height of 115 feet) is appropriate when at least 2 levels of structured parking are provided under the building, either at or below grade. Buildings with height no greater than 50 feet should be located within 75 feet of the existing residential area to the south (Sub-Unit B4). See the Building Heights Map, Figure 8 and the Building Height Guidelines under the Area-Wide Urban Design section.



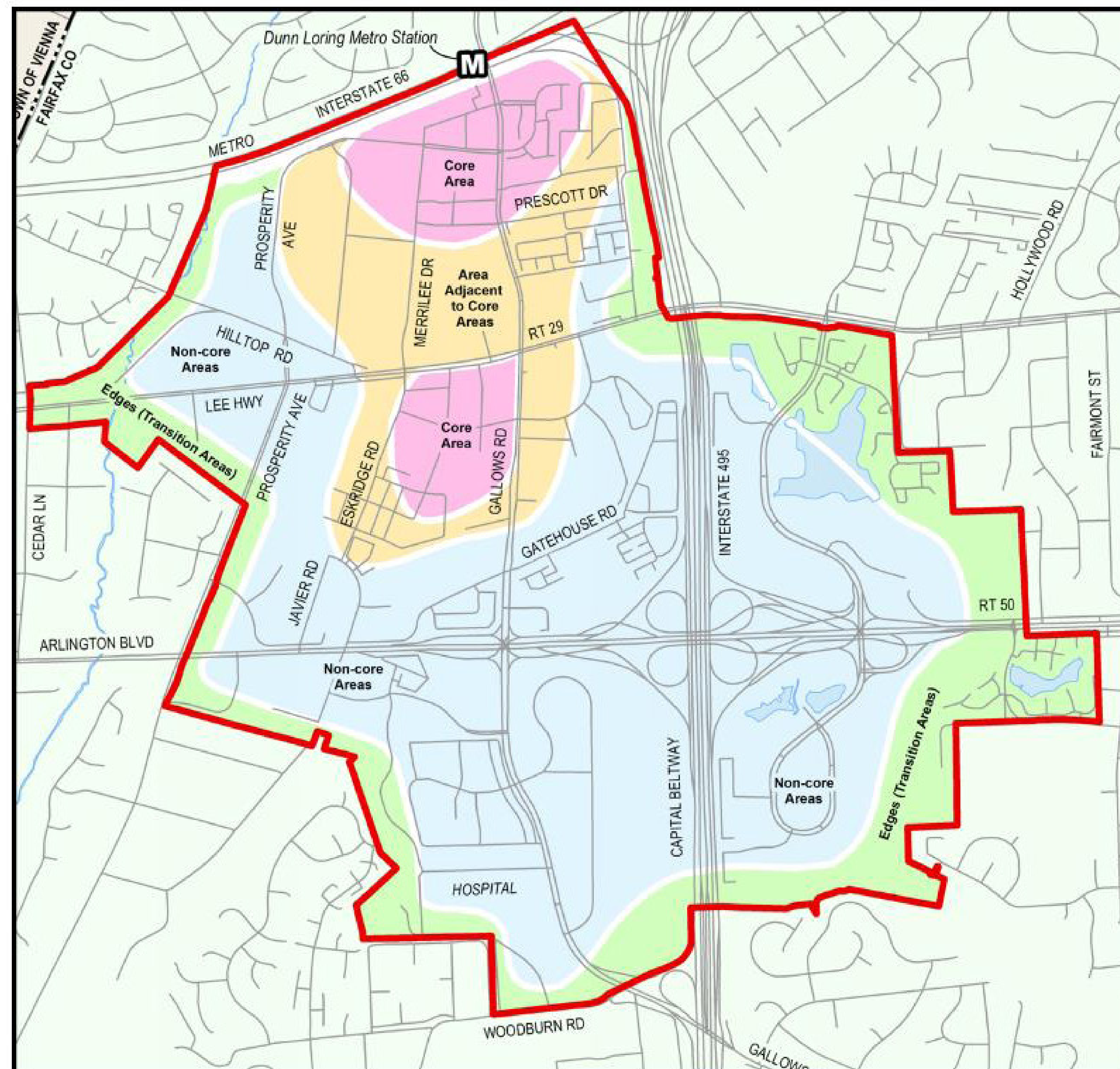
MERRIFIELD AT DUNN LORING STATION FAIRFAX COUNTY, VA • SSPA NOMINATION: SURROUNDING CONTEXT

PN 2022180 | OCTOBER 2022 | MALKIN PROPERTIES



WELLS + ASSOCIATES

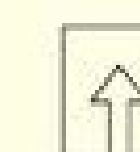




Land Use Concept Map - Merrifield Suburban Center

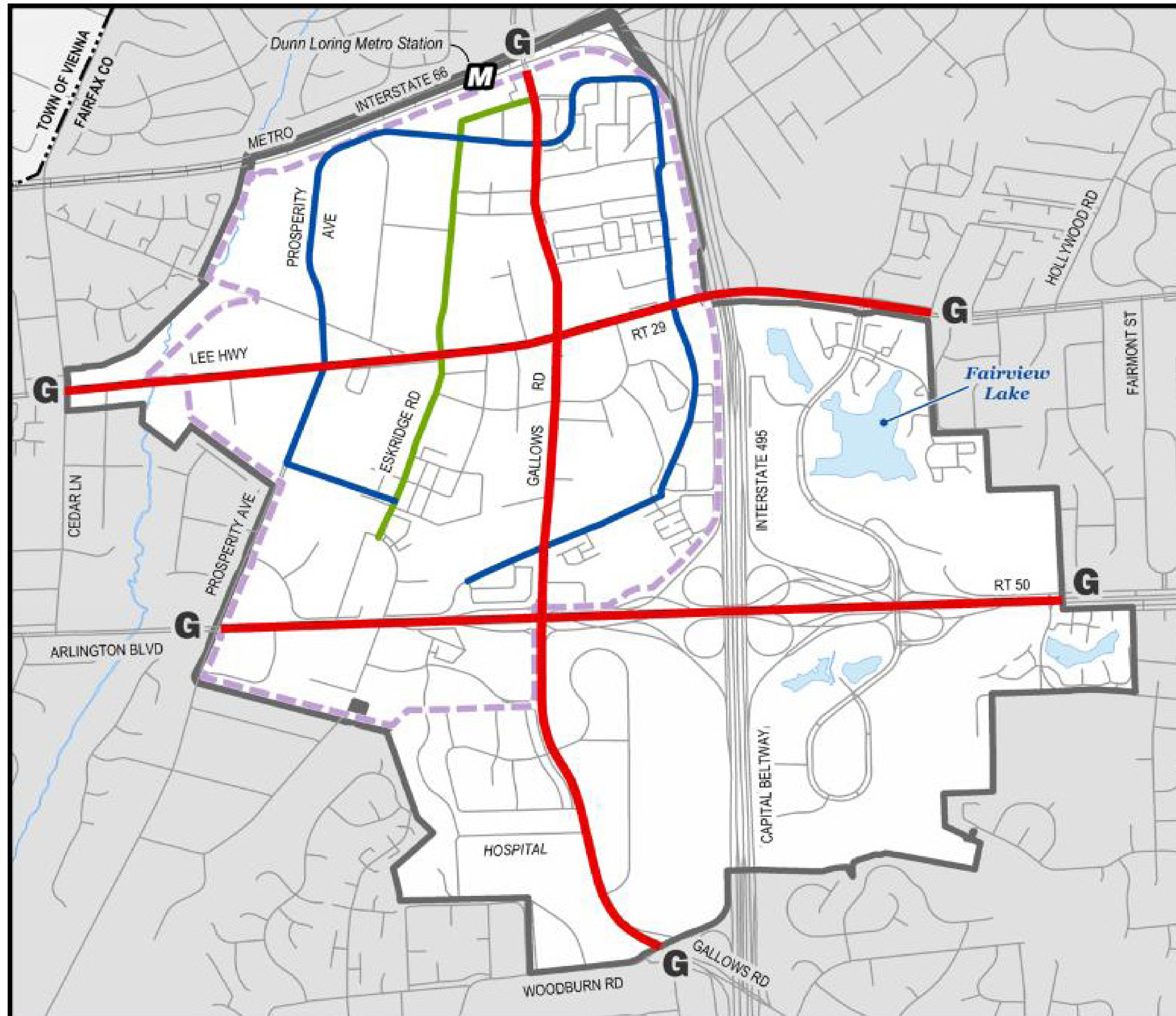
Key

- Merrifield Suburban Center Boundary
- Core Areas
- Areas Adjacent to Core Areas
- Non-core Areas
- Edges (Transition Areas)



