County of Fairfax, Virginia
Planning Commission Meeting
November 12, 2025
Planning Commission Action

PLAN AMENDMENT SSPA-2023-III-2FC – FAIR OAKS BUSINESS PARK
(Springfield District)

PLANNING COMMISSION RECOMMENDATIONS:
On November 12, 2025, the Planning Commission voted 10-0 (Commissioner Wang was not present for the vote. Commissioner Landgraf was absent from the meeting.) to recommend to the Board of Supervisors the adoption of Plan Amendment 2023-III-2FC, as found in the Planning Commission Alternative dated November 12, 2025, found in Attachment I of the motion.

ATTACHED DOCUMENTS:
Planning Commission Alternative dated November 12, 2025

MJ

Attachment I

PLANNING COMMISSION ALTERNATIVE RECOMMENDED MODIFICATIONS

Plan Amendment SSPA 2023-III-2FC – Fair Oaks Business Park

Planning Commissioner James Thomas
Springfield District
Public Hearing – November 12, 2025

The following proposed text is based on the Staff Report for Plan Amendment SSPA 2023-III-2FC, dated September 25, 2025, Recommendation section.

Planning Commission modifications to the staff report recommendation are shown in **bold with underline and yellow highlight** for additions and ~~**bold with double strike throughs and yellow highlight**~~ for deletions

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area III, Fairfax Center Area, Amended through 9-10-2024, Land Use Plan Recommendations – Suburban Center Non-Core Areas:

"

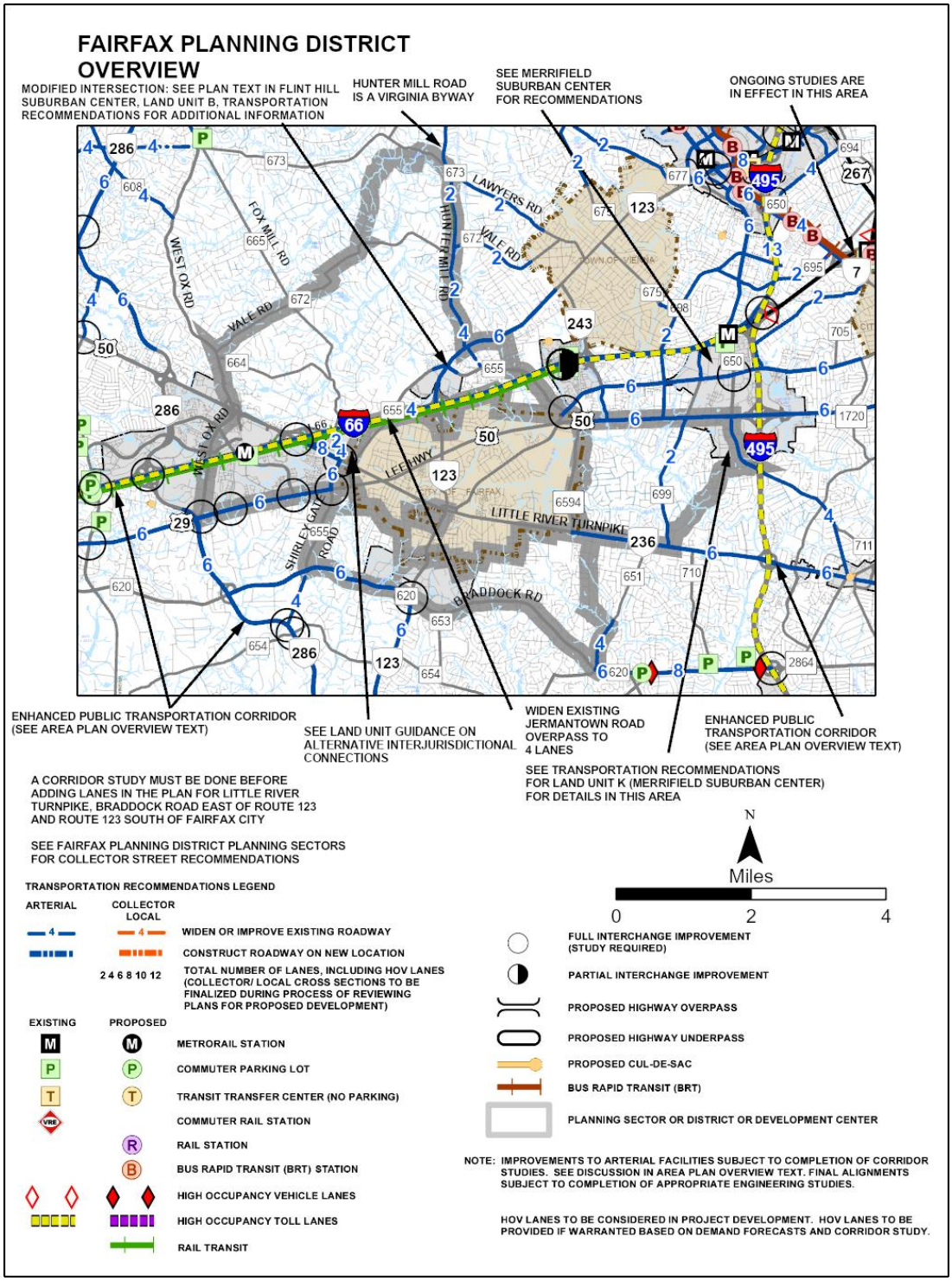
As an option at the overlay level, portions of the Fair Oaks Business Park (Tax Map Parcels 56-2 ((1)) 74B; 57-1 ((1)) 10 and 23) may be redeveloped with residential mixed use at an intensity up to ~~**1.06**~~ **1.2** FAR provided the following criteria are met:

- The primary residential form under this option, as measured by the number of housing units, should be multifamily units to capitalize on compact building forms that can create a pedestrian-oriented open space network. Stacked townhomes may supplement these units to provide a diversity of housing types and compatible transitions to lower density residential uses to the east of the site in the City of Fairfax.
- Site design should prioritize the development of high-quality, and publicly accessible urban parks within an open space network. Urban parks should include a mix of active and passive spaces that are integrated in locations that serve the development and the overall community.
- If townhouses are proposed along Pender Drive or Waples Mill Road, they should be oriented along these streets to activate the streetscape, enhance visibility, and establish a welcoming neighborhood-level streetscape.
- Development should provide compatible transitions in height to any adjacent residential uses through the use of setbacks, building form/type, landscaping/buffering, or through architectural elements.
- The parking structures, loading, and service areas should be located and designed to minimize visual impacts through the use of landscaping/buffering or architectural elements.
- Transportation improvements should include the following:
    - Streetscapes with pedestrian-scaled lighting, on-street parking, landscaping, and street trees.

- Pedestrian facilities should be considered to facilitate connections to adjacent residential areas within the City of Fairfax.
- Safe, protected pedestrian crossings should be provided along Waples Mill Road at Pender Drive / Fairfax Ridge Road.
- A two-lane, multimodal, inter-parcel and interjurisdictional connection to the east from either Waples Mills Road or Pender Drive designed for connection to Jermantown Road, in the City of Fairfax.

