County of Fairfax, Virginia
Planning Commission Meeting
September 17, 2025
Planning Commission Action

Plan Amendment 2023-00012 (SSPA 2023-I-3J) – PROSPERITY BUSINESS CAMPUS
(Providence District)

PLANNING COMMISSION RECOMMENDATIONS:
On September 17, 2025, the Planning Commission voted 11-0 (Commissioner Clarke was absent from the meeting) to recommend to the Board of Supervisors adoption of the staff recommendation for Plan Amendment SSPA 2023-I-3J, found on pages 46 to 62 of the staff report dated August 27, 2025.

ATTACHED DOCUMENTS:
Staff Recommendation (Pages 46 to 62)

CD

RECOMMENDATION

Staff recommends the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~strikethrough~~. Text shown to be replaced is noted as such. The currently adopted Plan text is provided in Appendix I.

ADD: Fairfax County Comprehensive Plan, 2017 Edition, The Merrifield Suburban Center, Amended through 11-14-2025, Land Unit Recommendations, Land Unit D, Pages 72-75.

LAND UNIT D

Land Unit D consists of approximately 44 acres and is bounded by the Long Branch Environmental Quality Corridor (EQC) on the west, I-66 on the north and Hilltop Road on the south, and Land Unit C on the east (see Figure 23). Prosperity Avenue provides access within Land Unit D.

The portion of this land unit to the west of Prosperity Avenue includes the Long Branch Stream Valley and development consisting of office, institutional and light industrial uses. A tract containing approximately 5.5 acres in the Long Branch Stream Valley is planned and preserved as private open space and works with the existing low-intensity office and industrial uses ~~are~~ to provide a ~~considered stable and as a~~ transition between the more intense uses within the Merrifield Suburban Center and adjacent residential neighborhoods. The major circulation improvement for this land unit is a portion of the East-West Connector Road that is planned to extend Merrifield Avenue to Prosperity Avenue.

A majority of Land Unit D is developed within Prosperity Business Campus, a 41-acre commercial complex consisting of Tax Map Parcels 49-1 ((19)) A, C, D, E2, F1, F2, F3, F4, G, H, 1, 2, 3 and 4. The business campus currently provides space for a variety of industrial, flex, office, warehousing, sales and other service uses in several buildings. A separate 5-story building serves as the Saudi Arabian Cultural Mission, is located on Hilltop Road, and adjoins the business campus to the southwest.

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

Sub-Unit D1

Sub-Unit D1 is planned for and developed with a mix of office and industrial uses at current intensities that average between 0.4 and 0.44 FAR, ~~except for the western edge of the sub-unit, which is the Long Branch Stream Valley~~ except for the Long Branch Stream Valley, which is planned to remain as private open space at the western edge of the sub-unit. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

~~Height Limit: Maximum building height west of Prosperity Avenue is 40 feet, except for Parcel 49-1((19))E2 which is 75 feet. The maximum building height east of Prosperity Avenue is 115 feet for Parcel 49-1((19))A and 75 feet for Parcel 49-1((19))C. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.~~

Height Limit: West of Prosperity Avenue, the maximum building height for development at the baseline in Land Unit D1, is 40 feet, except for Parcel 49-1((19))E2 which is 75 feet. The maximum building height east of Prosperity Avenue is 115 feet for Parcel 49-1((19))A and 75 feet for Parcel 49-1((19))C. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

As an option, a majority of Sub-unit D1 is recommended to be consolidated with Sub-unit D2 and redeveloped with residential mixed uses as described below under "Option 3: Land Unit D (Consolidated Redevelopment)".

Sub-Unit D2

Sub-Unit D2 is planned for and developed with a mix of office and industrial uses at current intensities. Any modification, expansion, and/or reuse of the existing buildings should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Option 1: As an option, redevelopment of Parcels 49-1 ((19)) 1, 2, 3 and 4 for office with support retail and service uses up to .85 FAR may be appropriate. Any development proposal under this option must address all applicable Area-Wide recommendations as well as the following:

- Any development proposal must provide for full consolidation of the four parcels and must provide right-of-way and construction for that portion of the East-West Connector Road in this sub-unit that extends Merrifield Avenue west to Prosperity Avenue.

- TDM programs should be developed that facilitate a non-SOV mode split of at least 20%.

- Development should be designed with parking structures behind and/or under buildings.

- Support retail and service uses are encouraged and should be integrated within the buildings to serve the needs of the building tenants, as well as the surrounding area.