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

G:\projects\locpl\Comp_Plan_Text_Graphics\Area_I\Merrifield_Suburban_Center\Merrifield_Suburban_Center_maps\Fig_3_Land_Use_Concept_Map_Merrifield_SC_upd8-14-2019.mxd

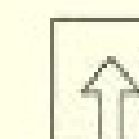


Streetscape Concept Map - Merrifield Suburban Center

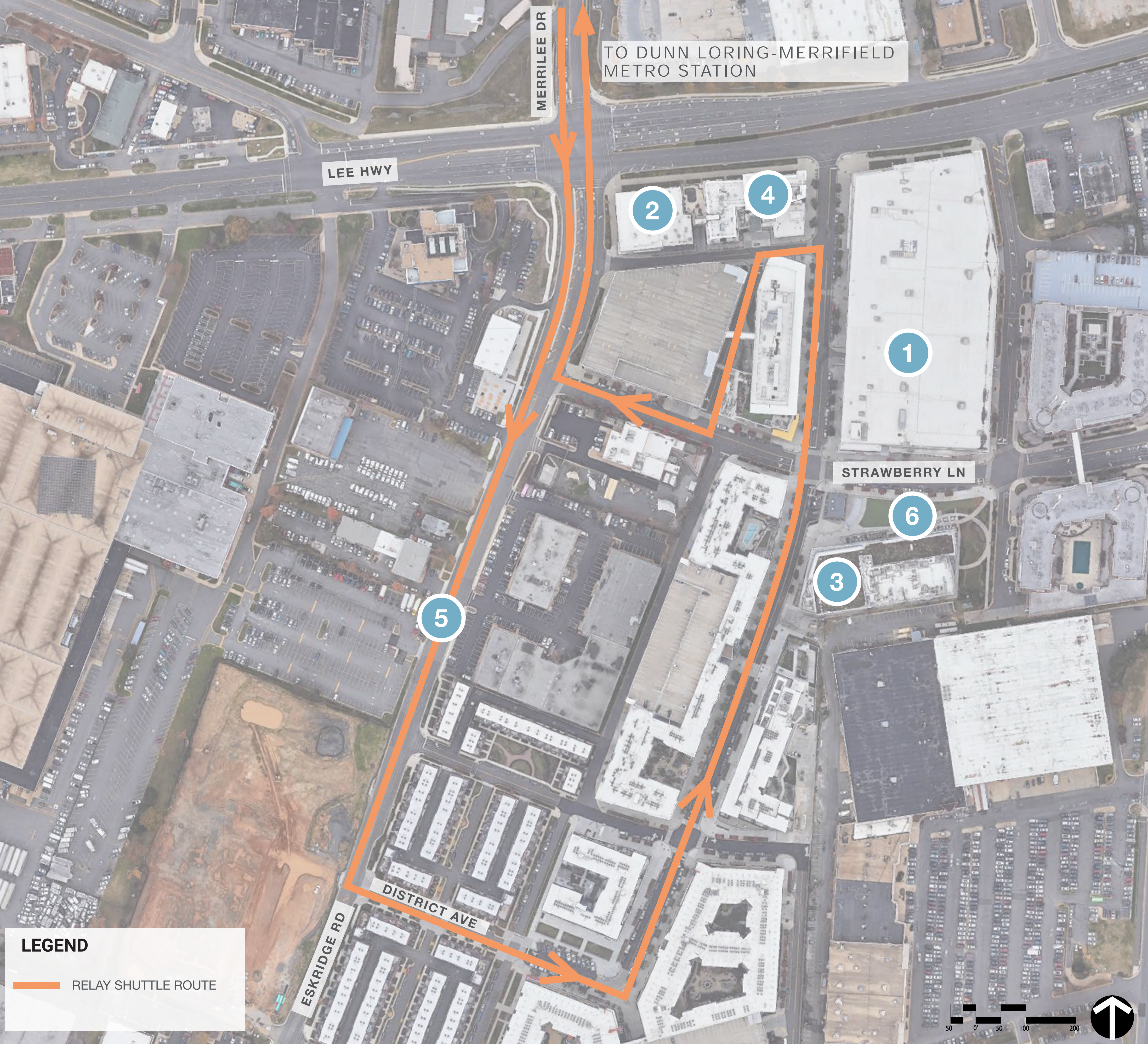


Note: All other roads should provide the "Cross Street" Streetscape

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



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SAMPLING OF AMENITIES AT MOSAIC DISTRICT



1- TARGET



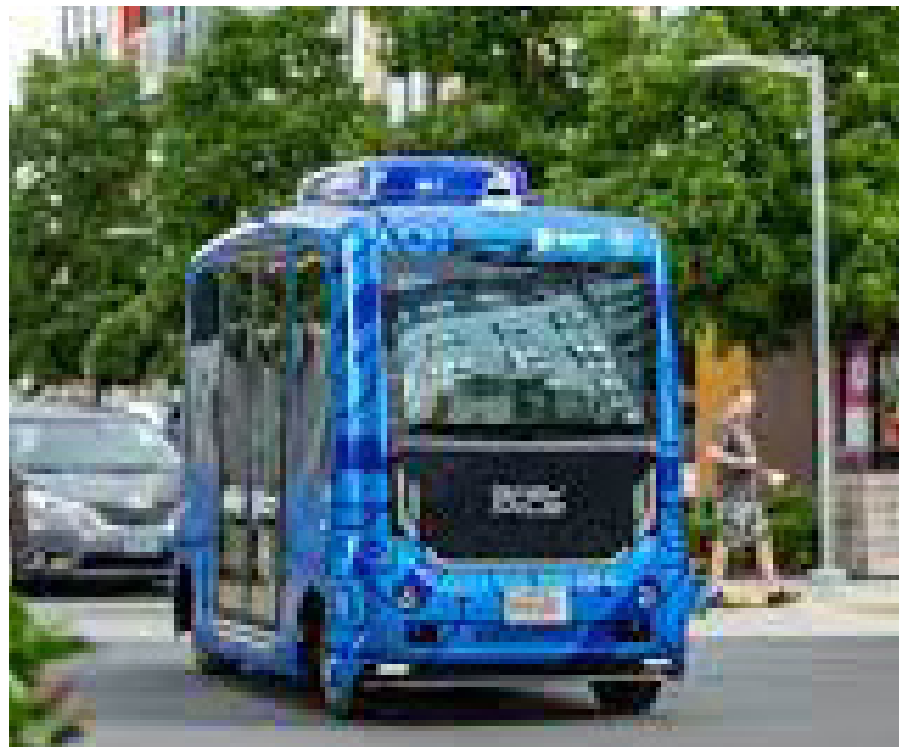
2- MOM'S ORGANIC MARKET



3- ANGELIKA THEATER



4- THE ARCHER HOTEL
(FORMER HYATT HOUSE)



