PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: 2013-III-FC1(A) and S13-III-FC1
September 4, 2014

GENERAL LOCATION: Generally along Route 50 and Route 29 west of the City of Fairfax to Stringfellow Road.

SUPERVISOR DISTRICT: Braddock, Providence, Springfield and Sully

PLANNING AREA: Area III

SPECIAL AREA: Fairfax Center Area

SUB-UNITS:
A1, A2, A3, A4, B, C1, C2, C3, C4, C5, C6, C7, C8, D, F1, F2, L1, L2, M1, M2, M3, M4, R1, R2, S1, S2, S3, T, U1, U2, V1, and V2

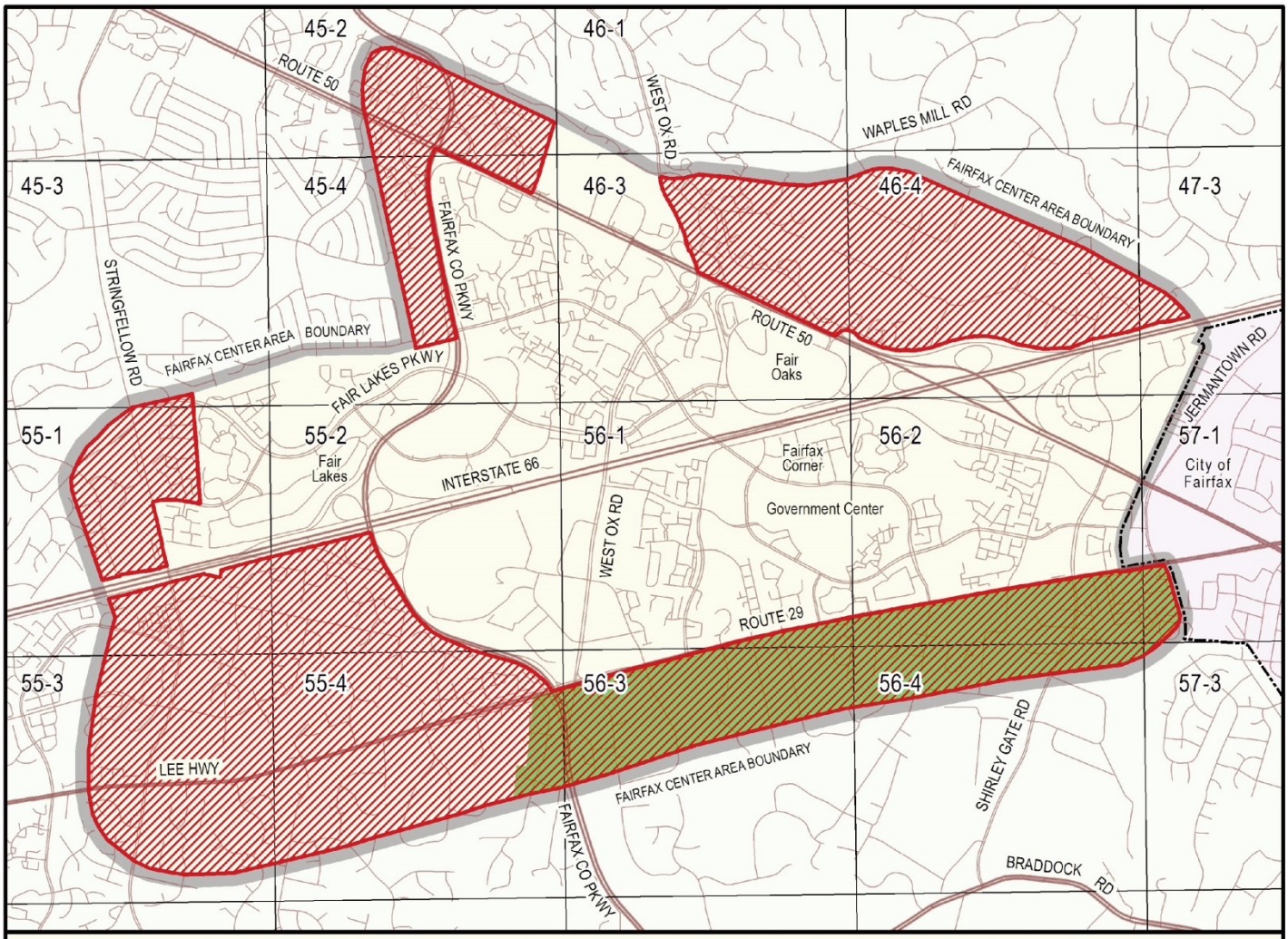
PLANNING COMMISSION PUBLIC HEARING:
Thursday, September 18, 2014 @ 8:15 PM
(To be deferred)

BOARD OF SUPERVISORS PUBLIC HEARING:
Date to be determined

PLANNING STAFF DOES RECOMMEND THIS ITEM FOR PLAN AMENDMENT

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

Reasonable accommodation is available upon 48 hours advance notice. For additional information about accommodation call (703) 324-1334.



Subject Property for Proposed Plan Amendment 2013-III-FC1(A)
Fairfax Center Area Study, Phase I: Transition Areas

Subject Property for Proposed Plan Amendment S13-III-FC1
Fairfax Center Area: Land Units T, U, and V

ONE MILE

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK

Plan Amendments 2013-III-FC1 (A) and S13-III-FC1
9.4.2014

Table of Contents

Background…… 1
Character of the Area……2
Character of the Surrounding Area…….7
Planning History…….9
Adopted Comprehensive Plan Text …….9
Proposed Plan Amendment ……11
Analysis ……13
Conclusion……..29
Recommendation……...30

Attachment 1: Proposed Plan Text Updates – Fairfax Center Area ……..31
Attachment 2: Proposed Plan Text Updates – Adjacent Planning Districts …….51
Attachment 3: Development Elements Checklist Survey Summary ……57
Attachment 4: Additional Ideas Generated Through Community Outreach ……63

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK

STAFF REPORT FOR PLAN AMENDMENTS PA 2013-III-FC1 (A) and S13-III-FC1

BACKGROUND

Authorization

On May 14, 2013, the Fairfax County Board of Supervisors (Board) authorized Plan Amendment (PA) S13-III-FC1 for Land Units T, U, and V of the Fairfax Center Area, located on the south side of Lee Highway, generally between the Fairfax County Parkway and the City of Fairfax. This proposed Plan amendment would review recommendations for these land units along the Lee Highway corridor in response to the widening of Lee Highway and development proposals in the area.

Subsequently, on July 9, 2013, the Board of Supervisors adopted Fairfax Forward, a new review process for the Comprehensive Plan. The Fairfax Center Area Study, the first to be undertaken according to a revolving three-year work program, extends over four Magisterial Districts (Sully, Providence, Braddock, and Springfield districts). The work program estimates that the study will be completed in approximately three years.

The study consists of two phases that correspond to the designations on the Concept for Future Development for the area. This, the first phase of the study, examines the "transition areas," the Low Density Residential Areas and the Suburban Neighborhoods at the periphery of the study area. The second phase of the study, estimated to begin in fall 2014, will examine the Suburban Center and areawide guidance for the Fairfax Center Area. Given the location of PA S13-III-FC1 within the transition area portion of the Fairfax Center Area, it has been included within the first phase of the study.

Public Outreach

An Existing Conditions Report was published in September 2013 to serve as the baseline of knowledge for the entire Fairfax Center Area. This report provides background information on a variety of topics including areawide policies, land uses, and public facilities and identifies considerations for the study. As a starting point, the report identified the following tasks to be undertaken by staff:

- Evaluate the applicability of the Fairfax Center Area implementation tools, such as the incentive-based land use guidance and the development elements, within the transition areas (Phase I);
- Determine if Plan recommendations for the transition areas should be moved to the underlying community planning sectors (Phase I);
- Review Tax Map parcel number references, updating where necessary to reflect existing conditions in the study area (Phase I and II);
- Review recommendations to update those that have been implemented, such as the construction of public facilities or development of residential neighborhoods (Phase I and II);
- Consider showing baseline land use recommendations for the Fairfax Center Area on the Comprehensive Land Use Plan Map (Phase I and II); and,
- Review language regarding policy guidance to ensure that it remains consistent with current countywide guidance (Phase II).

Community Meetings/Advisory Bodies

Following the publication of the Existing Conditions Report, a series of live and virtual public outreach meetings were held to gather public feedback on the work components identified in the Existing Conditions Report. The meetings also created a forum for potential community issues to be raised. The topics discussed at these meetings ranged from access to public facilities and parks, to pedestrian and bicycle connectivity, to specific land use development and redevelopment proposals along Lee Highway (Route 29). Staff documented the feedback in a series of Community Outreach Summary Reports, published in late winter 2014, with preliminary staff responses for specific ideas. In addition to the conclusions of the Existing Conditions Report, these responses served to inform Phase I discussions by supervisor district-based advisory bodies and staff, resulting in the staff recommendations in this report.

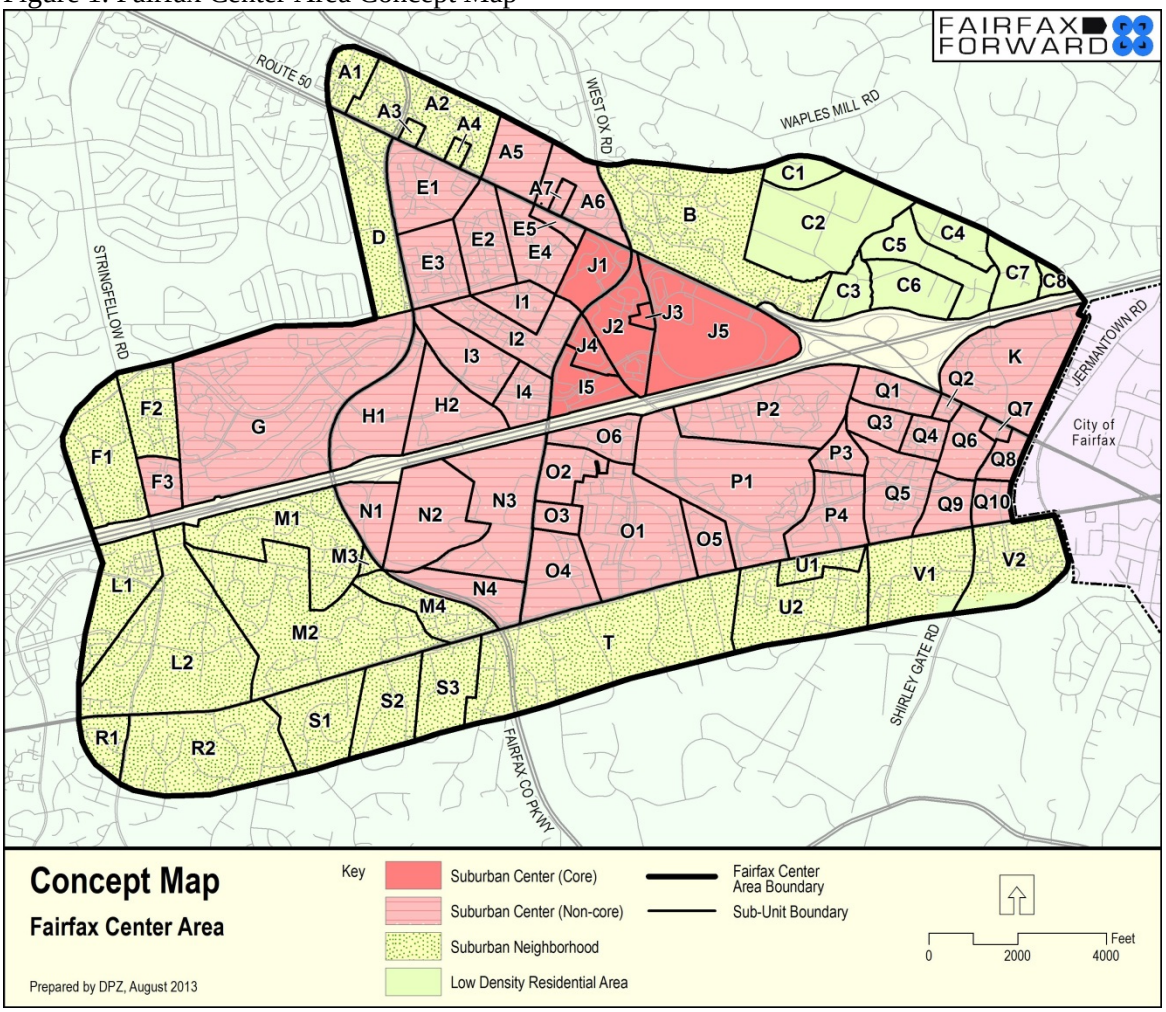
One of the more significant discussions within this report includes the proposed redevelopment of commercially planned and zoned parcels along the Lee Highway corridor. The advisory groups for the Braddock and Springfield Districts identified a small number of sites along the Lee Highway corridor as potential areas to modify land use recommendations based on the suggestions from the community outreach meetings. The working groups developed land use alternatives to be tested for each of these areas. Development of these alternatives included the input of property owners and developers, as described under the “Proposed Plan Amendment” section of this report.

CHARACTER OF THE AREA

The Fairfax Center Area is located in central Fairfax County, consisting of approximately 5,500 acres. Main thoroughfares include Lee-Jackson Memorial Highway (Route 50) to the north, Lee Highway (Route 29) to the south, Shirley Gate Road to the east, and Stringfellow Road to the west. Interstate 66 (I-66) bisects the study area. As mentioned previously, the central portion of the Fairfax Center Area is classified in the Concept for Future Development as a Suburban Center, while the periphery is classified as Suburban Neighborhoods and Low Density Residential Areas shown in Figure 1. The area is divided into land units lettered A through V in the Comprehensive Plan.

The Suburban Neighborhoods and Low Density Residential Areas, which are the subject of Phase I of the Fairfax Center Area study, include Land Units and Sub-units A1, A2, A3, A4, B, C1, C2, C3, C4, C5, C6, C7, C8, D, F1, F2, L1, L2, M1, M2, M3, M4, R1, R2, S1, S2, S3, T, U1, U2, V1, and V2. These areas, totaling approximately 2,700 acres, serve as a transition between the higher intensity Suburban Center and the surrounding community planning sectors. As such, the area has generally been planned for and developed with single-family detached residential uses. Townhouses are present throughout the transition area as well, particularly within portions of Land Units A, D, F, L, and M. Land Unit B, which comprises the Penderbrook Community, consists of a mix of residential uses, including single-family detached units, townhouses, and multifamily residential units. A 155-unit mobile home park is located within Sub-unit V2, in the southeastern edge of the Fairfax Center Area. Planned nonresidential uses in the transition area, consisting of office and community-serving retail uses, are generally limited to portions of Sub-units U1, V1, and V2. A small portion of the Centreville Farms area overlaps with the westernmost portion of the transition area in Sub-unit L1.

Figure 1. Fairfax Center Area Concept Map



Portions of Sub-units M2, S1, U1, V1, and V2 are the focus of the proposed land use alternatives within Phase I. Within the Springfield and Braddock Supervisor Districts, staff and the working groups developed land use alternatives for unconsolidated parcels and commercially planned and zoned parcels along the Lee Highway corridor. The areas of focus, illustrated in Figures 2 through 4, were chosen based on the selection by the working group and the public, the parcel size and configuration, Comprehensive Plan recommendation, zoning, and potential ability for consolidation with adjacent parcels. Table 1 describes the existing uses within these areas.