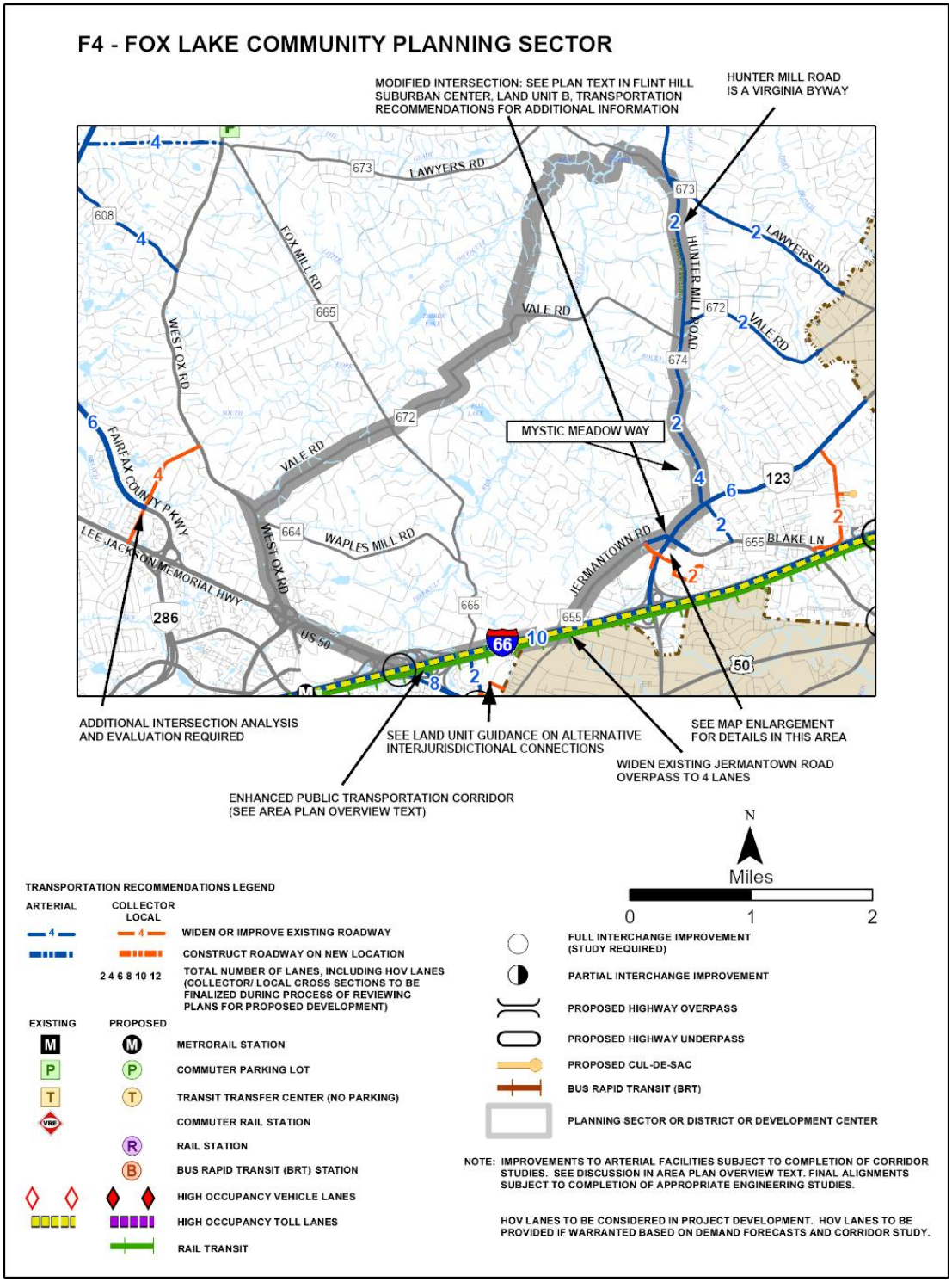
MODIFY FIGURES:

Fairfax County Comprehensive Plan, 2017 Edition, Area II, Fairfax Planning District, Figure 2 "Fairfax Planning District Overview", page 5.

