County of Fairfax, Virginia
Planning Commission Meeting
September 24, 2026
Planning Commission Action

SSPA 2023-II-2F (PA-2023-00015) - FAIRFAX CENTER SUBURBAN CENTER SUB-UNIT J1&J2
(Braddock District)

PLANNING COMMISSION RECOMMENDATIONS:
On September 24, 2026, the Planning Commission voted 10-0 (Commissioners Sargeant and Clarke were absent from the meeting) to recommend to the Board of Supervisors the adoption of Plan Amendment 2023-II-2F (Phase I), as shown in the Staff Report dated September 3, 2026, and as modified in the handout dated September 24, 2026.

ATTACHED DOCUMENTS:
Staff Report dated September 24, 2026
Proposed Modifications Handout Dated September 24, 2026

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PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: SSPA 2023-II-2F (Phase I)
September 3, 2026

GENERAL LOCATION: South of Route 50, southeast of the intersection with Interstate I- 66

SUPERVISOR DISTRICT: Braddock

PLANNING AREA: Area III

PLANNING DISTRICT: Fairfax

SPECIAL PLANNING AREA:
F5 - Legato Community Planning Sector;
Fairfax Center Area; Land Unit J, Sub-unit J1

PARCEL LOCATION: 56-2 ((1)) 36, 56-2 ((1)) 29A

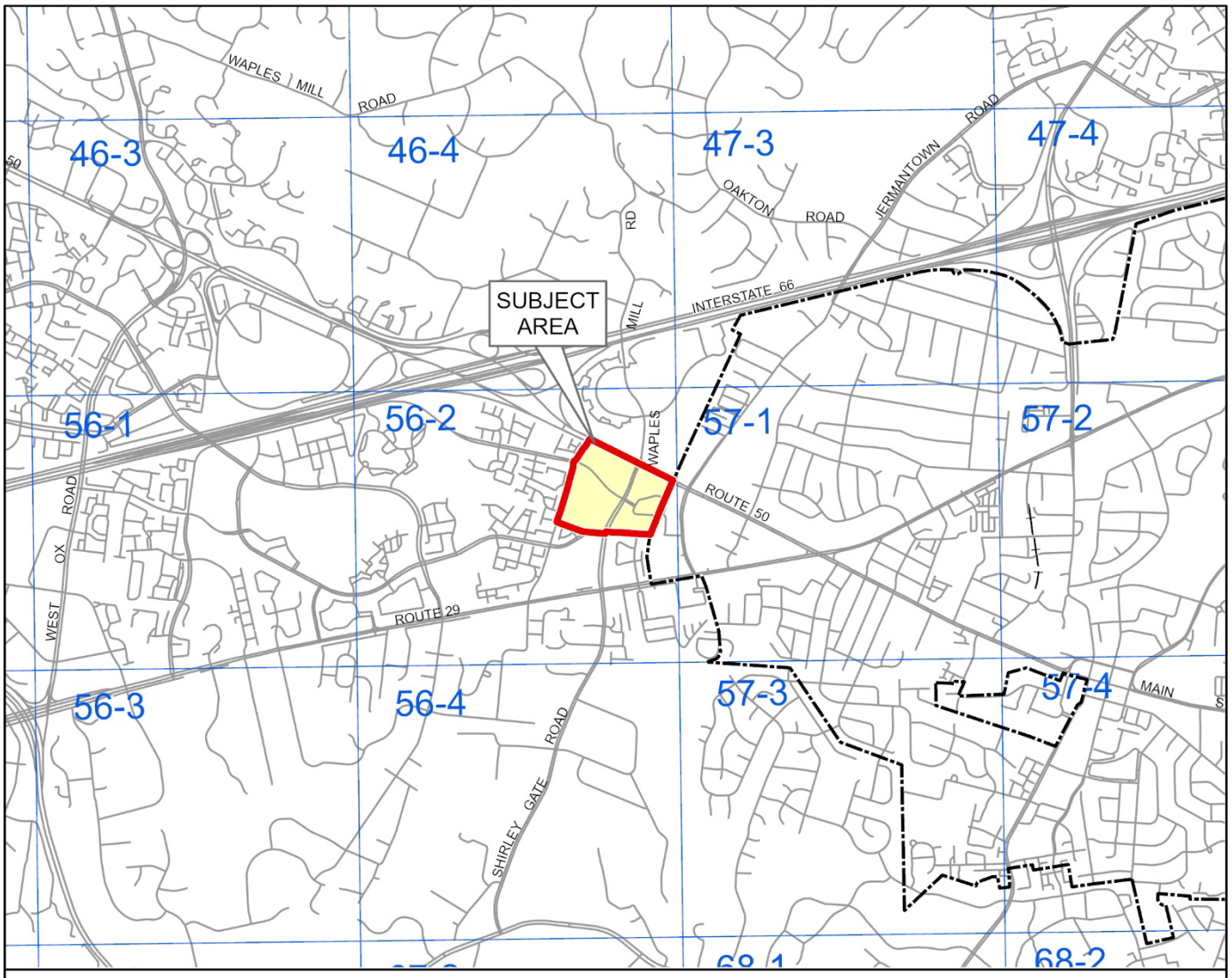
For additional information about this amendment call (703) 324-1380

PLANNING COMMISSION PUBLIC HEARING:
Thursday, September 24, 2026 @ 7:30 PM

BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, October 13, 2026 @ 4:00 PM

PLANNING STAFF DOES RECOMMEND THIS ITEM FOR PLAN AMENDMENT

Reasonable accommodation is available upon 48 hours notice. For additional information about accommodation call the Planning Commission office at (703) 324-2865, or the Board of Supervisors office at (703) 324-3151.



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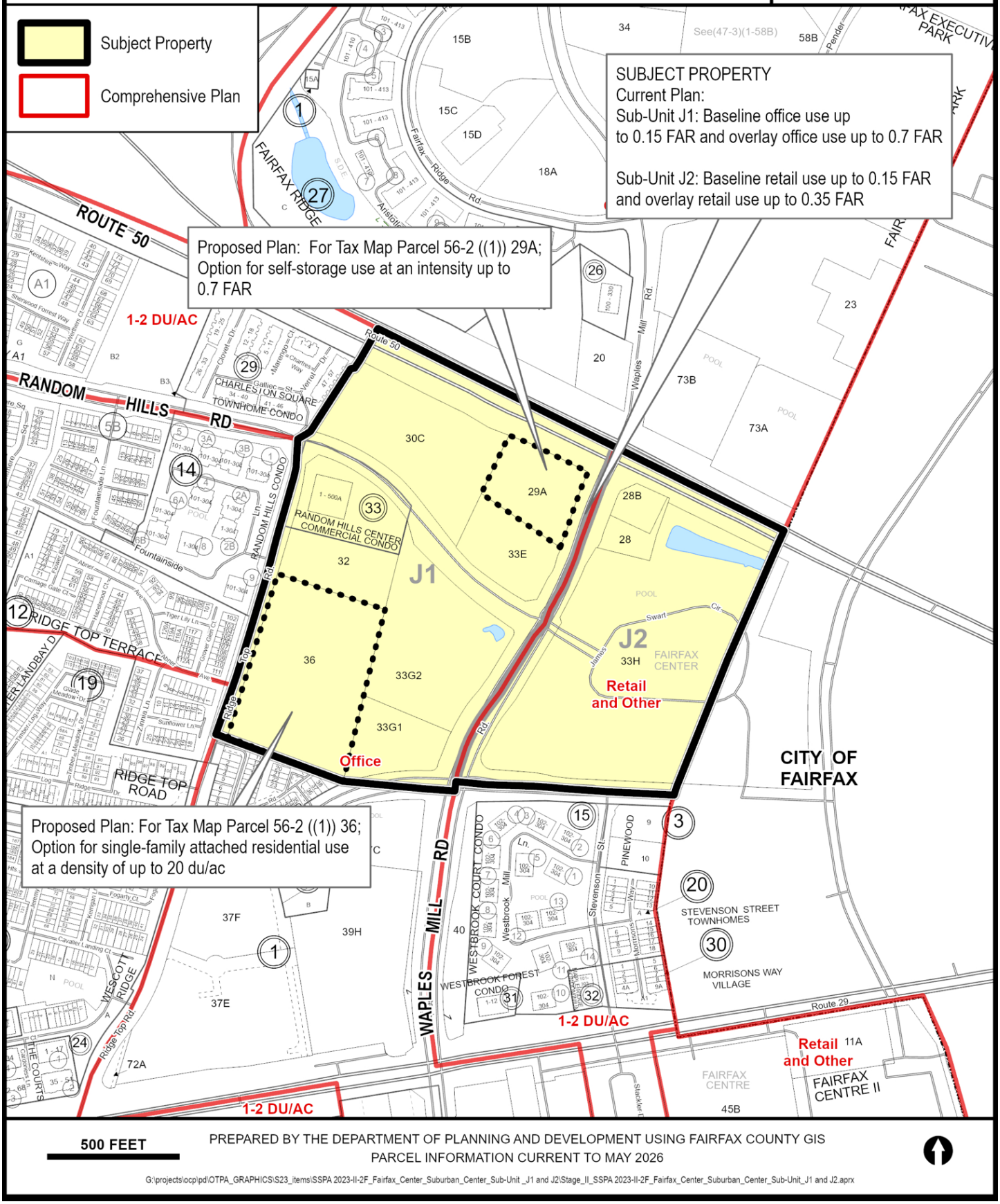
PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
SSPA 2023-II-2F Fairfax Center Suburban Center Sub-Unit J1 and J2 Phase I Study

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CURRENT PLAN AND PROPOSED CHANGE

PARCEL LOCATION MAP SHOWING CURRENT PLAN AND PROPOSED CHANGE FOR SUBJECT PROPERTIES AND CURRENT PLAN MAP FOR ADJACENT AREAS

ITEM:
SSPA 2023-II-2F
(Phase I)



PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO MAY 2026

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STAFF REPORT FOR PLAN AMENDMENT SSPA 2023-II-2F (Phase I)

BACKGROUND

On April 11, 2023, the Board of Supervisors ("Board") authorized the consideration of a small planning study (SSPA 2023-II-2F) for Sub-units J1 and J2 of the Fairfax Center Area in the Braddock Supervisor District. The study was intended to evaluate the mix of uses and allowable densities in the area, including specifically for multifamily residential use for a site southwest of the intersection of Waples Mill Road and Route 50 (11301 Route 50), which was nominated though the 2023 Site-Specific Plan Amendment (SSPA) process. Specific considerations should include the relationship of residential uses to the office uses in the broader area, and additional consideration of the density, bulk, mass, and orientation of the building and amenities to adjacent properties and the planned Route 50 interchange at the site. Since the adoption of the Plan Amendment Work Program ("Work Program"), staff have coordinated with the property owners in the area on potential land use changes. Two of those property owners, at 4035 Ridge Top Road and 11301 Route 50, have requested site-specific land use changes to facilitate future development applications. Other sites in the study area, including the Fairfax Court Shopping Center, have long-term interest in land use changes; however, there are no specific proposals at this time.

On April 14, 2026, the Board re-authorized the study into a two-phase approach to evaluate the mix of uses and allowable densities/intensities with specific consideration for future land uses, open spaces, transportation network, and supporting infrastructure for the Fairfax Center Suburban Center Sub-units J1 and J2. This allows consideration of the two near-term proposals (4035 Ridge Top Road and 11301 Route 50), while keeping the larger study on the Work Program should circumstances warrant reconsideration in the future. A summary of the elements of the two phases to the study are included below.

<u>Phase I:</u>

The intent of the Phase I review is to consider two separate site-specific Plan amendments. As a result, this staff report and recommendations will focus only on the following site-specific proposals (both in Sub-Unit J1):

- The 4035 Ridge Top Road nomination on Tax Map Parcel 56-2 ((1)) 36 considers an option for redevelopment of an existing office building with single-family attached and stacked townhouses at a density up to 20 dwelling units per acre (du/ac) with specific considerations to include the relationship of residential use to the surrounding office uses, transportation network, public facilities, and adequate open spaces.

- The 11301 Route 50 nomination located at the southwestern intersection of Waples Mill Road and Route 50 on Tax Map Parcel 56-2 ((1)) 29A considers an option for self-storage use with an intensity of up to 0.70 Floor Area Ratio (FAR).

Collectively, these nominations constitute Phase I of the overall study and Plan amendment and will facilitate consideration of the Sub-unit wide guidance and recommendation related to active transportation and public facilities, as well as establish the groundwork for a future phase as the other proposals come to fruition.

Phase II:

Fairfax Center Suburban Center Sub-units J1 and J2 planning study (PA 2023-II-2F), currently under review, is a broader planning effort intended to evaluate relevant planning issues such as future land use mix, multimodal connectivity, open space, urban parks, and supporting infrastructure throughout the Sub-units. The Phase I SSPAs are consistent with the overall framework being considered with the broader Sub-units. As the other landowner is not ready to proceed at this time, staff has not advanced work on this phase and has not scheduled public hearings.