- Development should provide for or contribute to an internal Merrifield transit system (i.e. shuttle service, etc.).

Option 2: As an alternative to the office option, mixed-use with a residential component or residential use with support retail and service uses may be appropriate up to 1.35 FAR provided that development proposals meet the Area-Wide Recommendations for alternative uses (see the Area-Wide Recommendations, Land Use Guidelines). Any development proposal under this option must meet the previous option's guidance, all applicable Area-Wide guidelines, as well as provide for the following:

- Residential development should provide affordable dwelling units on-site or as indicated under the Land Use Guidelines in the Area-Wide Land Use Section.

- Any proposed 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.

Height Limit: Under ~~the~~ redevelopment options 1 and 2, the maximum building height is 95 feet when development is not integrated with structured parking. In order to encourage structured parking to be located under buildings, a height bonus of up to 20 feet (total height of 115 feet) is appropriate when at least 2 levels of structured parking is provided under the building, either at or below grade. The building height bonus should be contingent on increasing the amount of open space amenities. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

Option 3 - Consolidated Redevelopment of Land Unit D: With full consolidation, the Prosperity Business Campus (Tax Map Parcels 49-1 ((19)) A, C, D, E2, F1, F2, F3, F4, G, H, 1, 2, 3 and 4) may be redeveloped with residential mixed-use at an intensity up to 1.35 FAR provided the areawide guidance for the Merrifield Suburban Center and the following criteria are met:

- Residential mixed-use redevelopment should create a vibrant and sustainable living environment that prioritizes a pedestrian-scale development with high-quality architecture and site design, a variety of housing types and sizes, publicly accessible parks and open space along with access to multimodal transportation facilities, community-serving commercial and institutional uses, and other amenities for residents of all ages, income and ability levels.

- The primary residential form under this option, as measured by the number of housing units, should be multifamily units to capitalize on the proximity to the Metrorail station. Traditional or stacked townhomes, or triplex units may supplement these units to provide a diversity of housing types and compatible transitions to lower density residential uses to the west of the site. Multifamily, mixed use building forms are recommended at the northern and southwestern portions of the site with frontage on Prosperity Avenue.

- A minimum of 5,000 square feet of ground floor non-residential use should be provided with redevelopment. Ground floor support commercial and service uses are encouraged and should be integrated within the multifamily buildings to serve the needs of the on-site tenants, as well as the residents and visitors of the surrounding area. Supporting uses that generate employment or provide on-site services to the public should be oriented toward the frontage of Prosperity Avenue to encourage activation and pedestrian connectivity at the northern end of the site. Commercial and service uses may include but are not limited to retail, public facilities, child and adult daycare centers, shared workspace, community meeting or gathering spaces.

- Site design should prioritize the development of high-quality, centrally located, and consolidated publicly accessible parks and open space as major features in defining the character and sense of place for the redeveloped site. A large signature park at the intersection of a shared use path on Prosperity Avenue, as well as a significant active transportation facility and linear park connecting the subject site with properties to the east, are key elements of the site development as reflected in the Open Space and Pedestrian System Map.

- Publicly accessible parks consistent with the Urban Parks Framework should be provided. Publicly accessible urban parks should be consolidated in a centralized location to the extent feasible and otherwise coordinated in a way that provide pedestrian connections between all proposed park spaces for residents of the on-site redevelopment and adjacent neighborhoods as well. Publicly accessible park spaces should be screened from views into rear yards, dead-end alleyways, refuse storage, and public and private utility areas by landscaping, hardscape features, or a context-appropriate combination thereof

- Redevelopment should be phased in a manner that will ensure the necessary infrastructure and amenities, including parks, multimodal transportation facilities, affordable dwelling units, site lighting, street furniture, and resident and visitor parking, are adequately provided to support the number of residential units that are being occupied within each phase. Priority should be given for the provision of major site amenities, such as a signature park, with the initial phases of development. Phasing should also consider opportunities for existing buildings to be occupied in interim conditions by existing commercial and/or service uses that are compatible within a residential-mixed use environment to meet local demands for convenient access to a range of non-residential and employment uses.

- Existing street trees on Prosperity Avenue should be preserved to the extent feasible through measures that are intended to protect and promote tree health during and after construction. Development should be designed to avoid impacts to existing trees, including through the placement of utilities and trails. If it is determined by the county that the removal of any existing street trees would be necessary to support project viability by accommodating the placement of public utilities or infrastructure improvements and/or ensuring the long-term safety of humans, public facilities and personal property, then such work should be coordinated with staff from the appropriate agencies to help identify a supplemental, fast-growing, and sustainable native tree species that will be planted to enhance the character and quality of the pedestrian experience along Prosperity Avenue similarly to the existing street trees. Any tree removal should be minimized to not detract from the overall treed streetscape character along Prosperity Avenue.