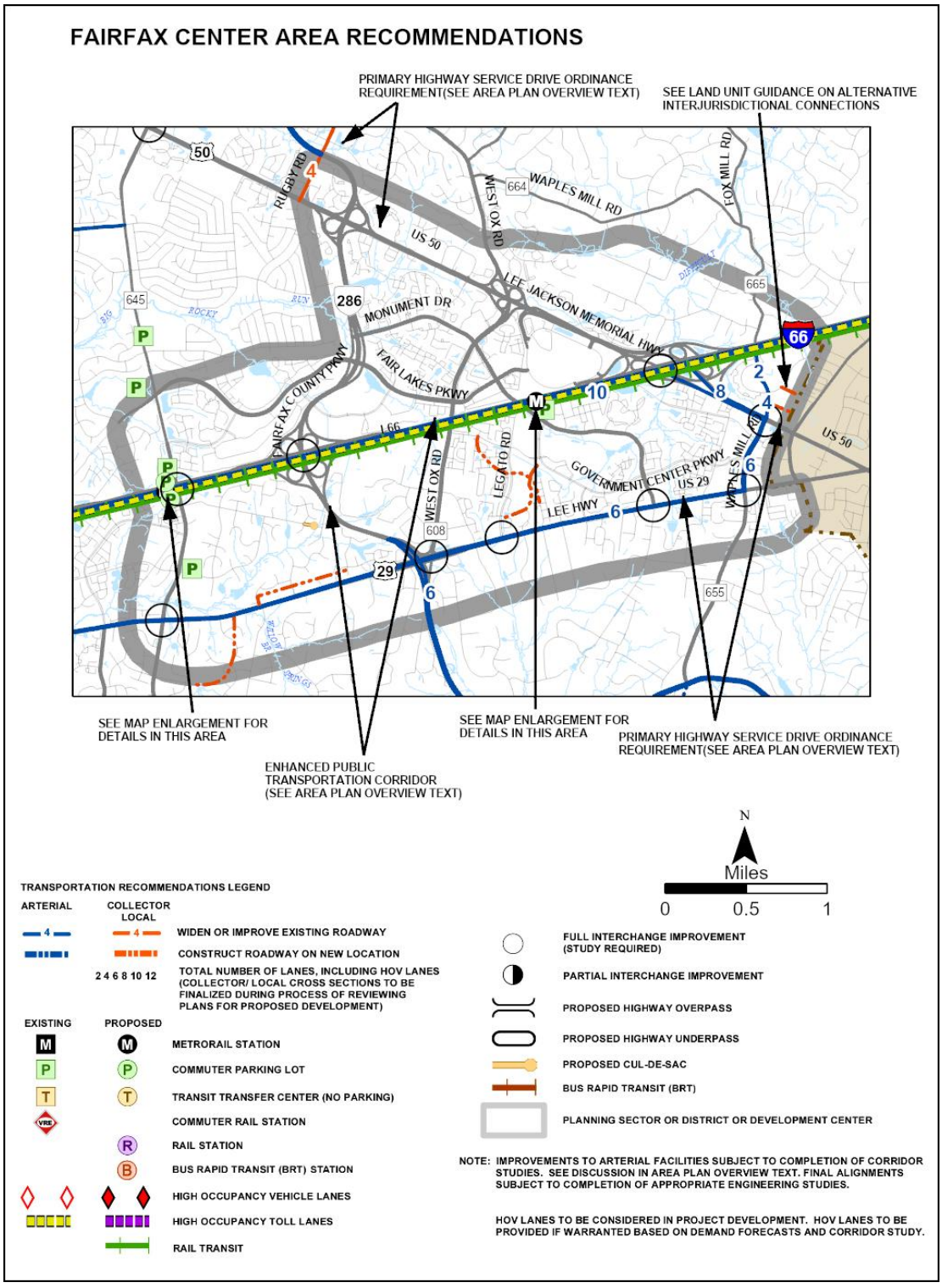


Attachment I

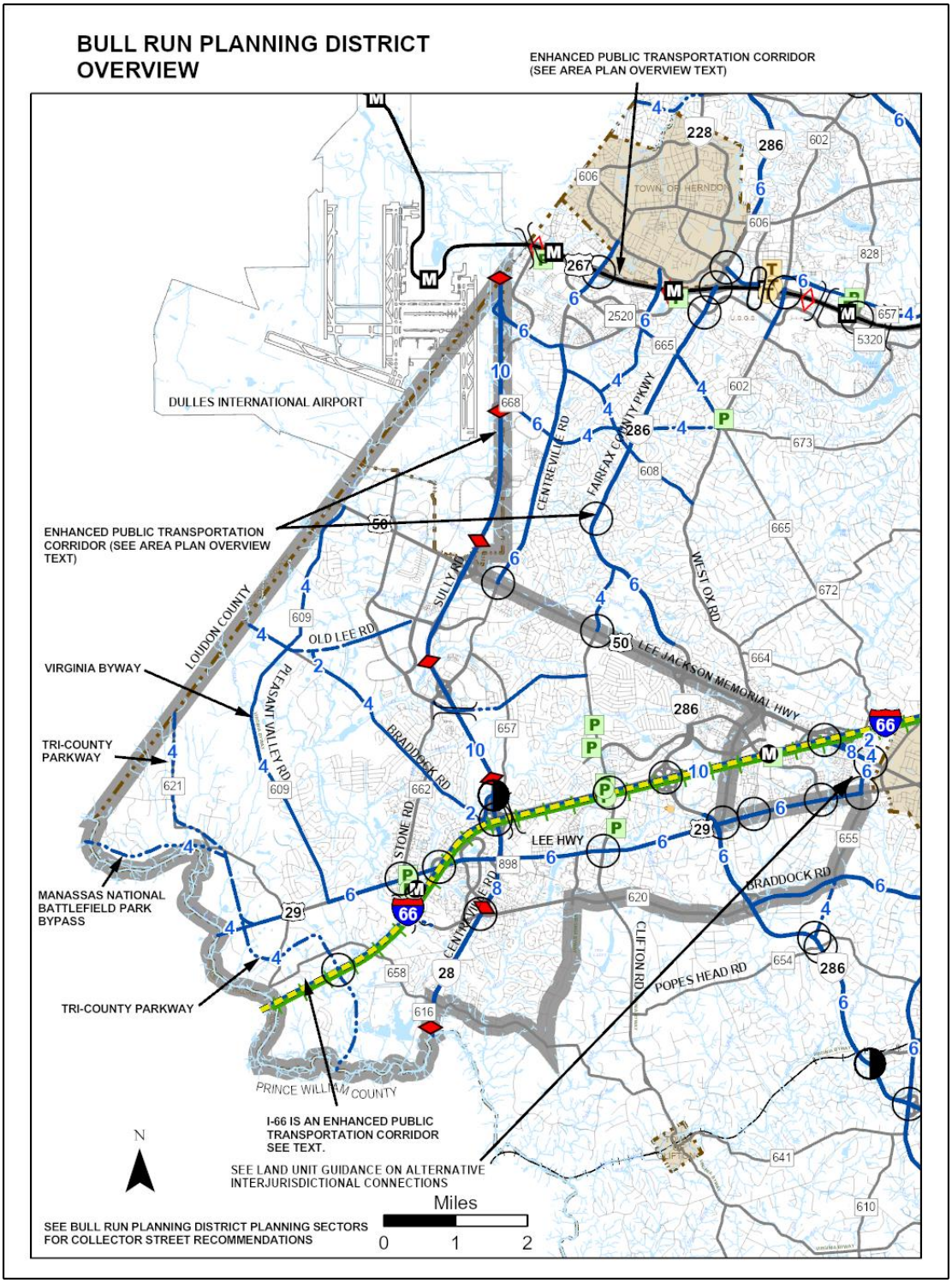
Fairfax County Comprehensive Plan, 2017 Edition, Area II, Fairfax Planning District, Figure 22 "F4-Fox Lake Community Planning Sector" page 57.



Fairfax County Comprehensive Plan, 2017 Edition, Area III, Fairfax Center Area, Figure 3 “Fairfax Center Area Recommendations” page 11.

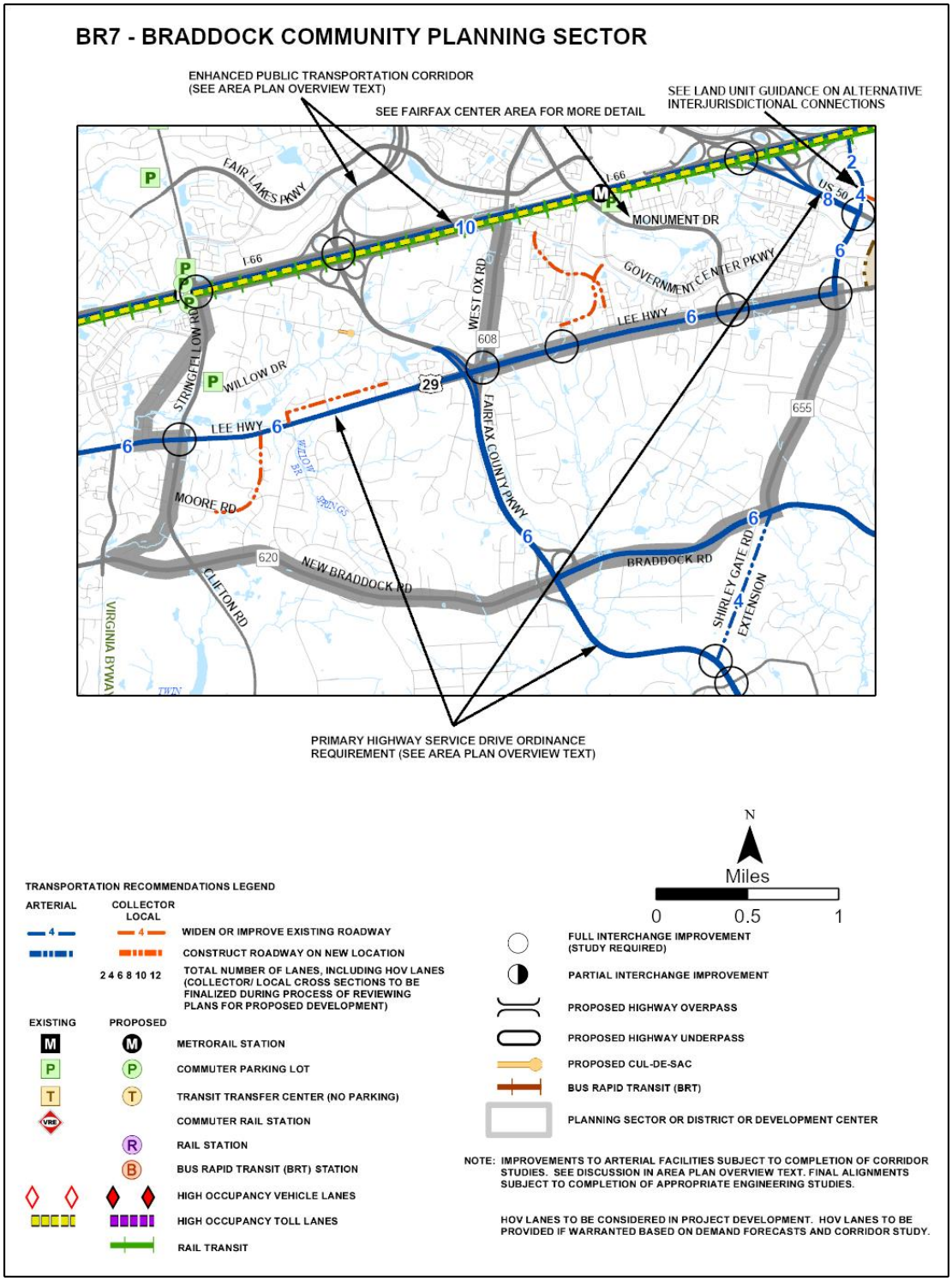


Fairfax County Comprehensive Plan, 2017 Edition, Area III, Bull Run Planning District Figure 2 “Bull Run Planning District Overview” page 5.