CHARACTER OF THE AREA

Sub-units J1 and J2 are planned within the Suburban Center Non-Core portion of the Fairfax Center Area. Sub-unit J1 is approximately 28 acres and is currently developed with office buildings totaling 914,460 square feet, except for Parcel 29A, (11301 Route 50) located southwest of Waples Mill Road and Route 50, which is currently vacant and undeveloped. Sub-unit J2 is approximately 11 acres and is currently developed with commercial uses, including retail and the Fairfax Court Shopping Center consisting of a grocery store, retail, restaurants, and service uses totaling approximately 186,327 square feet of gross floor area in Fairfax County. Portions of the Fairfax Court Shopping Center extend into the City of Fairfax; the City portions of the site include approximately 224,550 square feet of land area and 18,506 square feet of gross floor area.

Sub-units J1 and J2 are located south of Route 50, southeast of the intersection with Interstate 66. The area is surrounded by multifamily residential, office, and hotel uses to the north across Route 50; multifamily residential uses to the west across Ridge Top Road; attached residential, hotel, and commercial uses to the south across Government Center Parkway; and commercial uses to the east in the City of Fairfax (as shown in Figure 3).



Figure 3. Existing Uses in Fairfax Center Suburban Center Sub-unit J1 and J2, Source: Google Earth Aerial Map

CHARACTER OF THE SITES

4035 Ridge Top Road

The 6.78-acre 4035 Ridge Top Road site is currently developed with an eight-story, 196,297 square foot office building with associated surface and structured parking. The site is located along Ridge Top Road, northeast of Government Center Parkway. The site is surrounded by single-family attached residential uses to the west across Ridge Top Road, single-family attached residential uses to the south, self-storage and office uses to the east, and office uses to the north as shown in Figure 4. The subject property is currently zoned C-4 (Highway Intensity Office) as shown in Figure 5.

11301 Route 50

The 2.09-acre 11301 Route 50 site is currently undeveloped and vacant. The site is located southwest of the intersection of Waples Mill Road and Route 50, and is surrounded by multifamily residential uses and office uses to the north across Route 50; commercial uses to the east across Waples Mill Road; and office uses to the west and south as shown in Figure 4. The subject property is currently zoned C-8 (Highway Commercial) as shown in Figure 5.



Figure 4. 4035 Ridge Top Road and 11301 Route 50 sites, Source: Google Earth Aerial Map

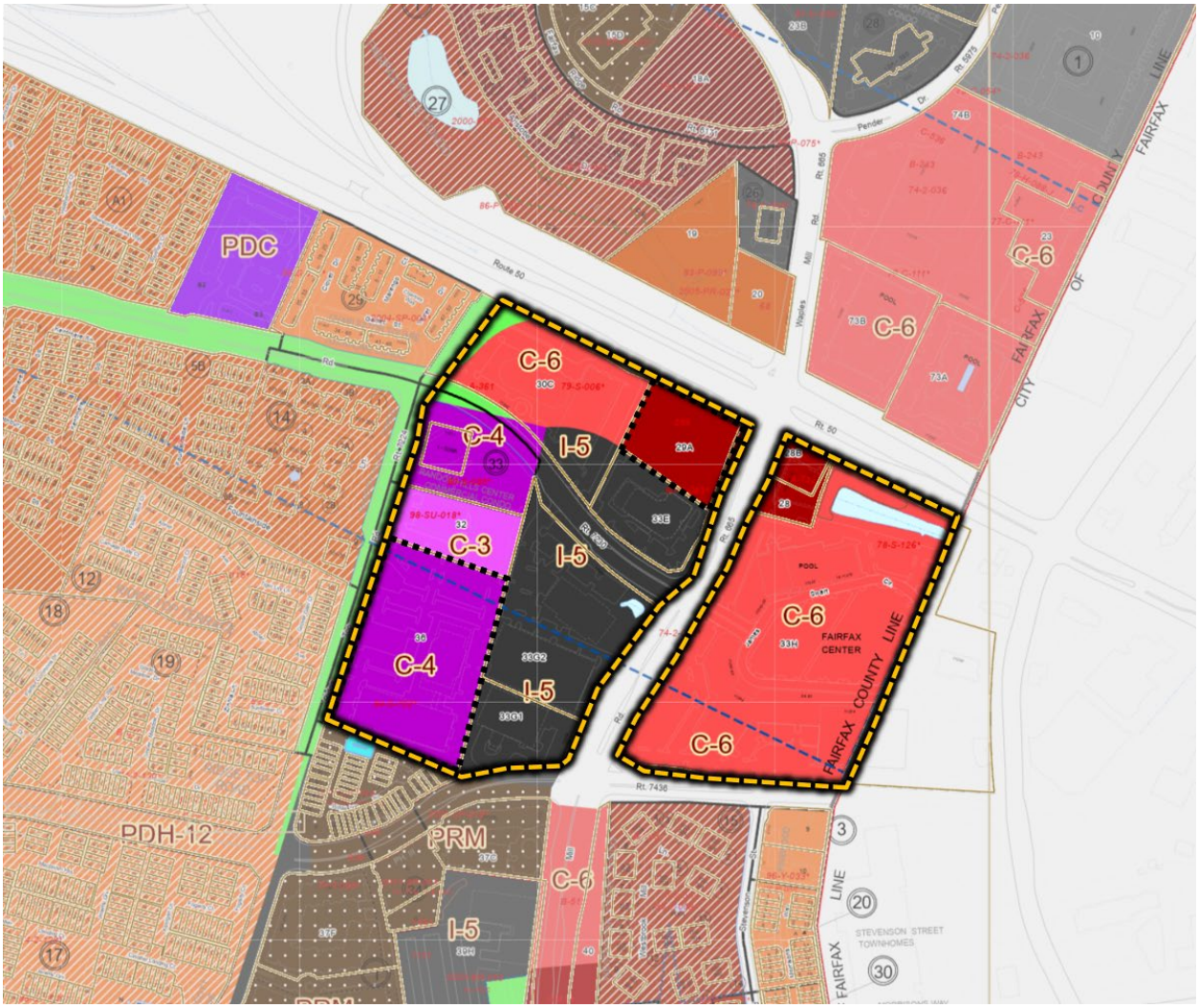


Figure 5. 4035 Ridge Top Road and 11301 Route 50 sites Zoning Map, Source: Fairfax County GIS

PLANNING HISTORY

In 1982, the Board of Supervisors adopted a Comprehensive Plan amendment for the Fairfax Center Area. The Plan established the Guiding Planning Principles, extensive Areawide Guidance, and the Implementation Framework for the overall area. The adopted Plan was the culmination of work by the Route 50/I-66 Task Force, which was established to ensure that the rapidly developing area was planned in a coordinated manner and that land, infrastructure, and other public resources were used efficiently. Since the adoption of the initial plan in 1982, the Fairfax Center Area has evolved from largely undeveloped greenfield land into a mixed-use area characterized by a strong residential focus and several office nodes. The majority of Sub-unit J1, including the 4035 Ridge Top Road site, developed with office uses during the late 1980s.

The original Fairfax Center Plan established recommendations for the Suburban Center Non-Core area, including the areas now identified as Sub-units J1 and J2, which were previously

designated as Sub-units Q6, Q7, and Q8 (shown in Figure 6). These Sub-units were planned for office and mixed use at the overlay level, with allowable intensities ranging from 0.70 to 1.0 FAR. The Plan also recommended a series of transportation improvements to support future development, including a planned interchange and the widening of Waples Mill Road and Route 50.

On June 26, 1995, the Board adopted Area Plans Review (APR) 94-II-6FC, which replanned Sub-unit Q6 (the majority of what is now Sub-unit J1) with recommendations for office use at a baseline intensity of up to 0.15 FAR and an overlay intensity up to 0.70 FAR; replanned Sub-unit Q7 (now split between Sub-units J1 and J2) with recommendations for office use and retail use at a baseline intensity up to 0.15 FAR and an overlay intensity up to 0.70 FAR for office use and up to 0.35 FAR for retail use; and replanned Sub-unit Q8 (the majority of what is now Sub-unit J2) with recommendations for retail use at a baseline intensity of up to 0.15 FAR and an overlay intensity of up to 0.35 FAR.

On April 26, 2011, the Board adopted Area Plans Review (APR) 09-III-1FC, which amended the Comprehensive Plan to promote redevelopment of the Fairfax Center Area as a more intense, transit-oriented, mixed-use center. While the amendment introduced updated planning guidance for the broader Fairfax Center Area, it did not modify the planned land uses or planned intensities for the subject study area (shown in Figure 7). The Fairfax Center Area Plan has subsequently undergone two phases of a comprehensive areawide planning effort: PA S13-III-FC1 in 2014, and PA 2013-III-FC1(B) adopted in 2016. As part of this effort, the Sub-units Q6, Q7 and Q8 were redesignated and renumbered as Sub-units J1 and J2.

On November 18, 2025, the Board adopted Phase I of the Fairfax Center Area Land Unit K study, which included residential mixed use redevelopment options for the Fair Oaks Business Park (SSPA 2023-III-2FC) and Fairfax Ridge Road (SSPA 2023-III-3FC) SSPAs and areawide recommendation regarding sewer enhancements and improvement of the transportation network within the area. Phase II of the study (PA 2024-II-1FC), which includes a comprehensive assessment of land use, transportation, and parks, is currently under review in a separate staff report and scheduled for Planning Commission Public Hearing on September 24, 2026, and Board of Supervisor Public Hearing on October 13, 2026.

An additional Fairfax Center Area-wide Phase III study (PA 2023-III-FC1(C) is authorized for the Fairfax Center Area Core Area which is currently under review in a separate staff report and scheduled for Planning Commission Public Hearing on September 30, 2026, and Board of Supervisor Public Hearing on October 27, 2026.

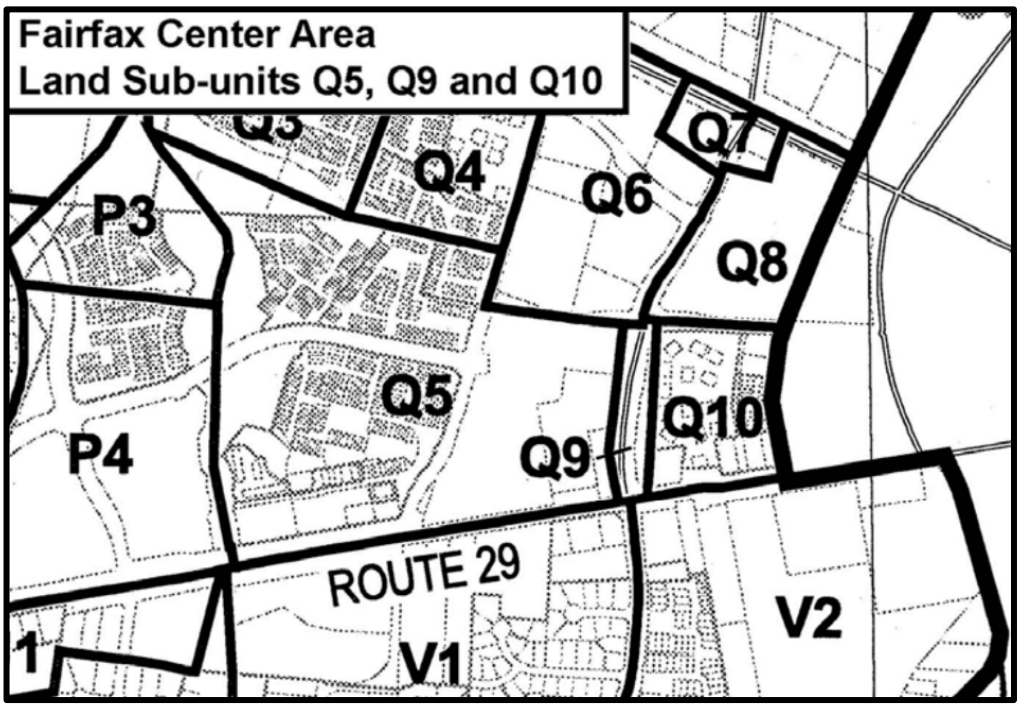


Figure 6. Fairfax Center Area Initial Sub-unit Q Map, Source: Fairfax County

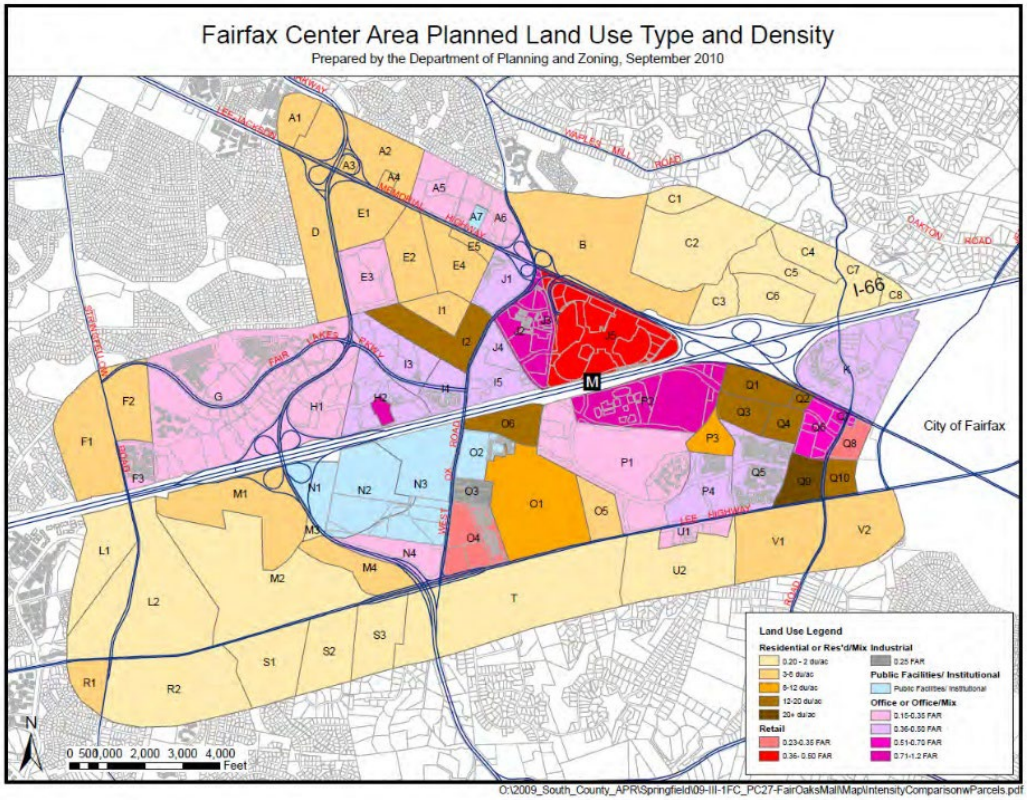


Figure 7. Fairfax Center Area Conceptual Plan 2010, Source: Fairfax County

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2026 Edition, Area III, Fairfax Center Area, as amended through May 5, 2026, Suburban Center Non-Core Areas and can be viewed online at (https://online.encodeplus.com/regs/fairfaxcounty-va-ap/doc-viewer.aspx?secid=1773#secid-2246). The Plan organizes recommendations by land unit and provides guidance on land use, density and intensity, transportation recommendations, sewer enhancement, environmental considerations, and compatibility with surrounding development.