5- RELAY AUTONOMOUS



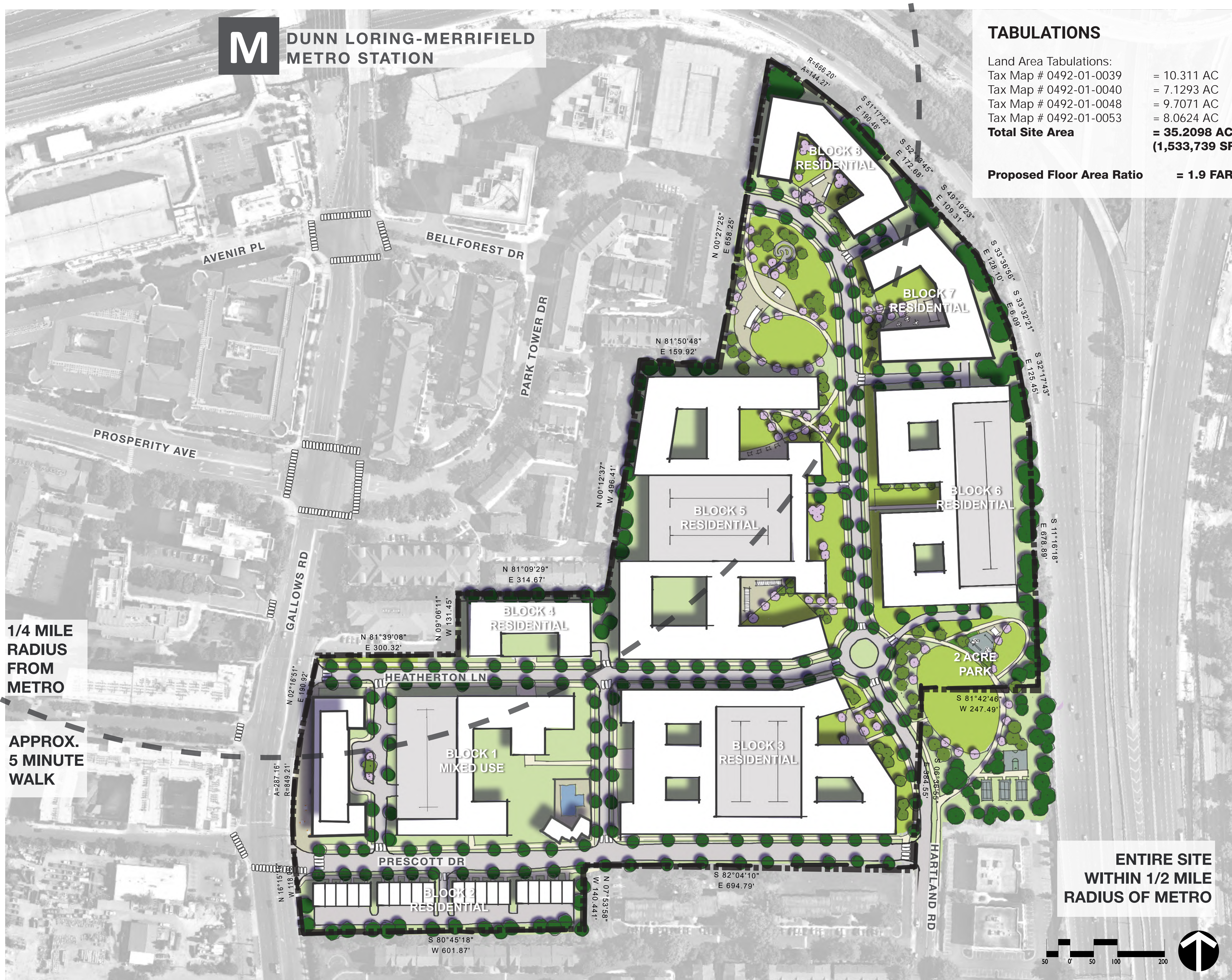
6- STRAWBERRY PARK



FILMS IN THE PARK



PLAY FOUNTAIN

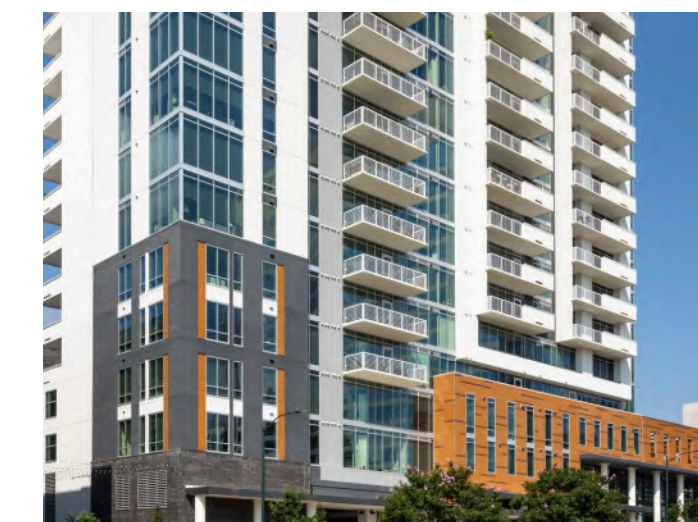


M DUNN LORING-MERRIFIELD
METRO STATION

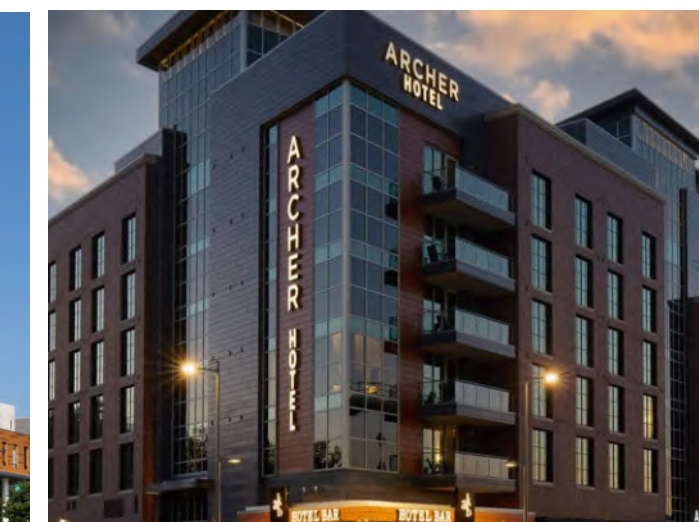
TABULATIONS

Land Area Tabulations:
 Tax Map # 0492-01-0039 = 10.311 AC
 Tax Map # 0492-01-0040 = 7.1293 AC
 Tax Map # 0492-01-0048 = 9.7071 AC
 Tax Map # 0492-01-0053 = 8.0624 AC
Total Site Area = 35.2098 AC (1,533,739 SF)