BULL RUN PLANNING DISTRICT
OVERVIEW
ENHANCED PUBLIC TRANSPORTATION CORRIDOR
(SEE AREA PLAN OVERVIEW TEXT)
DULLES INTERNATIONAL AIRPORT
ENHANCED PUBLIC TRANSPORTATION CORRIDOR (SEE AREA PLAN OVERVIEW TEXT)
VIRGINIA BYWAY
TRI-COUNTY PARKWAY
MANASSAS NATIONAL BATTLEFIELD PARK BYPASS
TRI-COUNTY PARKWAY
PRINCE WILLIAM COUNTY
I-66 IS AN ENHANCED PUBLIC TRANSPORTATION CORRIDOR SEE TEXT.
SEE LAND UNIT GUIDANCE ON ALTERNATIVE INTERJURISDICTIONAL CONNECTIONS
SEE BULL RUN PLANNING DISTRICT PLANNING SECTORS FOR COLLECTOR STREET RECOMMENDATIONS
N
Miles
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1
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LOUDOUN COUNTY
OLD LEE RD
PLEASANT VALLEY RD
BRADDOCK RD
STONE RD
CENTREVILLE RD
SULLY RD
FAIRFAX COUNTY PKWY
WEST OX RD
LEE JACKSON MEMORIAL HWY
LEE HWY
POPES HEAD RD
CLIFTON RD
TOWN OF HERNDON
228
286
267
50
29
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28

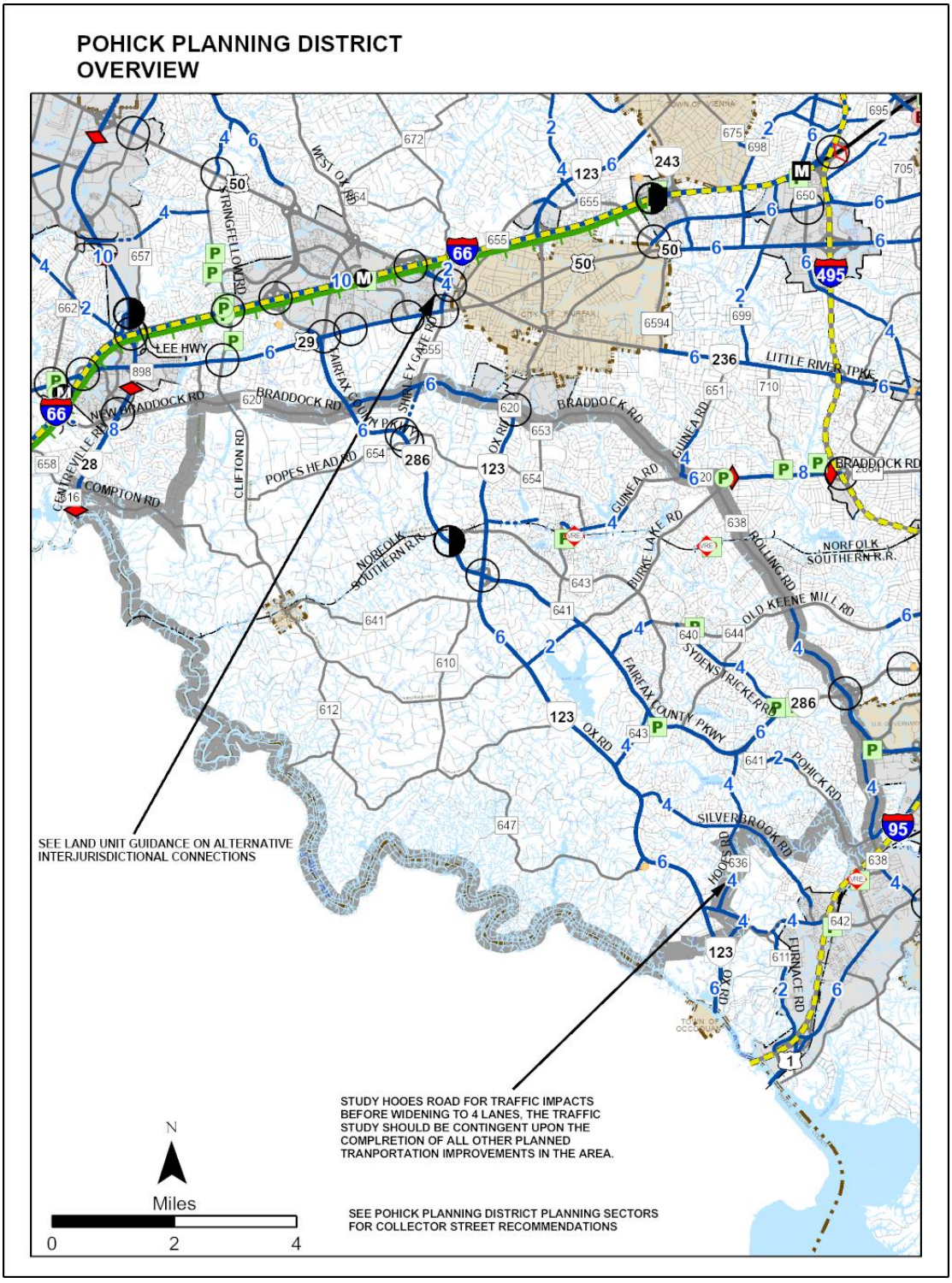
Attachment I

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Bull Run Planning District Figure 36 "BR7-Braddock Community Planning Sector" page 90.



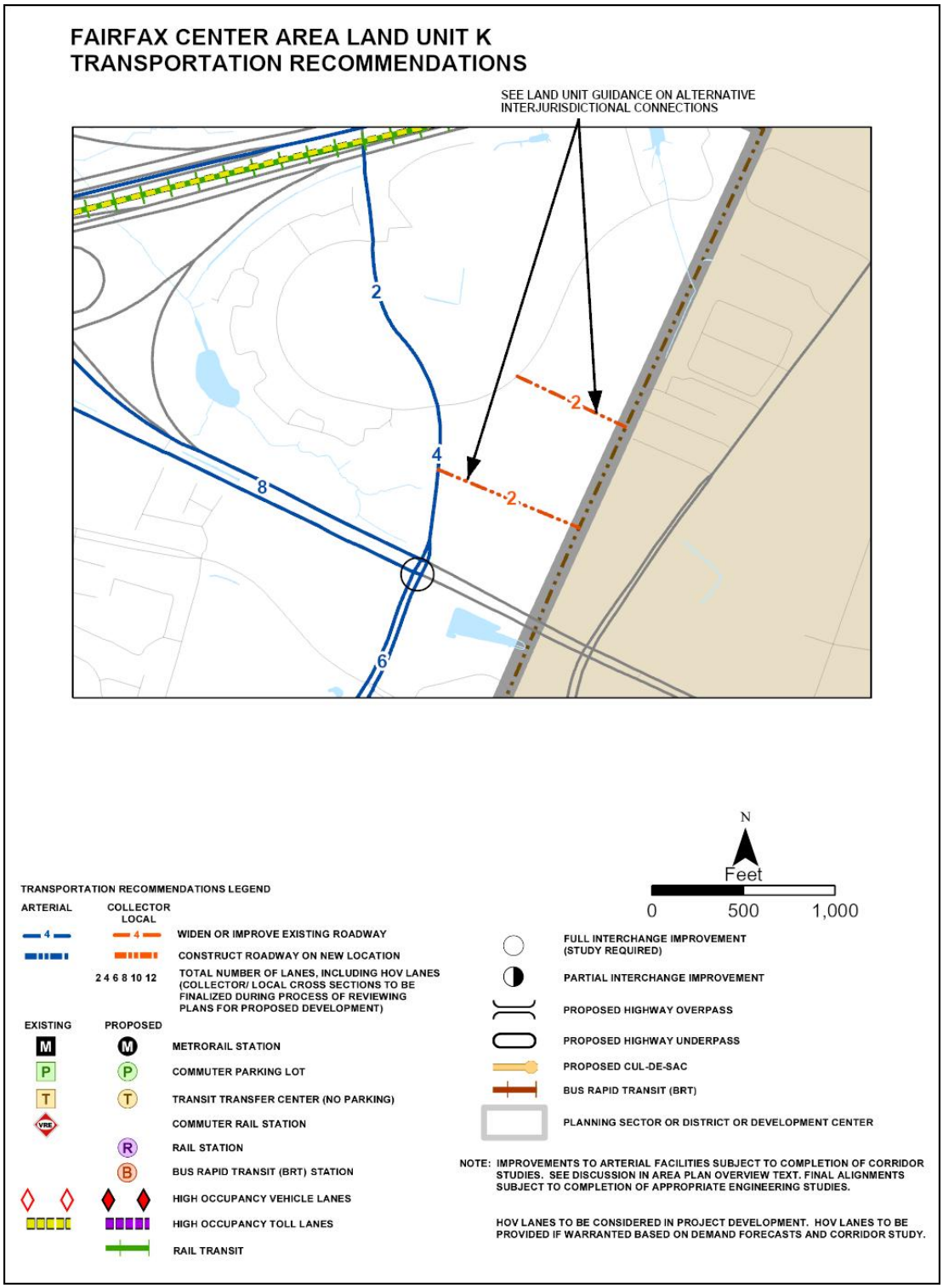
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Fairfax County Comprehensive Plan, 2017 Edition, Area III, Pohick Planning District
Figure 2 “Pohick Planning District Overview” page 5.