Table 1. Existing Uses Within Focus Areas for Alternatives Analysis

Sub-unit	Existing Uses
M2	Equipment rental facility (parcel 55-4 ((1)) 11), two single family detached residential units (parcel 55-4 ((1)) 9A), and two vacant properties (parcels 55-4 ((1)) 11A and 14)
S1	Motel (parcel 55-4 ((1)) 31), towing company (parcel 55-4 ((1)) 35), three single family detached residential units (parcels 55-4 ((1)) 30, 33, and 34), vacant property (parcel 55-4 ((1)) 36B)
U1	36,000-square-foot neighborhood shopping center (parcels 56-2 ((1)) 67A and 67B), auto repair facilities (parcels 56-2 ((1)) 63B and 63C), office building (56-2 ((1)) 62) and a vacant property (parcel 56-2 ((1)) 66), approved for a 30,000 square foot (SF) office building under rezoning application RZ 2008-SP-012
V1	Garden center (parcel 56-2 ((1)) 2), two vacant properties (parcels 56-2 ((1)) 4 and 6)
V2	Mini storage (parcel 56-2 ((1)) 52), low-rise office (parcel 56-2 ((1)) 47A), shopping center (parcels 56-2 ((1)) 45B and 57-1 ((1)) 11A and 11B), 155-unit mobile home park (parcel 56-2 ((1)) 46), vacant property (parcel 56-2 ((1)) 50)

Figure 2. Focus Areas in Sub-units M2 and S1

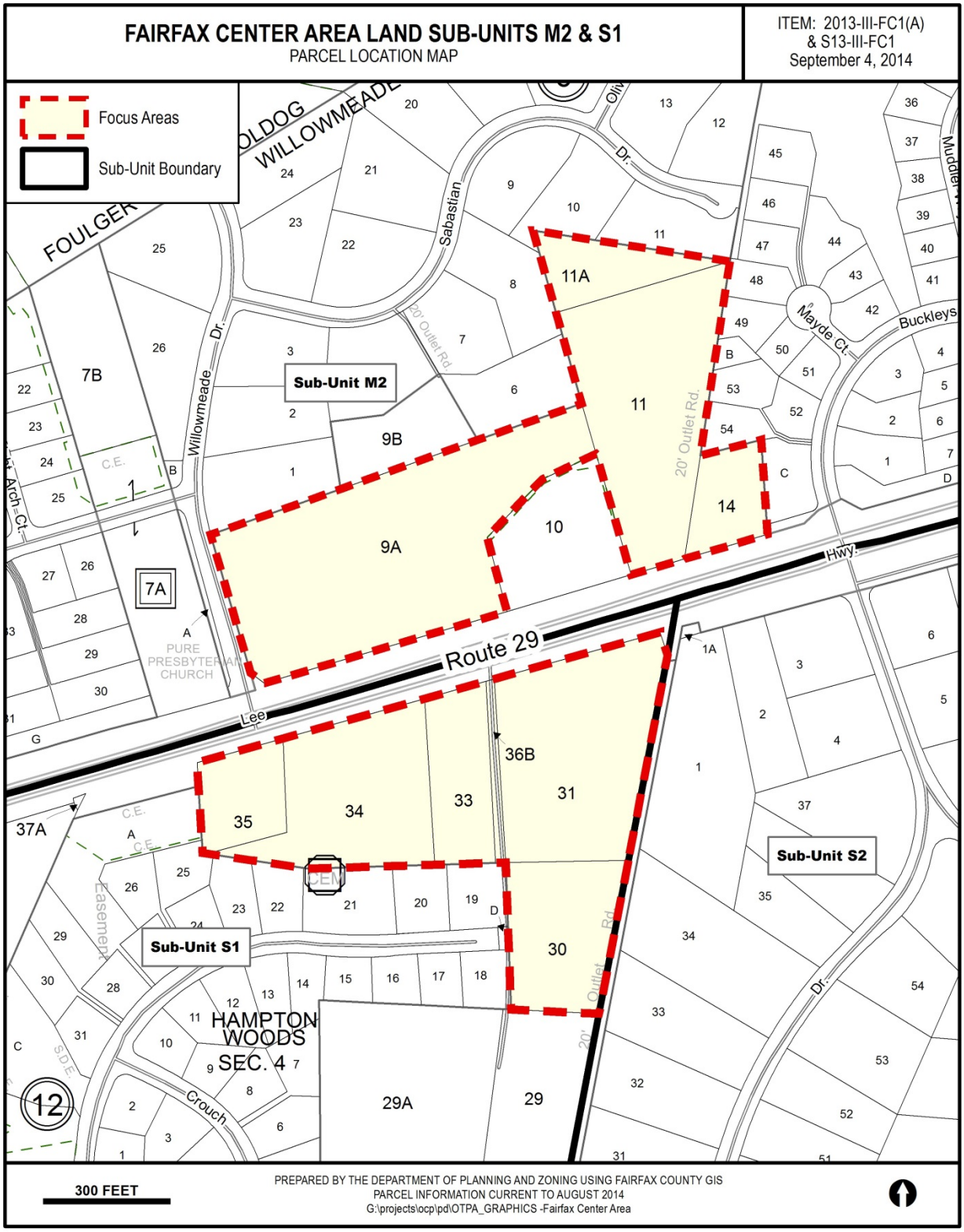
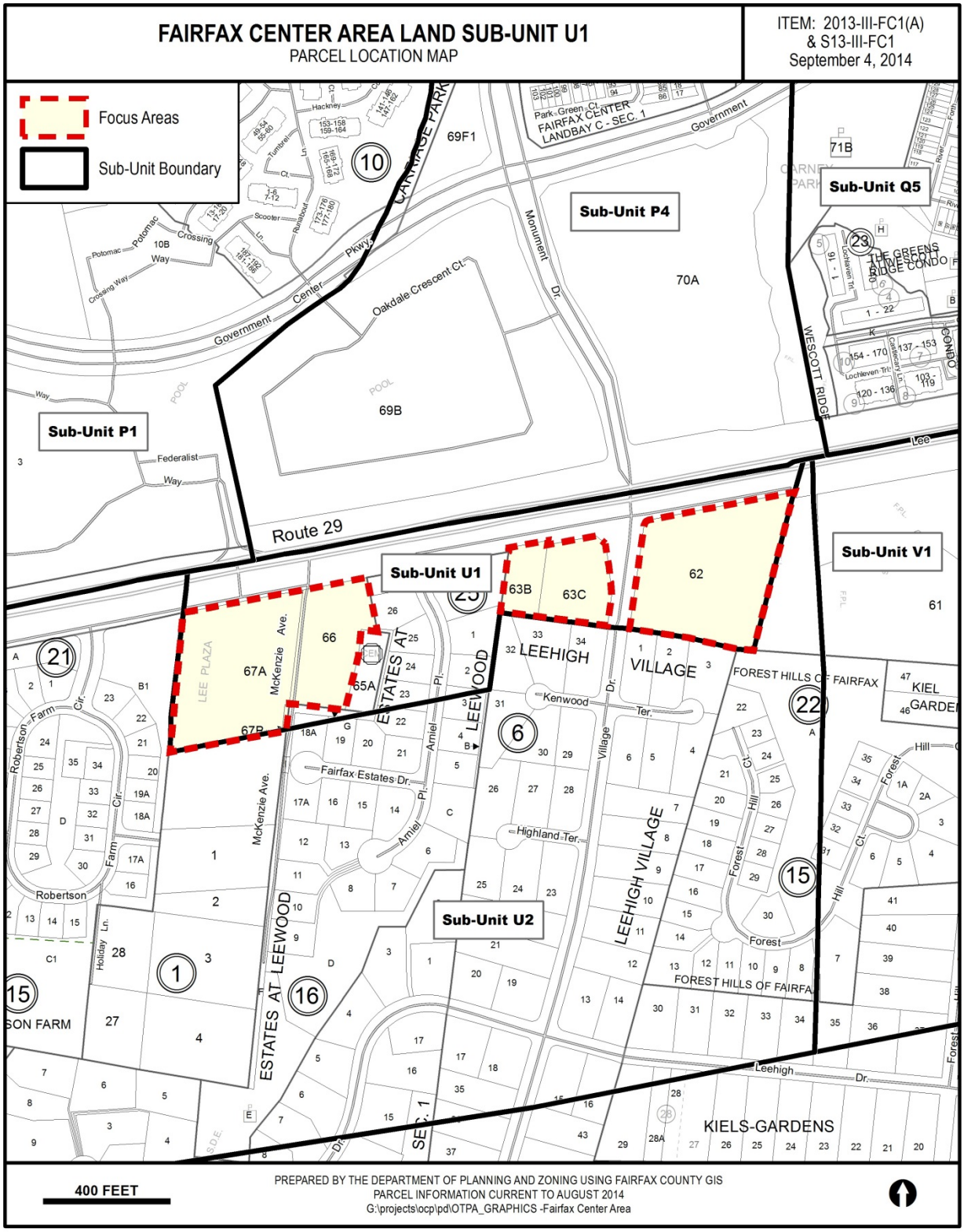
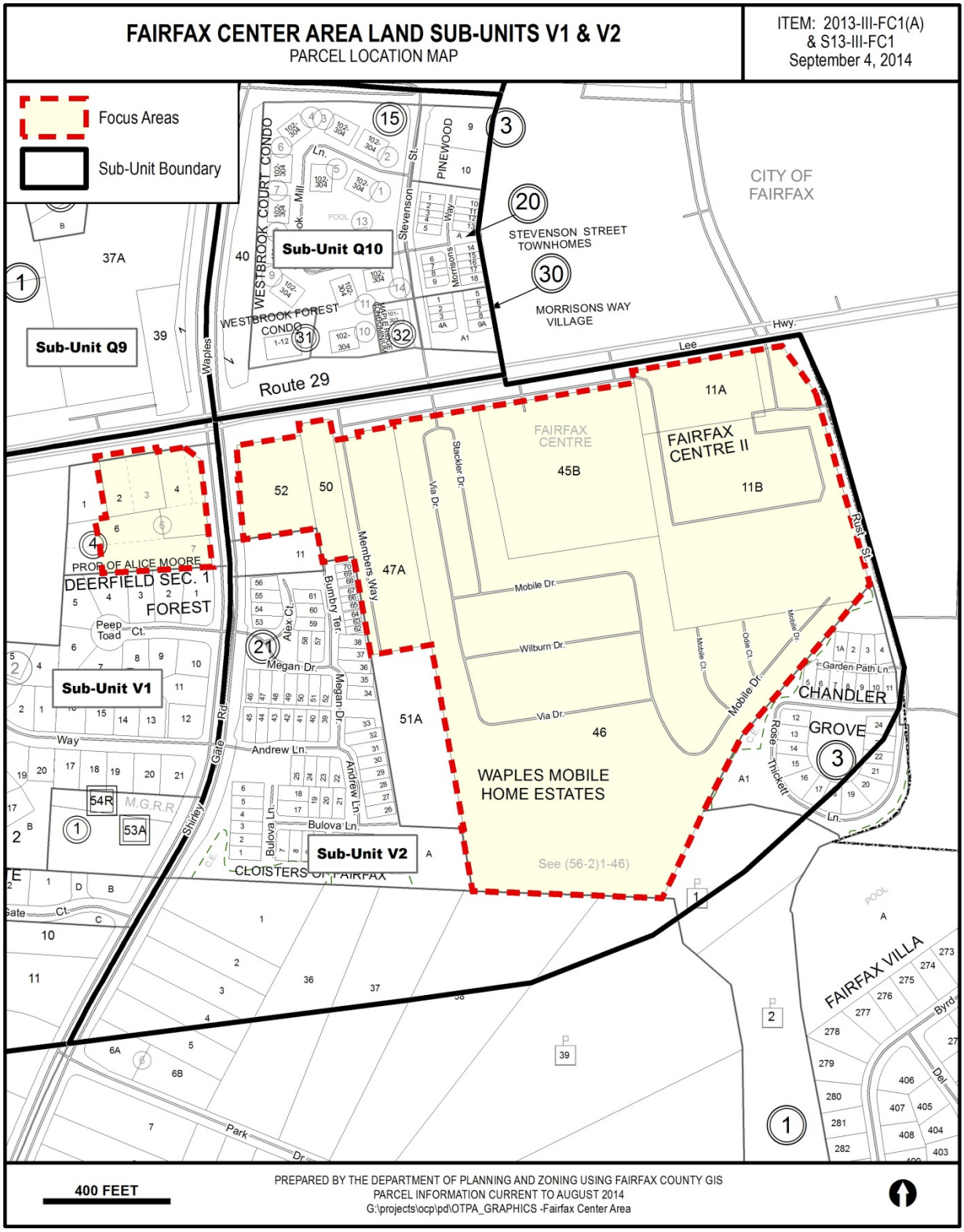


Figure 3. Focus Areas in Sub-unit U1



Focus Areas in Sub-units V1 and V2



CHARACTER OF THE SURROUNDING AREA

The Suburban Neighborhood and Low Density Residential Area portions of the Fairfax Center Area surround the Suburban Center portion of the area, serving as a transition to the neighboring planning districts. The Suburban Center contains a mix of higher-density residential, office and retail uses, as well as government uses associated with the Government Center Complex and facilities along West Ox Road. Several prominent landmarks and nodes of activity are located within the Suburban Center, including the Fair Oaks Mall, Fair Lakes, Fairfax Corner, and Fairfax Towne Center. In general, development is planned to be the most intense around the core of the Suburban Center, generally identified as the area bounded by I-66, Lee Jackson Memorial Highway, and West Ox Road, diminishing with distance from the core area.

The Fairfax, Upper Potomac, and Bull Run Planning Districts surround the Fairfax Center Area, as shown in Figure 5. Areas to the northeast of the Fairfax Center Area, within the Difficult Run Watershed, are planned for low density residential uses at densities of .2-.5 and .5-1 dwelling units per acre (du/ac) and are zoned for residential use at 1 du/ac (R-1 District). Neighborhoods to the northwest of the Fairfax Center Area, including Greenbriar, Kensington Manor, and Fair Oaks Estates, are planned for residential use at a density of 2-3 du/ac and are zoned for residential use at 3 du/ac (R-3 District). Areas on the western edge of the Fairfax Center Area, along Stringfellow Road are planned for residential use at a variety of densities as a part of the Centerville Area Plan. These areas are generally zoned Planned Development Housing Districts PDH-3 and PDH-8, consisting of a mix of single family detached residential units and townhouses. Areas to the south and west of the Fairfax Center Area are within the Occoquan Watershed and are planned and developed as very low density residential uses. The majority of the area to the south is planned for residential use at .1-.2 du/ac and is zoned Residential Conservation District (R-C). This is generally outside of the Approved Sewer Service Area. Neighborhoods to the west of the Fairfax County Parkway are planned for residential use at 1-2 du/ac and are generally zoned R-1, R-2, and PDH-2. The eastern boundary of the Fairfax Center Area is adjacent to residential and retail uses within the City of Fairfax.

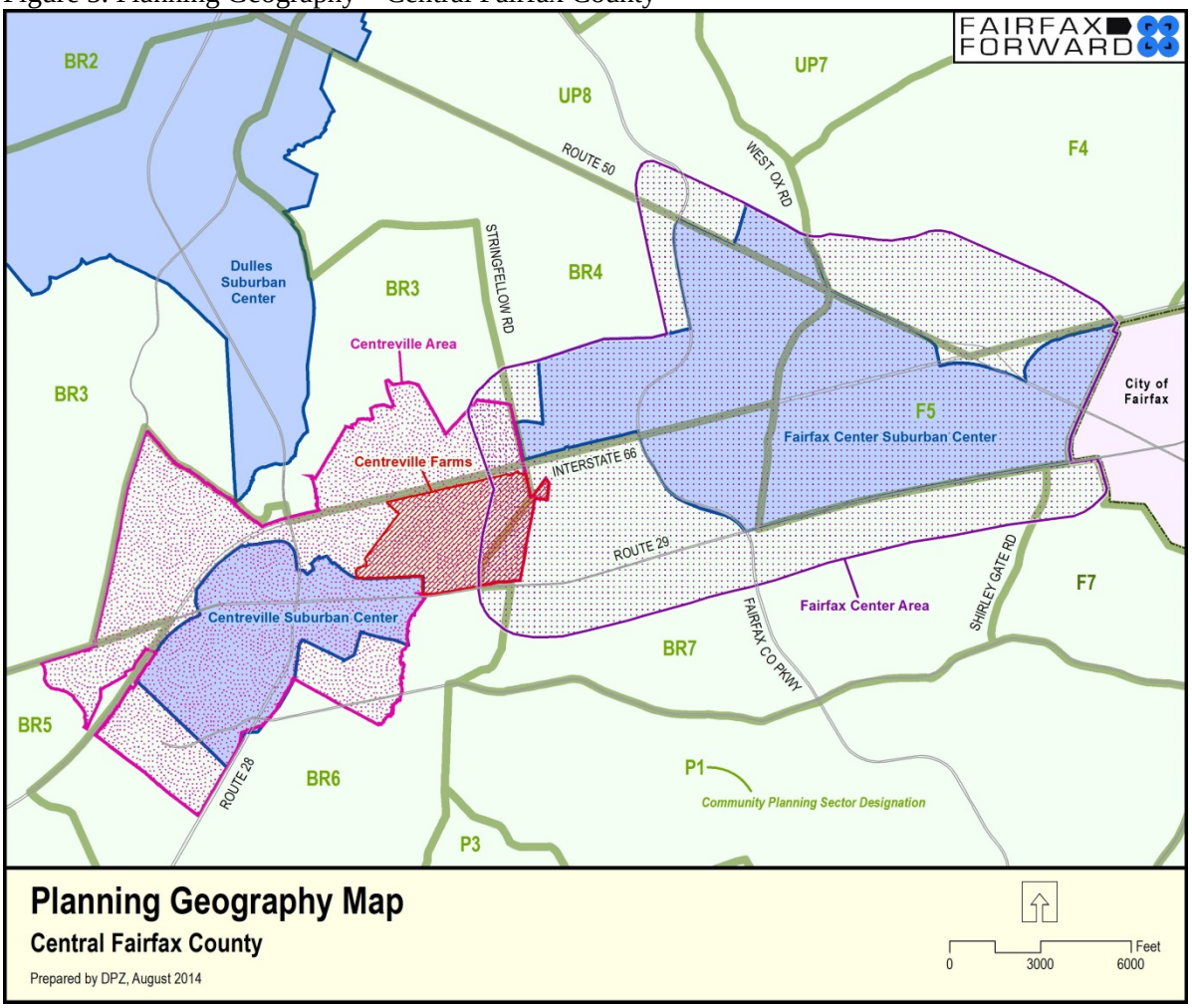
PLANNING HISTORY

In 1982, the Board of Supervisors adopted a Comprehensive Plan for the Fairfax Center Area that established a vision for the area to be a central node of development activity within Fairfax County. The adopted Plan was the culmination of work by the Route 50/I-66 Task Force (Task Force), which was formed to ensure the rapidly expanding area was well-planned and efficiently used land, infrastructure, and other resources. At the time of the study, the land use and zoning plans for the area were predominantly low intensity, which presented a sprawling character of development. Reacting to this conventional homogenous development, the Task Force focused on designing multiple, mixed land use arrangements, primarily within the study area core.