Proposed Floor Area Ratio = 1.9 FAR



HIGH-RISE
MULTIFAMILY



HOTEL
MIXED USE



MID-RISE MULTIFAMILY



STACKED
TOWNHOMES



APPROACHABLE
HOUSING



SENIOR LIVING

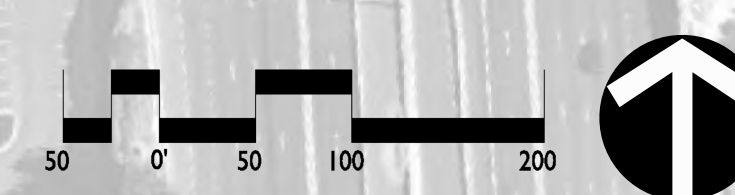


SOLAR
GENERATION



PARKING DECK
SCREENING

**ENTIRE SITE
WITHIN 1/2 MILE
RADIUS OF METRO**



MERRIFIELD AT DUNN LORING STATION FAIRFAX COUNTY, VA • SSPA NOMINATION: ILLUSTRATIVE CONCEPT PLAN

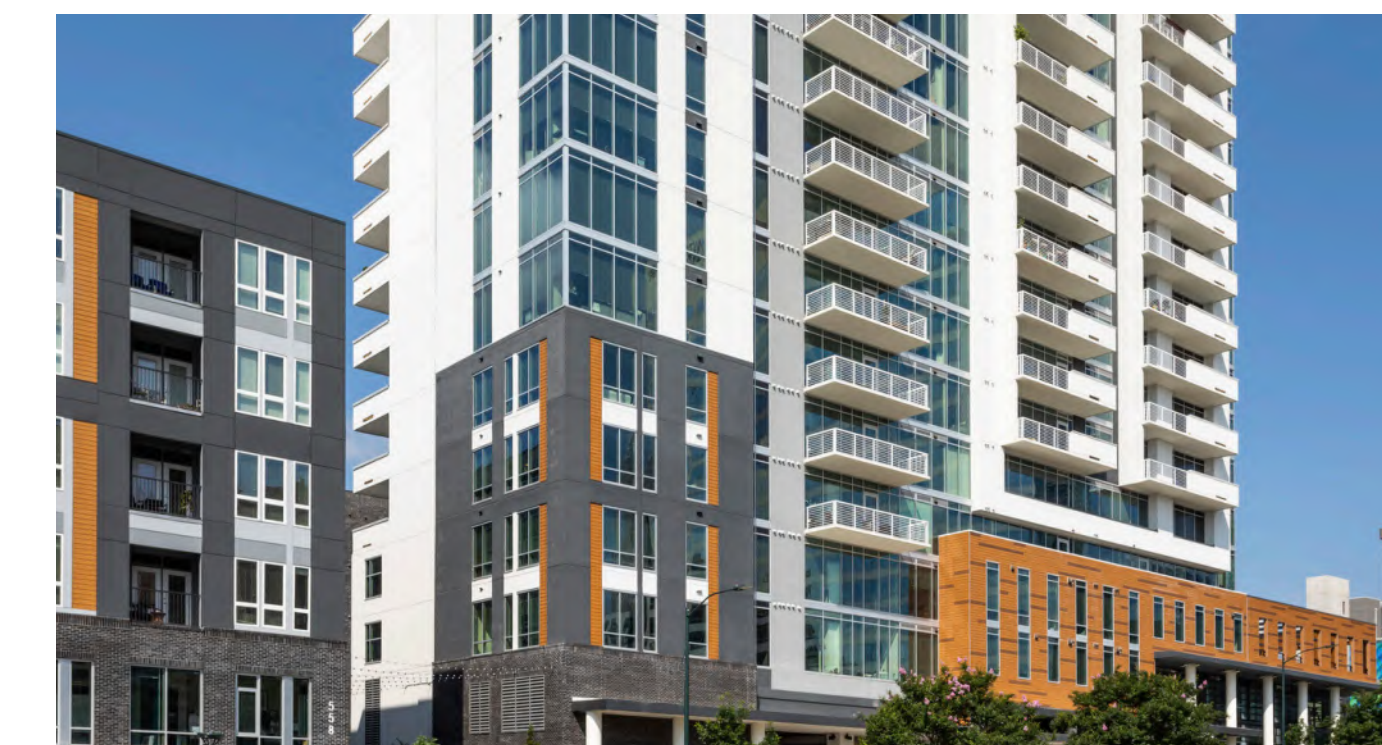
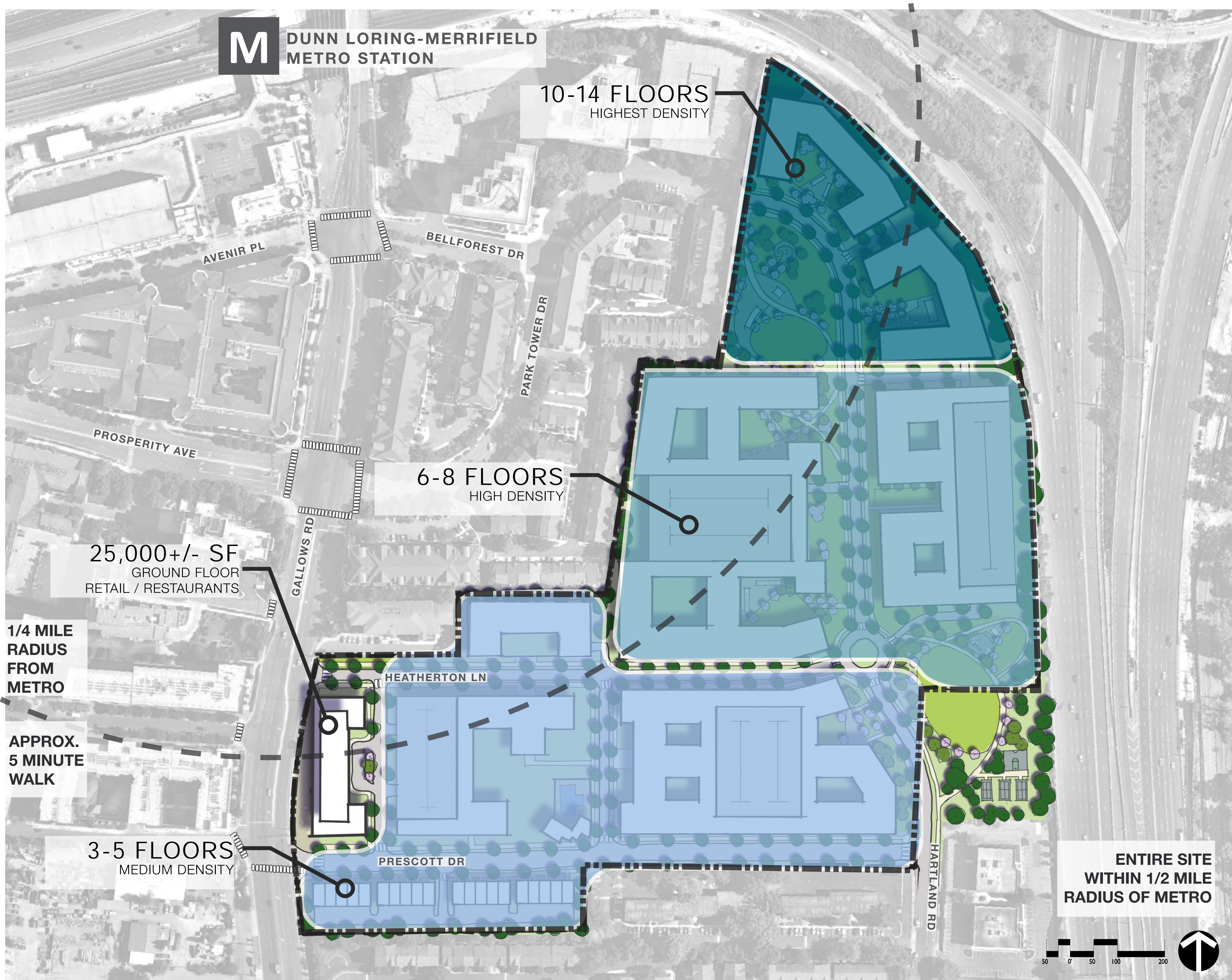
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**MALKIN
PROPERTIES**