" **Land Unit J**

Character

This land unit is located south of I-66, north of Lee Highway, west of the City of Fairfax and east of Ridge Top Road. It contains a mixture of uses including office, residential, retail, and mini-warehousing.

Recommendations

Land Use

Sub-unit J1

Baseline: Office use up to .15 FAR

Overlay: Office use up to .70 FAR

This area contains office uses and is planned for medium/high intensity office use at .70 FAR. A portion of this sub-unit may be used to accommodate the planned interchange at Waples Mill Road and Lee-Jackson Memorial Highway. This area should be dedicated.

Sub-unit J2

Baseline: Retail use up to .15 FAR

Overlay: Retail use up to .35 FAR

This sub-unit is planned for community-serving retail use at a maximum FAR of .35 at the overlay level and contains the Fairfax Court shopping center. A portion of this sub-unit may be used to accommodate the planned interchange at Waples Mill Road and Lee-Jackson Memorial Highway. This area should be dedicated.
"

PROPOSED PLAN AMENDMENTS

4035 Ridge Top Road

The proposed amendment considers an option for residential stacked and single-family attached townhouses on the site. An illustrative conceptual plan (Figure 8) submitted by the nominator includes 54 stacked townhouses and 74 single-family attached townhouses for a total of 128 dwellings with a density up to 20 dwelling unit per acre (du/ac). The proposal takes a two-phase approach - Phase 1 would retain the existing office use and introduce 54 stacked townhouses as infill development, and Phase 2 would demolish the existing office building and parking garage and replace it with 74 single-family attached townhouses.

11301 Route 50

The proposed amendment considers an option for self-storage use on the site with an intensity up to 0.70 FAR. An illustrative conceptual plan submitted by the nominator (Figure 8) depicts how the proposed self-storage use would be arranged on the site.

The inclusion of the conceptual plan is for illustrative purposes and is not intended to suggest the final design which may change as a part of a future rezoning and development review process.



Figure 8. 4035 Ridge Top Road and 11301 Route 50 Concept Plans, Source: Google Earth Aerial Map with Nominator's Concepts

Table 1. Quantification Table of 4035 Ridge Top Road and 11301 Route 50 sites

Parcel	Site Size (Square feet and acres	Existing Use	Adopted Plan	Proposed Plan	Zoning District
56-2 ((1)) 36 (4035 Ridge Top Road site)	295,169 SF (6.78 acres)	Office Use 8-Story Building 196,297sf GFA* Surface and Structured Parking (0.66 FAR)	Baseline: 44,275.4 SF Office use (0.15 FAR) Overlay: 206,618.3 SF Office use (0.70 FAR)	128 Stacked/Traditional Townhouses with a density up to 20 du/ac	C-4 (High Intensity Office)
56-2 ((1)) 29A (11301 Route 50 site)	91,406 SF (2.09 acres)	Vacant Land	Baseline: 13,711 SF Office use (0.15 FAR) Overlay: 63,984 SF Office use (0.70) FAR	Self-Storage use up to 0.7 FAR (63,984 SF)	C-8 (Highway Commercial)

ANALYSIS

Land Use

Policy Plan Land Use Element Considerations

Objectives 1, 2, and 6 of the Land Use element of the Comprehensive Plan Policy Plan recommend that new development be compatible with and appropriately integrated into surrounding development in terms of use, density/intensity, and scale. In addition, the Criteria for Development and Redevelopment emphasize that new residential and nonresidential development should enhance the community by integrating with the surrounding context, respect environmental and neighborhood conditions, address impacts on infrastructure and public facilities, acknowledge heritage resources, support affordable housing and respond to site-specific considerations. New development should be designed to mitigate potential impacts on existing uses and ensure that proposed redevelopment is compatible and appropriately scaled in relation to surrounding uses. The application of urban design principles, including buffering, screening, landscaping, and the integration of open space, is encouraged to minimize the impacts of potentially incompatible land uses.

Additionally, the Placemaking, Urban Design and Arts Objectives and Policies promote placemaking through the use of high-quality urban design principles that emphasizes accessible, safe, and inclusive public spaces, as well as complete streets and interconnected open space systems that enhance the built environment. The design criteria outline the need to provide logical, functional, and appropriate relationships among the various lots; convenient access to transit; and usable, accessible and well-integrated open space among other criteria. Development should also include appropriate landscaping, recreational amenities, streetscape improvements,

pedestrian-oriented design features, play areas where applicable, and site lighting designed to support safety and usability. All future development applications should be characterized by high quality site design and address consolidation, layout, open space, landscaping, amenities and neighborhood context.

Fairfax Center Area-wide Considerations

The Fairfax Center Area was envisioned as an employment-focused mixed-use center with housing as a predominant secondary use, and has developed into an area with office space, housing of various types, public facilities, and regional, community, and neighborhood-serving retail uses. High quality, mixed-use developments have been built throughout the area. The Concept for Future Development notes that the Fairfax Center Area is planned as a Suburban Center surrounded by Suburban Neighborhoods and Low Density Residential Areas and is envisioned as a premiere place to live, work, and play.

As illustrated on the Fairfax Center Area Concept Map (Figure 9), the area is organized into four planning areas including the Suburban Center Core, Suburban Center Non-Core, Suburban Neighborhood and Low-Density Residential Areas. The Suburban Center Core Area, which is planned for the highest intensities, consists of an employment center, commercial, and residential uses in the areas closest to the Metrorail/transit station planned in the median of Interstate 66 near the Fair Oaks Mall, Fairfax Corner, and the county's Government Center complex. Suburban Center Non-Core areas, such as Sub-units J1/J2, generally surround the Suburban Center Core Area which are envisioned for mixed uses and residential uses, with some of the nodes for office uses and retail uses at relatively lower intensities due to their location outside of the ½ mile radius from the planned transit station. Transitional land uses and established neighborhoods are planned around the edges of the Suburban Center to provide compatibility with surrounding communities.

The Fairfax Center Area Plan includes specific Guiding Planning Principles that provide the framework for achieving the long-term vision for the area. These principles include concentrating the highest intensity of redevelopment near the planned transit station, promoting high-quality urban design, providing opportunities for infill development, improving the multimodal connectivity of the area, ensuring that the transportation network supports current and future travel demands, and phasing development with the provision of infrastructure. Additional principles emphasize expanding recreational opportunities, supporting housing choices for residents of all ages, protecting stream valleys and other environmentally sensitive resources, providing appropriate transitions through buffering, screening, and tapering development from existing residential neighborhoods, and establishing a clear implementation strategy. These principles are evaluated in greater detail in the Land Use, Transportation, Parks and Open Space, and Housing sections of this report.

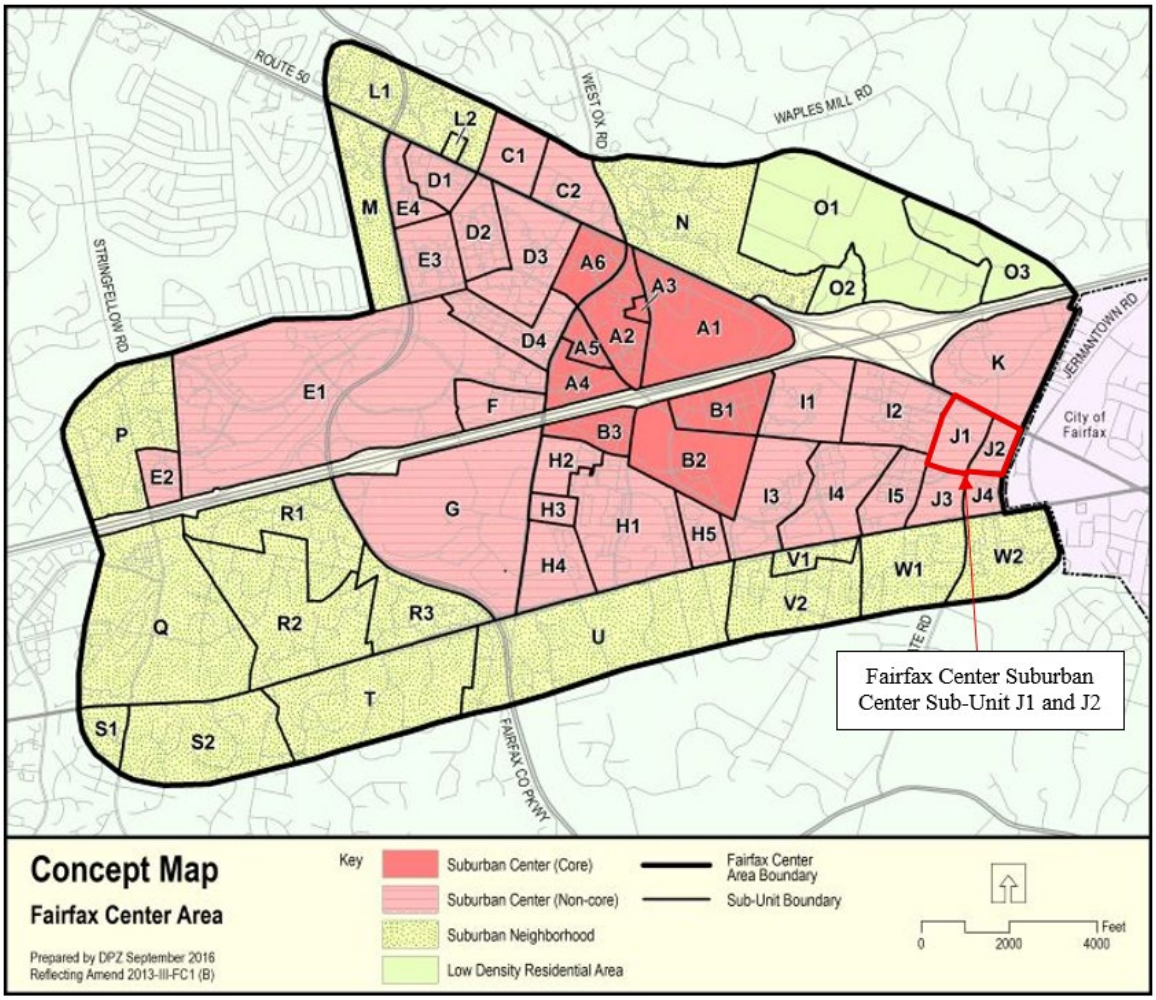


Figure 9. Concept Map of the Fairfax Center Suburban Center, Sub-units J1 and J2, Source: Fairfax County Comprehensive Plan

While the highest development intensities are planned within the Suburban Center Core, the Guiding Planning Principles also recognize the importance of establishing additional activity nodes that incorporate residential, retail, office, hotel, and civic uses. Additionally, the Fairfax Center Area Plan includes Use-Specific Performance Criteria intended to ensure a consistent standard of design excellence throughout the area. Of note, the Use-Specific Performance Criteria indicate that development should link to such activity nodes through a continuous pedestrian and open space system. Existing vehicular and pedestrian infrastructure (shown in Figure 10) already serves Sub-unit J1 and provides a strong foundation for future redevelopment. The properties subject to this Plan amendment are immediately adjacent to Route 50, a major multimodal corridor that provides regional connectivity to the Suburban Center Core Area, adjacent employment centers, and other areas of Fairfax County. The surrounding transportation network also supports convenient access to community-serving retail, public facilities, schools, parks, and other civic destinations, ensuring the area's character as an established mixed-use activity center. In alignment with these principles, Sub-unit J1, and the site-specific proposals, present an opportunity to diversify the existing land use mix while strengthening the area's function as an activity node through enhanced pedestrian connectivity and an expanded open

space network. Therefore, to promote walkability, multimodal connectivity, and a more integrated pattern of development, future development should contribute to the existing network of pedestrian, recreation, and open spaces (Figure11) that links activity nodes across the Suburban Center. The site-specific proposals, as well as others that may seek approval following the future Phase II study, would present opportunities to link, enhance, and expand upon this open space and pedestrian network.