The Plan recommended an innovative, incentive-based implementation approach, with three density/intensity levels (baseline, intermediate, and overlay) having progressively higher performance standards in exchange for greater development density/intensity. The baseline level offered the lowest in terms of overall density/intensity. This option was based on the general overall density level in the adopted Comprehensive Plan for the study area with certain modifications in transportation, infrastructure, open space, and other land use elements. The intermediate level allowed for greater density/intensity than the baseline level and offered guidance through performance criteria in terms of controls and incentives. The overlay plan was

the highest level of development density/intensity and therefore had the highest performance standards in terms of controls and incentives. The levels offer flexibility for development to respond to market conditions, provide a mechanism to acquire additional public amenities, and mitigate development impacts to public facilities, infrastructure, and the environment commensurate with increased development intensity.

Figure 5. Planning Geography – Central Fairfax County



Ten amendments to the Comprehensive Plan have been adopted in the transition areas since Planning Horizons in 1991. Of these, one Area Plans Review (APR) item, 94-II-6FC, was adopted within the areas being considered for land use alternatives in this study. This amendment added an option for restaurant use on what is presently Tax Map Parcel 56-2 ((1)) 47A in Sub-unit V2. Additional Plan amendments have been proposed within these areas but were either withdrawn or denied. These proposed amendments are highlighted below:

Sub-unit U1

- APR item 01-III-5BR proposed to allow those uses permitted by Special Exception or Special Permit on the part of Tax Map Parcel 56-2 ((1)) 67 (now Tax Map Parcel 56-2 ((1)) 67A) that was zoned Highway Commercial (C-8) District. Staff recommended retention of the existing Plan recommendation, as the request to allow Special Exception or Special Permit uses under the C-8 zoning ran counter to Plan policy for the Lee

Highway corridor in the Fairfax Center Area to not expand or intensify commercial uses. The Planning Commission agreed with the recommendation and denied this nomination.

- APR item 01-III-15BR proposed to change the density for the overlay level to residential use at 1 du/ac, the same as the baseline level recommendation on Tax Map Parcels 56-2 ((1)) 66 and 67 (now Tax Map Parcel 56-2 ((1)) 67A). Staff recommended retention of the existing Plan recommendation in order to preserve the incentive-based planning strategy employed for the Fairfax Center Area. The Planning Commission agreed with the recommendation and denied this nomination.

Sub-unit V1

- APR item 05-III-4FC proposed options for residential use at a density of 5-8 du/ac or mixed use (residential and retail) up to .40 floor area ratio (FAR) for an area including Tax Map Parcels 56-2 ((1)) 2, 4, and 6. This nomination was withdrawn prior to the publication of a staff report.

Sub-unit V2

- APR items 98-II-2F, 98-II-3F, and 98-II-4F proposed options for a hotel/elderly housing, retail use, and residential use at 10-12 du/ac on Tax Map Parcel 56-2 ((1)) 47 (now Tax Map Parcel 56-2 ((1)) 47A and 56-2 ((1)) 51A (pt.)). These nominations were withdrawn prior to the publication of a staff report.
- APR item 05-III-5FC proposed residential use at baseline level of 6 du/ac, intermediate level of 10 du/ac, and overlay level of 20-30 du/ac with an option for a daycare or neighborhood serving uses. This nomination was withdrawn prior to the publication of a staff report.

ADOPTED COMPREHENSIVE PLAN TEXT

The Comprehensive Plan text for the Plan amendment subject area includes the Suburban Neighborhood and Low Density Residential Area portions of the Fairfax Center Area. The complete text, including areawide recommendations for the entire Fairfax Center Area as well as land unit recommendations can be found at the following website:
http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area3/fairfaxcenter.pdf

Table 2 summarizes the land use recommendations and zoning for each land unit within the subject area.

Table 2. Planning and Zoning by Sub-unit – Fairfax Center Area Transition Area

Sub-unit	Plan Recommendation	Zoning
A1	Residential use: Baseline 1 du/ac; Intermediate 1.5 du/ac; Overlay 2 du/ac	R-1, R-5
A2	Residential use: Baseline 1 du/ac; Intermediate 1.5 du/ac; Overlay 2 du/ac	R-1, PDH-5
A3	Residential use: Baseline 1 du/ac; Intermediate 1.5 du/ac; Overlay 2 du/ac	R-1
A4	Residential use: Baseline 1 du/ac; Intermediate 1.5 du/ac; Overlay 2 du/ac	R-3
B	Residential use: Baseline 1 du/ac; Intermediate 4 du/ac; Overlay 6.6 du/ac	R-1, PDH-8
C1	Residential use: Baseline .5 du/ac; Intermediate .75 du/ac; Overlay 1 du/ac	R-1
C2	Residential use: Baseline .5 du/ac; Intermediate .75 du/ac; Overlay 1 du/ac	R-1
C3	Residential use: Baseline 1 du/ac; Intermediate 1.5 du/ac; Overlay 2 du/ac	R-1, R-2
C4	Residential use: Baseline .1 du/ac; Intermediate .15 du/ac; Overlay .2 du/ac	R-1
C5	Residential use: Baseline .5 du/ac; Intermediate .75 du/ac; Overlay 1 du/ac	R-1
C6	Residential use: Baseline .5 du/ac; Intermediate .75 du/ac; Overlay 1 du/ac	R-1
C7	Residential use: Baseline .1 du/ac; Intermediate .15 du/ac; Overlay .2 du/ac	R-1
C8	Residential use: Baseline .1 du/ac; Intermediate .15 du/ac; Overlay .2 du/ac	R-1
D	Residential use: Baseline 2 du/ac; Intermediate 2.5 du/ac; Overlay 3 du/ac	R-1, PDH-3, PDC
F1	Residential use: Baseline 1 du/ac; Intermediate 2 du/ac; Overlay 3 du/ac	R-1, PDH-2, PDH-3
F2	Residential use: Baseline 1 du/ac; Intermediate 2 du/ac; Overlay 3 du/ac	PDH-3
L1	Residential use: Baseline 1 du/ac; Intermediate 1.5 du/ac; Overlay 2 du/ac; Options at 3-4 du/ac, 8-12 du/ac, 16-20 du/ac in Centreville Farms)	R-1, PDH-8
L2	Residential use: Baseline 1 du/ac; Intermediate 1.5 du/ac; Overlay 2 du/ac	R-1, PDH-2
M1	Residential use: Baseline 1 du/ac; Intermediate 1.75 du/ac; Overlay 2.5 du/ac; Option for 4 du/ac in a portion of the sub-unit	R-1, R-2, PDH-2, R-3
M2	Residential use: Baseline 1 du/ac; Intermediate 1.5 du/ac; Overlay 2 du/ac; Option up to 4 du/ac in a portion of the sub-unit	R-1, R-2, PDH-2, PDH-4, C-8
M3	Residential use: Baseline 1 du/ac; Intermediate 1.5 du/ac; Overlay 2 du/ac	R-2, PDH-4
M4	Residential use: Baseline 1 du/ac; Intermediate 2.5 du/ac; Overlay 4 du/ac	R-1, PDH-4
R1	Residential use: Baseline 1 du/ac; Intermediate 2 du/ac; Overlay 3 du/ac	R-1, R-3, C-8
R2	Residential use: Baseline 1 du/ac; Intermediate 1.5 du/ac; Overlay 2 du/ac	R-1, R-2, PDH-2
S1	Residential use: Baseline 1 du/ac; Intermediate 1.5 du/ac; Overlay 2 du/ac	R-1, R-2, C-8
S2	Residential use: Baseline 1 du/ac; Intermediate 1.5 du/ac; Overlay 2 du/ac	R-1
S3	Residential use: Baseline 1 du/ac; Intermediate 1.5 du/ac; Overlay 2 du/ac	R-1
T	Residential use: Baseline 1 du/ac; Intermediate 1.5 du/ac; Overlay 2 du/ac	R-C, R-1, PDH-2, C-8
U1	Residential use: Baseline 1 du/ac; Office use: Intermediate .15 FAR; Overlay .25 FAR	R-1, R-2, C-2, C-8
U2	Residential use: Baseline 1 du/ac; Intermediate 1.5 du/ac; Overlay 2 du/ac	R-C, R-1, R-2, PDH-2, R-3
V1	Office use (pt.): Baseline .15 FAR; Intermediate .20 FAR; Overlay .25 FAR; Residential Use (pt.): Baseline .1 du/ac and 1 du/ac; Intermediate .15 du/ac, 1.5 du/ac, and 2 du/ac; Overlay .2 du/ac, 2 du/ac, and 3 du/ac	R-C, R-1, R-2, PDH-2, R-3, C-8
V2	Office use (pt.): Baseline .15 FAR; Intermediate .20 FAR; Overlay .25 FAR; Retail use (pt.): Baseline .15 FAR; Intermediate .25 FAR; Overlay .35 FAR; Residential Use (pt.): Baseline .1 du/ac and 1 du/ac; Intermediate .15 du/ac and 2 du/ac; Overlay .2 du/ac and 3 du/ac; Options up to 4 du/ac and 5 du/ac in portions of the sub-unit	R-C, R-1, PDH-2, PDH-4, PDH-5, R-MHP, C-2, C-8

PROPOSED PLAN AMENDMENT

The Plan amendment considers four types of modifications to the Comprehensive Plan:

1. Amendments to land use recommendations for certain parcels along the Lee Highway;
2. Structural amendments to the Plan text to relocate the Plan recommendations for the transitional areas into the underlying planning districts, effectively removing these areas from the Fairfax Center Area section of the Comprehensive Plan;
3. Editorial amendments to reflect implementation, including such guidance as public facilities planning and land use redevelopment; and,
4. Comprehensive Land Use Plan Map amendments to illustrate the baseline land use in lieu of a uniform textured pattern.

The following subsections within the Proposed Plan Amendment and Analysis sections of this report address each of these components individually.

Land Use Alternatives

Staff and the Springfield and Braddock Working Groups developed land use alternatives for selected parcels (Figures 2 and 3) along the Lee Highway corridor. As a part of the working group process, developers presented ideas for some of the parcels within these areas. The ideas are summarized as follows:

- A 130-unit, three-story congregate living facility (approximately .40 to .50 FAR) on parcels 55-4 ((1)) 30 and 31 (Sub-unit S1);
- Single-family detached residential and townhouse development (overall density of 4.4 dwelling units per acre (du/ac)) on parcels 55-4 ((1)) 29, 29A, 30, 31, 33, 34, 35, and 36B (Sub-unit S1);
- Single-family detached residential development (3-4 du/ac) on parcel 55-4 ((1)) 9A (Sub-unit M2);
- A 90-bed, 54,000 SF assisted living facility on parcel 56-2 ((1)) 66 (Sub-unit U1); and,
- A mixed-use development consisting of multifamily residential units and townhouses at 20 du/ac and approximately 120,000 SF of retail uses on parcels 56-2 ((1)) 45B and 46 (Sub-unit V2).

Two alternatives to the current Plan recommendations were developed and analyzed for their impacts within each area. These land use alternatives are detailed in Table 3. Alternatives 1 and 2 for Sub-units M2 and S1 focused on residential uses with Alternatives 2 having more residential density than Alternatives 1. Alternatives 1 and 2 for Sub-unit U1 focused on a mix of retail and alternative uses such as assisted living and child care, with Alternatives 1 having a larger focus on retail to reflect the existing commercial zoning recommendations. Likewise, Alternatives 1 and 2 for Sub-units V1 and V2 focused on retail use and mixed-use development, with Alternative 2 having a larger focus on retail to reflect the existing commercial zoning recommendations.

Table 3. Land Use Alternatives for Focus Areas

	Sub-unit M2	Sub-unit S1	Sub-unit U1	Land Unit V
Alternative 1				
SF Detached	37 DU	46 DU		
SF Attached				62 DU
Multifamily				560 DU
Retail			100,000 SF	383,000 SF
Assisted Living			54,000 SF	
Alternative 2				
SF Detached	42 DU			9 DU
SF Attached		92 DU		95 DU
Multifamily				858 DU
Retail			56,000 SF	187,000 SF
Assisted Living			54,000 SF	
Child Care			15,000 SF	

Sub-unit M2
Alternative 1: Subject parcels within the sub-unit (see Figure 2) redevelop as single-family detached homes with a mixture of densities at 2 du/ac and 4 du/ac, yielding 37 units.

Alternative 2: Subject parcels within the sub-unit redevelop as single-family detached homes at 4 du/ac, yielding 48 units.

Sub-unit S1
Alternative 1: Subject parcels within the sub-unit (see Figure 2) redevelop as single-family detached homes at 4 du/ac, yielding 46 units.

Alternative 2: Subject parcels within the sub-unit redevelop as townhouses at 8 du/ac, yielding 92 units.

Sub-unit U1
Alternative 1: Subject parcels within the sub-unit (see Figure 3) would retain and expand neighborhood-serving retail uses to other areas along Lee Highway, yielding 100,000 SF of retail space. In addition to the expansion of retail uses would be the inclusion of a 54,000 SF assisted living facility fronting on Lee Highway.

Alternative 2: Subject parcels within the sub-unit would retain and expand neighborhood-serving retail uses to other areas along Lee Highway, yielding 56,000 SF of retail space. In addition to the expansion of retail uses would be the inclusion of a 15,000 SF child care facility and a 54,000 SF assisted living facility.

Land Unit V
Alternative 1: Subject parcels within the sub-unit (see Figure 4) would redevelop as neighborhood-serving retail uses and a mixed-use development totaling 383,000 SF of retail space, 62 townhouses, and 560 multifamily residential units.

Alternative 2: Subject parcels within the sub-unit would redevelop as a mixed-use development consisting of 221,000 SF of retail space, 95 townhouses, and 858 multifamily units.

Relocation of Recommendations to Underlying Community Planning Sectors

The land use discussion within the Existing Conditions Report illustrated the differences in both the type and amount of development present in the transition areas of the Fairfax Center Area versus the Suburban Center. Given these differences, the Existing Conditions Report concluded that the relocation of recommendations in these areas to the underlying community planning sectors should be considered. Effects on the applicability of the development elements and the impacts on the Fairfax Center Area road fund are discussed within the "Analysis" section of this report.

Editorial Amendments

Since the initial adoption of Plan guidance for the Fairfax Center Area in 1982, several land use, transportation, and public facilities recommendations have been implemented. Some of these recommendations are located within the Areawide Recommendations; however, the majority of these recommendations are found within the Land Use Plan Recommendations within each land unit. As a component of this Plan amendment, implemented public facility recommendations are proposed to be removed, and other elements, such as descriptions of existing land use and Tax Map Parcel numbers, are proposed be updated to reflect existing conditions. Further, in cases where multiple land use options are planned and one option has been developed, the non-developed option(s) are proposed to be removed. Sub-unit boundaries are proposed to be adjusted to reflect existing development, consolidating adjoining sub-units with the same land use recommendations into one.

Comprehensive Land Use Plan Map Amendments

Presently, the Fairfax Center Area is mapped as a separate category on the Comprehensive Land Use Plan Map. This phase of the Fairfax Center Area study considers removing the transition areas from the Fairfax Center Area and translating the respective baseline land use recommendations to the land use density ranges used on the Plan Map.

ANALYSIS

Land Use Alternatives

Land Use

<u>Sub-unit M2</u>

The Comprehensive Plan recommends a low density residential pattern at generally a density of 1 to 2 du/ac, with residential lots to the north in the Willowmeade neighborhood of approximately one acre in size and residential lots to the east and west in the Buckley's Reserve and the Estates at Fairfax neighborhoods developed at approximately one-third to one-half acre due to the clustering and provision of consolidated open space. As shown in Table 3, on the four subject parcels, the land use analysis evaluated densities of 2 du/ac and 4 du/ac under Alternative 1. A higher density of 4 du/ac was evaluated within Alternative 2.