DLA PIPER

WA WELLS + ASSOCIATES

LandDesign



10-14 FLOORS
HIGHEST-RISE RESIDENTIAL



6-8 FLOORS
HIGH-RISE RESIDENTIAL



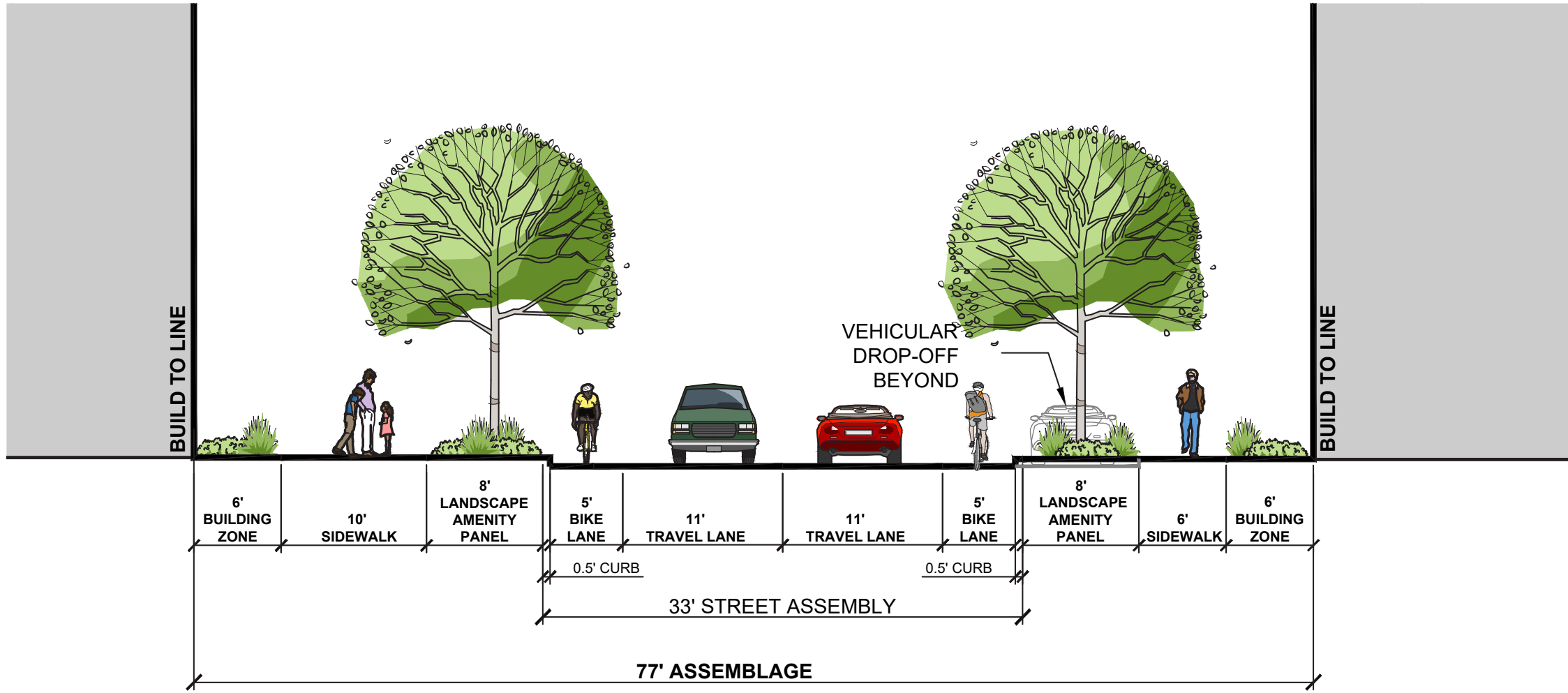