Sub-unit J1 is currently planned for office use at 0.15 FAR at the baseline and 0.70 FAR at the overlay level. As noted, the Guiding Planning Principles also encourage infill development that supports the creation of additional mixed-use activity nodes incorporating residential, retail, office, hotel, and civic uses. The appropriate level of additional density and intensity for these activity nodes should be determined based on the context of each site, the quality of the proposed site design, and the ability of the development to adequately address potential impacts on the transportation network, public facilities, and other supporting infrastructure. The net change compared to the adopted Plan for both proposals includes a reduction of approximately 206,618 square feet (SF) of office use and an increase of 128 single-family attached/stacked townhouses and approximately 63,984 SF of self-storage use. (See Table 1). Staff evaluated the two Plan amendments to assess potential impacts of the proposed use and density/intensity.



Figure 10. Circulation Map for Sub-unit J1 & J2, Source: Fairfax County & Google Earth

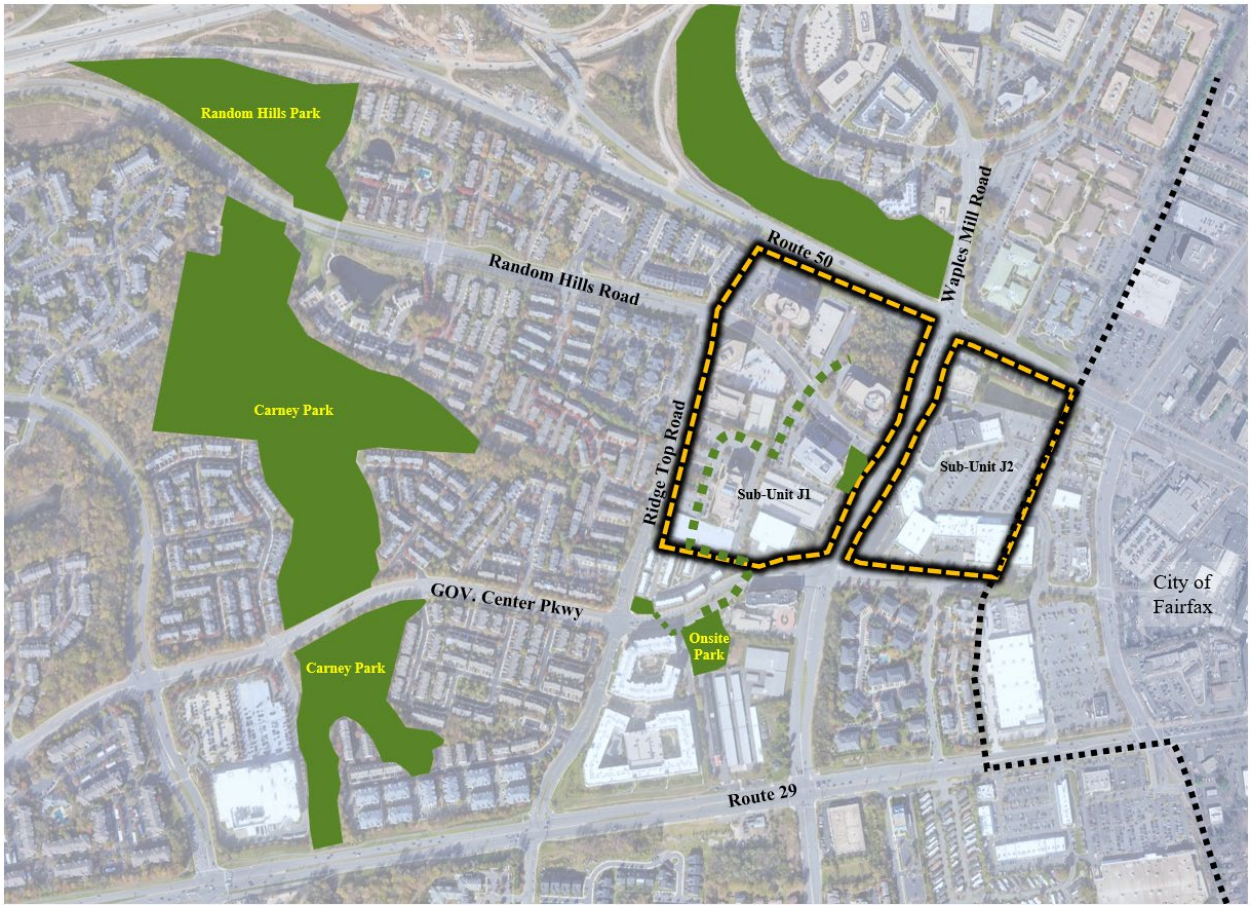


Figure 11. Existing Open Space/Parks, Sub-units J1 & J2, Source: Fairfax County & Google Earth

4035 Ridge Top Road Site Specific Plan Amendment

Land Use and Density

The 4035 Ridge Top Road site is currently developed with approximately 196,297 SF of office use, with Plan potential for up to 206,618 SF of office use. The Plan amendment considers an option for 128 residential units, consisting of 54 stacked townhouses in an initial phase where the office building is retained, and 74 single-family attached townhouses in a future phase where the office building and structured parking garage are demolished. An illustrative concept plan (Figure 12) submitted by the nominator depicts the full build-out of the site. The subject site is currently surrounded to the north by low-rise office buildings, to the east by medium and high rise office buildings and a self-storage building, to the south by single-family attached residential uses, and to the west across Ridge Top Road by single family detached residential uses. Given this mix of surrounding uses, single family attached residential use would be compatible with the established pattern of development. While the proposed residential density of 20 du/ac is higher than the surrounding residential densities, which range from 1.20 FAR, 12 du/ac, to 16 du/ac, it could serve as a transition in density between the surrounding established residential neighborhoods and the adjacent non-residential land uses. Furthermore, within the broader Fairfax Center Suburban Center Non-Core Area, the Comprehensive Plan encourages residential

development to promote a diverse mix of housing options, including multifamily residential, single-family attached and stacked townhouses. Consistent with areawide guidance, the development should provide a commensurate level of amenities to support the increased population. The amenities proposed include an urban park that would provide opportunities to link with an existing adjacent urban park, providing active and passive recreational opportunities. Furthermore, the proximity of existing community retail amenities and transit stops, located east of the subject site across Waples Mill Road, would provide future residents with access to these services within walking distance.

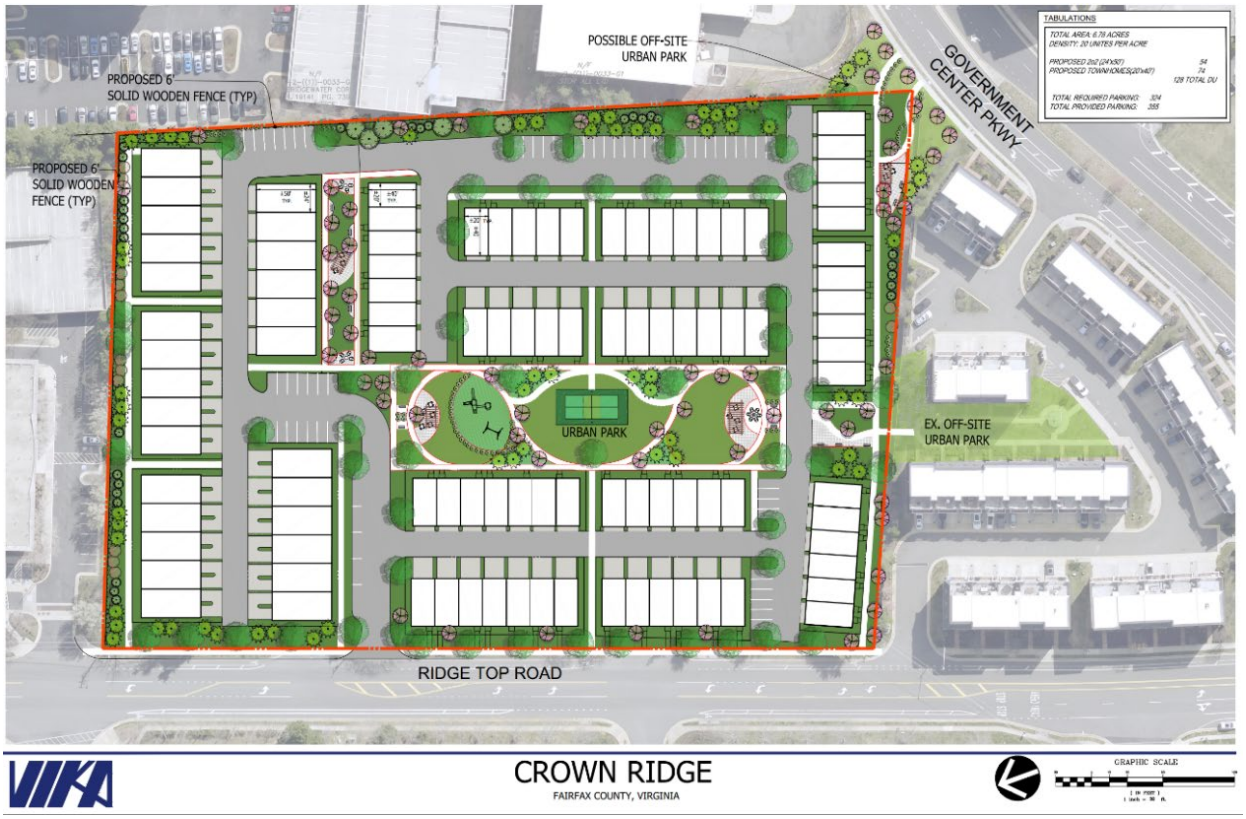


Figure 12. 4035 Ridge Top Road Site Concept Plan, Source: VIKA

Compatibility, Site Design, and Building Heights

The Fairfax Center Area's Use-Specific Performance Criteria provide guidance for residential uses emphasizing the provision of supporting amenities, useable open spaces, and improved pedestrian connectivity to nearby parks, public facilities, and other community serving uses. Future development should incorporate site design and architectural elements and other site layout features that reinforce the compatibility with adjacent uses, ensuring that the scale, orientation of the buildings, transition in building height, and density are well integrated with the surrounding neighborhood context. Future interparcel connections should be considered with the site design to enable the property to integrate with other properties should they redevelop in the future. In general, any interim development should demonstrate how future phases would be arranged on the site and address the areawide planning principles along with the site-specific criteria for the subject site.

This proposal would introduce single-family attached and stacked townhouses with building heights of approximately 50 -55 feet and includes a linear urban park. Due to the surrounding non-residential uses to the east and north, existing landscaping should be retained to provide an appropriate transition, screening and buffering between existing and proposed uses. Supplemental buffering should be considered to ensure an appropriate transition between residential and nonresidential uses while maintaining compatibility with adjacent office development. Primary vehicular access to the site would be provided from Ridge Top Road. The proposed single-family attached and stacked townhouses will be accessed via internal private streets with on-street parking, with connections to Ridge Top Road.

Figure 13 depicts renderings of the building elevations and the architectural style of the proposed dwellings and show how the project could fit into the fabric of the surrounding neighborhood. Other single-family attached and townhouse developments in the area contain a mixture of urban style dwellings with flat roofs as well as more traditional style dwellings with gable roofs. The proposed urban architectural style is consistent with the surrounding development pattern. The orientation of the dwellings is critical. Any dwellings are encouraged to be oriented along Ridge Top Road, with primary entrances facing the roadway, to create an active frontage, enhance visual interest, create an inviting community, and continue the established pedestrian-oriented streetscape in the townhouse community to the south.

The provision of high quality, well-designed, and attractive recreational open space is an important component of the proposed development. The concept plan includes a centrally located park that could provide passive and active recreational amenities for residents. The provision of appropriately located and safely designed play areas and recreational facilities should be further evaluated through the future development process.

The site does not currently have direct access to Waples Mill Road or Government Center Parkway. Given the proximity of community-serving uses and services located east of Waples Mill Road, pedestrian interparcel connectivity should be considered to adjacent parcels and toward Government Center Parkway to enhance multimodal accessibility, reduce pedestrian travel distances, and improve overall site integration.



Figure 13. 4035 Ridge Top Road Site Illustrative Renderings, Source: VIKA

11301 Route 50 Site Specific Plan Amendment

Land Use and Intensity
The site at 11301 Route 50 is currently vacant and is planned for office use up to 0.70 FAR, or 63,984 SF. The Plan amendment considers an option for self-storage use up to an intensity of 0.70 FAR. An illustrative concept plan (Figure 14) submitted by the nominator depicts the proposed self-storage use on the subject site. The subject site is surrounded to the west by mid- and high rise office buildings, to the south by a mid-rise office building, to the east by retail buildings across Waples Mill Road, and to the north across Route 50 by mid-rise multifamily use and office buildings.

Self-storage uses are generally not preferred in a mixed-use area such as the Fairfax Center Area as they do not contribute significantly to the employment base or increase housing density. The characteristics of this site, however, limit its future usability for housing or other employment uses. It is situated at the corner of a major intersection of two arterial roadways with a high volume of traffic and in proximity to I-66, which could have transportation generated noise considerations that may be difficult to mitigate. Moreover, this intersection is planned in the Transportation Plan Map for a future interchange. The site's current two acres may be further reduced by future right-of-way needs for this intersection, thereby limiting implementation of the adopted Plan's office use, as well as any potential residential use. The proposed self-storage option would be less limited by these impacts.