Any development at densities greater than the adjacent lower densities would need to provide open space and buffering to reduce visual and noise impacts to the existing neighborhoods. This would limit the developable area along the northern and western edges of the focus area.

As mentioned previously, the Comprehensive Plan recommends that existing spot commercially-zoned parcels along Lee Highway should not be expanded or intensified, and that redevelopment to uses more compatible with adjacent residential areas is encouraged. The front third of one of the parcels included, Tax Map Parcel 55-4 ((1)) 11 is zoned for commercial uses. An increase in planned density may provide an incentive for the redevelopment of this spot commercially-zoned parcel, provided that appropriate buffering and compatibility can be achieved. The need for adequate buffering and transitions, combined with right-of-way needs for planned improvements to Lee Highway, may reduce the developable area of some of the subject parcels, potentially resulting in higher effective densities than were examined within the land use alternatives. As a result, a density of 4 du/ac may result in the development of townhouses as opposed to single-family detached uses, which is inconsistent with the surrounding pattern of development.

The Springfield District Working Group supported an option for residential use on the subject parcels within a density range of 3-4 du/ac and requested that staff determine which density would be more appropriate on this site. The group further recommended that full consolidation of all four parcels is desired, but at a minimum, Tax Map Parcels 55-4 ((1)) 9A and 11 should be consolidated to exercise this option. Access should be provided on via Willowmeade Drive with appropriate buffering to the Willowmeade neighborhood to the north.

Sub-unit S1

As with Sub-unit M2, the land use pattern surrounding the subject parcels generally falls within a density of 1 to 2 du/ac. The Crystal Springs neighborhood to the east is the least dense of the surrounding uses, and the Comprehensive Plan recommends that any new development in this area be compatible with this subdivision. The Hampton Forest and Hampton Woods neighborhoods to the south and west are developed at densities slightly less than 2 du/ac. As shown in Table 3, for the six subject parcels, the land use analysis evaluated a density of 4 du/ac under Alternative 1. A higher density of 8 du/ac was evaluated within Alternative 2.

The Comprehensive Plan recommends that existing spot commercially-zoned parcels along Lee Highway should not be expanded or intensified, and that redevelopment to uses more compatible with adjacent residential areas is encouraged. One of the subject parcels, Tax Map Parcel 55-4((1))35 is zoned for commercial uses. A marginal increase in planned density along Lee Highway with full or substantial consolidation may provide an incentive for the redevelopment of this spot commercially-zoned parcel, suggesting that Alternative 1 may be appropriate. However, the density evaluated within Alternative 1 is consistent with the density evaluated in Sub-unit M2, and for similar reasons, may result in a higher effective density due to the need for buffering and transitions.

Alternative 2 proposes a residential density that differs significantly from the area surrounding the subject property. The proposed density and residential unit type would produce smaller lots than expected in an infill development with the Crystal Springs subdivision, and is not consistent with the density studied north of Lee Highway in Sub-unit M2.

The Springfield District Working Group supported an option for residential use at a density range of 3-4 du/ac and requested that staff determine which density would be more appropriate on this site. The group further recommended that full consolidation of all six parcels is desired, but at a minimum, Tax Map Parcels 55-4 ((1)) 30 and 31 should be consolidated to exercise this option. In addition, coordinated access to this site with an interparcel connection made to Tractor Lane was recommended. In the event that full consolidation does not occur, plans for future

interparcel access to Tax Map Parcels 55-4 ((1)) 33, 34, 35, and 36B should be demonstrated. Finally, the group recommended any development should include appropriate buffering to the existing Crystal Springs neighborhood to the east.

Sub-unit U1

Areas to the east, west, and south of the subject parcels within Sub-unit U1 are generally developed with single-family detached residential uses. For these areas, the Comprehensive Plan recommends a land use pattern generally at a density of 1 to 2 du/ac. As shown in Table 3, the land use analysis evaluated 100,000 SF of retail use, reflective of the existing C-8 zoning, along with 54,000 SF of assisted living use under Alternative 1. Alternative 2 retained 54,000 SF of assisted living use, reduced retail use to 56,000 SF and added 15,000 SF of child care as an alternative use.

The Comprehensive Plan recommends that retail uses should not be expanded or enhanced as the uses are inconsistent with the objectives of the area. The objectives seek compatibility in type and intensity to the adjoining areas so that existing residential neighborhoods will be protected. Replanning additional parcels for unspecified retail uses would work against this objective.

Alternative uses such as assisted living and a small footprint child care may be appropriate within this sub-unit, as compatibility may be achieved through size, orientation, and layout. These types of redevelopment would need to provide open space and buffering, taper down toward, and orient away from, the surrounding neighborhoods to reduce visual and noise impacts. Sufficient land area would be needed in order to achieve these goals.

The 90-bed, 54,000 SF assisted living facility on Tax Map parcel 56-2 ((1)) 66, reflected in Alternatives 1 and 2, appears too intense to meet these objectives relative to the size of the subject parcel. The limited parcel size results in significant portions of the building being up to four stories in height precluding adequate building tapering, buffering, and open space to the adjacent two story homes. The proposed intensity (approximately .60 FAR) is an intensity comparable with nonresidential uses in the R-12 zoning district and would be close to double the maximum intensity recommended for the south side of Lee Highway between the City of Fairfax and Centreville. Other larger parcels along the corridor may be better suited for a facility of this size.

Some members of Braddock District Working Group supported assisted living as an alternative use, provided that it can be compatibly accommodated onsite and there is adequate mitigation of impacts on the adjoining residential development. The working group also supported a baseline recommendation in this area for residential use at 2 du/ac as another alternative to office use in this Sub-unit. The working group did not support the inclusion of child care as an alternative use for this area.

Land Unit V

As shown in Table 3, for portions of Sub-units V1 and V2, the land use analysis evaluated 383,000 SF of retail use, reflective of the existing C-8 zoning, along 622 multifamily and townhouse units under Alternative 1. Alternative 2 reduced retail use to 187,000 SF, focusing on additional residential use with substantial consolidation of parcels in this focus area, totaling 962 multifamily, townhouse, and single-family detached dwelling units.

Rezoning application RZ 2014-BR-007 is under consideration for the area immediately west of the Sub-unit V1 subject parcels. The application proposes single-family detached residential uses as per the current Comprehensive Plan recommendation of 3 du/ac at the overlay level. Due to planned interchange improvements at Lee Highway and Shirley Gate Road, the primary access to the subject parcels in Sub-unit V1 may be oriented through the proposed residential development in the future. As a result, residential use at a similar density may be appropriate as another option to be examined for this area.

The subject parcels in Sub-unit V2 are located in an area that is primarily developed with commercial uses. A significant portion of the area is planned and developed with the Waples Mill Mobile Home Park that has approximately 150 mobile homes (approximately 6 du/ac). The Plan considers mobile home parks as sources of affordable housing and encourages their retention as indicated by Appendix 10 of the Land Use section of the Policy Plan. The proposed residential portion of the redevelopment at 20 du/ac, which is more than three times the amount of residential density than currently exists, may not be compatible with the character of the surrounding area, which is developed at 3 and 5 du/ac.

Across Lee Highway to the north, the multifamily residential uses planned for 20 du/ac are a part of the Suburban Center portion of the Fairfax Center Area. Replanning this area for a similar density would not be consistent with the lower density Suburban Neighborhood characterization and would constitute an expansion of the Suburban Center into this area. Expansion of any development area within the county warrants a compelling reason as the expansion may work against the goal of concentrating growth and redevelopment within the core or central area of the center and protecting the lower density surrounding areas through transitional densities at the periphery.

The ability to achieve other goals within the Plan, such as consolidation, affordable housing, environmental protection, or mitigating transportation issues to an exceptional level that could result from redevelopment should be considered. However, expansion of the Suburban Center could result in unintended consequences such as economic competition with the core area and the creation of redevelopment pressure in very low density areas. Alternative 2 presents greater opportunities for such features as logical consolidation, concentration of development toward Lee Highway, and potential for more access points within the greater land area included in the redevelopment proposal. However, due to the relationship of this area to the low density areas to the south and the environmentally sensitive Occoquan area, coupled with its location outside the Suburban Center, replanning the area for higher density, mixed-use development would be inconsistent with broader adopted goals. Current land use recommendations for this area are appropriate, and the area continues to provide viable community serving retail uses.

The Braddock District Working Group supported an alternative option for residential use at 3 du/ac for the Sub-unit V1 subject parcels. Given the need for further identification of compelling reasons to potentially expand the suburban center boundary, the working group did not recommend any Plan changes for the Sub-unit V2 subject parcels. However, the working group supported a recommendation for a future special study to consider possible mixed-use redevelopment in this area.

Transportation

Trip Generation

For the purpose of analyzing cumulative impacts of the proposed land use alternatives, trip generation analysis is presented in two groupings. The first grouping includes the focus areas in Sub-units M2 and S1, since they are located across from each other on Lee Highway, west of the Fairfax County Parkway. The second grouping includes focus areas in Sub-unit U1 and Land Unit V, as these sites are located within a mile of one another along Lee Highway, east of the Fairfax County Parkway. A cumulative trip generation comparison is presented at the end of this section.

Within Sub-unit M2, the land use mix proposed as part of Alternative 1 would generate an additional 124 gross daily trips over the current Comprehensive Plan. Alternative 2 would generate an additional 229 daily trips over the current Comprehensive Plan. Within Sub-unit S1, the land use mix proposed as part of Alternative 1 would generate an additional 219 gross daily trips over the current Comprehensive Plan, while Alternative 2 would generate an additional 316 daily trips over the current Comprehensive Plan. The cumulative impact of these alternatives is illustrated in Table 4. The trip generation analysis shows that of the two scenarios, Alternative 1 will have a lower impact on Lee Highway traffic during the peak hours compared to Alternative 2.

Table 4. Cumulative Trip Generation Comparison, Sub-units M2 and S1

				AM			PM		
Development Type	**Quantities**		**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Current Plan									
Single Family (210)	47	DU	447	9	26	35	30	17	47
Total Trips Generated			**447**	**9**	**26**	**35**	**30**	**17**	**47**
Alternative # 1									
Single Family (210)	83	DU	790	16	47	63	52	31	83
Total Trips Generated			**790**	**16**	**47**	**63**	**52**	**31**	**83**
Gross Impact Beyond Comprehensive Plan			*343*	*7*	*21*	28	*22*	*14*	36
Alternative # 2									
Single Family (210)	48	DU	457	9	27	36	30	18	48
Condo/Townhouse(230)	92	DU	535	7	34	41	32	16	48
Total Trips Generated			**992**	**16**	**61**	**77**	**62**	**34**	**96**
Gross Impact Beyond Comprehensive Plan			*545*	*7*	*35*	42	*32*	*17*	49

Note: Trip generation estimates are based on the Institute of Transportation Engineers Trip Generation Manual, 9th Edition (2012)

Within Sub-unit U1, the land use mix proposed as part of Alternative 1 would generate an additional 2,281 gross daily trips over the current Comprehensive Plan. Alternative 2 would generate an additional 1,260 daily trips over the current Comprehensive Plan. Within Sub-units V1 and V2, the land use mix proposed as part of Alternative 1 would generate an additional 5,996 gross daily trips over the current Comprehensive Plan. Alternative 2 would generate an additional 2,201 daily trips over the current Comprehensive Plan. The cumulative impact of these alternatives is illustrated in Table 5. The trip generation analysis shows that of the two scenarios, Alternative 2 will have a considerably lower impact on the surrounding roadway network compared to Alternative 1.

The Code of Virginia requires localities to submit Comprehensive Plans and amendments to Comprehensive Plans that would substantially affect transportation on state-controlled roads to the Virginia Department of Transportation (VDOT). A VDOT Chapter 870 Transportation Impact Analysis (TIA) is generally required if the proposed land use change results in an estimated 5,000 or more additional gross daily trips above trip levels for what is currently planned. Table 6 illustrates the total cumulative impact of the proposed alternative compared with the current Comprehensive Plan recommendation. Alternative 1 surpasses the 5,000-trip threshold, and would require a VDOT Chapter 870 TIA if this land use mix were to be recommended for adoption into the Comprehensive Plan. Alternative 2 does not exceed the 5,000-trip threshold, and would not require a VDOT Chapter 870 TIA.

Table 5. Cumulative Trip Generation Comparison, Sub-units U1, V1, and V2

				AM			PM		
Development Type	**Quantities**		**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Current Comp Plan									
Single Family (210)	5	DU	48	1	3	4	3	2	5
Mobile Homes (240)	155	DU	773	14	55	69	57	35	92
Office (710)	168	KSF	2,297	292	40	332	58	287	345
Retail (820)	291	KSF	15,975	223	137	360	683	740	1,423
Gross Trips Generated			**19,093**	**530**	**235**	**765**	**801**	**1,064**	**1,865**
Alternative # 1									
Apartments (220)	560	DU	3,724	57	228	285	226	122	348
Townhouses (230)	62	DU	360	5	23	28	22	11	33
Assisted Lvg Fac (254)	90	BD	239	8	5	13	9	11	20
Retail (820)	187	KSF	23,047	316	193	509	995	1,078	2,073
Gross Trips Generated			**27,370**	**386**	**449**	**835**	**1,252**	**1,222**	**2,474**
Gross Impact Beyond Comprehensive Plan			*8,277*	*-144*	*214*	*70*	*451*	*158*	*609*
Alternative # 2									
Single Family (210)	9	DU	86	2	5	7	6	3	9
Apartments (220)	858	DU	5,706	88	350	438	346	186	532
Townhouse (230)	95	DU	552	7	35	42	33	16	49
Assisted Living (254)	90	BD	239	8	5	13	9	11	20
Child Care (565)	15	KSF	1,111	97	86	183	87	98	185
Retail (820)	243	KSF	14,860	210	129	339	632	685	1,317
Gross Trips Generated			**22,554**	**412**	**610**	**1,022**	**1,113**	**999**	**2,112**
Gross Impact Beyond Comprehensive Plan			*3,461*	*-118*	*375*	*257*	*312*	*-65*	*247*

Note: Trip generation estimates are based on the Institute of Transportation Engineers Trip Generation Manual, 9th Edition (2012)

Access

Currently, access to the focus areas in Sub-units M2 and S1 is from Lee Highway. Both sub-units are located between an existing interchange at Lee Highway and Fairfax County Parkway and a proposed interchange at Lee Highway and Stringfellow Road. The Transportation Plan recommends that Lee Highway should be widened to six lanes along this corridor. Adequate right-of-way, therefore, should be reserved for the future widening of Lee Highway. The right-of-way dedication would reduce the developable land and may increase the effective intensity of any redevelopment.

Access to Sub-unit U1 is from Lee Highway and a two-way service drive that runs parallel to Lee Highway and fronts much of the focus area. Service drives can facilitate interparcel connectivity, thereby reducing the burden on Lee Highway. A grade-separated interchange is planned for the intersection of Lee Highway with Monument Drive/Village Drive and access will be impacted, particularly for adjacent parcels.

Access to Land Unit V is mainly from Lee Highway. Parcels that are situated adjacent to the intersection of Lee Highway and Shirley Gate Road, however, may have access potential from Shirley Gate Road. A grade-separated interchange is planned for the intersection of Lee Highway and Waples Mill Road/Shirley Gate Road and access to the parcels situated adjacent to the intersection may be difficult to provide.

Table 6. Cumulative Trip Generation Comparison, All Sub-units

				AM			PM		
Development Type	**Quantities**		**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Current Comp Plan									
Single Family (210)	52	DU	495	10	29	39	33	19	52
Mobile Homes (240)	155	DU	773	14	55	69	57	35	92
Office (710)	168	KSF	2,297	292	40	332	58	287	345
Retail (820)	291	KSF	15,975	223	137	360	683	740	1,423
Gross Trips Generated			**19,540**	**539**	**261**	**800**	**831**	**1,081**	**1,912**
Alternative # 1									
Single Family (210)	83	DU	790	16	47	63	52	31	83
Apartments (220)	560	DU	3,724	57	228	285	226	122	348
Townhouses (230)	62	DU	360	5	23	28	22	11	33
Assisted Lvg Fac (254)	90	BD	239	8	5	13	9	11	20
Retail (820)	187	KSF	23,047	316	193	509	995	1,078	2,073
Gross Trips Generated			**28,160**	**402**	**496**	**898**	**1,304**	**1,253**	**2,557**
Gross Impact Beyond Comprehensive Plan			*8,620*	*-137*	*235*	*98*	*473*	*172*	*645*
Alternative # 2									
Single Family (210)	57	DU	543	11	32	43	36	21	57
Apartments (220)	858	DU	5,706	88	350	438	346	186	532
Townhouse (230)	187	DU	1,544	23	96	119	95	50	145
Assisted Living (254)	90	BD	239	8	5	13	9	11	20
Child Care (565)	15	KSF	1,111	97	86	183	87	98	185
Retail (820)	243	KSF	14,860	210	129	339	632	685	1,317
Gross Trips Generated			**24,003**	**437**	**698**	**1,135**	**1,205**	**1,051**	**2,256**
Gross Impact Beyond Comprehensive Plan			*4,463*	*-102*	*437*	*335*	*374*	*-30*	*344*

Note: Trip generation estimates are based on the Institute of Transportation Engineers Trip Generation Manual, 9th Edition (2012)

East of the Fairfax County Parkway, Lee Highway design plans suggest a collector-distributor (C/D) road system between interchanges in the long term. Adequate right-of-way, therefore, should be reserved for the future C/D roads, both on the north and south side of Lee Highway. Access to the parcels located on either side of Lee Highway would be from these C/D roads in future. It should be noted that the C/D roads will be one-way, providing eastbound flow on the south side of Lee Highway and westbound on the north. Site access will be affected. It has been suggested that a corridor study may be useful in re-evaluating the needs along Lee Highway to

determine whether the grade-separated interchanges and C/D road system are still necessary. A follow-up effort may be warranted to better assess future needs.