3-5 FLOORS
MID-RISE RESIDENTIAL



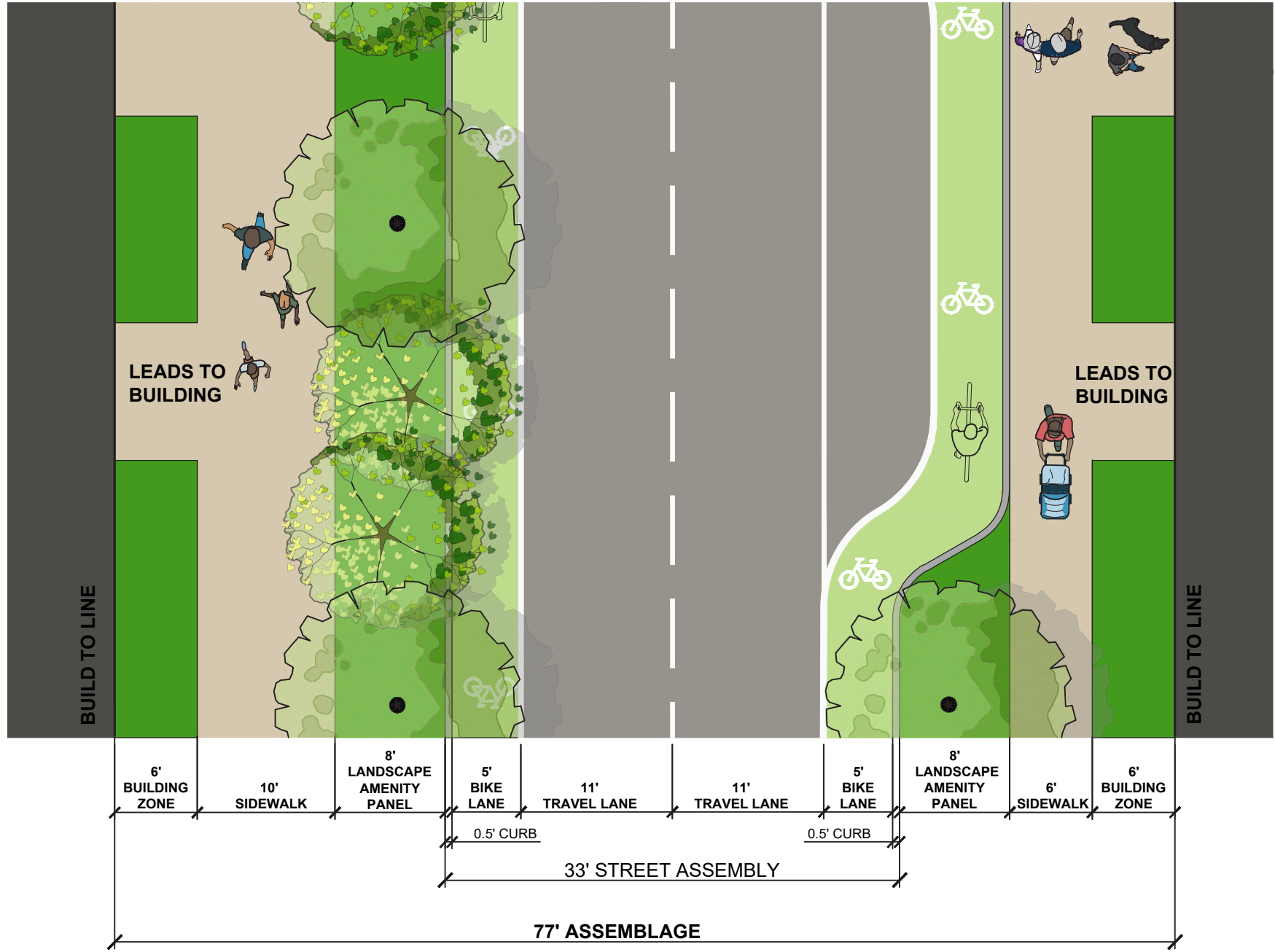
3-5 FLOORS
TOWNHOMES



KEY A: RING ROAD PROPOSED TYPICAL SECTION