The ½ mile section of Waples Mill Road/Shirley Gate Road south of the site already contains three other self-storage uses, including a new self-storage building that was recently re-planned

and is currently under construction. As a result, the use is not inconsistent with the overall character of the area. Further, it does provide a service that is compatible with residential uses. Although the concentration of storage uses is not ideal, in this instance concentration along a single corridor that has limited opportunity for mixed use development because of the proximity to the interstate may be preferrable to the alternative of such uses being considered in other portions of the Fairfax Center where higher activity density levels are key for supporting future transit.

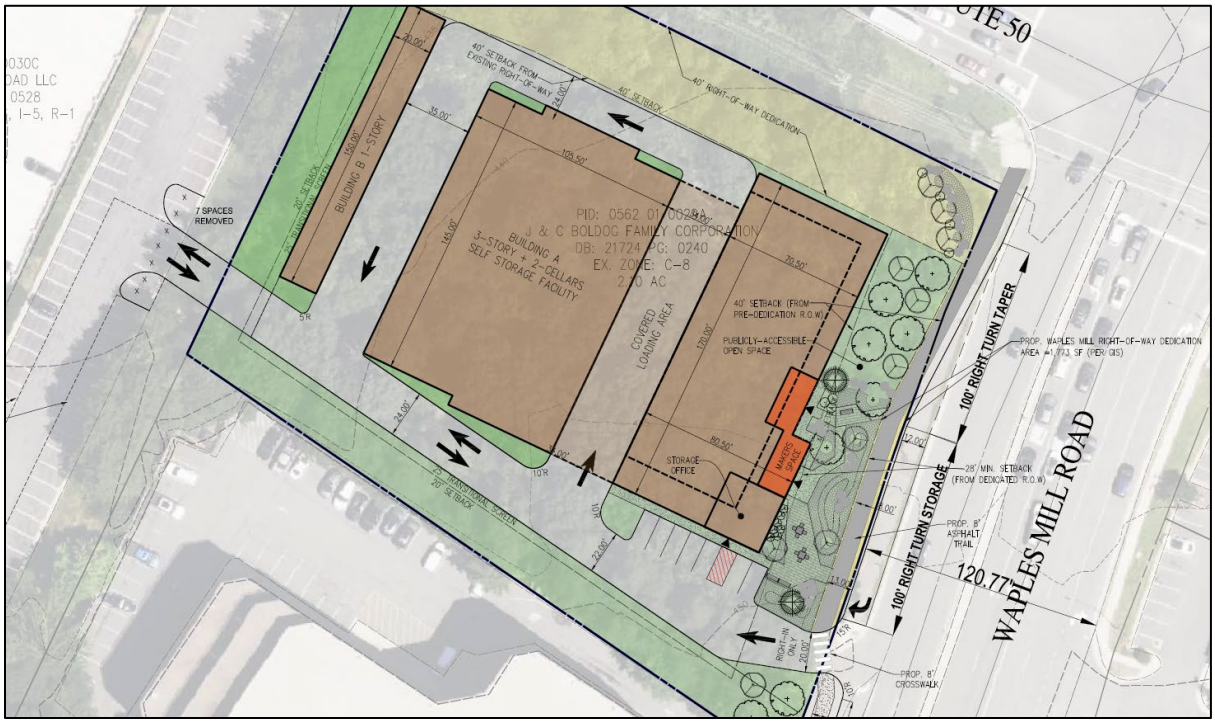


Figure 14. 11301 Route 50 Site Concept Plan, Source: Nominator

Compatibility with Surrounding Uses, Site Design, and Building Heights
Given the prominence of the site's location as an entrance to the Fairfax Center Area, a key factor in considering self-storage on this site has been whether it can incorporate gateway features that respond to the office and neighborhood context, and provide a high quality architectural and site layout, including an active frontage with consideration of non-residential use such as ground floor community serving retail to strengthen the Route 50 and Waples Mill Road frontage and contribute to an active streetscape along Waples Mill Road. (The site is currently approved for a two-story retail use.) Such design strategies could include enhanced façade treatments, transparent building elements, art space, and plaza or open space areas that improve the pedestrian environment and reinforce the gateway character of the intersection. Given these factors, Plan text is recommended to ensure such features are prioritized in the review of any future development application.

Given the site's location and surrounding residential, office and retail context, the architectural style and design of the proposed use should be more representative of the surrounding office buildings, and less industrial in design. This includes the use of high-quality building materials,

articulated façades, and variation in roof form. Exterior materials should consist primarily of neutral color palettes. The use of bright colors or overt corporate branding elements should be minimized.

The height and dimensions of the proposed structure should not exceed that of a typical five-story office building (approximately 65 feet). Street-facing setbacks may be reduced where appropriate to achieve consistency with adjacent development patterns within the Sub-unit. To be compatible with the larger development pattern, the development should provide a level of landscaping and streetscape improvements similar to that expected of office or mixed-use development within the Fairfax Center Area and should conform to applicable areawide guidance and Use-Specific Performance Criteria. Substantial landscaping should be provided along major roadway frontages to reinforce the gateway condition and enhance visual appearance along building facades. Figures 15, 16, and 17 depict renderings of the building elevation and show how the design and architectural style could fit into the fabric of the surrounding neighborhood. The illustration includes façade articulation and proposed materials, along with pedestrian circulation, that demonstrate how this development could align and complement the area's built environment and surrounding context.

Signage should be integrated into the overall architectural design, be compatible with the surrounding area and gateway character of the corridor, and avoid adverse visual impacts on adjacent uses. In addition, the proposal should incorporate a high-quality, pedestrian-oriented environment, including enhanced pedestrian connections, trail improvements, pedestrian amenities, lighting, and public art where appropriate. The self-storage use should screen or fully enclose loading and unloading areas, ensuring that no storage bay doors or lighted hallways are visible from the outside of the structure.

The subject site does not have direct access to Route 50 and currently has access via an existing curb cut on Waples Mill Road. Given the proposed use, proximity to the existing intersection, and future planning for the interchange, vehicular access should be limited to right-in movements from Waples Mill Road. To provide efficient site circulation and safe egress, interparcel access to Random Hills Road should be established. The nominator has indicated such an egress point has been negotiated with the adjacent property owner. Also, parking areas should be adequately screened from public view, and continuous landscaped buffering should be provided along both primary street frontages to enhance the site's visual character and compatibility with the surrounding area. In addition, the proposed development should be designed to accommodate planned transportation improvements and provide appropriate contributions toward applicable area-wide transportation improvements, consistent with adopted Transportation Plan and infrastructure needs.



Figure 15. 11301 Route 50 Site Illustrative Rendering, Source: Nominator



Figure 16. 11301 Route 50 Site Illustrative Rendering, Source: Nominator



Figure 17. 11301 Route 50 Site Illustrative Rendering, Source: Nominator

Housing

As outlined in the Housing element of the Policy Plan, increasing the housing supply in appropriate locations supports the county's overall housing goals. For private developments, the county primarily relies on two tools to secure affordable housing commitments: the Affordable Dwelling Unit (ADU) Ordinance and the Guidelines for the Provision of Workforce Dwelling Units (WDU Policy). The ADU Ordinance is part of the Zoning Ordinance, while the county's WDU policy is part of the Comprehensive Plan and applies to any residential development in Suburban Centers and other designated mixed-use centers across the county. For developments that include multiple residential unit types, it is expected that ADUs and WDUs be integrated into each housing type and distributed throughout the project site. The WDU Policy also outlines expectations regarding the number, size, and affordability level of units to be provided at the time of rezoning. The introduction of new residential units in Land Unit J1 is consistent with the Housing element and residential units could generate new affordable units that could address the community's growing housing need.

Transportation

Comprehensive Transportation Analysis

The Comprehensive Plan's Countywide Transportation Plan Map and Active Transportation and Trails Plan Map provide recommendations for planned roadway improvements, pedestrian and bicycle-specific facilities, and transit infrastructure. These maps, along with the Fairfax Center

Areawide guiding principles, emphasize the enhancement of multimodal connectivity to accommodate both existing and future travel demand, while also supporting recreational mobility opportunities for users of all ages and abilities.

In addition, the Comprehensive Plan recognizes that development should be phased in coordination with the provision of necessary infrastructure, including transportation facilities. Per the County's Comprehensive Transportation Analysis (CTA) guidance, transportation impact analyses for proposed development are expected to evaluate the level of service or level of comfort/stress for all applicable travel modes and to assess the adequacy of multimodal connections for transit users, pedestrians, bicyclists, and motorists. Accordingly, a key objective of the larger Sub-units J1 and J2 study is to promote alternative transportation modes through a balanced and integrated land use framework.

Multimodal Analysis

Pedestrian Network
The existing pedestrian network in the study area consists of a range of sidewalk and shared-use path facilities. Along Ridge Top Road, sidewalks are generally three feet in width with approximately four-foot grass buffers on both sides of the roadway. Along Waples Mill Road, a nine-foot-wide shared-use path with a grass buffer greater than two feet is provided on the west side of the roadway, while a five-foot-wide sidewalk with a grass buffer greater than two feet is provided on the east side. Both sides of Random Hills Road and the north side of Government Center Parkway have five-foot-wide sidewalks with grass buffers greater than four feet. Also, a segment of the south side of Government Center Parkway includes an eight-foot-wide sidewalk with a grass buffer exceeding 10 feet.

Along Route 50, the north side of the roadway includes a four-foot-wide sidewalk with a one-foot grass buffer. The south side includes an eight-foot-wide shared-use path with a grass buffer of greater than eight feet; however, this facility terminates prior to the intersection, where a four-foot-wide sidewalk with a one-foot grass buffer continues along the frontage of the Shell gas station at the intersection of Jermantown Road and Route 50.

Pedestrian Level of Comfort (PLOC)
PLOC was evaluated for the area surrounding the site, within approximately a half-mile radius. PLOC is a metric that assesses pedestrian facilities such as sidewalks and shared use paths based on the perceived level of comfort they provide. The rating is determined using a combination of variables, including pathway width, buffer width, and the posted speed limit of the adjacent roadways.

The PLOC scale ranges from 1 to 5 which is shown in Figure 18:
- PLOC 1 indicates "very comfortable" (green)
- PLOC 2 indicates "comfortable" (light green)
- PLOC 3 indicates "somewhat comfortable" (yellow)
- PLOC 4 indicates "uncomfortable" (orange)
- PLOC 5 indicates "no pathway" (red)

The PLOC assessment map (Figure 18) illustrates the PLOC rating for pedestrian pathways along Route 50, Waples Mill Road, Random Hills Road, and Government Center Parkway within the study area. Roadway crossings (crosswalks) are also evaluated using the PLOC methodology, which considers factors such as number of travel lanes, posted speed, and crosswalk type and striping. These crossings are depicted in Figure 18 as dashed lines and are categorized using the same comfort level scale. The results indicate a range of pedestrian comfort conditions within the study area, varying from somewhat comfortable to uncomfortable, with several locations lacking marked or identified crossings. The findings suggest that improvements to pedestrian crossings and associated connectivity will be necessary to enhance overall pedestrian safety and network continuity.

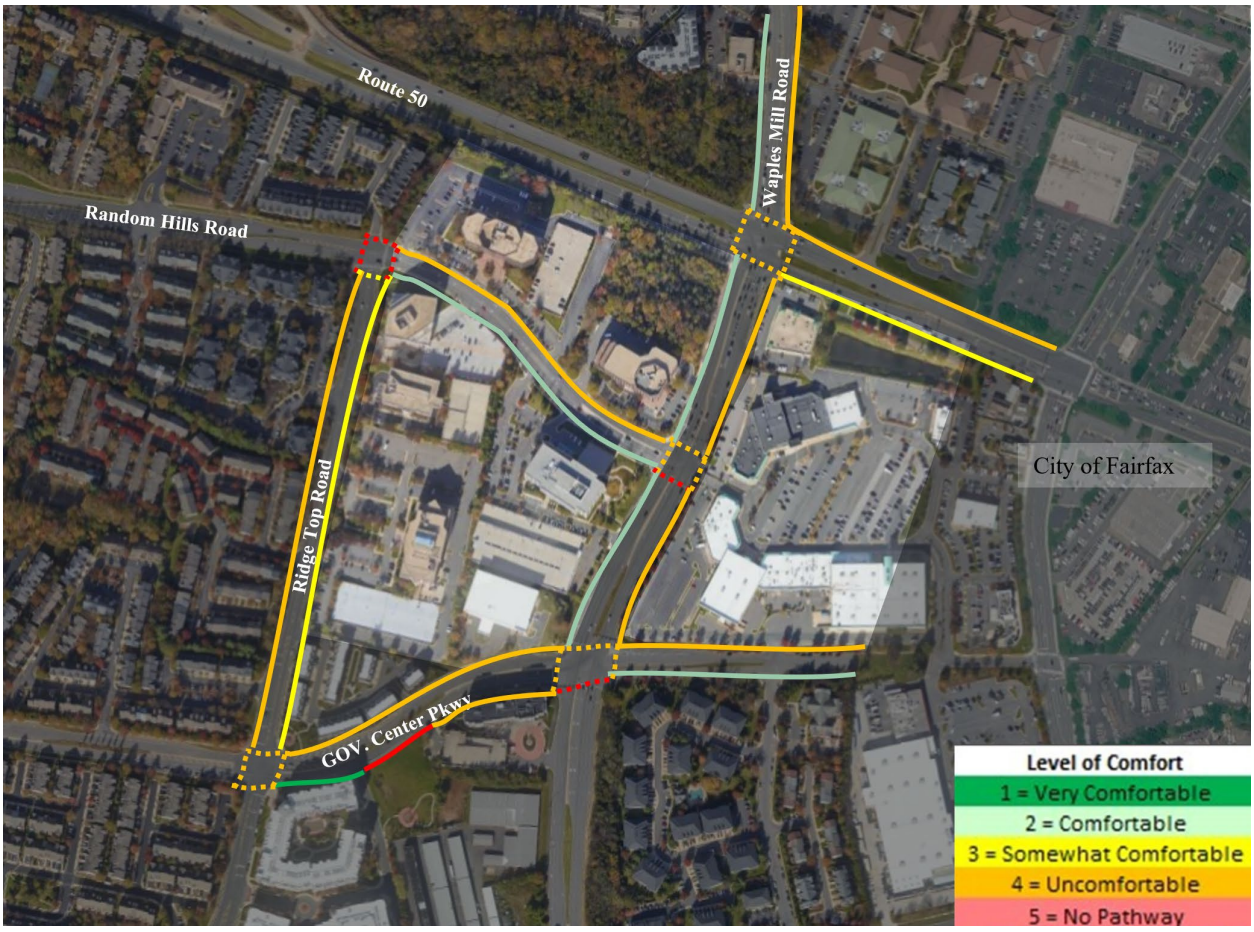


Figure 18. PLOC Assessment for Pedestrian Path and Pedestrian Crossings, Source: Fairfax County