ADD FIGURE:

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Fairfax Center Area, Figure 3b "Fairfax Center Area Land Unit K Transportation Recommendations" page 11.



Combined

PLANNING COMMISSION ALTERNATIVE RECOMMENDED MODIFICATIONS

Plan Amendments SSPA 2023-III-2FC – Fair Oaks Business Park and SSPA 2023-III-2FC – Fairfax Ridge Road

Planning Commissioner James Thomas
Springfield District
Public Hearing – November 12, 2025

The following proposed text is based on the Staff Report for Plan Amendments SSPA 2023-III-2FC and SSPA 2023-III-3FC, dated September 25, 2025, Recommendation section.

Planning Commission modifications to the staff report recommendation are shown in **bold with underline and yellow highlight** for additions and **bold with double strike throughs and yellow highlight** for deletions

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area III, Fairfax Center Area, Amended through 9-10-2024, Land Use Plan Recommendations – Suburban Center Non-Core Areas:

“

LAND UNIT K

CHARACTER

This land unit is located in the area north of ~~Lee-Jackson Memorial Highway~~ Route 50, west of the City of Fairfax, south of I-66, and east of the ~~Lee-Jackson Memorial Highway~~ Route 50 /I-66 interchange. The area is predominately developed with office uses and the Fairfax Ridge and Radiant at Fairfax multifamily residential developments.

RECOMMENDATIONS

Land Use
Baseline: Office use up to .25 FAR
Overlay: Office use up to .50 FAR

This area contains office uses, multifamily residential uses and a hotel. This land unit is planned for medium intensity office use at .50 FAR at the overlay level. Particular attention should be given to the presentation of a high-quality image from I-66 and ~~Lee-Jackson Memorial Highway~~ Route 50. The planned roadway improvements for this area are shown on Figure 3.

Development in this area is constrained by an Environmental Quality Corridor (EQC) associated with the stream valley that traverses the western portion of the land unit. The EQC encompasses

the floodplain, associated alluvial soils, and steep slopes. This EQC area should be retained in open space.

The existing two pump stations, Pender and High Ridge, serving Land Unit K and portions of the City of Fairfax lack adequate capacity to accommodate increased demand from new development. New development should include engineering studies that evaluate the existing sewer infrastructure capacity and commit to providing any necessary improvements to offset the increased sewer flow demand for the full planned build out of the service area of the two pump stations.

A logical street grid with a cohesive network of internal and external streets and active transportation improvements should be provided that prioritize safe and convenient connections for pedestrians, cyclists, and vehicles to adjacent uses, transit facilities, and other destinations.

In order to provide a street appropriate for a residential neighborhood Waples Mill Road should ~~**have**~~ **be evaluated for** two travel lanes (one in each direction) between I-66 and Fairfax Ridge Road/Pender Drive ~~**in order to provide a street appropriate for a residential neighborhood**~~. The remaining space should be repurposed for planted medians and/or enhanced streetscapes. Turn lanes should be provided only where necessary in order to slow vehicle speeds and minimize pedestrian crossing distances at the intersections of Waples Mill Road, Pender Drive and Fairfax Ridge Road; and Waples Mill Road and Fairfax Ridge Road. Intersection improvements could also include roundabouts. Active transportation modes should be emphasized within the Waples Mill Road corridor that improve bicycle and pedestrian facilities, including wide pathways, buffers and street trees, and enhanced street crossing treatments, and could include a 10-foot shared use path and an adequate landscaped buffer, or equally comfortable, low-stress facility.

Redevelopment Options

The following residential and mixed-use options represent additional redevelopment potential in excess of the overlay recommendation. Given the existing and planned mix of employment and residential uses, Land Unit K is an activity node where new infill development should be integrated with a network of public parks, pedestrian facilities, and natural open spaces. Development under the options described below should provide commensurate facilities to contribute to such an open space network. Residential and mixed-use redevelopment should create a vibrant and sustainable living environment that prioritizes high-quality architecture and site design, access to multimodal transportation facilities, and other amenities for residents of all ages, incomes, and ability levels. Retail uses provided under the options should be community-serving in nature.

As an option to office use at the overlay level, the Fairfax Ridge Community is developed with multifamily residential uses at 20 to 25 dwelling units per acre subject to the following recommendations. Low-rise multifamily use and/or mid-rise multifamily use may be appropriate if the proposal results in a quality living environment. Less intensive uses or other unit types are generally not appropriate because they would not be compatible with existing office use. A quality living environment would include usable open space for recreation, buffers, screening and noise mitigation measures. Residential development should be designed in a manner compatible with the adjacent office buildings in terms of scale and height. Any development

application for this option should also be evaluated in terms of adequately addressing the following conditions:

- Preservation of the Environmental Quality Corridor and the Resource Protection Area.
- Provide usable open space and on-site active recreation facilities sufficient to serve the residents of this complex.
- Provide pedestrian walkways connecting all portions of the development and linkages to adjacent properties.
- Provide noise attenuation measures, which may include noise barriers and/or a substantial vegetative buffer adjacent to I-66 and/or the I-66/~~Lee Jackson Memorial Highway~~ Route 50 interchange; in addition, the site design should orient buildings in a manner that will further shield active recreational areas and open space areas from highway noise.
- At the time of zoning, provide an evaluation of the existing sewer system capacity and commit to providing any improvements necessary to offset the increased sewer flow demand of the residential development to the satisfaction of ~~Fairfax~~ the City of Fairfax and Fairfax County.

As an option to office at the overlay level, Tax Map Parcels 56-2 ((1)) 19 and 20 are developed with the Radiant at Fairfax ~~with~~ multifamily residential community at a density of 16-20 dwelling units per acre with the following conditions. Development should be designed in a manner that is compatible with the adjacent residential development in terms of height, scale, materials and massing of buildings and meets the conditions above for residential development in Land Unit K. Access should be through the adjacent residential community to Fairfax Ridge Road. No residential development should occur on Parcel 20. Density associated with these two parcels should be used to the extent possible on Parcel 19 and some or all of Parcel 20 should be considered for dedication to the county for park and transportation purposes.

As an option at the overlay level, portions of the Fair Oaks Business Park (Tax Map Parcels 56-2 ((1)) 74B; 57-1 ((1)) 10 and 23) may be redeveloped with residential mixed use at an intensity up to ~~**1.06**~~ **1.2** FAR provided the following criteria are met:

- The primary residential form under this option, as measured by the number of housing units, should be multifamily units to capitalize on compact building forms that can create a pedestrian-oriented open space network. Stacked townhomes may supplement these units to provide a diversity of housing types and compatible transitions to lower density residential uses to the east of the site in the City of Fairfax.
- Site design should prioritize the development of high-quality, and publicly accessible urban parks within an open space network. Urban parks should include a mix of active and passive spaces that are integrated in locations that serve the development and the overall community.
- If townhouses are proposed along Pender Drive or Waples Mill Road, they should be oriented along these streets to activate the streetscape, enhance visibility, and establish a welcoming neighborhood-level streetscape.
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- The parking structures, loading, and service areas should be located and designed to minimize visual impacts through the use of landscaping/buffering or architectural elements.
- Transportation improvements should include the following:

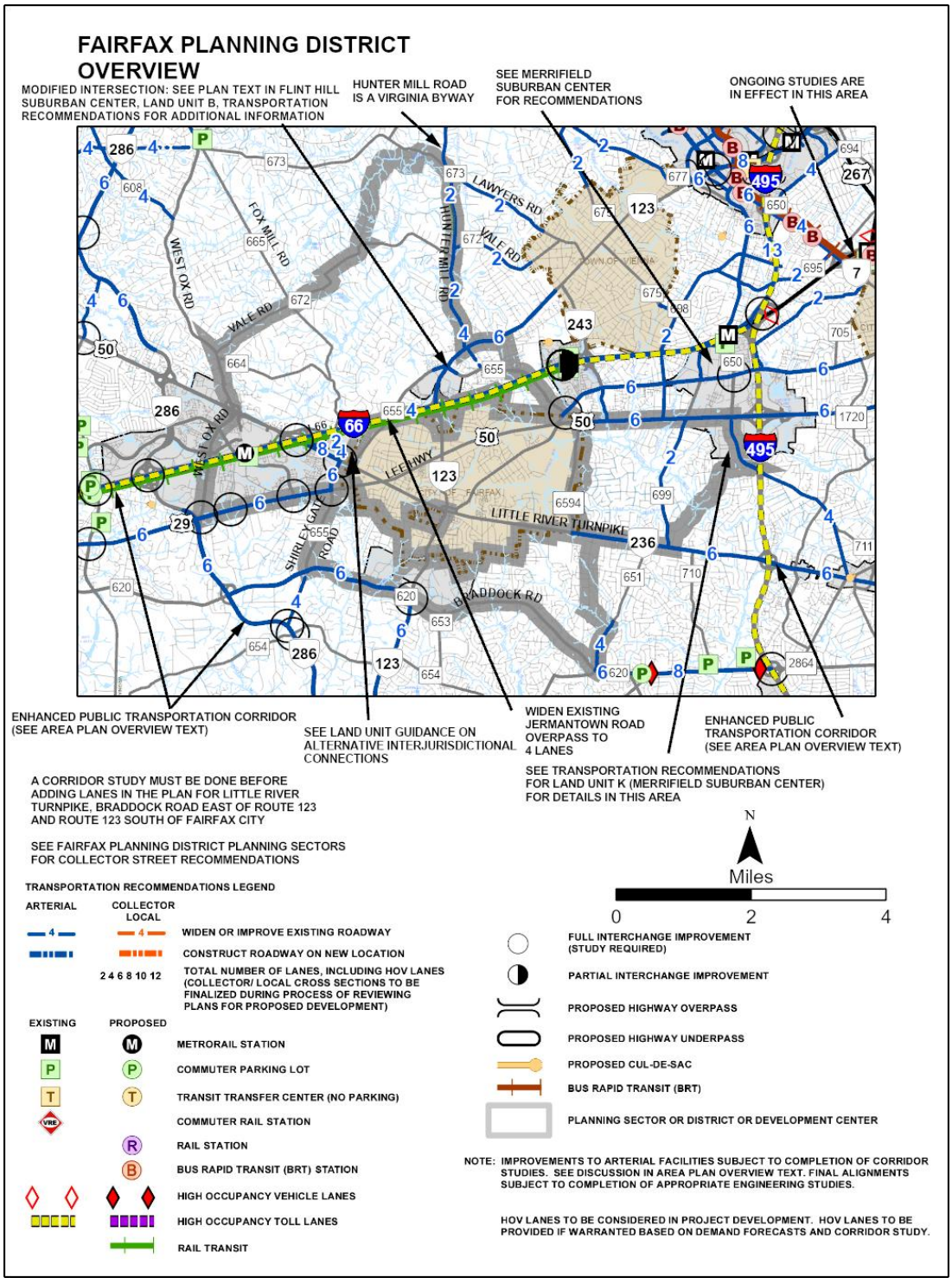
- Streetscapes with pedestrian-scaled lighting, on-street parking, landscaping, and street trees.
- Pedestrian facilities should be considered to facilitate connections to adjacent residential areas within the City of Fairfax.
- Safe, protected pedestrian crossings should be provided along Waples Mill Road at Pender Drive / Fairfax Ridge Road.
- A two-lane, multimodal, inter-parcel and interjurisdictional connection to the east from either Waples Mills Road or Pender Drive designed for connection to Jermantown Road, in the City of Fairfax.

As an option at the overlay level, Tax Map Parcels 46-4 ((1)) 15B; and 56-2 ((1)) 15C and 15D may be redeveloped with residential mixed use at an intensity up to 1.52 FAR (at up to 65 dwelling units per acre) provided the following criteria are met:

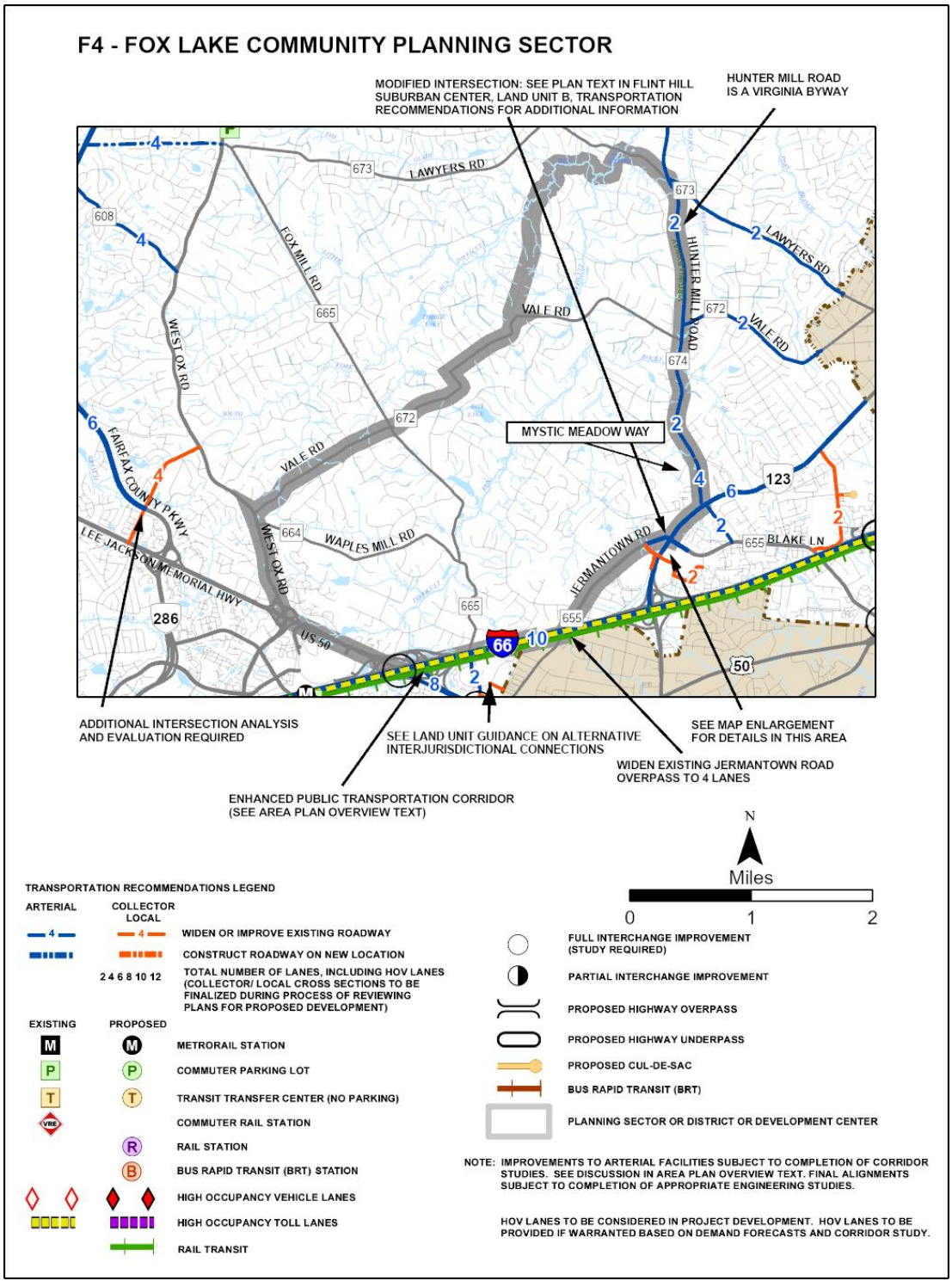
- The primary residential form should be multifamily units to optimize a pedestrian-oriented open space network.
- Site design should prioritize the development of high-quality, and publicly accessible urban parks within an open space network. Urban parks should include a mix of active and passive spaces that are integrated in locations that serve the development and the overall community.
- Development should provide compatible transitions in height to the surrounding residential uses through the use of step backs, setbacks, landscaping/buffering, or through architecture elements. Building heights should range from 50 feet - 75 feet.
- The parking structures, and loading and service areas should be located and designed to minimize visual impacts through the use of landscaping/buffering or architectural elements.
- Transportation improvements should include the following:
  - Streetscapes with enhanced lighting, on-street parking, landscaping, and street trees.
  - Safe, protected pedestrian crossings should be provided along Waples Mill Road and Fairfax Ridge Road."