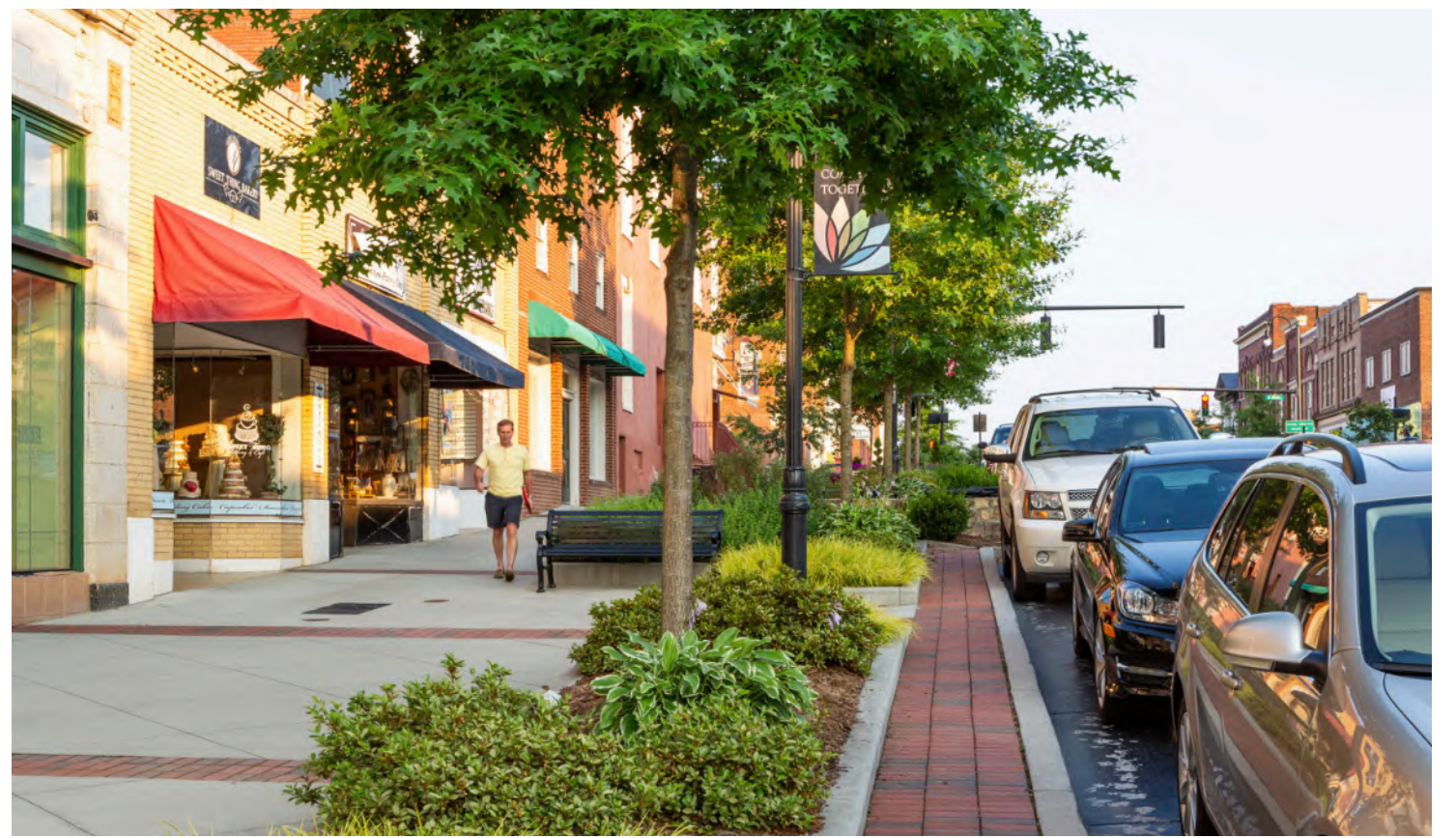
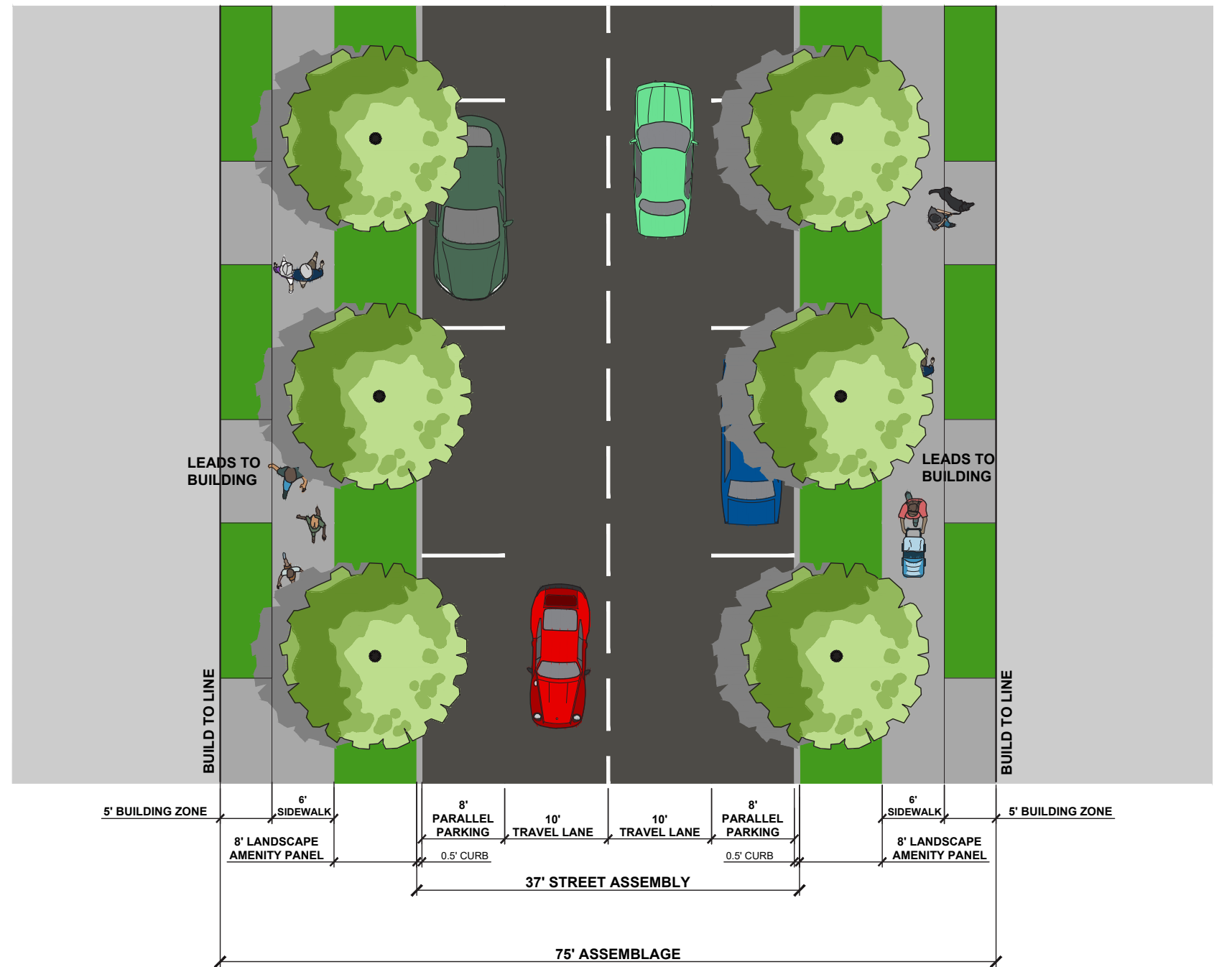
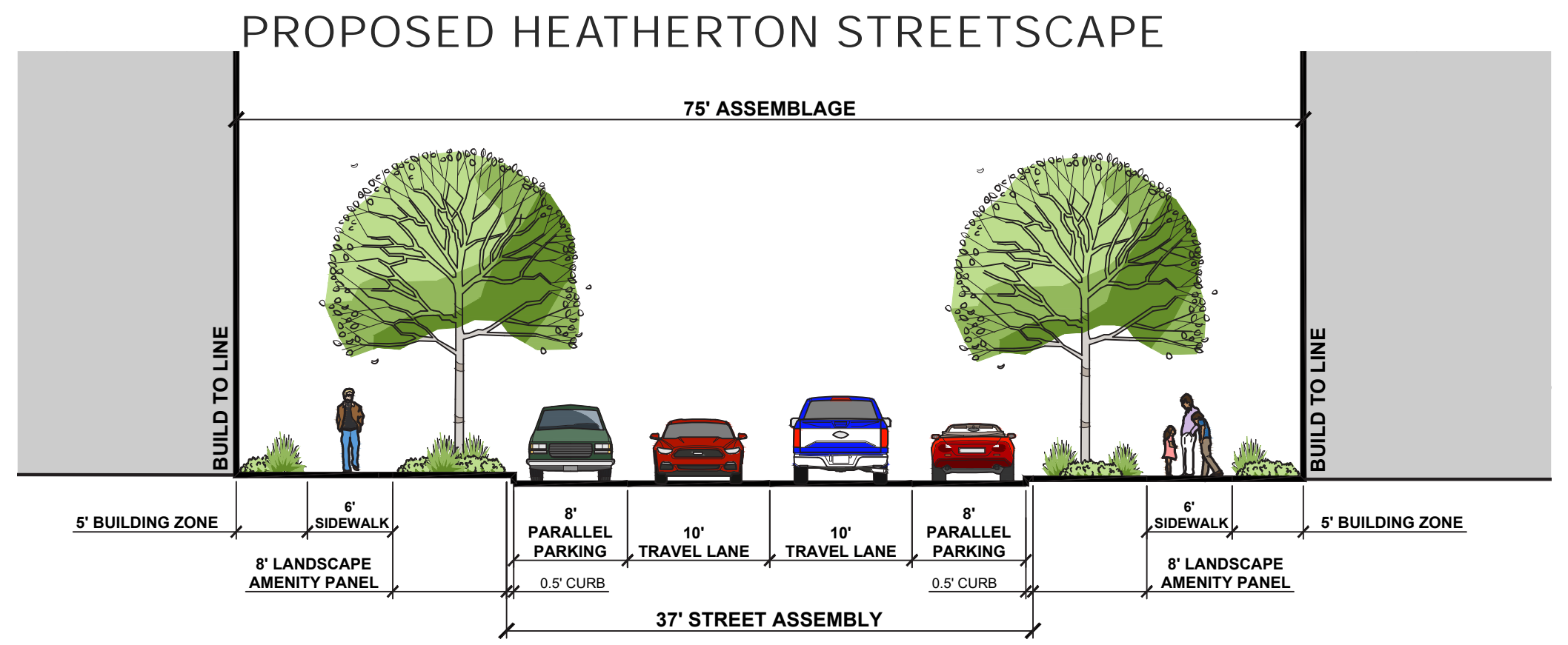
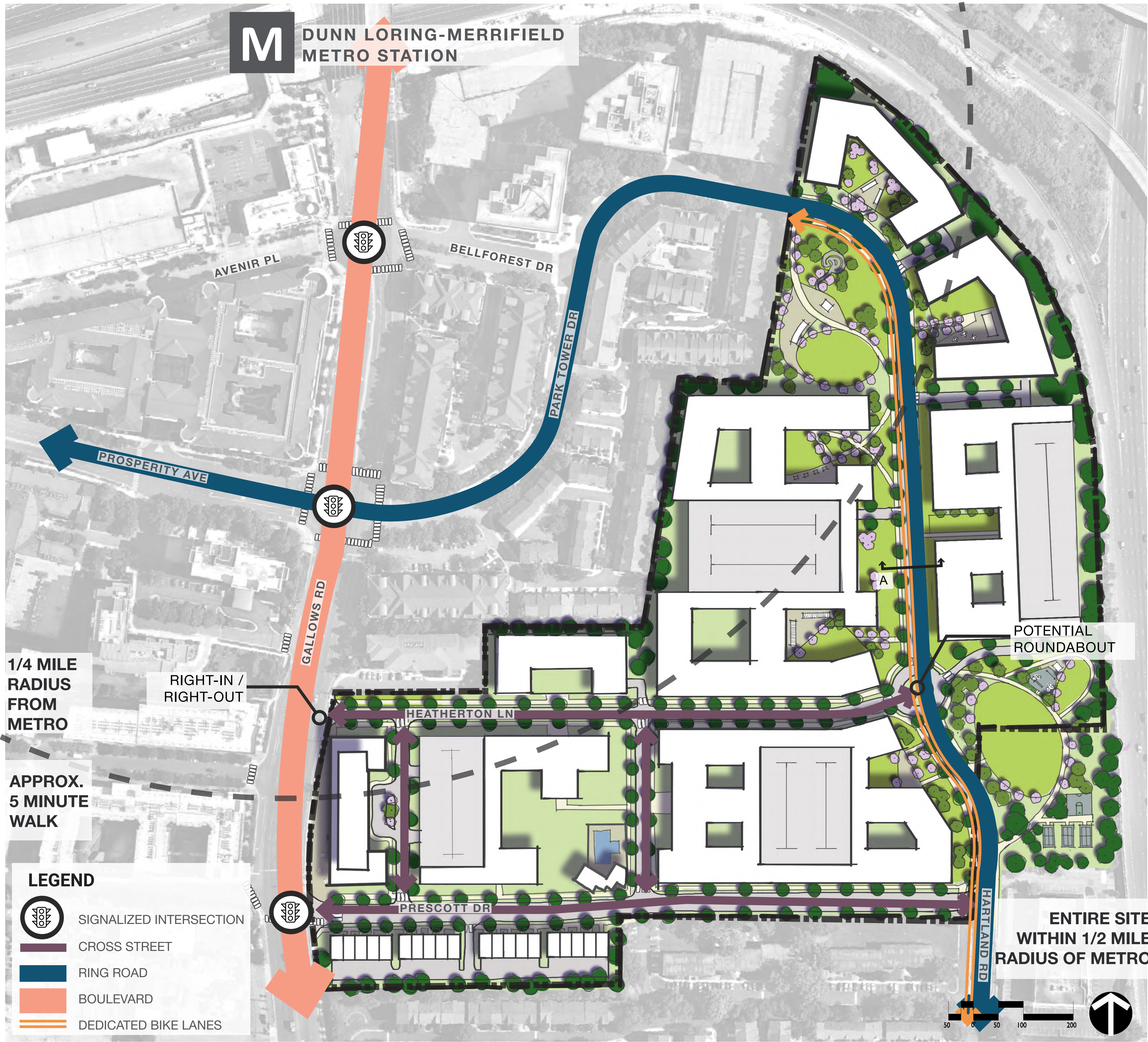