- An internal network of streets that prioritize safety and convenience for pedestrians and bicyclists above the movement of automobiles should be provided to establish a residential setting, and to promote greater connectivity between onsite and nearby residential uses, the ground floor non-residential uses, the publicly accessible park amenities, and the nearby Core Areas.

- Bicycle and pedestrian facilities should be provided with adequate separation and safety buffers from vehicular traffic along Prosperity Avenue to improve circulation and connections to the surrounding area and enhance access to transit. Streetscape facilities should include enhanced lighting, landscaping, and street trees. The existing trail connection to the adjacent single family attached neighborhood to the west should be maintained and enhanced.

- Site design should provide an integrated and environmentally sensitive transition between the RPA and EQC and the developed portions of the site. Development within the RPA and EQC should be avoided and buffered appropriately. Examples of appropriate transitional techniques include use of enhanced quantities of native landscaping on-site and/or the use of low impact development design approaches that are integrated into the natural features of the site. A pedestrian connection between Prosperity Avenue and Dunn Loring Village should be accommodated to improve pedestrian access in the area.

- Any park amenities and trail facilities that have the potential to impact the Long Branch Stream Valley should be coordinated through the appropriate county agencies during the review of the zoning application.

- Parking structures, loading and trash service areas should be designed and located to minimize visual impacts along Prosperity Avenue. These features should be oriented towards the rear of buildings, or, if necessary, designed to blend in with the street serving mixed use residential buildings through the use of architectural facades or a combination of other building treatments and screening elements that are deemed to be appropriate.

- A combination of transitional buffering, supplemental landscaping, building and site design, appropriate lighting, and façade treatments, should be used to establish an appropriate transition between the proposed residential mixed-use redevelopment and lower density residential uses west of the subject site.

- Adequate transitional buffers and screening should be provided between residential uses on the east side of Prosperity Avenue and light industrial and flex uses on adjacent sites to minimize noise, visual, and other impacts.

- Prosperity Avenue and Hilltop Road within the study area should be considered for replanning as a roadway with two lanes and center left turn lanes to emphasize active modes of transportation.

- A shared use path is recommended along Prosperity Avenue and Hilltop Road to enhance pedestrian comfort and reduce cyclist stress. The path should be connected and integrated with other active transportation facilities that are planned to enhance pedestrian comfort and reduce cyclist stress east of the site on Prosperity Avenue and to the west on Hilltop Road.

- Development should accommodate its portions of the future grid of streets and active transportation facilities for the area onsite and in coordination with the county to ensure proper locations and timing.

- Development east of Prosperity Avenue should help facilitate future plan implementation by providing multimodal connections with neighboring sites to the east, as well as implementing building heights, and arranging blocks that would facilitate future development as recommended by the adopted Plan for Land Unit C.

- TDM programs should be developed that facilitate a non-single occupancy vehicle mode split consistent with the Area-Wide Recommendations for the Merrifield Suburban Center