At the intersection of Waples Mill Road, Random Hills Road, and James Swart Circle, the north, east, and west approaches include signalized standard crosswalks; however, the south approach does not include a controlled crossing facility for pedestrians or bicyclists. At the intersection of Government Center Parkway and Waples Mill Road, the north, east, and west approaches include signalized standard crosswalks, while the south approach does not include a controlled crossing.

At both Route 50 intersections (Route 50/Waples Mill Road and Route 50/Jermantown Road), the north, east, south, and west legs include signalized controlled crosswalks. At the intersection of Ridge Top Road and Random Hills Road, uncontrolled crossings are present, with high-visibility crosswalks provided on the east and south approaches, while the north and west approaches do not include marked crosswalks. At the intersection of Government Center Parkway and Ridge Top Road, uncontrolled standard crosswalks are provided on all approaches.

As a result, safe and convenient pedestrian crossings are recommended at the following intersections.

- Waples Mill Road/Random Hills Road
- Ridge Top Road/Government Center Pkwy
- Random Hills Road/Ridge Top Road
- Government Center Pkwy/Waples Mill Road

Improvements should include appropriate treatments such as high-visibility crosswalks and a raised median refuge island of at least four feet in width, where feasible, to enhance pedestrian safety and connectivity.

Bicycle Network
Using the Fairfax County Bike Fairfax Interactive Map, as seen in Figure 19, the existing bicycle network within the study area includes facilities with varying levels of comfort. Ridge Top Road and Government Center Parkway are rated as "somewhat comfortable," due in part to the on-road bicycle lanes. Waples Mill Road (on-road travel) and Random Hills Road, which are lacking on-road bicycle facilities, are rated as "use caution." The trail along Waples Mill Road, separated from traffic, would be deemed more comfortable.

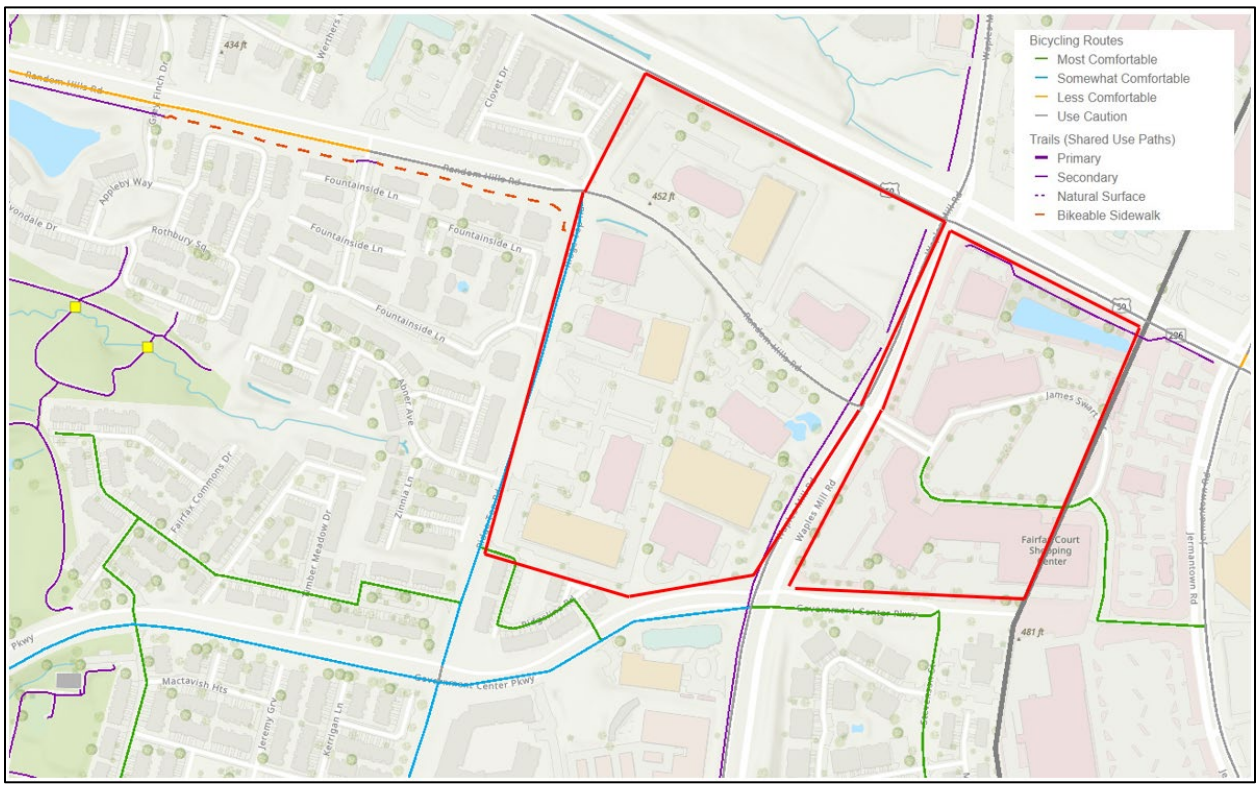


Figure 19. Fairfax County Interactive Bicycle Map, Source: Fairfax County

Bicycle Level of Traffic Stress

The Bicycle Level of Traffic Stress (BLTS) (Figure 20) was also evaluated based on the comfort level ratings presented in the Fairfax County Interactive Bike Map. As shown in Figure 20, roadways are highlighted as below:

- Blue represents bicycle facilities on low- or somewhat low-speed/traffic volume roadways, corresponding to a level of traffic stress considered acceptable for users classified as "suitable for children and interested but concerned."
- Purple represents bicycle facilities on moderate speed/traffic volume roadways, corresponding to a level of traffic stress acceptable for users classified as "enthused and confident."
- Red represents bicycle facilities on high-speed/traffic volume roadways, corresponding to a level of traffic stress considered acceptable only for users classified as "strong and fearless."

BLTS score of three indicates moderate traffic stress and is generally suitable for more experienced bicyclists, while a BLTS score of four represents the highest level of traffic stress and is uncomfortable and intimidating for most people. A higher BLTS score generally means worse conditions for biking.

With the exception of Ridge Top Road, which has a BLTS score of three (moderate traffic stress), all other roadways within the study area have BLTS scores of four (high stress). Neither score represents a low-stress bicycling environment, with both indicating elevated levels of

traffic stress. These results demonstrate that improvements to the area's bicycle network are warranted to provide a more comfortable and accessible cycling environment.

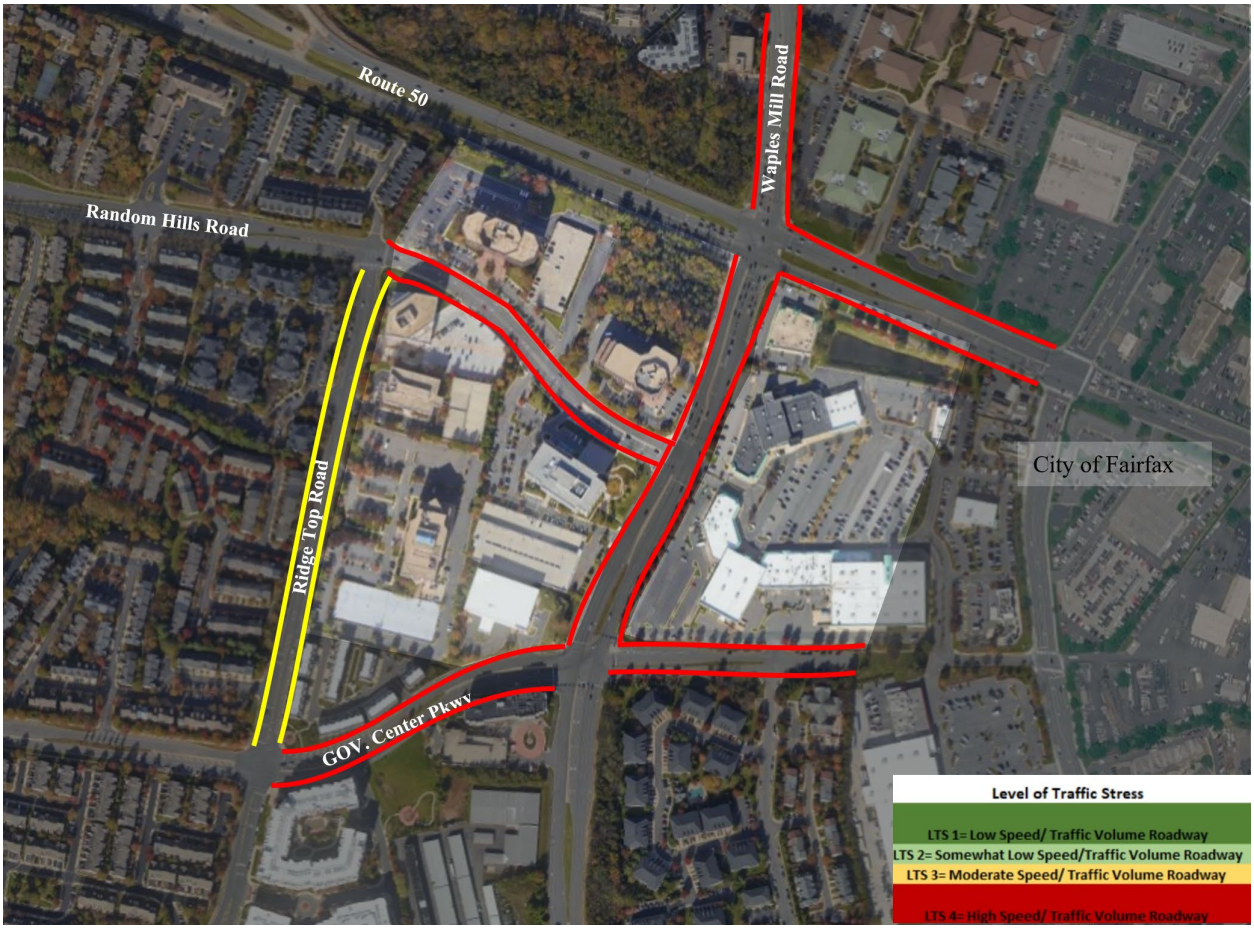


Figure 20. BLTS Assessment Map for Sub-units J1 and J2, Source: Fairfax County

Bicycle/Pedestrian Assessment and Recommendations

Based on the Pedestrian Level of Comfort (PLOC) and Bicycle Level of Traffic Stress (BLTS) assessments, staff recommends enhancing active transportation facilities throughout the study area by providing 10-foot-wide shared-use paths with a minimum 8-foot-wide landscaped buffer to accommodate shade and street trees along Ridge Top Road, Waples Mill Road, Random Hills Road, Government Center Parkway, and Route 50, consistent with the Active Transportation and Trail Plan Map recommendations. Where existing bicycle facilities are provided, such as along Ridge Top Road, staff recommend improving bicycle comfort and safety through increased separation treatments, such as flex-post delineation or similar measures. These improvements would create a safer, more comfortable, and lower-stress network for pedestrians and bicyclists of all ages and abilities.

Active Transportation & Trails Plan

The Active Transportation and Trail Plan Map (ATTP) (adopted May 5, 2026) and toolkit (shown in Figure 21) have formalized active transportation recommendations, throughout the county and identify several recommended pedestrian and bicycle improvements in the area,

including regional trails along Route 50, Waples Mill Road and Random Hills Road, and a local trail along Ridge Top Road and Government Center Parkway. These facility recommendations are mostly consistent with those mentioned earlier, and are envisioned to include paved trails, approximately 10 feet in width, with eight-foot-wide planted buffers. As noted above, portions of these facilities may already be in place, particularly along the west side of Waples Mill Road.