Transportation issues associated with any development of the subject parcels will need to be adequately addressed during the rezoning process. For example, better site access and circulation can be achieved with interparcel connectivity and removing cul-de-sacs and barriers between individual parcels and communities. The development plan should address overall circulation patterns, turning movements, signalization, parcel consolidation, pedestrian circulation, safety issues and transit amenities. Internal circulation and access issues, as well as safety issues (particularly pedestrian related), would also be of primary concern.

Transit

Lee Highway is a major east-west facility paralleling I-66 that connects Prince William County, Fairfax County, and the cities of Fairfax and Falls Church; therefore, Lee Highway is a common alternative route taken by commuters. However, there currently is no transit service on this portion of Lee Highway.

The 2009 Transit Development Plan for the Fairfax Connector has a recommendation for a bus route that would link Centreville and George Mason University via Lee Highway. Transit Services Division staff at the Fairfax County Department of Transportation are also in the process of developing a new Comprehensive Transit Plan, to be completed in 2015. The need for transit on Lee Highway will be assessed as part of this effort.

Bicycle and Pedestrian Connectivity

Bicycle and pedestrian connectivity is an issue within the community, particularly as it pertains to crossings of Lee Highway. A coordinated bicycle and pedestrian circulation plan should be created with any development and redevelopment, providing full inter- and intra-parcel circulation. Intersection control and design on high volume/high speed roadways, such as Lee Highway, should be considered a critical element in development planning and should accommodate safe pedestrian crossings. In addition to site-specific needs, guidance from the Fairfax County Bicycle and Trails Master Plans should be used in planning future bicycle and pedestrian amenities.

Schools

Existing Facilities

Table 7 illustrates the schools serving the focus areas of the alternatives analysis. Fairfax County Public Schools recently completed a boundary study for both Fairfax High School and Lanier Middle School resulting in attendance area changes. The majority of the changes from the boundary study will become effective in the 2014-15 school year. The boundary changes reduce the size of Fairfax and Lanier attendance areas in the Fairfax Center Area, and the focus areas within Sub-units U1, V1, and V2 will be served by Frost Middle School and Woodson High School.

Table 7. Schools Serving Focus Areas of Alternatives Analysis (2014-2015 School Year)

Sub-unit	Elementary School	Middle School	High School
M2	Eagle View	Lanier	Fairfax
S1	Willow Springs	Lanier	Fairfax
U1	Fairfax Villa	Frost	Woodson
V1	Fairfax Villa	Frost	Woodson
V2	Fairfax Villa	Frost	Woodson

This area is projected to continue to have capacity challenges at both the elementary and high school levels. Traditionally, capacity needs have been addressed through new school construction, additions to existing facilities, interior architectural modifications, temporary or modular buildings, and changes to programs and/or attendance areas. At the elementary school level, the Fiscal Year (FY) 2015-19 Capital Improvement Program (CIP) identifies the unfunded need for a Fairfax/Oakton Area Elementary School, which is in proximity to the Fairfax Center Area. At the high school level, capacity enhancements to Oakton, as well as a potential new high school in the western portion of the county will provide additional high school capacity in the area.

Assessment of Land Use Alternatives

As shown in Table 8, the mix of uses under Alternative 1 would yield an additional 38 (19 elementary, 8 middle, 11 high) to 147 (87 elementary, 22 middle, 38 high) students over the current Comprehensive Plan according to the countywide student yield ratios. The first scenario assumes the 560 multi-family units are constructed as mid/high-rise buildings, while the second scenario assumes the 560 multi-family units are constructed as low-rise buildings. Using the same assumptions regarding unit type, the mix of uses under Alternative 2 would yield an additional 108 (59 elementary, 18 middle, 31 high) to 275 (163 elementary, 39 middle, 73 high) students over the current Comprehensive Plan.

To mitigate impacts of the proposed development in Alternatives 1 and 2, Fairfax County Public Schools (FCPS) would look to the developer and support from the county at the time of rezoning. While proffers typically include monetary contributions, other "in-kind" contributions may be appropriate to mitigate the impacts of development on the school system. Examples of "in-kind" contributions include land dedication; opportunities for shared space in private buildings for activities such as community uses, adult education programs, or after school, head start, or student child care (SACC) programs; or other alternative arrangements that provide FCPS with additional resources to accommodate its growing student population.

Parks and Recreation

Existing Facilities

The Fairfax Center Area is served by 14 public parks either wholly or partially within this area with a total of 489 acres maintained by the Fairfax County Park Authority. Additional recreational facilities are provided at Penderbrook Golf Course (open to the public), public school sites, private homeowner associations, and residential communities. The majority of parkland serving the Fairfax Center Area is in local serving and stream valley parks. Most of the parkland is forested, which is beneficial in a highly urbanized area through the provision of habitat protecting numerous natural and cultural resources. Park and habitat corridors are fragmented, lacking accessibility via a connected trail system.

The Fairfax Center Area is served by park resources located within a reasonable distance in the surrounding planning area by 16 parks totaling 3,167 acres maintained by the Fairfax County Park Authority, including larger parks with athletic fields, trails, a RECenter, with a range of facilities and resources. The City of Fairfax also provides recreation facilities at parks and schools, including playgrounds, picnic areas, basketball courts, and athletic fields. Additionally, the Cross County Trail passes to the north east of the Fairfax Center Area through Oak Marr Park and Difficult Run Stream Valley Park.

Table 8. Projected Student Yield – Focus Areas of Alternatives Analysis

Current Comprehensive Plan			
School Level	SF Detached Ratio	Number of Units	Student Yield
Elementary	0.273	52	14
Middle	0.086	52	4
High	0.177	52	9
School Level	SF Attached Ratio (includes Mobile Homes)	Number of Units	Student Yield
Elementary	0.243	155	38
Middle	0.06	155	9
High	0.127	155	20
		total	94
Alternative 1			
School Level	SF Detached Ratio	Number of Units	Student Yield
Elementary	0.273	83	23
Middle	0.086	83	7
High	0.177	83	15
School Level	SF Attached Ratio	Number of Units	Student Yield
Elementary	0.243	62	15
Middle	0.06	62	4
High	0.127	62	8
School Level	Mid/High-rise and Low-rise MF ratios	Number of Units	Student Yield
Elementary	0.059 to 0.181	560	33 to 101
Middle	0.017 to 0.042	560	10 to 24
High	0.030 to 0.079	560	17 to 44
		total	60 to 169
Alternative 2			
School Level	SF Detached Ratio	Number of Units	Student Yield
Elementary	0.273	57	15
Middle	0.086	57	5
High	0.177	57	10
School Level	SF Attached Ratio	Number of Units	Student Yield
Elementary	0.243	187	45
Middle	0.06	187	11
High	0.127	187	24
School Level	Mid/High-rise and Low-rise MF ratios	Number of Units	Student Yield
Elementary	0.059 to 0.181	858	51 to 155
Middle	0.017 to 0.042	858	15 to 36
High	0.030 to 0.079	858	26 to 68
		total	97 to 264

2012 Countywide student yield ratios (September 2013)

The park system in the Fairfax Center Area is deficient in local serving parkland and typical local serving recreation facilities, such as playgrounds, courts, dog parks, and some types of athletic fields. A major weakness in this area is the lack of interconnecting trails between the parks and the greater communities they serve, due to patchwork development, as well as major roadways that stand in the way of potential trail connections.

Assessment of Land Use Alternatives

Alternative 1 would add 1,654 new residents to the area and Alternative 2 would add 2,586 new residents. As the Fairfax Center Area grew, few local serving parks with recreation facilities were added, except in the Centreville Farms area. As such, many multifamily and townhouse units were added without public parks, thereby creating a deficiency in local serving parks. The two alternatives exacerbate the need for local serving parkland and facilities. Alternative 1 would generate the need for over eight acres of local serving parkland, with Alternative 2 generating a need for nearly 13 acres. Local serving park facilities generated include an additional rectangle field, adult baseball field, adult softball field, basketball court, playgrounds, trails, and trail connection opportunities. Opportunities to address these deficiencies include provision of publicly accessible, usable parkland, facility upgrades at existing parks that serve the district, and addition of facilities at existing parks where planned facilities have not yet been built such as Lincoln Lewis Vannoy, Fair Ridge, Arrowhead, and Patriot Parks. Additional trails and connections in the trail network between communities, parks, and destinations in Fairfax Center are also needed.

Environment

Noise

The impacts of roadway noise should be considered when designing new residential development in close proximity to Lee Highway. It is likely that measures will be required to address exterior and interior noise impacts in these areas for residential and other noise sensitive uses.

Soils

Sub-units V1 and V2 are located in an area containing rock formations with naturally-occurring fibrous asbestos. Any proposals for redevelopment in this area should detail how this concern will be mitigated.

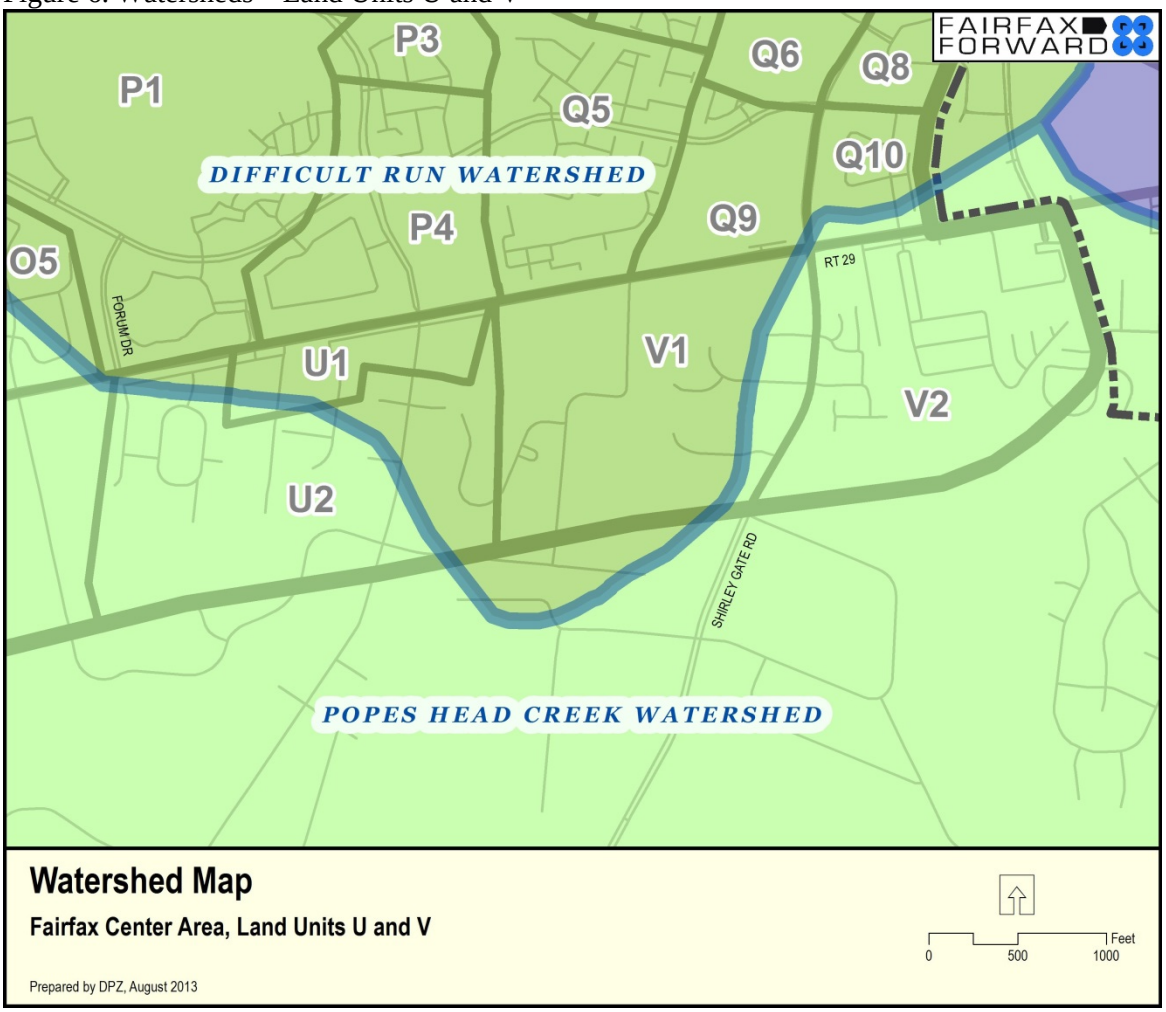
Water Quality and Stormwater Management

As shown in Figure 6, Sub-unit U1 generally lies within the Difficult Run Watershed, while Land Unit V straddles the watershed divide between the Difficult Run and Popes Head Creek Watersheds. Much of Sub-unit V1 lies within the Upper Difficult Run Subwatershed. The remaining portions of Sub-units V1 and V2 are located in the headwaters of the Popes Head Creek Watershed (Upper Popes Head Subwatershed).

Due to its location mostly within the Residential Conservation (R-C) zoning district, Popes Head Creek is one of the least developed watersheds remaining in Fairfax County and is in relatively good ecological health. However, the headwaters of the Upper Popes Head subwatershed originate outside the R-C zoning district within parts of Sub-units V1 and V2. Consequently, Upper Popes Head has the highest nutrient and sediment loading rates of Popes Head Creek's subwatersheds. To protect the ecological health of Popes Head Creek and the water quality of the Occoquan Reservoir, any development in these areas should incorporate best management practices (BMPs), consistent with county requirements and with guidance in the Environment

element of the Policy Plan. Stormwater management system designs and construction should be consistent with the new stormwater management regulations adopted by the Commonwealth of Virginia on July 1, 2014.

Figure 6. Watersheds – Land Units U and V



Relocation of Recommendations to Underlying Community Planning Sectors

Background

The Fairfax Center Area is composed of the Suburban Center, Suburban Neighborhoods and Low Density Residential Neighborhoods. The Comprehensive Plan focuses the highest intensity in the mixed-use Suburban Center, which is surrounded by the Suburban Neighborhoods and Low Density Residential Areas. The Suburban Neighborhoods and Low Density Residential Areas constitute transition areas, which generally consist of single family detached residential development, with some townhouses and multifamily residential units. A limited number of nonresidential uses are present within this transition area, consisting of office and community-serving retail uses. The Existing Conditions Report suggested that placing the recommendations pertaining to Suburban Neighborhoods and Low Density Residential Neighborhoods in another section of the Comprehensive Plan (community planning sectors) should be considered. The rationale was to underscore that these areas, which are not part of the Suburban Center, are intended to remain planned and developed for lower density uses. In doing so, the applicability

of the development elements and the impacts on the Fairfax Center Area Road Fund must be taken into account.

Feedback received during the public outreach portion supported the possibility of relocating these recommendations. Participants noted that a number of existing neighborhoods, many of which did not exist at the time the Fairfax Center Area was established, were bifurcated by the planning area boundary, emphasizing the disconnect between the boundary and the existing conditions. Others suggested that areas like Fairfax Farms, located in Land Unit C, did not have a direct connection to Suburban Center portions of the Fairfax Center Area, and that the character of this neighborhood is more in line with areas outside of the boundary. In general, the transition areas are mostly built out and are not envisioned to change over time, similar to the adjacent community planning sectors. The relationship between the sub-units and community planning sectors is illustrated in Table 9.

Table 9. Sub-units and Underlying Community Planning Sectors

Land Units/Sub-units	**Underlying Community Planning Sectors**
B, C	Fox Lake (F4) Community Planning Sector
V2	George Mason (F7) Community Planning Sector
F1	Flatlick (BR3) Community Planning Sector
D, F2	Stringfellow (BR4) Community Planning Sector
L1, R1	Centreville (BR6) Community Planning Sector
L2, M, R2, S, T, U, V1	Braddock (BR7) Community Planning Sector
A1-A4	Lee Jackson (UP8) Community Planning Sector

Relocation of the transition areas to the underlying community planning sectors also has the potential to simplify recommendations for these areas. Moving these areas to the underlying community planning sectors could provide better ability to analyze issues and policies in the context of neighboring areas possessing a similar suburban neighborhood or low density residential character. For example, policies regarding environmental sensitivities in the Difficult Run headwaters are also applicable within the rest of the Fox Lake (F4) Community Planning Sector. There are also instances within the transition area where Fairfax Center Area guidance overlaps with recommendations that are located in other sections of the Plan. The overlap creates an additional layer of complexity in determining Plan guidance for these areas.