RING ROAD PROPOSED PLAN - LAY-BY CONDITION



POTENTIAL ROUNDABOUT





MERRIFIELD AT DUNN LORING STATION FAIRFAX COUNTY, VA • SSPA NOMINATION: HEATHERTON STREETSCAPE

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DEDICATED BIKE LANES



LINEAR PARK



BIKESHARE STATION



BIKE SHELTER



SHARED USE PATH



STREETSCAPE BIORETENTION



PROXIMITY TO METRO

MERRIFIELD AT DUNN LORING STATION FAIRFAX COUNTY, VA • SSPA NOMINATION: STREETSCAPE CHARACTER + MULTIMODAL AMENITIES

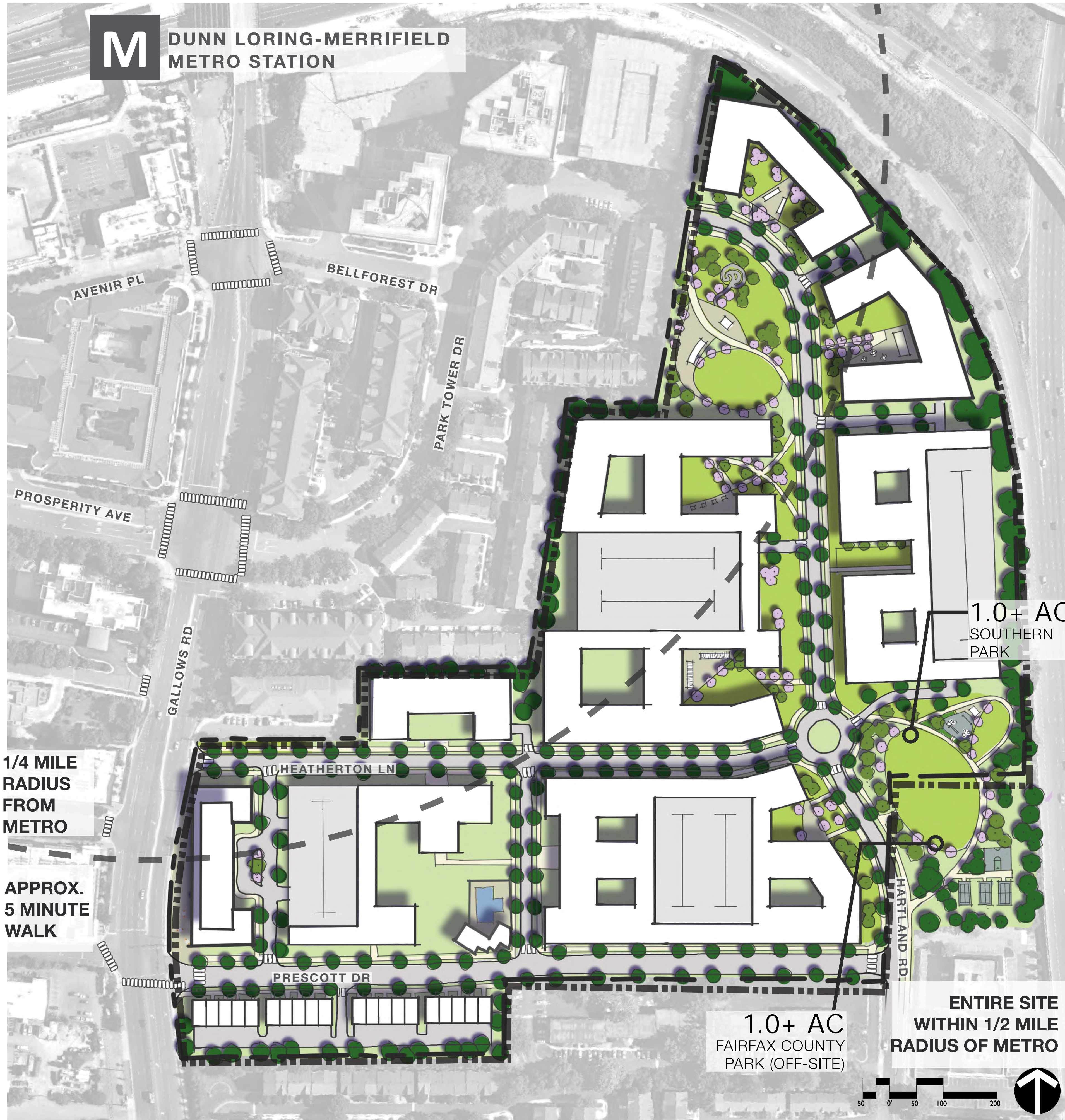
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PROPERTIES

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SWING BENCHES



INTIMATE GATHERINGS



STORMWATER AMENITY



MULTI-USE LAWN



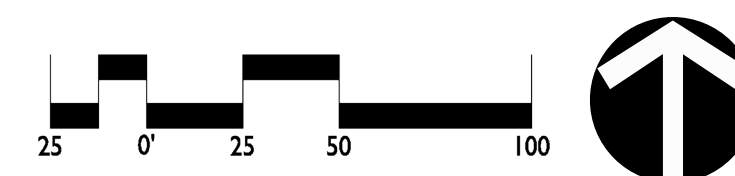
LABYRINTH WALK



OUTDOOR WORK SPACES



PLAN ENLARGEMENT - SOUTHERN PARK



PLAYGROUND



SAND VOLLEYBALL



MULTI-USE LAWN



INTEGRATED STORMWATER AMENITY



SPORT COURTS



SPRAY FOUNTAIN



FAIRFAX COUNTY HARTLAND GREEN PARK (FCPS PROPERTY)

Attachment B

Merrifield at Dunn Loring Station SSPA Nomination

- Don't Underestimate Your Property: Forecasting Trips and Managing Density Over the Long Term in Fairfax County, Virginia - Wells + Associates
<https://www.wellsandassociates.com/research/property-trip-forecasting-fairfax-county/>
- [Anthony E. Malkin \(esrtreit.com\)](https://www.esrtreit.com/) Anthony E. Malkin is chairman, president, and chief executive officer of Empire State Realty Trust, Inc. Mr. Malkin is a leader in energy-efficiency retrofits in the built environment as a team coordinator with the Clinton Climate Initiative, Johnson Controls, JLL, and Rocky Mountain Institute in the groundbreaking retrofit project at the [Empire State Building](#). At the [Urban Land Institute](#), he led the development of standards for energy-efficient office tenant installations, now known as the Tenant Energy Optimization Program.

Active in the real estate and energy efficiency communities, Mr. Malkin is a board member of APi Group Corporation, the Climate Mobilization Advisory Board of the New York City Department of Buildings, the board of governors of the Real Estate Board of New York, and the Real Estate Roundtable, where he is also chair of the Sustainability Policy Advisory Committee. He is a member of the Urban Land Institute, the Partnership for New York City's Innovation Council, the Building Committee of the Metropolitan Museum of Art, and the Committee Encouraging Corporate Philanthropy.

- [Sustainability: Environmental, Social, Governance | ESRT \(esrtreit.com\)](#)
- [Environmental Sustainability | Empire State Realty Trust \(esrtreit.com\)](#)
- [Empire State Realty Trust Reaches Carbon Neutrality for Commercial Portfolio - Empire State Realty Trust \(esrtreit.com\)](#) ESRT recently announced that it has achieved carbon neutrality across its 9.9 million square foot commercial portfolio through a 43% portfolio-wide reduction in carbon emissions and all remaining emissions offset by renewable energy credits and biodiverse forest preservation. ESRT is on track to meet its target of net zero emissions with an 80% reduction in operational emissions at the Empire State Building by 2030 and throughout the portfolio by 2035, and transparently reports key ESG and DE&I goals and initiatives through its [annual Sustainability Report](#).
- [Empire State Realty Trust Inc. - EMPIRE STATE REALTY TRUST ANNOUNCES COMMUNITY SOLAR PROJECT AT 500 MAMARONECK; WILL GENERATE MORE THAN DOUBLE THE BUILDING'S ENERGY NEEDS \(esrtreit.com\)](#)
- [Empire State Realty Trust Inc. - Empire State Realty Trust Achieves Top GRESB 5 Star Rating for Third Consecutive Year; Named Global, Americas Regional, and Americas Regional Listed Sector Leader for Office \(esrtreit.com\)](#) Global Real Estate Sustainability Benchmark (GRESB) is a rigorous standard that assesses and benchmarks the ESG performance of real assets and provides standardized and validated sustainability data to the capital markets. In this year's

assessment, ESRT received three sector leader recognitions, which included Global Sector Leader, Regional Sector Leader Americas, and Regional Listed Sector Leader Americas for Office. Additionally, ESRT received top achievement scores in leadership, policies, reporting, stakeholder engagement, targets, tenants and community, data monitoring and review, and building certifications.

- [ESRT Shares "Owner's Guide to Low Carbon Retrofits" | ESRT \(esrtreit.com\)](#) President Bill Clinton, Governor Kathy Hochul, and Mayor Eric Adams visited the Empire State Building to announce the new, free, online resource to implement successful net zero retrofits of existing commercial buildings.

“We maintain our industry leadership position with proven paybacks on actions taken towards a more sustainable future. The Playbook demonstrates the case of how to achieve 75 to 90 percent emissions reductions with a payback of four to eight years through a combination of building system upgrades with a renewably sourced grid,” said Anthony E. Malkin, chairman, president, and CEO of ESRT.

- The Tenant Energy Optimization Program at the Urban Land Institute, led by Anthony E. Malkin, with lead funding by the Ripple Foundation of Shelly and Tony Malkin.
<https://tenantenergy.uli.org/>
- Indoor Environmental Quality at Empire State Realty Trust.
<https://www.youtube.com/watch?v=tcOB0F5snVc>
- President Bill Clinton on James Corden discusses Tony Malkin’s work.
<https://www.youtube.com/watch?v=IQNevl2BuxM> (from minute 4)