As described on the ATTP Map and Toolkit, alternative active transportation improvements for enhanced neighborhood routes may include cycle tracks with enhanced sidewalks, which would be a widened concrete or brick paver pedestrian facility that incorporates comfort amenities, landscaping and formal streetscaping.

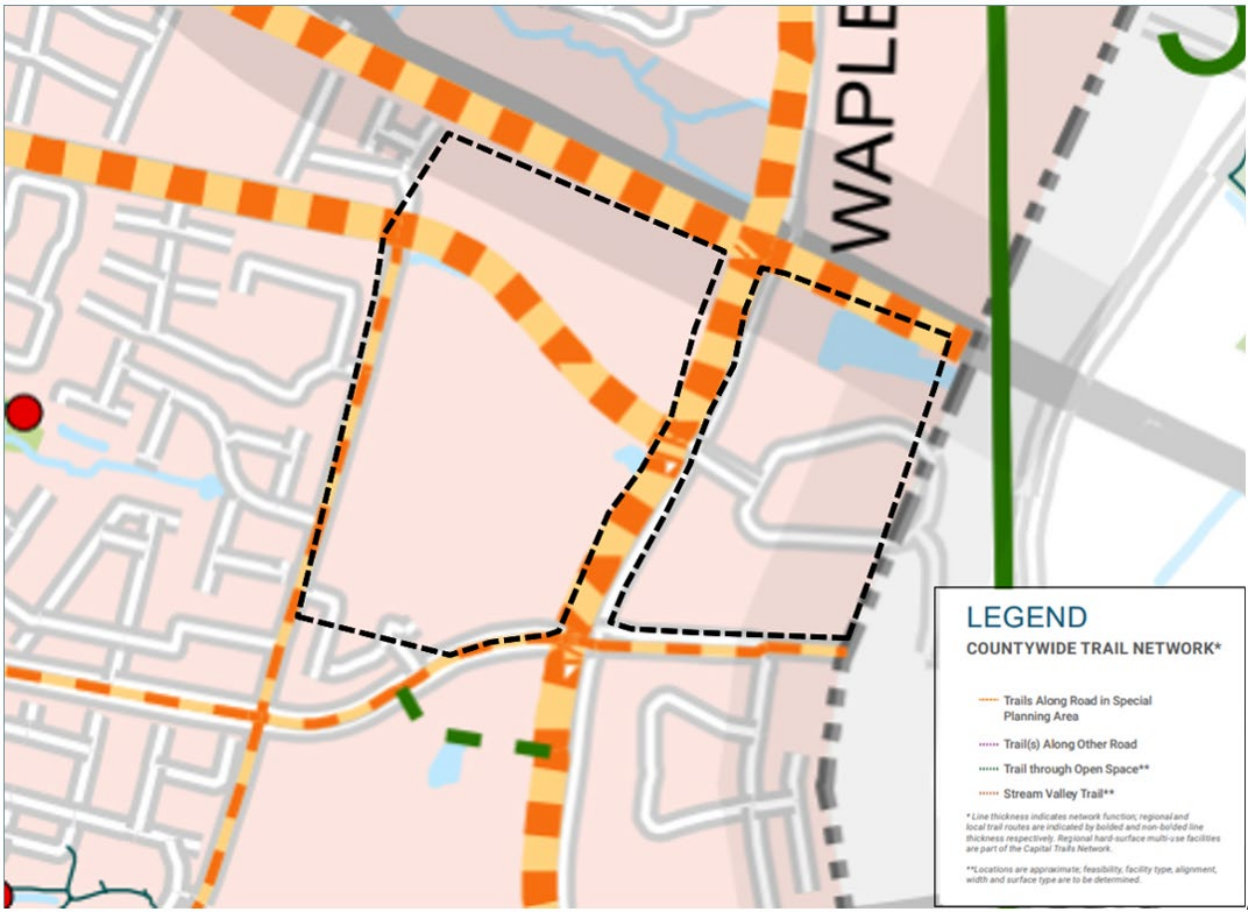


Figure 21. Active Transportation and Trail Plan Map, Source: Fairfax County

Transit Network

The study area is served by four transit routes, including Metrobus Route 2B, Metrobus Route 1C, Fairfax Connector Route 625, and the City of Fairfax CUE Gold Line (Routes 1 and 2).

Sub-unit J1 is served by Metrobus Route 2B (approximately 1,000-foot walking distance), Fairfax Connector Route 625 along Random Hills Road (approximately 1,000-foot walking distance), and the CUE Gold Line stops (Routes 1 and 2) along Jermantown Road (approximately 5,000-foot walking distance). These services provide regional and local transit

connections to destinations including Fairfax Corner, Monument Drive Transit Center, the Fairfax County Department of Housing and Community Development, Fair Oaks Mall, the Vienna and Dunn Loring Metro stations, and other key destinations within Fairfax County and the City of Fairfax.

Trip Generation Comparison
In Table 2, staff compared vehicular trips generated by existing conditions, the development potential in the adopted Comprehensive Plan, and the proposed Plan amendment. Staff's analysis determined that the proposed Plan amendment would decrease by 1,732 the number of daily trips compared to the current adopted Plan. Peak hour trips for the proposed Plan amendment would also decrease the AM trips by 315 and the PM trips by 285, as compared to the current adopted Comprehensive Plan. Trip generation estimates are based on formulas from the Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2011).

Table 2: Trip Generation Estimates Based on Formulas from the 11th Edition

			ITE	Weekday	AM Peak Hour			PM Peak Hour		
Land Use	**Size**	**Units**	**Code**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Existing Conditions										
General Office	196.297	KSF	710	2,087	263	36	299	49	242	291
Total				2,087	263	36	299	49	242	291
Adopted Plan										
General Office	270.602	KSF	710	2,759	347	47	394	64	315	379
Total				2,759	347	47	394	64	315	379
Proposed Conditions										
Townhouses	74	DU	215	513	8	25	33	24	16	40
Stacked 2 Over 2s	54	DU	220	421	10	30	40	28	16	44
Self Storage	63.984	KSF	151	93	3	3	6	5	5	10
Total				1,027	21	58	79	57	37	94
Delta Proposed vs. Baseline				*-1,732*	*-326*	*11*	*-315*	*-7*	*-278*	*-285*

Recommendations

Recommendations are included in the proposed Plan language to address anticipated transportation impacts regarding the subject sites and broader needs for the land unit. These recommendations prioritize safe and secure pedestrian and bicycle circulation, connections to transit, and an interparcel connection to Random Hills Road.

Sanitary Sewer

The subject area is served by existing wastewater infrastructure with sufficient capacity to accommodate the anticipated increase in demand. Sewage generated within the study area is treated at the Noman M. Cole, Jr., Pollution Control Plant (NMCPCP), a 67 million-gallon per day (mgd) advanced wastewater treatment facility. The treatment capacity at the Noman Cole treatment plant can handle the projected sewage flow through the year 2045.

Local 8-inch diameter sanitary sewer infrastructure is available on-site to serve the proposed developments. The subject area is currently served by a sanitary sewer pump station located at

11633 Random Hills Road. Based on available information, existing sanitary sewer infrastructure and the associated pump station have adequate capacity to support the proposed Plan amendment. However, multiple concurrent development activities, including those within Land Unit K and surrounding areas, may influence available capacity depending on the timing and sequencing of development.

A detailed sanitary sewer analysis will be required at the time of rezoning and site plan review to evaluate system capacity and to determine whether improvements or upgrades to sanitary sewer infrastructure or the pump station are necessary, in accordance with the Zoning Ordinance.

Schools

Background

The subject area, consisting of Fairfax Center Area Sub-units J1 and J2, has the potential for 128 residential units, and is located south of the Fairfax Center Area Land Unit K, which is being considered through a separate planning study and staff report. Given the proximity of these two studies, a cumulative analysis was conducted to evaluate potential impacts. The analysis incorporates the plan potential of both the recently adopted Fairfax Center Area Land Unit K Phase I Study (SSPA 2023-III-2FC and 3FC) and the proposed Fairfax Center Area Land Unit K Phase II Study (PA 2024-II-1FC). Collectively, the findings of these two studies (Phase I and Phase II) along with the Fairfax Center Suburban Center Sub-units J1 and J2 study provide the foundation for the analysis presented here.

Analysis

For School Year (SY) 2025-26, the schools serving these areas are Oakton High School (HS), Woodson HS, Franklin Middle School (MS), Frost MS, Fairfax Villa Elementary School (ES), and Waples Mill ES.

On July 16, 2026, the School Board approved boundary adjustments for schools in the western high school pyramids beginning in SY 2027-28. The adopted phasing plan implements the boundary adjustment on a grade-by-grade basis, with all grades fully implemented by SY 2030-31. The approved boundary adjustment and adopted phasing will likely affect membership at Franklin MS in the future.

On January 22, 2026, the School Board approved adjustments for 46 schools countywide beginning in SY 2026-27. The approved boundary adjustment and adopted phasing will likely affect membership at Franklin MS in the future.

The following projections were published in the Fairfax County Public Schools (FCPS) Adopted Capital Improvement Program (CIP) Fiscal Year (FY) 2027-31 and do not reflect the increase in the number of students resulting from the Comprehensive Plan amendment.

Table 3. School Capacity

School	Program Capacity SY 2025-26	Membership SY 2025-26	Capacity Utilization SY 2025-26	Projected Membership SY 2030-31	Projected Capacity Utilization SY 2030-31
Oakton HS	2,642	2,711	103%	2,602	98%
Woodson HS	2,331	2,482	106%	2,471	106%
Franklin MS[1]	844	792	94%	670	79%
Frost MS	1,337	1,233	92%	1,178	88%
Fairfax Villa ES	651	549	84%	488	75%
Waples Mill ES	836	709	85%	606	72%

[1] School is currently going through or will be going through a boundary adjustment.
Source: FCPS, *Adopted Capital Improvement Program FY 2027-31*, February 2026.
Note: Information does not reflect boundary adjustments adopted for implementation beyond the SY 2025-26 school year.

The school capacity Table 3 shows a snapshot in time of student membership and school capacity balances. The five-year student membership projections and individual school capacity evaluations are updated annually by FCPS. Potential school expansions and new schools are included in the FCPS CIP for future consideration based on the most recent five-year projections and capacity evaluations from SY 2025-26. Any option(s) chosen for implementation will be discussed and decided through a transparent process in accordance with Fairfax County School Board Policies and Regulations. At this time, Oakton HS has a slight capacity deficit; Woodson HS is considered to have a moderate capacity deficit; Franklin MS, Frost MS, and Waples Mill ES are considered to have sufficient capacity for current programs; and Fairfax Villa ES is considered to have a capacity surplus. If by-right development occurs under the existing zoning, Oakton HS would be approaching a capacity deficit; Woodson HS would be considered to have a moderate capacity deficit; Franklin MS, Fairfax Villa ES, and Waples Mill ES would be considered to have a capacity surplus; and Frost MS would be considered to have sufficient capacity for current programs and future growth by SY 2030-31. Beyond the five-year projection horizon, membership projections are not available

Impact

The table below shows the potential student yield by school level, calculated using the FCPS 2022 countywide student yield ratios based on the number of housing units proposed with these Comprehensive Plan amendments.

Table 4. Potential Student Yield – Adopted Plan

School Level	Planned Number of Housing Units	Potential Student Yield
High	652	64
Middle	652	37
Elementary	652	132
Total Student Count		**233**

Source: FCPS, *2022 Countywide Student Yield Ratios*, June 2022.

Table 5. Potential Student Yield – Proposed Plan

School Level	Proposed Number of Housing Units	Potential Student Yield
High	3,208	136
Middle	3,208	83
Elementary	3,208	276
Total Student Count		**495**

Source: FCPS, *2022 Countywide Student Yield Ratios,* June 2022.

Summary

Based on the FCPS Adopted CIP FY 2027-31, one high school has a slight capacity deficit, one high school is considered to have a moderate capacity deficit, two middle schools and one elementary school are considered to have sufficient capacity for current programs, and one elementary school is considered to have a capacity surplus. For projected membership, assuming no change to programs and boundaries, one high school would be approaching a capacity deficit, one high school would be considered to have a moderate capacity deficit, one middle school and two elementary schools would be considered to have a capacity surplus and one middle school would be considered to have sufficient capacity for current programs and future growth, prior to consideration of any comprehensive plan amendment or rezoning. This analysis is a snapshot in time for student membership and school capacity balances.

With a Comprehensive Plan amendment that proposes an increase in residential density, the membership at these schools will necessarily increase. Any future development applications or comprehensive plan amendments would need to be analyzed along with this Comprehensive Plan amendment to determine the future impact on capacity. The impacts of a Comprehensive Plan amendment may occur beyond the five-year projection horizon and conditions of a school and/or school boundaries may change by the time the residential density proposed by this Comprehensive Plan amendment is realized.

Capital Improvement Program Potential Solutions

The FCPS Adopted CIP FY 2027-31 includes potential solutions to alleviate current and projected school capacity deficits. For consideration purposes, as many options as possible have been identified for each school, in no significant order, and may be contingent on other potential solutions listed. Any option(s) chosen for implementation will be discussed and decided through a transparent process with the appropriate stakeholders, in accordance with Fairfax County School Board Policies and Regulations.