Potential drawbacks to relocating the recommendations also exist and should be considered. These portions of the Fairfax Center Area reinforce the notion of a transition from the Suburban Center to surrounding lower density uses. Additionally, the importance of improving connections between the transition areas and the Suburban Center, particularly as they relate to bicycle and pedestrian connectivity, is a topic that was raised throughout the public outreach efforts for this study. If recommendations for the transition areas are relocated to the underlying community planning sectors, the ability to emphasize these connections may be minimized.

Two critical issues in understanding the implications of relocating recommendations relate to the Fairfax Center Road Fund and the applicability of the development elements to the transition areas. These issues are discussed in further detail in the next section.

<u>Fairfax Center Area Road Fund</u>
A critical issue regarding the potential relocation of the land use recommendations for the transition areas from the Fairfax Center Area to the underlying community planning sectors is

the potential impact to the Fairfax Center Area Road Fund. The formation of the Fairfax Center Area Road Fund dates back to 1982, when county staff developed Procedural Guidelines for the Annual Review Process for the Fairfax Center Area to further consider the transportation improvements and approaches to financing planned transportation facilities within the Fairfax Center Area. The guidelines continue to be used for prioritizing and financing roadway improvements within the Fairfax Center Area. The road fund boundary coincides with the current boundary of the Fairfax Center Area.

The development potential within all of the Fairfax Center Area, including the transitional areas, was factored into determining the appropriate residential and commercial rates to be charged for the road fund. Developments above the baseline recommendations within the current boundary have contributed to the road fund. Changing the road fund boundary at this point to exclude the transition areas could create issues of inequity between development that has already occurred and contributed to the road fund and future development that would not be subject to this provision of the Plan if the boundary were changed. Additionally, contributions from the transition area portions of the Fairfax Center Area were assumed to offset costs of the transportation improvements outlined in the procedural guidelines. No longer having access to those contributions could result in a funding loss for critical transportation infrastructure within the Fairfax Center Area. Finally, some of the remaining roadway improvements are located in the transition areas and contributions toward these improvements would directly benefit these areas.

For these reasons, the transition areas that develop above the baseline level should continue to be part of the road fund, and the road fund boundary should not change. Given that the boundary of the road fund is tied to the boundary of the Fairfax Center Area, a modification of this boundary could negatively affect the operation of the road fund.

Development Elements

The development elements created for the Fairfax Center Area allow flexibility for development to adapt to market conditions and offer a framework for various quality control mechanisms. The Plan identifies a series of development elements as an implementation tool, intended to ensure high quality design and mitigate impacts of development. As mentioned previously, Plan implementation links progressively more detailed development elements (as quality controls) to progressively greater development intensity levels (quantity incentives above a baseline) at the intermediate and overlay levels.

The development elements cover a variety of issues applicable of sites within the Fairfax Center Area. This includes elements related to transportation, environmental systems, public facilities, site planning, and detailed design. A primary reason that the development elements were introduced into the Plan was to facilitate construction of necessary infrastructure, such as roadway construction and the provision of public facilities, in support of additional development in the Fairfax Center Area. As this infrastructure has been completed, some of these criteria may no longer be applicable to individual development projects, particularly within the transition areas.

A survey of the applicability of the development elements utilized in transition area rezonings from 2000 to 2013 identified which elements have been more widely utilized. During this time, there were 12 rezonings in the transition area, one commercial and 11 residential. For the commercial rezoning, 25 elements out of 85 overall (29 percent) were deemed applicable, while

59 elements out of 85 overall (69 percent) were deemed applicable in at least one of the residential rezonings. Elements that were not applicable in these rezonings generally involve the provision of large scale improvements, such as major roadway construction, public facility site dedications, mixed-use plans, and provision of detailed site design features such as structured parking and major plazas. A matrix illustrating the applicability of these elements is located within Attachment 3.

The second phase of the Fairfax Center Area study will focus in part on examining and updating the development elements as needed to reflect infrastructure that has been constructed within the Fairfax Center Area and to ensure that the elements remain consistent with current planning policies and practice. The applicability of these elements to the transition areas can be further evaluated at that time, ensuring the continued relevance of these elements to all portions of the Fairfax Center Area. Application of these elements to the transition areas will continue to encourage high quality design and the mitigation of development impacts as future development and redevelopment occurs.

Editorial Updates

Since the initial adoption of Plan guidance for the Fairfax Center Area in 1982, several land use, transportation, and public facilities recommendations have been implemented. Some of these recommendations are located within the Areawide Recommendations; however, the majority of these recommendations are found within the Land Use Plan Recommendations within each land unit. Table 10 lists a summary of park and public facility recommendations that are proposed to be modified.

Table 10. Editorial Updates for Parks and Public Facilities

Sub-unit	Current Recommendation	Proposed Action
Areawide	Provide additional finished water transmission facilities along Stringfellow Road.	Remove recommendation. This expansion has been completed.
D	Identify and develop a safe pedestrian/bikeway crossing at the Fairfax County Parkway to provide a continuous trail from the Big Rocky Run Stream Valley trail to the linear park along the north side of Monument Drive.	Remove recommendation. This crossing was accomplished at grade with completion of the Fairfax County Parkway/Fair Lakes Parkway/Monument Drive interchange.
L2	Expand Arrowhead Park through the acquisition of land to the north. A masterplan should be completed and this park developed as a Community Park to serve the needs of adjacent residential areas.	Remove recommendation. Arrowhead Park has been expanded as much as possible. Facility capacity expansion is funded to be completed within the next year. More parkland and an additional athletic field will be added when an existing life estate expires. This recommendation will not be carried forward to Bull Run Planning District text.

To ensure the continued accuracy of land use recommendations, Tax Map parcel numbers should be modified or removed to reflect development that has occurred within each sub-unit. Additionally, a number of options that can no longer be implemented due to development that has subsequently occurred should be removed. This includes an option for a senior care community in Sub-units M1 and M2, an option for a restaurant use in Sub-unit V2, and a recommendation for single family detached residential use with consolidation in Sub-unit V2.

To reflect existing development and identical land use recommendations, sub-unit boundaries within Land Units A, C, F, L, and S should be consolidated where possible. Additionally, sub-unit boundaries in Land Unit M, which were initially drawn based on streams and previous

property lines, should be adjusted to reflect the implementation of Plan recommendations for these areas. As a result of these adjustments, tables at the end of each Land Unit would be modified, and resulting in the need to recalculate acreage for each land unit and sub unit.

Comprehensive Land Use Plan Map Updates

The adopted Comprehensive Land Use Plan Map symbolizes the Fairfax Center Area as a separate category that does not illustrate the baseline land use recommendations. Since initial adoption of the Fairfax Center Area Plan, the area has been symbolized on the map in this manner as the incentive-based levels of development do not always align with the residential density ranges shown on the Plan Map. While this approach is sound from a technical perspective, it often creates confusion since map users are unable to see how planned use patterns within the Fairfax Center Area fit into the larger context of the county.

To ensure a consistent approach in translating baseline land use recommendations within the Fairfax Center Area, the transition areas should be considered simultaneously with the Suburban Center. This will be evaluated in the second phase of the Fairfax Center Area study.

Additional Ideas Generated from Public Outreach

Through the initial public outreach process, several ideas were generated regarding ideas for land use, transportation, and public facilities. As outlined in the Community Outreach Reports, some of these ideas were recommended for consideration within the first phase of the study. Some have been incorporated into proposed Plan recommendations for this phase of the study, while others were not incorporated due to input received from various county agencies. These ideas, and the agency responses, are summarized in Attachment 4.

CONCLUSION

The first phase of the Fairfax Center Area study covers a wide variety of topics, including land use alternatives, relocation of planning recommendations, editorial updates, and Plan map updates. Conclusions and recommendations for each of these areas are highlighted in the following sections.

Land use Alternatives

<u>Sub-units M2 and S1</u>
Both focus areas provide an opportunity to redevelop spot commercial uses, consistent with the overall policies for this portion of the Lee Highway corridor. To encourage improved circulation and a coordinated design, full consolidation of the subject parcels within each subunit should be achieved to develop at a higher residential density, with an option up to 3 du/ac. Given the need for buffering and open space to create transitions to the low-density neighborhood to the north, development at a density higher than this would result in effective densities greater than the surrounding development. If full consolidation cannot be achieved, each subunit should achieve a minimum consolidation in order to achieve a logical site design that allows for improved circulation and adequate tapering and buffering to surrounding lower density residential uses.

Sub-unit U1
Alternative uses, such as assisted living, may be appropriate on the focus areas as an option to the planned office uses. It is important for these uses to be sited in a way such that adequate buffering, building tapering, open space, and internal circulation may be provided.

Sub-unit V1
Parcels located on the southwest corner of Shirley Gate Road and Lee Highway would be affected by planned interchange improvements in the future. As a result, primary access for these areas may likely be from the property to the west, which is currently the subject of a rezoning application. An option for residential use at 3 du/ac would be appropriate to enable future redevelopment of this area in a manner that is consistent with the adjacent properties to the west.

Sub-unit V2
The adopted Plan recommendations in Sub-unit V2 remain viable in the future. The Plan considers mobile home parks as sources of affordable housing and encourages their retention as indicated by Appendix 10 of the Policy Plan. The subject properties could be appropriate for future mixed-use redevelopment; however, compelling benefits would need to be provided in order to justify redevelopment of the mobile home park along with an expansion of the Suburban Center that development at the proposed density would necessitate. There is not enough of a defined vision in place for this area to justify an expansion of the Suburban Center at the present time. Future redevelopment in this area should be considered when a more defined vision of potential redevelopment is available.

Relocation of Recommendations

While the relocation of land use recommendations could lessen the complexity of understanding Plan guidance for the transition area portions of the Fairfax Center Area, the applicability of the development elements and the Fairfax Center Area Road Fund pose unique challenges in relocating planning recommendations for the transition areas to the underlying community planning sectors. To continue to ensure high quality design, reinforce the connections between the transition areas and the Suburban Center, and mitigate the impacts of development, recommendations for the transition areas should continue to be a part of the Fairfax Center Area plan.

Editorial Updates

Editorial updates, to include the removal of implemented public facilities and parks recommendations, and amending charts to list existing parks are recommended to ensure that recommendations are relevant and accurate. These updates are recommended to be reflected in the underlying planning districts in addition to the Fairfax Center Area Plan text. Tax Map parcel numbers that no longer exist are proposed to be modified or deleted. Existing land use descriptions will be updated in areas where development has occurred since the adoption of the existing Plan text. Further, in cases where multiple land use options are planned and one option has been developed, the non-developed option(s) are proposed to be removed. Sub-unit boundaries within Land Units A, C, F, L, M, and S will be adjusted to consolidate identical land use recommendations and to reflect existing development. As a result, acreage totals within the tables for each land unit would be refined to reflect these changes. Overlapping recommendations in adjacent planning districts would also be updated to be consistent with editorial updates made within the Fairfax Center Area.

Plan Map

Mapping of baseline land use recommendations should be considered during the second phase of the Fairfax Center Area study.

RECOMMENDATION

Staff recommends the Comprehensive Plan be modified as shown in Attachment 1.

COMPREHENSIVE LAND USE PLAN MAP:

No changes are proposed to the Comprehensive Land Use Plan Map.

COUNTYWIDE TRANSPORTATION PLAN MAP:

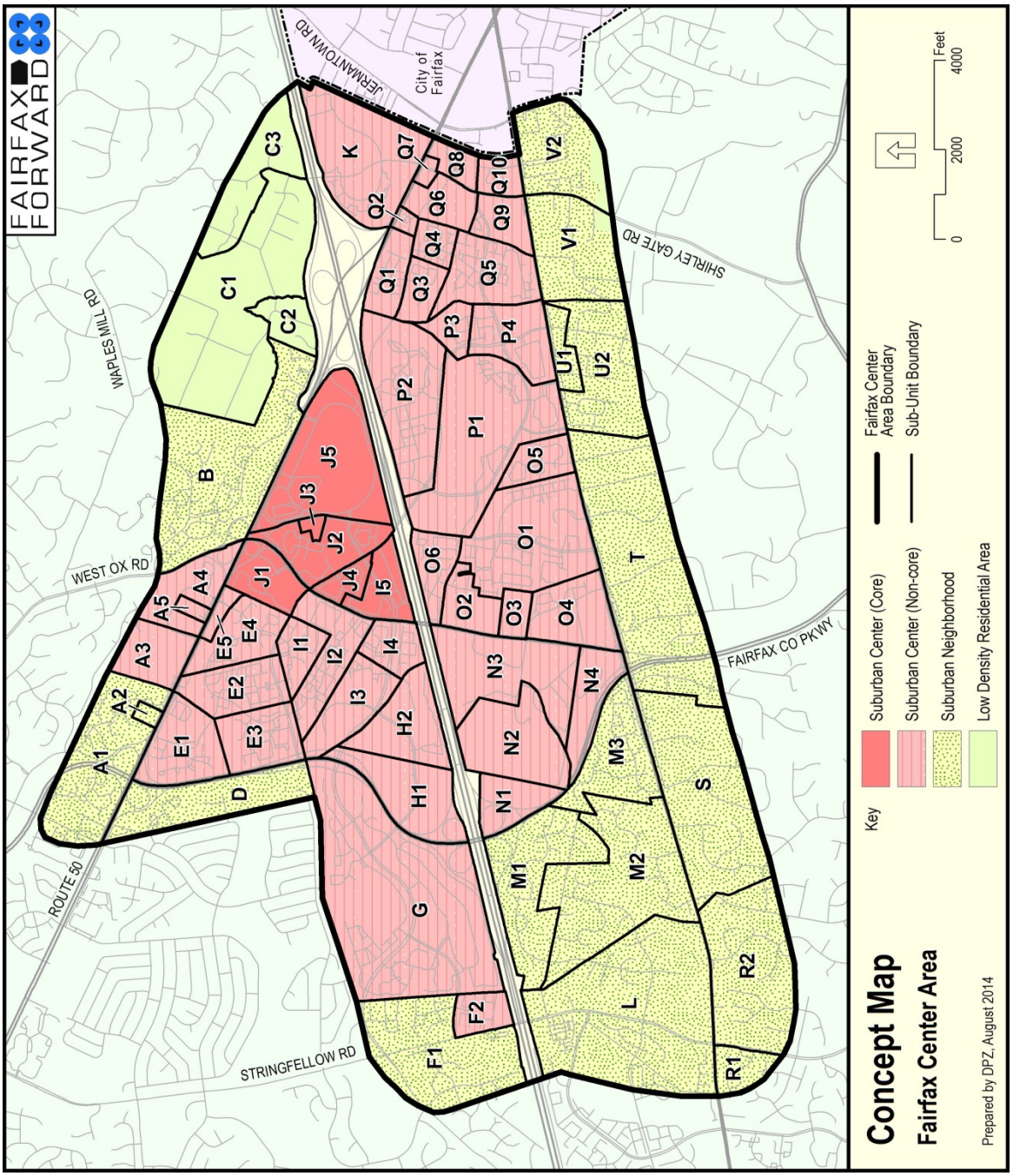
No changes are proposed to the Countywide Transportation Plan Map.

ATTACHMENT 1

Proposed Plan Text Updates – Fairfax Center Area

Staff recommends the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as <u>underlined</u> and text proposed to be deleted is shown with a ~~strikethrough~~.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through 4-29-2014, Overview, Concept for Future Development, Figure 2, "Fairfax Center Area, Land Units and Sub-units," page 3, to illustrate revised Land Units A, C, F, L, M, and S:



MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through 4-29-2014, Fairfax Center Area-wide Recommendations, Housing, Figure 10, page 32:

Modify the below sub-unit as follows:

FIGURE 10
FAIRFAX CENTER AREA
ASSISTED HOUSING
(Occupied or Under Construction, as of October 2004)

Location	**Land Sub-Unit**	**Number of Assisted Units**	**Type of Ownership And Program**
Rental Projects			
Penderbrook Penderbrook Drive	B~~1~~	48	Fairfax County Rental

DELETE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through 4-29-2014, Fairfax Center Area-Wide Recommendations, Public Facilities, Recommendation #8, page 40:

"7. Construct a police forensics facility and public safety operations center at the former state Camp 30 site at West Ox Road and Lee Highway.