MODIFY FIGURES:

Fairfax County Comprehensive Plan, 2017 Edition, Area II, Fairfax Planning District, Figure 2 "Fairfax Planning District Overview", page 5.

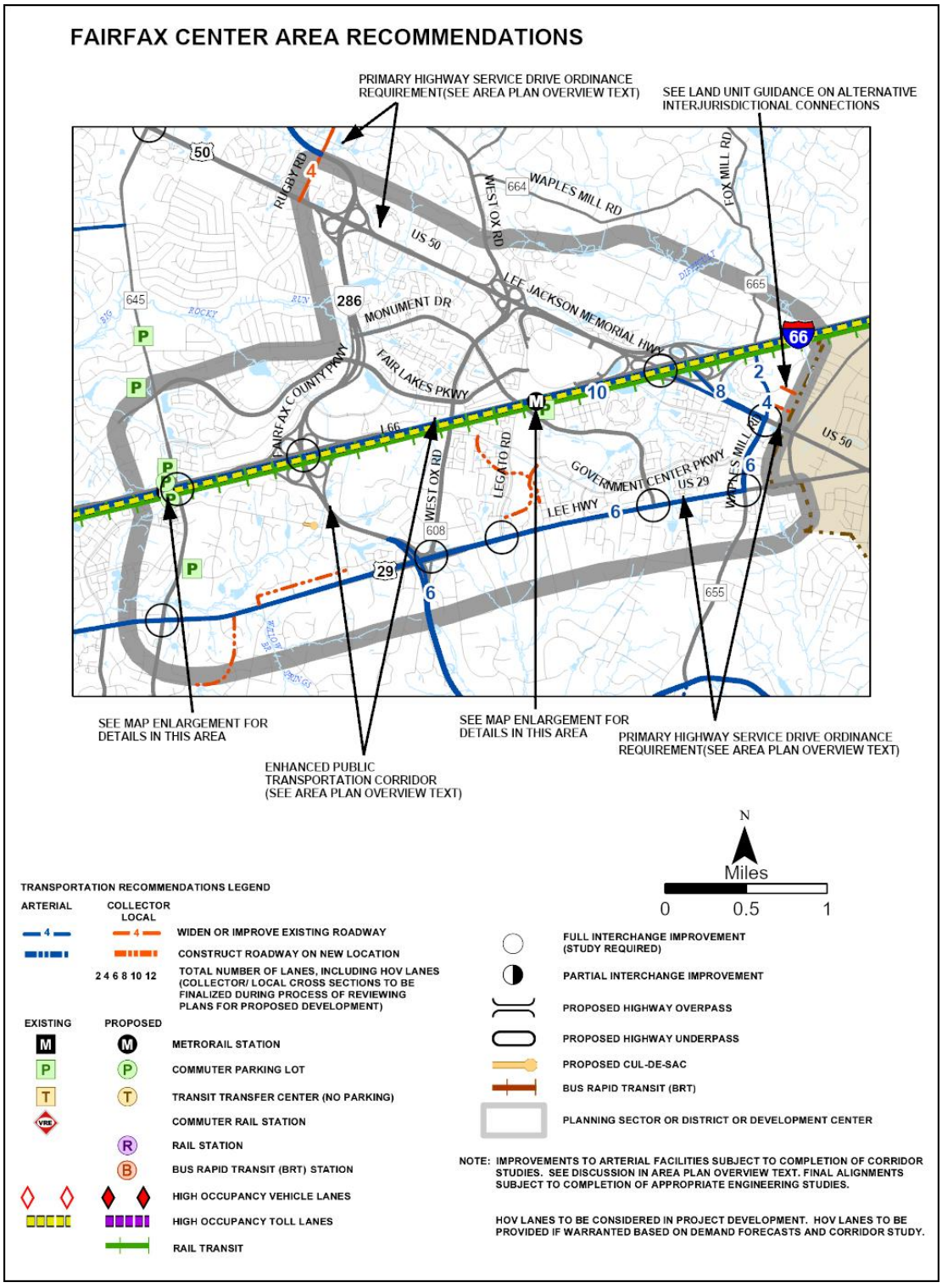


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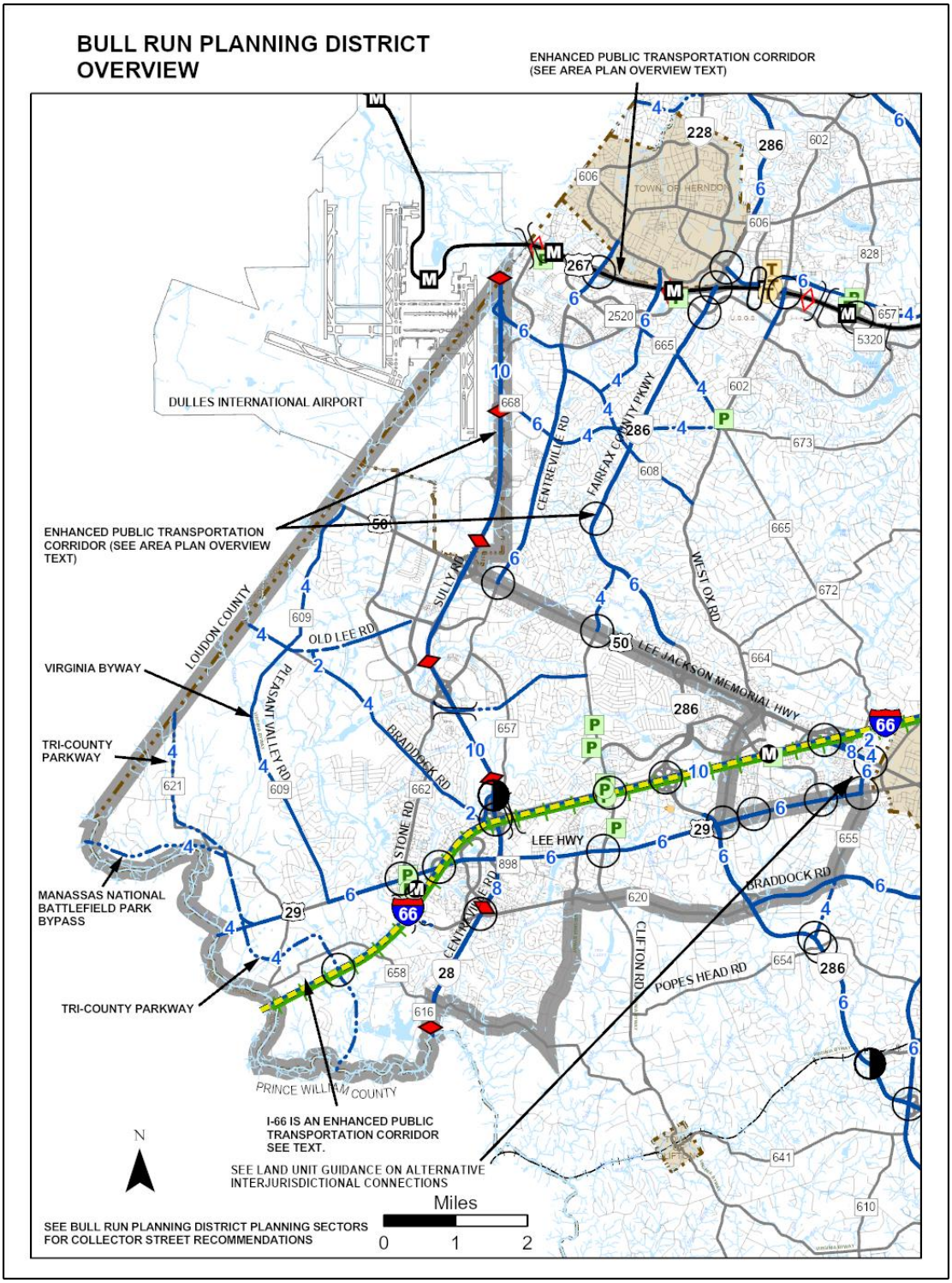
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Fairfax County Comprehensive Plan, 2017 Edition, Area III, Fairfax Center Area, Figure 3 “Fairfax Center Area Recommendations” page 11.