Fairfax County Comprehensive Plan Guidance and Recommendations

The adopted Fairfax County Comprehensive Plan, 2026 Edition, for the Fairfax Center Area, amended through December 9, 2025, states:

Traditionally, public school capacity needs have been addressed through various means including dedication of land, new school construction, additions to existing facilities, interior architectural modifications, use of modular buildings, changes to programs, and/or changes to attendance areas. In addition to the traditional means for addressing school capacity requirements listed above, Fairfax County Public Schools should evaluate other possible school impact mitigation strategies. The impact of development on schools should be mitigated by the developer(s) and the county. Any impact on schools, necessitated by any increased intensity, must be addressed with provisions for mitigation.

Recommendation

The Comprehensive Plan recommendations for the Fairfax Center Area currently include language specific to the mitigation of the impact of development on schools. The Comprehensive Plan identifies traditional means to address school capacity needs but also states that FCPS should evaluate other mitigation strategies as appropriate.

Parks and Recreation

The Policy Plan recognizes the need to mitigate adverse impacts to parks and recreation facilities resulting from growth and development and identifies implementation strategies to address such impacts, including land dedication, proffered contributions, facility development, and other mitigation measures. In addition, the Parks and Recreation element of the Policy Plan includes an Urban Parks Framework, which establishes urban parkland standards and provides detailed guidance for the planning and development of urban parks. Areawide guidance, as well as Sub-units J1 and J2 specific guidance within the Comprehensive Plan, further inform park and recreation recommendations for the subject properties.

Existing nearby parks (Carney Park and Random Hills Park), only partially meet the parkland demand generated by residential development within the service area of the proposed Plan amendment. Beyond parkland, there is a significant need for recreational facilities in the Fairfax Planning District. These include rectangle fields, adult baseball fields, adult softball fields, youth baseball fields and softball fields, sport courts, playgrounds, and trails as described at Table 6.

Table 6. Fairfax Planning District Recreational Facility Needs

Facility Type	Existing	Needs Assessment Standard	Need in 2020	Deficit/ Surplus
Rectangle Fields	19	1 field / 2,700 people	29	**(10)**
Adult Baseball	2	1 field / 24,000 people	3	**(1)**
Adult Softball	2	1 field / 22,000 people	4	**(2)**
Youth Baseball	6	1 field / 7,200 people	11	**(5)**
Youth Softball	2	1 field / 8,800 people	9	**(7)**
Sport Courts	13	1 court / 2,100 people	37	**(24)**
Playgrounds	7	1 playground / 2,800 people	28	**(21)**
Dog Parks	1	1 dog park / 86,000 people	1	**0**

The proposed 128 single-family and stacked townhouse and 63,984 SF of nonresidential uses will generate a need for 0.36 acres of publicly accessible urban park space, consistent with the Urban Parks Framework. As identified in the adopted Comprehensive Plan, existing built and natural features in the surrounding area present opportunities to create larger, interconnected parks linked by pedestrian and trail networks. The development of urban park typologies such as pocket parks, plazas, common greens, and recreation-oriented urban parks is encouraged. The integration of publicly accessible urban park space within the development concept is an important component of providing on-site recreational resources, enhancing project design quality, supporting redevelopment objectives, and contributing to a sense of place.

Onsite Facilities

The Urban Parks Framework identifies that urban parks should be located in highly visible areas with strong pedestrian accessibility and levels of pedestrian activity. The 4035 Ridge Top Road site is located immediately adjacent to the Ridgewood development (RZ/FDP-2011-BR-014), which is fully developed with an on-site open space and amenity network extending between the northeast and southeast corners of Government Center Parkway and Ridge Top Road (shown in Figure 22). The 4035 Ridge Top Road conceptual plan proposes a linear open space system that aligns with and could connect to the adjacent Ridgewood open space network.

Staff recommend that the nominator prioritize an integrated urban park space that is designed to connect with and reinforce the existing open space network within the adjacent Ridgewood development. in a manner that ensures visibility, accessibility, and usability consistent with the Urban Parks Framework.



Figure 22. Onsite Open/Amenity Space approved with RZ/FDP-2011-BR-014, Source: Fairfax County

Environment

Existing environmental policies in both the Environment element and the Fairfax Center Area apply to this site and are adequate to address issues related to soils, low impact development techniques, forest resources, green building, electric vehicle charging, bird friendly design, noise, and lighting.

Water Quality and Stormwater Management

The Area-wide guidance recommends on-site measures for water quality and quantity for new development and redevelopment. Stormwater design should be an integral design principle that seeks to minimize the effect of impervious cover, followed by the application of stormwater reuse, retention, detention, extended filtration and, where soils and infrastructure allow, infiltration to improve downstream waters.

The Fairfax Center Area is in the headwaters for four major watersheds including Cub Run, Difficult Run, Rocky Run and Popes Head; these watersheds, except Difficult Run, are tributaries to the Occoquan Reservoir. The subject site is in the Difficult Run watershed, which has some streams that are considered to be degraded due to increased stormwater flow, pollutant loads, channelization, deficient buffers, and other causes. There is also a significant amount of impervious surfaces in the watershed, which can cause excess stormwater runoff, reduced infiltration to groundwater, reduced baseflow in streams, and higher peak flows. While some development in the watershed occurred before modern stormwater management standards were adopted, some development has older stormwater management infrastructure that may be in need of repair or replacement.

As the site contains no modern stormwater detention or quality controls and is located within an impaired watershed, proposed redevelopment could improve the existing conditions with stormwater quality and quantity measures that exceed minimum code requirements; however, based on existing Fairfax Center Plan guidance, additional site-specific guidance is not proposed as this recommendation could be implemented through existing Fairfax Center and Environment element guidance.

Green Buildings

The Policy Plan's Environment element provides guidance for green building practices, to include the provision of electric vehicle charging and bird friendly design, applicable to Suburban Centers and includes sustainable practices such as the achievement of the U.S. Green Building Council's Leadership in Energy Environmental Design (LEED) certification or equivalent third-party certification. Future development and redevelopment within the Fairfax Center Area should promote increased quality of life for the public and improve the quality of natural resources by employing sustainability in planning and design. To achieve development at the high end of the density range, high quality, innovative green building practices are expected per the existing policy.

CONCLUSION

Planning policies within Sub-units J1 and J2 have supported the evolution toward a mixed-use development and a broader range of residential options in response to changing market conditions. The approval of residential projects, along with incremental increases in allowable land use flexibility, has contributed to the gradual transition of the area toward a more balanced, residentially supportive environment. The 4035 Ridge Top Road and 11301 Route 50 site-specific proposals would continue to advance the Fairfax Center Area's guiding planning principles by establishing an activity node characterized by a mix of compatible residential and non-residential uses integrated with a network of urban parks and open spaces. The Plan amendments consider the potential development and its possible effects on the transportation network, public schools, environment, and compatibility with surrounding uses.
Adoption of the Phase I recommendations would contribute to meeting the county's growing need for diverse housing options, foster economic development, and enhance opportunities for walkability and access to community-serving retail, recreation and community amenities. While

detailed transportation and infrastructure improvements will be further refined through future studies and rezonings, these proposals establish an important framework for sustainable growth that balances development density/intensity with infrastructure and quality-of-life considerations.

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.

MODIFY: Fairfax County Comprehensive Plan, 2026 Edition, Area III, Fairfax Center Area, Amended through 05,05,2026, Land Use Plan Recommendations – Suburban Center Non-Core Areas:

"

Land Unit J

Character

This land unit is located south of I-66, north of Lee Highway, west of the City of Fairfax and east of Ridge Top Road. It contains a mixture of uses including office, residential, retail, and mini-warehousing.

Recommendations

Land Use

Sub-unit J1

Baseline: Office use up to .15 FAR
Overlay: Office use up to .70 FAR

This area contains office uses and is planned for medium/high intensity office use at .70 FAR. A portion of this sub-unit may be used to accommodate the planned interchange at Waples Mill Road and ~~Lee-Jackson Memorial Highway~~ Route 50. This area should be dedicated.

As an option at the overlay level, Tax Map Parcel 56-2 ((1)) 36, the 4035 Ridge Top Road site, may be appropriate for redevelopment with single-family attached and stacked townhouse dwelling units at a density of up to 20 dwelling units per acre, if the areawide guidance and the following conditions are met:

- The front facades of the units are encouraged to be oriented toward Ridge Top Road or, within the site, to internal courtyards, urban parks, and/or pedestrian pathways, to activate the streetscape, enhance visibility, and establish a welcoming pedestrian-friendly site design.

- Any interim development should demonstrate how future phases would be integrated on the site.
- Site design should prioritize the development of and fully integrate high-quality, publicly accessible urban parks within the existing and planned open space network. Phased development should ensure the timely delivery of functional and accessible urban park spaces throughout all phases of redevelopment, including any interim condition in which the existing office building and parking garage are retained while residential infill is developed.
- If the existing office building is retained during an interim phase, site design for any new development should minimize the existing building shade on residential uses and open spaces.
- Landscaping and fencing should be provided on the eastern property line to buffer the site from the adjacent industrial uses.
- A pedestrian interparcel connection should be considered to connect the site to Government Center Parkway to the southeast.
- Opportunities to connect on-site driveways and pedestrian walkways with the adjacent residential use should be considered.
- Pedestrian and bicycle infrastructure should be incorporated into the development to enhance connectivity between the site and adjacent properties and to promote safe and comfortable, and low-stress walking and biking conditions. Facilities should include landscaped buffers that can support street trees, and other design elements that support a high-quality pedestrian and bicycle infrastructure. Safe and comfortable pedestrian crossings should also be provided to improve accessibility and connectivity within the site and to surrounding area.
- A shared use path with landscape buffer should be provided along Ridge Top Road to current standards.

As an option at the overlay level, Tax Map Parcels 56-2 ((1)) 29A may be considered for self-storage use with an intensity of up to 0.70 FAR if the areawide guidance and the following conditions are met:

- A multi-story structure up to a maximum height of 65 feet.
- Site development should accommodate the planned interchange at Route 50 and Waples Mill Road.
- The architecture should include high-quality building materials, façade articulation, and roof variation. Exterior building materials should consist primarily of neutral or muted colors. The use of bright colors or other architectural elements for corporate branding is discouraged.
- Loading and unloading areas should be screened or fully enclosed, ensuring that no storage bay doors or lighted hallways are visible from the outside of the structure.

- Ground floor non residential uses that activate the street frontage should be provided along Waples Mill Road and may include plaza spaces, transparent building façades, or other design elements that enhance the pedestrian environment and contribute to the gateway context.
- Signage should be well-integrated, contribute to the gateway character, and avoid visual impacts to adjacent uses.
- Vehicular access should be limited to a right-in only on Waples Mill Road, with egress provided via interparcel access onto Random Hills Road.
- Enhanced landscaping and pedestrian oriented features should be provided to ensure compatibility with adjacent uses and the broader office use context.
- Pedestrian and bicycle infrastructure should be incorporated into the development to enhance connectivity between the site and adjacent properties fronting Waples Mill Road and to promote safe and comfortable, and low-stress walking and biking conditions. Facilities should include wide landscaped buffers, street trees, and other design elements that support a high-quality pedestrian and bicycle infrastructure. Safe and comfortable pedestrian crossings should also be provided to improve accessibility and connectivity within the site and to surrounding area.
- A shared use path with landscape buffer should be provided along Waples Mill Road to current standards."

Sub-unit J2

Baseline: Retail use up to .15 FAR
Overlay: Retail use up to .35 FAR

This sub-unit is planned for community-serving retail use at a maximum FAR of .35 at the overlay level and contains the Fairfax Court shopping center. A portion of this sub-unit may be used to accommodate the planned interchange at Waples Mill Road and ~~Lee-Jackson Memorial Highway~~ Route 50. This area should be dedicated.

COMPREHENSIVE LAND USE PLAN MAP:

The Comprehensive Land Use Plan Map will not change.

COUNTYWIDE TRANSPORTATION PLAN MAP:

The Transportation Plan Map will not change.

Planning Commission Handout
Plan Amendment 2023-II-2F (Phase I) –
Fairfax Center Area Sub-units J1 and J2
September 24, 2026

Commissioner Mary Cortina, Braddock District

Motion:

Motion to Adopt

Mr. Chairman, I move that the Planning Commission recommend to the Board of Supervisors the adoption of Plan Amendment 2023-II-2F (Phase I), as shown in the staff report dated September 3, 2026, and as modified in tonight's handout dated September 24, 2026.

End of Motion

PROPOSED MODIFICATIONS
Plan Amendment 2023-II-2F (Phase I)

The following proposed text is based on the staff report for Plan Amendment 2023-II-2F (Phase I) dated September 3, 2026. Draft modifications to the staff report are shown **highlighted bold font.**

"……

- A multi-story structure up to a maximum height of ~~**65**~~ **50** feet.

  ……

- Ground floor non-residential uses ~~**that activate the street frontage should be provided**~~ along Waples Mill Road **should activate the street frontage and include opportunities for artist studios and maker spaces, or other community-serving uses, and should be oriented toward a courtyard or linear park that facilitates community interaction. Site design should incorporate placemaking features, such as street furniture** and ~~**may include plaza spaces,**~~ transparent building façades, ~~**or other design elements that enhance the pedestrian environment**~~ and contribute to the gateway context. **Landscaping and trees should provide shade and buffer the gathering areas from surrounding roads."**