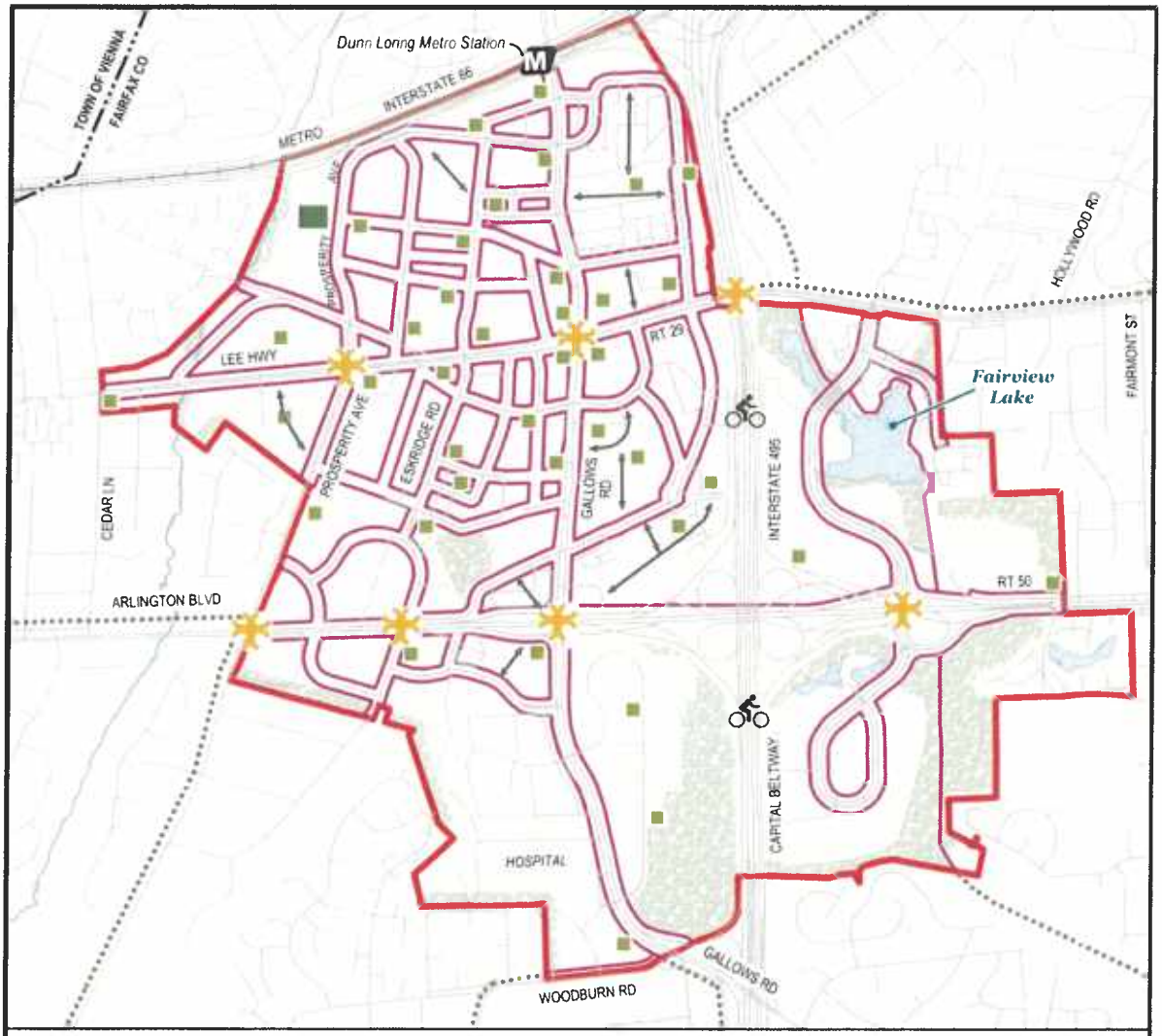
- Development should contribute to an internal Merrifield transit system (i.e. shuttle service, etc.).

Height Limit: Under the options for residential mixed-use redevelopment, the maximum building height is 55 feet for single-family attached residential uses and up to 85 feet for multifamily and non-residential development that is not integrated with structured parking. In order to encourage structured parking to be located under buildings, a height bonus of up to 30 feet (total height of 115 feet) is appropriate on the eastern side of Prosperity Avenue when at least 2 levels of structured parking is provided under multifamily buildings, either at or below grade. The building height bonus should be contingent on increasing the amount of open space amenities. See the Building Heights Map, Figure 8, and the Building Height Guidelines under the Area-Wide Urban Design section.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2017 Edition, Area I, Merrifield 1220 Suburban Center, Area-wide Guidance, page 25, Open Space and Pedestrian System Map (Figure 9), as amended through January 1, 2025, to modify open space areas shown on this map by adding a new element symbolized with a large green square west of Prosperity Avenue to reflect recommendations for a new signature park space in Land Unit D1, and modify map Footnote #2 with text proposed to be added shown as underlined below and with a graphic representation of the recommended map updates provided in Exhibit 20:

"2. This graphic represents the ~~general~~ generally recommended locations of pedestrian connections and major ~~plazas~~ park and open space amenities and is not intended to indicate size and scale. Specific locations and programming to be determined during the development review process."

Exhibit 20: Recommended Updates to the Open Space and Pedestrian System Map
Source: Department of Planning and Development



Open Space and Pedestrian System Map - Merrifield Suburban Center

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

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

Prepared by Fairfax County
Department of Planning & Development 2016, 2019
Updated August 2025

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COMPREHENSIVE LAND USE PLAN MAP:

The Comprehensive Land Use Plan Map will not change.

COUNTYWIDE TRANSPORTATION PLAN MAP:

The Countywide Transportation Plan Map will not change.