~~8. Provide additional finished water transmission facilities along Stringfellow Road.~~"

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through 4-29-2014, Land Use Plan Recommendations – The Overlay Level, Land Unit A, Land Use, page 45:

"**Sub-unit A1**

This sub-unit contains the portion of the former Murray Farms subdivision located south of the Fairfax County Parkway and is planned for residential use at 5 dwelling units per acre at the overlay level. This includes the Kensington Parc and Kensington Square neighborhoods, developed under ~~T~~the same conditions for development that applied to~~apply for~~ the portion of Murray Farms in UP8 Lee-Jackson Community Planning Sector (Upper Potomac Planning District)~~ should apply to Sub-unit A1~~.

~~This~~The remainder of the sub-unit ~~is planned for residential mixed-use at 5 dwelling units per acre at the overlay level and~~ contains the stable Fairwoods residential townhouse subdivision developed at a density of approximately 5 dwelling units per acre.

~~**Sub-unit A3**~~

~~There are no recommendations for this sub-unit.~~

Sub-unit A4~~3~~

This sub-unit is planned for residential use at 3 dwelling units per acre at the overlay level. The existing church is expected to remain."

Note: Subsequent sub-units will be renumbered.

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through 4-29-2014, Land Use Plan Recommendations – The Overlay Level, Land Unit A, pages 50-51:

LAND UNIT SUMMARY CHART – LAND UNIT A

Sub-units	Approximate Acreage
A1	~~22~~132
~~A2~~	~~79~~
~~A3~~	~~4~~
~~A4~~A2	~~4~~5
~~A5~~A3	~~35~~45
~~A6~~A4	~~44~~51
~~A7~~A5	~~5~~6

Sub-units	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
A1~~, A2~~	RESIDENTIAL		2
~~A3, A4~~A2	RESIDENTIAL		2
~~A5 [1], A6~~A3 [1], A4	RESIDENTIAL		2
~~A7~~A5	PUBLIC FACILITIES		
Intermediate Level			
A1, A2	RESIDENTIAL		3.5
~~A3, A4~~A2	RESIDENTIAL		2.5
~~A5~~A3 [1]	OFFICE	.07	
~~A6~~A4	OFFICE	.15	
~~A7~~A5	PUBLIC FACILITIES		

LAND UNIT SUMMARY CHART – LAND UNIT A
(continued)

Overlay Level			
A1 [2]	RESIDENTIAL		5
~~A2~~	~~RESIDENTIAL/MIX~~		~~5~~
~~A3, A4~~A2	RESIDENTIAL		3
~~A5~~A3 [1, 3]	RESIDENTIAL, OFFICE, RETAIL AND INSTITUTIONAL PUBLIC FACILITIES	.25	
~~A6~~A4 [4]	OFFICE	.25	
~~A7~~A5	PUBLIC FACILITIES		

[1] Tax Map 46-3((1))15B, existing electrical substation and related transmission lines, is planned for public facilities.

[2] See Area III, Upper Potomac Planning District, UP8 Lee-Jackson Community Planning Sector, for conditions for development at the overlay level for a portion of this sub-unit.

[3] See Sub-unit ~~A5~~A3 text for hotel and elderly housing options. Parcel 45-4((1))9 is planned for office up to .15 FAR at the overlay level.

[4] See text for additional options.

Note: These sub-units are within the Water Supply Protection Overlay District.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through 4-29-2014, Land Use Plan Recommendations – The Overlay Level, Land Use, Figure 14, "Fairfax Center Area" pages 46-47, to illustrate revised Land Units A, C, F, L, M, and S.

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through 4-29-2014, Land Use Plan Recommendations – The Overlay Level, Land Unit B, page 52:

LAND UNIT SUMMARY CHART – LAND UNIT B

Land Unit	Approximate Acreage
B	206~~163~~ (~~322~~ including the ~~entire~~ golf course)

Land Unit	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
B	RESIDENTIAL; GOLF COURSE		1
Intermediate Level			
B	RESIDENTIAL; GOLF COURSE		4

~~Sub-units~~Land Unit	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Overlay Level			
B	RESIDENTIAL; GOLF COURSE		6.6

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through 4-29-2014, Land Use Plan Recommendations – The Overlay Level, Land Unit C, Land Use, page 53:

"**Sub-units C1, C2, C3~~, C4, C5, C6, C7, C8~~**

These sub-units contain the stable Fairfax Farms subdivision which should be buffered and preserved. The easternmost part of ~~Sub-unit C5, and~~ Sub-units ~~C7~~C1 and ~~C8~~C3 contain low density residential areas adjacent to Fairfax Farms and should reflect that land use, density and character. West and north of Difficult Run the area is planned for .5-1 dwelling unit per acre. East of Difficult Run it is planned for .5-1 and .1-.2 dwelling unit per acre, private open space or stream valley park. The area adjacent to Fairfax Farms Road is planned for private open space or stream valley park and 1-2 dwelling units per acre. Redevelopment to higher densities or intensities should not occur. Infill of vacant lots in the subdivision and in adjacent areas should be compatible with existing development in terms of use, intensity, and dwelling unit type. Fairfax County should continue to exercise its best efforts to protect the residential neighborhood of Fairfax Farms.~~ For development of Parcel 42 above the baseline level, substantial screening from~~

~~the adjacent townhouse development and appropriate site design and other measures to mitigate traffic noise should be provided.~~"

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through 4-29-2014, Land Use Plan Recommendations – The Overlay Level, Land Unit C, pages 53-54:

LAND UNIT SUMMARY CHART – LAND UNIT C

Sub-units	Approximate Acreage
C1	~~17~~264
C2	~~130~~28
C3	~~29~~76
~~C4~~	~~31~~
~~C5~~	~~55~~
~~C6~~	~~49~~
~~C7~~	~~30~~
~~C8~~	~~7~~

LAND UNIT SUMMARY CHART – LAND UNIT C
(continued)

Sub-units	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
C1~~, C2, C5~~	RESIDENTIAL		.5
~~C3~~C2	RESIDENTIAL		1
~~C4, C6~~	~~RESIDENTIAL~~		~~.1, .5~~
~~C7, C8~~C3	RESIDENTIAL		.1
Intermediate Level			
C1~~, C2, C5~~	RESIDENTIAL		.75
~~C3~~C2	RESIDENTIAL		1.5
~~C4, C6~~	~~RESIDENTIAL~~		~~.15, .75~~
~~C7, C8~~C3	RESIDENTIAL		.15
Overlay Level			
C1~~, C2, C5~~	RESIDENTIAL		1
~~C3~~C2	RESIDENTIAL		2
~~C4, C6~~	~~RESIDENTIAL~~		~~.2, 1~~
~~C7, C8~~C3	RESIDENTIAL		.2

DELETE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through 4-29-2014, Land Use Plan Recommendations – The Overlay Level, Land Unit D, Parks and Recreation Recommendations, page 55:

"~~Parks and Recreation~~

~~Identify and develop a safe pedestrian/bikeway crossing at the Fairfax County Parkway to provide a continuous trail from the Big Rocky Run Stream Valley trail to the linear park along the north side of Monument Drive.~~"

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through 4-29-2014, Land Use Plan Recommendations – The Overlay Level, Land Unit D, page 55:

LAND UNIT SUMMARY CHART – LAND UNIT D

Land Unit	Approximate Acreage
D	~~78~~96

Land Unit	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
D	RESIDENTIAL; PUBLIC PARK		2
Intermediate Level			
D	RESIDENTIAL; PUBLIC PARK		2.5
~~Sub-units~~Land Unit	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Overlay Level			
D	RESIDENTIAL; PUBLIC PARK		3

Note: This land unit is within the Water Supply Protection Overlay District.

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through 4-29-2014, Land Use Plan Recommendations – The Overlay Level, Land Unit F, Land Use, pages 59-60:

"**Sub-unit F1**

This sub-unit is planned for residential use at 3 dwelling units per acre at the overlay level. In addition, land in this sub-unit is proposed for use as a Metrorail commuter parking facility adjacent to I-66 as part of the I-66 Enhanced Public Transportation Corridor. Final site selection should be contingent upon the completion of a study of alternative sites which includes consideration of traffic impacts, environmental impacts and the potential impacts

such a location would have on creating increased density pressures around it. Resolution of the final site location should be accomplished as part of the Enhanced Public Transportation Corridor study yet to be undertaken, or as a separate study effort. Prior to the completion of the study effort, steps should be taken to preserve the site identified in this sub-unit as shown on Figure 7.

~~**Sub-unit F2**~~

~~This sub-unit is planned for residential use at 3 dwelling units per acre at the overlay level.~~

Sub-unit ~~F3~~F2

Fair Lakes Boulevard intersects Stringfellow Road at the northern edge of Sub-unit ~~F3~~F2. The area south of Fair Lakes Boulevard is planned for office mixed-use development at .25 FAR at the overlay level and is part of the Fair Lakes mixed-use development."

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through 4-29-2014, Land Use Plan Recommendations – The Overlay Level, Land Unit F, page 60:

LAND UNIT SUMMARY CHART – LAND UNIT F

Sub-units	Approximate Acreage
F1	~~99~~150
F2	~~54~~25
~~F3~~	~~23~~

Sub-units	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
F1, F2~~, F3~~	RESIDENTIAL		1
Intermediate Level			
F1~~, F2~~	RESIDENTIAL		2
~~F3~~F2	OFFICE/MIX	.14	
Overlay Level			
F1~~, F2~~	RESIDENTIAL		3
~~F3~~F2	OFFICE/MIX	.25	

Note: These sub-units are within the Water Supply Protection Overlay District.

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through 4-29-2014, Land Use Plan Recommendations – The Overlay Level, Land Unit L, Land Use, page 84:

"~~**Sub-unit L1**~~

Arrowhead Park is located in this ~~sub-~~land unit and is planned for public park use. The remainder of the area is planned for low density residential use at 2 dwelling units per acre at the overlay level. The western portion of Land Unit L~~ Sub-unit L1~~ is part of the Centreville Farms Area and ~~may be considered~~has generally developed under the redevelopment option for that area (see land use recommendations for the Centreville Area and Suburban Center). Sensitivity in site planning is required in areas affected by utility easements and rights of way that traverse this land unit. Noise and visual mitigation methods should be employed in portions of this sub-unit adjacent to I-66. Little Rocky Run traverses the southern portion of this sub-unit. This area should be left undeveloped as part of an open space system. The planned roadway improvements for this area are shown on Figure 5.

In addition, land in this ~~sub-~~land unit is proposed for use as a Metrorail commuter parking facility adjacent to I-66 as part of the I-66 Enhanced Public Transportation Corridor. Final site selection should be contingent upon the completion of a study of alternative sites which includes consideration of traffic impacts, environmental impacts and the potential impacts such a location would have on creating increased density pressures around it. Resolution of the final site location should be accomplished as part of the Enhanced Public Transportation Corridor study yet to be undertaken, or as a separate study effort. Prior to the completion of the study effort, steps should be taken to preserve the site identified in this sub-unit as shown on Figure 7.

~~**Sub-unit L2**~~

~~This area is planned for low density residential use at 2 dwelling units per acre at the overlay level. The western portion of Sub-unit L2 is part of the Centreville Farms Area and may be considered under the redevelopment option for that area (see land use recommendations for the Centreville Area and Suburban Center). Sensitivity in site planning is required in areas affected by utility easements and rights-of-way that traverse this sub-unit. Noise and visual mitigation methods should be employed in portions adjacent to I-66. The planned roadway improvements for this area are shown on Figure 5.~~

~~Little Rocky Run traverses the southern portion of this sub-unit. This area should be left undeveloped as part of an open space system.~~"

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through 4-29-2014, Land Use Plan Recommendations – The Overlay Level, Land Unit L, Parks and Recreation, page 84:

"Parks and Recreation

… ~~Expand Arrowhead Park through the acquisition of land to the north. A masterplan should be completed and this park developed as a Community Park to serve the needs of adjacent residential areas.~~"

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through 4-29-2014, Land Use Plan Recommendations – The Overlay Level, Land Unit L, page 85:

LAND UNIT SUMMARY CHART – LAND UNIT L

~~Sub-units~~Land Unit	Approximate Acreage
L~~1~~	~~59~~291
~~L2~~	~~205~~

Sub-units Land Unit	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
L~~1~~	RESIDENTIAL; PUBLIC PARK		1
~~L2~~	~~RESIDENTIAL~~		~~1~~
Intermediate Level			
L~~1~~	RESIDENTIAL; PUBLIC PARK		1.5
~~L2~~	~~RESIDENTIAL~~		~~1.5~~
Overlay Level			
L~~1~~	RESIDENTIAL; PUBLIC PARK		2
~~L2~~	~~RESIDENTIAL~~		~~2~~

Note: ~~These sub-units are~~This land unit is within the Water Supply Protection Overlay District. ~~Sub-unit L1 and Sub-unit L2 are~~A portion of this land unit is within the Centreville Farms Area.

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through 4-29-2014, Land Use Plan Recommendations – The Overlay Level, Land Unit M, Land Use, pages 86-87:

"**Sub-unit M1**

This sub-unit is planned for low density residential use. Noise mitigation methods must be employed to buffer impacts from I-66. Visual buffering should also be incorporated into development plans for parcels adjacent to I-66. ~~As an option at the overlay level, property identified as 55-2((3))F and G2; 55-1((8))Pt. H; 55-1((7))27, 28, 29; 55-2((2))12, 13, 14, 24, 25, and 26; and 55-2((4))B is planned for a Senior Care Community which may include independent living units, assisted living, acute care and related support facilities/uses. In support of this concept and in order to accommodate the different residential and medical related uses proposed for a Senior Care Community, a residential density of up to 4 du/ac at the overlay level would be appropriate. This optional use may be considered for this land if the following conditions are met:~~

- ~~Substantial consolidation of the property occurs and the proposed community is planned and designed to function as a single integrated project.~~

- ~~The proposal incorporates appropriate urban design features in order to present a strong residential appearance and to protect the residential character along Westbrook Drive.~~

- ~~A development plan should be submitted which defines the land area to be developed for independent living facilities at 4 du/ac, as may be increased by the multiplier as allowed by Special Exception in the Zoning Ordinance, and also defines the land area to be developed up to .30 FAR for assisted living and acute care facilities.~~

- ~~Appropriate screening, buffering, and design to accommodate tree preservation is provided, with particular attention to preservation along common property lines with adjacent residential areas.~~

- ~~Appropriate noise attenuation measures are incorporated in the design and development of the proposed community.~~

- ~~Independent Living units should not exceed 200 market units.~~

- ~~All support facilities/uses should be limited to residents, employees and guests.~~

- ~~Substantial open space should be retained, including the drainage areas, to promote a natural setting. Tree preservation is a high priority.~~

- ~~Fencing should be provided to minimize disturbance to existing residents along Westbrook Drive.~~

- ~~The 2-story Colonial-style house located on Tax Map 55-2((3))F should be preserved for use as a part of the Senior Care Community.~~

- ~~Building height is limited to four stories.~~

- ~~The eastern most entrance to the senior care community should be located on Tax Map Parcels 55-2((3))F and/or G2 as far west of the Lincoln Drive intersection as possible and the western most entrance to said facility be off-set from Whisper Willow Drive.~~

Sub-units M2~~, M3~~

~~These~~This sub-unit~~s~~ ~~are~~is planned for residential use at 2 dwelling units per acre at the overlay level. ~~See Sub-unit M1 for the option that includes Tax Map 55-2((3))F (north of Westbrook Drive) as part of a Senior Care Community.~~ Any new development proposed in this area must be compatible with the stable Willowmeade residential subdivision and other residential subdivisions. Visual buffering should be provided in any development plan for parcels fronting on Lee Highway.

Existing spot commercially-zoned parcels along Lee Highway should not be expanded or intensified. Redevelopment to uses which are more compatible to the adjacent planned residential areas should be encouraged.

As an option for Tax Map parcels 55-4 ((1)) 9A, 11, 11A, and 14 along the north side of Lee Highway, residential use up to 3 du/ac may be appropriate to encourage the redevelopment of an existing spot commercial use. Full consolidation should be achieved

to implement this option, subject to coordinated vehicular and pedestrian access via Willowmeade Drive, buffering and landscaping between the subject property and the Willowmeade neighborhood, and visual buffering along Lee Highway. If full consolidation is not possible, a minimum consolidation of Tax Map parcels 55-4 ((1)) 9A and 11 should be achieved subject the same conditions. Development under this scenario should plan for future interparcel access with any unconsolidated parcels.

Sub-unit ~~M4~~M3

Sub-unit ~~M4~~M3 is planned for residential use at 4 dwelling units per acre at the overlay level and is developed with the Buckley's Reserve neighborhood. This area contains townhouses within the eastern portion of the neighborhood and single family residential units tapering to existing neighborhoods to the north and west. Visual buffering should be provided in any development plan for parcels fronting on Lee Highway."

