

MERRIFIELD SUBURBAN CENTER – LAND UNIT K

LAND UNIT K

Land Unit K, approximately 117 acres in size, located at the southwestern quadrant of Arlington Boulevard and I-495, is the location of the Inova Center for Personalized Health (ICPH) on what was formerly the site of a headquarters of the ExxonMobil Corporation. This land unit includes tributaries to Holmes Run as part of the Holmes Run watershed, and large wooded areas adjacent to I-495, both of which are preserved as private open space. A small portion of the land unit is located within the Accotink watershed.

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

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

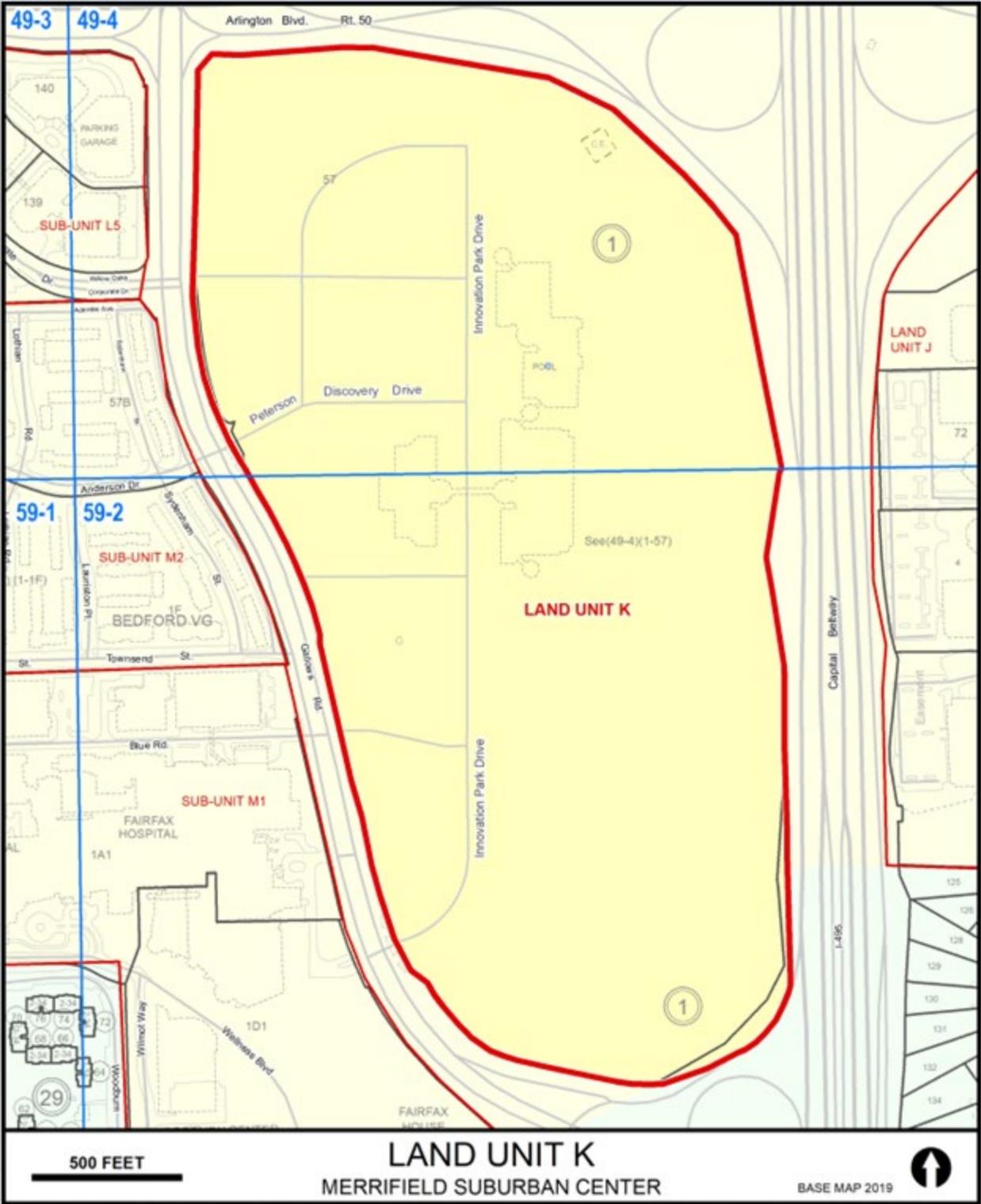


FIGURE 31

Option:

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

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

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

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

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

Land Use

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

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

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

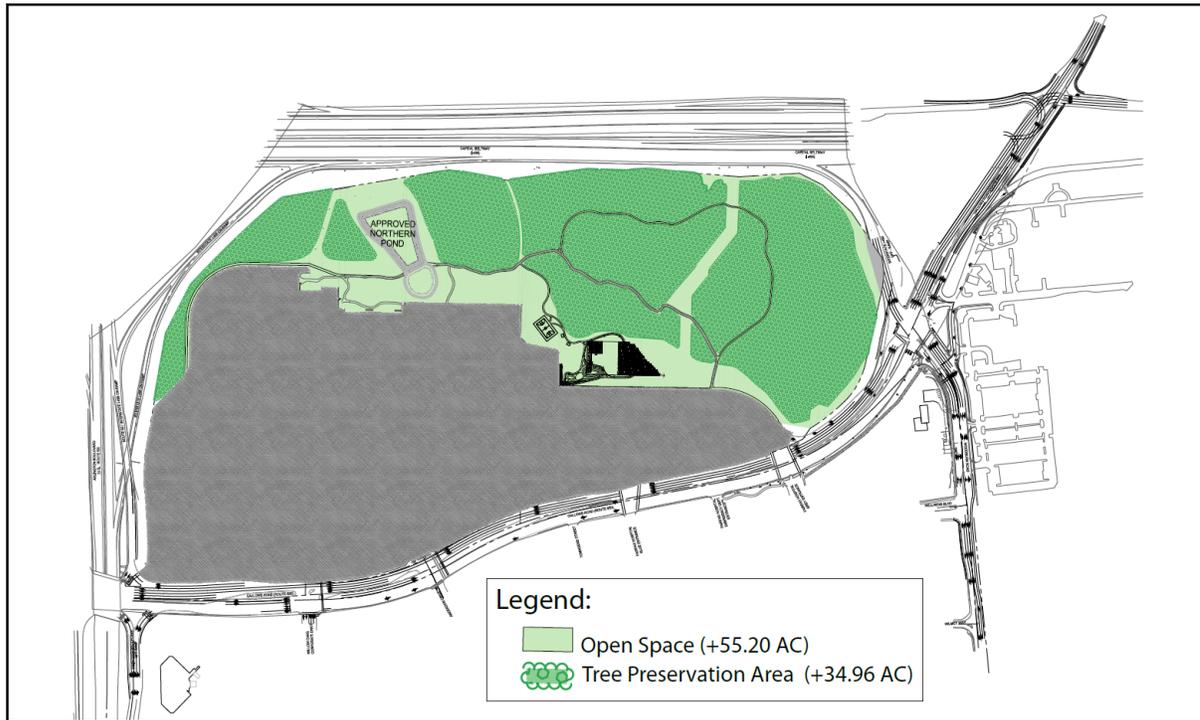
** Age- or Ability-restricted uses include multifamily residential units restricted by age; independent living facilities; housing accommodations regulated as medical care facilities (such as assisted living facilities); continuing care facilities, and other similar uses.

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

Parks and Open Space

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

Figure 32. ICPH Eastern Open Space and Tree Preservation Area



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

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

Design and Connectivity

- Proposals should effectively integrate existing and new development through site layout and design, landscaping, materials, and access. A new system of well-connected internal streets should create a series of compact blocks that support the development and encourage walking, biking, and transit ridership. The street network should generally expand westward from Innovation Park Drive, which serves as a spine road through the land unit.
- Development proposals should demonstrate high quality in terms of site and building design, landscaping, materials, and urban park spaces, to define a sense of place and enhance the health and wellness of the residents, employees, patients, and visitors. The design of the physical environment has significant impacts on day-to-day quality of life and can enhance or detract from the overall wellness of the users of a building or a site. Buildings and site amenities should be designed to be comfortable and accessible for a variety of ages and abilities and incorporate amenities to promote healthy indoor air-quality, abundant natural light, connections to natural areas, as well as other features that may be refined over time to support health.
- Buildings should be aligned with and oriented to internal streets, and attention should be given to the treatment and expression of buildings toward Gallows Road. The streetscape area should include amenities such as sidewalks, plazas, street furniture, shade trees, and landscaping. Further guidance for building and streetscape design, including bird-friendly design, is provided in the Urban Design Guidelines for Fairfax County Commercial Revitalization Districts and Areas, Volume I.
- Underground parking structures are encouraged to the extent feasible as they allow for compact design that enhances opportunities for open space and for active uses on the ground and upper levels of buildings while minimizing noise and visual impacts, including those from lighting, on surrounding uses. Where underground structures are determined not to be feasible, parking structures should be integrated with an associated building through compatible façade treatment and designed to minimize noise and visual impacts. Architectural and landscape screens are encouraged on the façade of parking structures, including during interim conditions. Stand-alone, free-standing parking structures are discouraged. Surface parking should be limited to appropriate on-street parking locations. Existing parking lots with minor expansions may remain as development builds out and should include appropriate pedestrian connections.

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

Transportation

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

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

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

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

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

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

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

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

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

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

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

Environment

- **Tree Preservation:** Commitments to the preservation and restoration of the mature wooded area as shown on Figure 32 are a priority, and are expected to be provided at the initial phase of the development above the existing 1.2 million square feet (as of September 2019) and carried forward throughout the development of the campus while recognizing the need to accommodate amenities, the approved stormwater pond, trails, utilities, and potential future right-of-way dedication for road improvements. Removal of invasive species, regeneration of the vegetated understory, and restoration of the stream tributaries should be implemented as deemed appropriate in coordination with the county in connection with new development. Restoration plantings should consist of non-invasive, native plantings capable of enhancing the ecological functions of the forest and deterring pest species. In the western portion of the land unit, efforts should be made to preserve portions of the mature stands of trees along Gallows Road as may be appropriate and practical, consistent with the health and wellness goals for the campus.
- **Stormwater Management:** Both Holmes Run and Accotink Creek downstream of this land unit have been designated by the Virginia Department of Environmental Quality as being impaired for aquatic life, largely resulting from the volume and velocity of stormwater runoff from impervious areas within these watersheds. The existing wooded areas within this land unit provide stormwater benefits in support of the Area-Wide guidance and recommendations by capturing rainwater and minimizing runoff through infiltration and evapotranspiration. As these areas are converted to impervious cover (e.g., rooftops, road surfaces) through development, stormwater best management practices that meet on-site requirements and help improve downstream drainage and water quality conditions are expected to be implemented.

As a goal, development on the site should retain rainfall from the peak 1-hour, 1-year storm through infiltration, evapotranspiration and reuse in order to adapt to the increased intensity, duration, and frequency of storm events and resulting rainfall volumes. At a minimum, new

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

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

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

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

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

Phasing and Public Facilities:

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

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

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

Heritage Resources

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

Future Campus Expansion

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

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

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

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

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

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

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

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

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

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

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

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