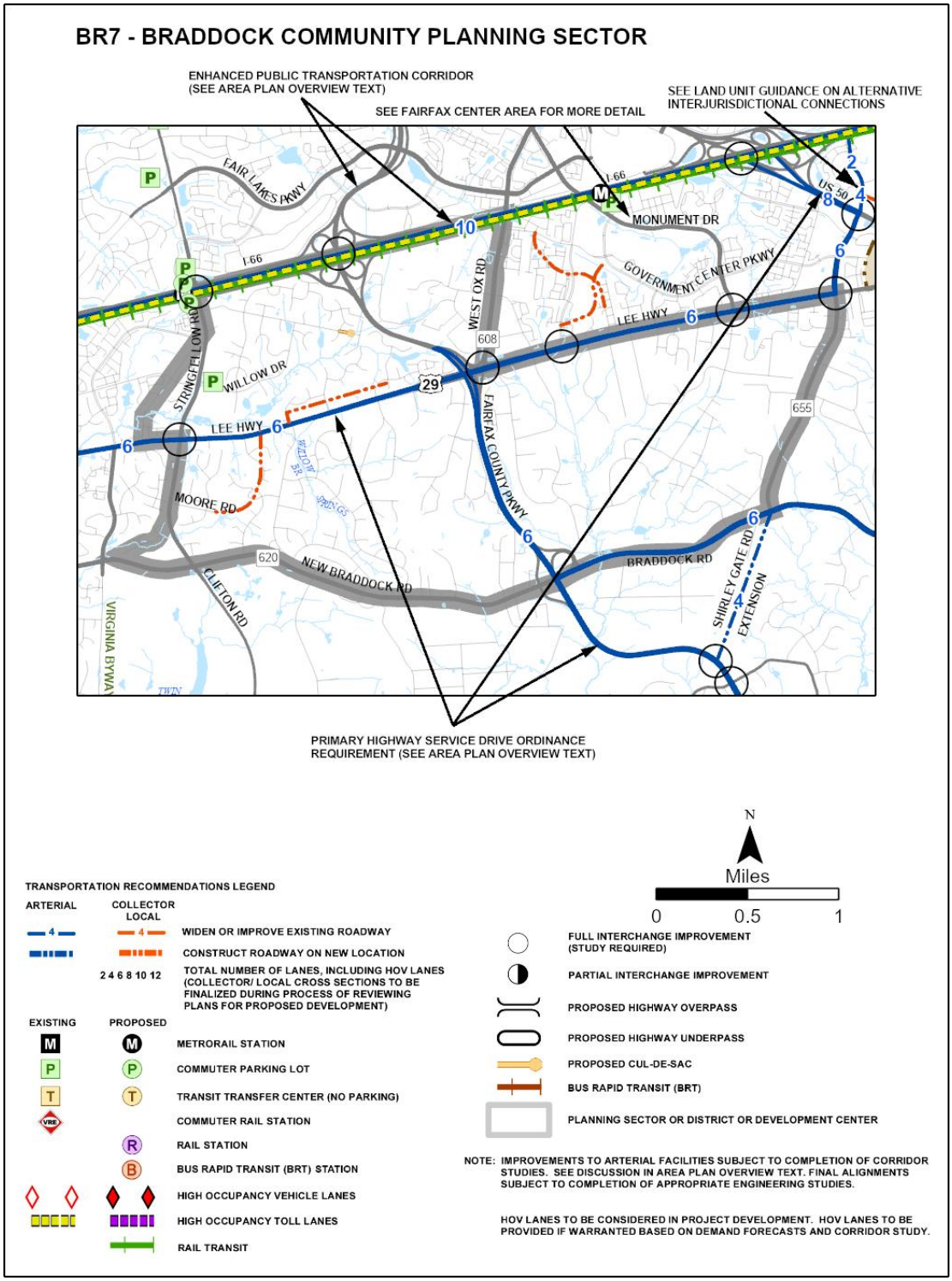


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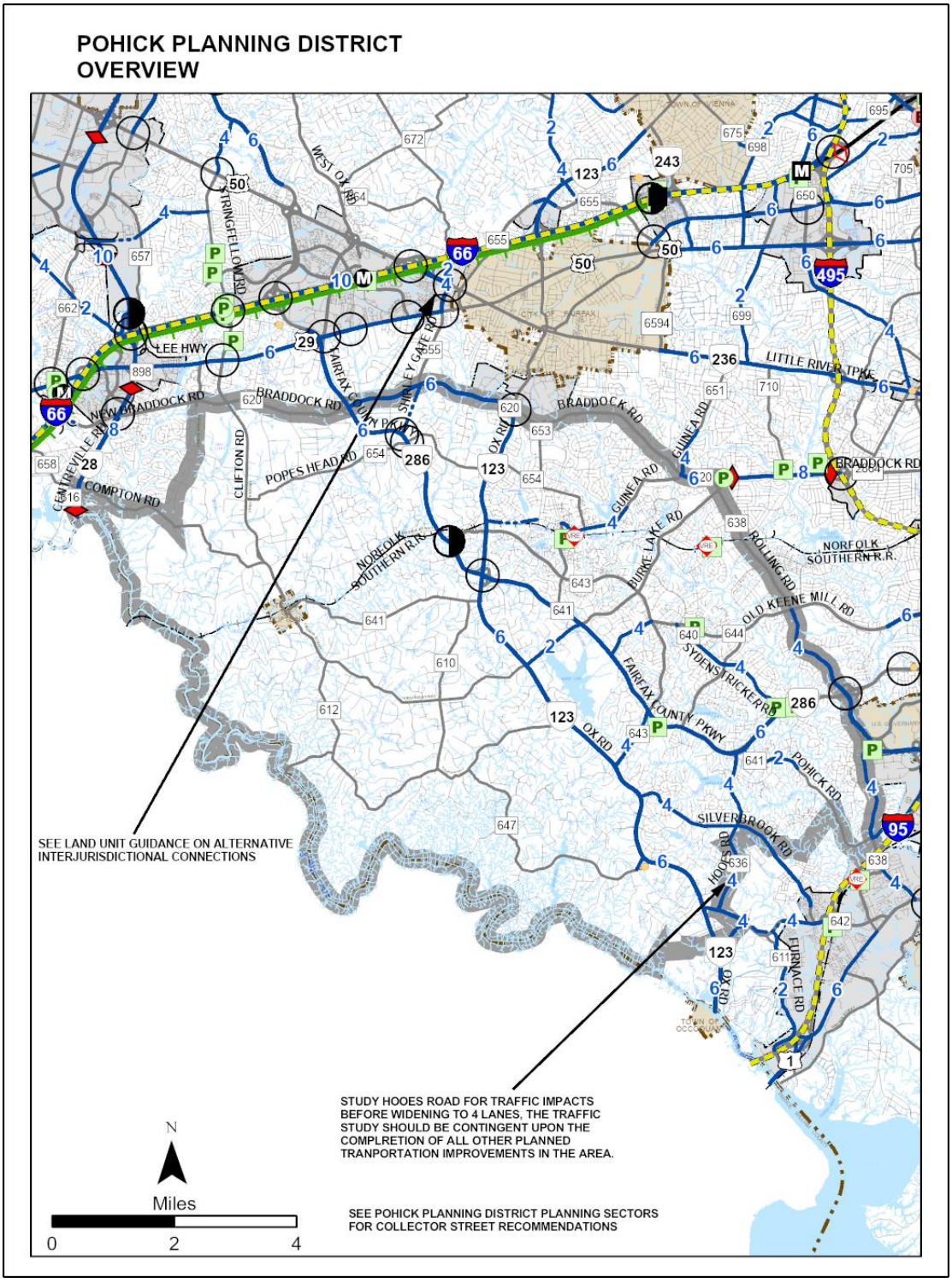
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