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through 4-29-2014, Land Use Plan Recommendations – The Overlay Level, Land Unit M, page 88:

LAND UNIT SUMMARY CHART – LAND UNIT M

Sub-units	Approximate Acreage
M1	~~102~~121
M2	~~273~~189
M3	~~7~~82
~~M4~~	~~69~~

Sub-units	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
M1, M2, M3~~, M4~~	RESIDENTIAL		1
Intermediate Level			
M1	RESIDENTIAL		1.75
M2~~, M3~~	RESIDENTIAL		1.5
~~M4~~M3	RESIDENTIAL		2.5
Overlay Level			
M1	RESIDENTIAL		2.5 ~~*~~
M2~~, M3~~	RESIDENTIAL		2 ~~*~~
~~M4~~M3	RESIDENTIAL		4

~~* See text for option at the overlay level.~~

Note: These sub-units are within the Water Supply Protection Overlay District.

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through 4-29-2014, Land Use Plan Recommendations – The Overlay Level, Land Unit R, page 108:

LAND UNIT SUMMARY CHART – LAND UNIT R

Sub-units	Approximate Acreage
R1	~~22~~27
R2	~~140~~150

Sub-units	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
R1, R2	RESIDENTIAL		1
Intermediate Level			
R1	RESIDENTIAL		2
R2	RESIDENTIAL		1.5
Overlay Level			
R1	RESIDENTIAL		3
R2	RESIDENTIAL		2

Note: These sub-units are within the Water Supply Protection Overlay District.

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through 4-29-2014, Land Use Plan Recommendations – The Overlay Level, Land Unit S, Land Use, pages 108-109:

"RECOMMENDATIONS

Land Use

~~**Sub-units S1, S2, S3**~~

~~These sub-units are~~This land unit is planned for low density residential use at 2 dwelling units per acre at the overlay level and generally contains ~~large-lot~~low density single-family homes~~ and vacant tracts~~. New development in this area must be compatible with the existing stable Crystal Springs subdivision~~ in Sub-unit S2~~. Buffering along Lee Highway should be incorporated in development plans for this area.

Existing spot commercially-zoned parcels along Lee Highway should not be expanded or intensified. Redevelopment to uses which are more compatible to the adjacent planned residential areas should be encouraged.

As an option for Tax Map parcels 55-4 ((1)) 30, 31, 33, 34, 35, and 36B along the south

side of Lee Highway, residential use up to 3 du/ac may be appropriate to encourage the redevelopment of existing spot commercial uses. Full consolidation should be achieved to implement this option, subject to the provision of coordinated vehicular and pedestrian access via Tractor Lane, buffering and landscaping between the subject property and the Crystal Springs neighborhood, and visual buffering along Lee Highway. If full consolidation is not possible, a minimum consolidation of Tax Map parcels 55-4 ((1)) 30 and 31 should be achieved subject to the same conditions. Development under this scenario should plan for future interparcel access with any unconsolidated parcels to the west.

LAND UNIT SUMMARY CHART – LAND UNIT S

~~Sub-units~~Land Unit	Approximate Acreage
S1	~~70~~195
S2	~~60~~
S3	~~50~~

~~Sub-units~~Land Unit	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
S~~1, S2, S3~~	RESIDENTIAL		1
Intermediate Level			
S~~1, S2, S3~~	RESIDENTIAL		1.5
Overlay Level			
S~~1, S2, S3~~	RESIDENTIAL		2

Note: ~~These sub-units are~~This land unit is within the Water Supply Protection Overlay District.

”

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through 4-29-2014, Land Use Plan Recommendations – The Overlay Level, Land Unit T, page 110:

LAND UNIT SUMMARY CHART – LAND UNIT T

Land Unit	Approximate Acreage
T	~~215~~263

Land Unit	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
T	RESIDENTIAL		1
Intermediate Level			
T	RESIDENTIAL		1.5
Overlay Level			
T	RESIDENTIAL		2

Note: This land unit is within the Water Supply Protection Overlay District.

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through 4-29-2014, Land Use Plan Recommendations – The Overlay Level, Land Unit U, Land Use, pages 110-111:

"**Sub-unit U1**

This sub-unit contains retail, auto repair, and office uses in addition to vacant land and a cemetery. The retail uses should not be expanded or intensified. Redevelopment to office use at a maximum FAR of .25 is appropriate to be more compatible with the adjacent residentially planned areas. Any commercial development in this sub-unit should provide effective screening and buffering to adjacent residential uses through landscaping and other measures including architectural treatments on all sides of the structures. Adequate landscaping should also be provided along Lee Highway. The existing cemetery should be preserved and adequately buffered. Development of the area adjacent to Village Drive should be designed to allow for the development of the planned interchange of Monument Drive, Village Drive and Lee Highway.

As an option, alternative uses of a similar intensity, such as assisted living, may also be appropriate for Tax Map parcels 56-2 ((1)) 62, 63B, 63C, 66, 67A and 67B to be more compatible with the adjacent residentially planned areas. These uses should be sited in a way such that screening, buffering, building tapering, landscaping along Lee Highway, open space, architectural treatments on all sides of the structure, and internal circulation may be provided in such a way to minimize visual impact on the adjacent residential uses. Residential use up to 2 du/ac may also be appropriate."

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through 4-29-2014, Land Use Plan Recommendations – The Overlay Level, Land Unit U, page 111:

LAND UNIT SUMMARY CHART – LAND UNIT U

Sub-units	Approximate Acreage
U1	~~17~~22
U2	~~68~~106

Land Unit	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
U1, U2	RESIDENTIAL		1
Intermediate Level			
U1	OFFICE	.15	
U2	RESIDENTIAL		1.5
Overlay Level			
U1	OFFICE	.25	
U2	RESIDENTIAL		2

Note: Part of these sub-units is within the Water Supply Protection Overlay District.

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through 4-29-2014, Land Use Plan Recommendations – The Overlay Level, Land Unit V, Land Use, pages 112-114:

"**Sub-unit V1**

Parcels north of the right-of-way for the Manassas Gap Railroad or north of the Kiel Gardens subdivision are planned for residential use at 3 dwelling units per acre at the overlay level to provide for infill development that is compatible with the Deerfield Forest subdivision. The only exceptions to this recommendation are the commercially-zoned properties at the southwestern quadrant of Shirley Gate Road and Lee Highway, which are planned for low intensity office use at a maximum FAR of .25. However, much of this commercially-zoned area may be used to accommodate the planned interchange at Shirley Gate Road and Lee Highway. Any development of this area should not preclude the construction of the interchange. As an option, these commercially zoned parcels may be appropriate for residential use up to 3 du/ac, consistent with land use recommendations for adjacent properties to the west."

Sub-unit V2

This area contains the Fairfax Centre shopping center, the Waples Mobile Home Park, a self-storage facility, and several single-family homes. The mobile home park, located on Tax Map parcel 56-2((1))46, should remain located in this area, in accordance with the Guidelines for Mobile Home Retention in Land Use Appendix 10 of the Policy Plan.

Parcel 56-2((1))52 located at the southeastern quadrant of Shirley Gate Road and Lee Highway contains a self-storage facility. Should it redevelop, it is planned for office use at .25 FAR at the overlay level. In addition, Parcels 56-2((1))50 and the northern portion of 47A, not to exceed a depth from Lee Highway that corresponds to the southern boundary of Parcel 50, are planned for office use at .25 FAR at the overlay level.

~~The remainder of the area, Parcels 48, 49 and the southern portion of Parcel 47A, is planned for residential use up to 3 dwelling units per acre at the overlay level.~~

~~As an option at the overlay level, restaurant use, in the form of not more than two freestanding sit-down eating establishments (no drive-thru windows) may be appropriate under the following conditions:~~

- ~~Parcels 47A and 51A are fully consolidated and developed under a single development plan; it is desirable but not required that parcels 48 and 49 be consolidated;~~
- ~~The restaurant use is limited to the northern portion of Parcel 47A not to exceed a depth from Lee Highway that corresponds to the southern boundary of Parcel 50;~~
- ~~Consideration may be given to allow parking for the restaurant uses on a small portion of the residentially zoned land if screening and buffering in excess of Zoning Ordinance requirements is provided to the remaining portion of the residentially zoned land;~~
- ~~Consolidated vehicular access for all parcels oriented to the service drive along Lee Highway is provided;~~
- ~~Substantial open space in the southern portion of the site adjacent to the Occoquan Basin is provided;~~
- ~~Development applications demonstrate that adequate sewer service capacity will be available to serve the proposed uses; and~~
- ~~Development on these parcels is sited close to Lee Highway and within 400 feet of the approved sewer service area.~~

~~Whether~~ Design for the property fronting on Lee Highway ~~is developed with office or with restaurant uses, the design~~ should incorporate dedicated access along the eastern or western boundary to allow for development to the rear of the site.

~~Parcels 56-2((4))12-21, Parcels 56-2((1))48 and 49, and Parcel 56-4((6))1, located at the southeastern quadrant of Shirley Gate Road and Lee Highway, are planned for residential use at 1 dwelling unit per acre at the baseline level, 2 dwelling units per acre at the intermediate level, and 3 dwelling units per acre at the overlay level as an appropriate transition to the residential uses planned and developed to the south and west. Development of single-family detached units is appropriate at the overlay level and should be located within 400 feet of the approved sewer service area. In order to achieve the overlay level, parcels should be totally consolidated; development should be concentrated in the northern portion of the consolidated area with a substantial open space and buffer area provided adjacent to the Occoquan Basin. Any proposed development that does not incorporate total consolidation of the parcels should only proceed at the baseline or~~

~~intermediate level.~~

The Cloisters of Fairfax subdivision is planned for residential use at 1 du/ac at the baseline level, 2 du/ac at the intermediate level, and 3 du/ac at the overlay level As an option at the overlay level, ~~Parcels 56-2((1))48, 49 and 56-2((4))12-21 may be~~this area developed with single-family detached residential units at a density up to 5 du/ac, subject to the following conditions~~provided that~~:

- These parcels are fully consolidated;
- Access to Shirley Gate Road is limited to two points (i.e., directly across from Peep Toad Court and Nancyann Way);
- Lots do not have direct access to Shirley Gate Road;
- Mature trees on the site are preserved: interior landscaping and screening is limited to 80% deciduous and 20% coniferous plant material;
- A uniformly designed privacy fence 6 feet in height, with brick columns every 30 feet, landscaped between it and the sidewalk, is placed along Shirley Gate Road;
- A neighborhood character is created with the use of interconnected loop streets, central recreation area, and/or landscaped open space as the focal point; and
- Those portions of the former Civil War railroad right-of-way ~~(located on Parcels 56-2((4))19-20 and Parcels 56-2((1))48-49)~~ that are determined to be of historical or archaeological significance are retained as open space features within this transitional area and identified by a permanent interpretive marker.

Parcel 56-4((6))1, which was not consolidated with the Cloisters of Fairfax subdivision, should only develop at the baseline level of 1 du/ac or the intermediate level of 2 du/ac. Tax Map parcels 56-2((4))11, 56-2((1))51A, 56-2((1))46 and the southern portion of Tax Map parcel 56-2((1))47A are planned for residential use up to 3 du/ac at the overlay level.

Parcels 56-2((1))45B and 57-1((1))11A and 11B are planned for community-serving retail uses at a maximum FAR of .35 at the overlay level. ~~A portion of the mobile home park is located in this area. If redevelopment to retail uses occurs, the property owner should accommodate the displaced mobile home units on adjacent property in accordance with the Guidelines for Mobile Home Retention in the Policy Plan.~~

Parcels at the southernmost edge of this sub-unit are planned for residential use within a density range of .1-.2 dwelling unit per acre or private open space. This conforms with the findings of the Occoquan Basin Study. Additional guidance for this area is included in the land use recommendations for Community Planning Sector F7 in the Fairfax Planning District.

~~Parcels 57-1((1))3-7~~The Chandler Grove neighborhood, located in the southeast corner of this sub-unit, is ~~are~~ planned for residential use at 1 du/ac at the baseline level, 2 du/ac at the intermediate level, and 3 du/ac at the overlay level. This area developed under~~As~~ an option at the overlay level~~, this area may be considered~~ for 3-4 du/ac ~~provided that~~with the following conditions ~~are met~~:

- Full consolidation of all parcels is achieved;
- Landscape screening to adjacent residential uses and parklands is provided;
- Mature trees are retained to the extent feasible;
- Pedestrian access is provided to the adjacent commercial area to the north and to the parkland to the south;

- A minimum of four parking spaces per dwelling unit, and 25% additional parking spaces to be scattered throughout the site;
- No side load garages (i.e., a garage that shares circulation and access with an adjoining dwelling unit's garage) should be considered;
- Innovative storm water management techniques should be utilized; and
- Necessary improvements to Rust Road are made."

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through 4-29-2014, Land Use Plan Recommendations – The Overlay Level, Land Unit V, page 115:

LAND UNIT SUMMARY CHART – LAND UNIT V

Sub-units	Approximate Acreage
V1	~~95~~97
V2	~~80~~88

Land Unit	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
V1	RESIDENTIAL;		.1, 1
	OFFICE	.15	
V2	RESIDENTIAL;		.1, 1
	RETAIL;	.15	
	OFFICE	.15	
Intermediate Level			
V1	RESIDENTIAL;		.15, 1.5, 2
	OFFICE	.20	
V2	RESIDENTIAL;		.15, 2
	RETAIL;	.25	
	OFFICE	.20	
Overlay Level			
V1	RESIDENTIAL;		.2, 2, 3
	OFFICE	.25	
V2	RESIDENTIAL;		.2, 3
	RETAIL;	.35	
	OFFICE	.25	

Note: Part of these sub-units is within the Water Supply Protection Overlay District.

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK

ATTACHMENT 2

Proposed Plan Text Updates – Adjacent Planning Districts

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~~.

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Bull Run Planning District, as amended through 4-29-2014, Overview, District-wide Recommendations, Public Facilities, page 19:

"~~11. Provide additional finished water transmission facilities between Lee-Jackson Memorial Highway and Lee Highway along Stringfellow Road.~~

11~~12~~. Provide additional finished water transmission facilities between Rugby Road and Stringfellow Road along the Route 50 corridor.

12. Expand the Girls' Probation Home to 24 beds. This facility is located on Parcel 55-4((1))10 on the north side of Lee Highway.

13. Expand the Boy's Probation Home to 22 beds. This facility is located on Parcels 56-4((1))10 and 11 on the west side of Shirley Gate Road."

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Bull Run Planning District, as amended through 4-29-2014, "Bull Run Planning District, Existing Public Parks," Figure 7, page 20:

Modify the below sectors as follows:

FIGURE 7
BULL RUN PLANNING DISTRICT
EXISTING PUBLIC PARKS
(As of 10/10/94)

	NEIGHBORHOOD	COMMUNITY	DISTRICT	COUNTYWIDE	REGIONAL
BR6		Centre Ridge Old Centreville Road Arrowhead		Rocky Run S.V.	
BR7	Brentwood	West Ox Road Stringfellow Willow Pond		Piney Branch S.V. Little Rocky Run S.V.	

DELETE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Bull Run Planning District, as amended through 4-29-2014, BR3-Flatlick Community Planning Sector, Recommendations, Public Facilities, Recommendation #2, page 57:

"Public Facilities

1. Construct a new elementary school or equivalent space.

~~2. Provide additional finished water transmission facilities along Stringfellow Road.~~"

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Bull Run Planning District, as amended through 4-29-2014, Centreville Area and Suburban Center, Recommendations, Centreville Farms Area, Parks, page 42:

"Arrowhead Park is ~~an existing 13-acre public park~~ located within Land Unit C. ~~Approximately 23 additional acres should be dedicated to enlarge Arrowhead Park, to include a minimum of 11 developable acres for active recreation facilities.~~ An interconnected open space network should be provided to preserve high quality vegetation and EQC/RPA areas along the stream valley of Little Rocky Run and its tributaries. Remnants of Civil War fortifications should be preserved as deemed appropriate by the county."

DELETE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Bull Run Planning District, as amended through 4-29-2014, BR4-Stringfellow Community Planning Sector, Recommendations, Public Facilities, Recommendation #2, page 70:

"Public Facilities

1. Construct a regional senior center on the county-owned property at the intersection of Stringfellow Road and Lee-Jackson Memorial Highway in Sector BR4.

~~2. Provide additional finished water transmission facilities along Stringfellow Road south of Lee-Jackson Memorial Highway.~~"

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Bull Run Planning District, as amended through 4-29-2014, BR7-Braddock Community Planning Sector, Recommendations, Public Facilities, page 98:

"2. Expand the DVS West Ox Maintenance Facility to provide collocation of apparatus and chassis maintenance for 'north' county Fire and Rescue Department vehicles and space for maintenance for Park Authority vehicles.

3. Expand the Girls' Probation Home to 24 beds. This facility is located on Parcel 55-4((1))10 on the north side of Lee Highway.

4. Expand the Boy's Probation Home to 22 beds. This facility is located on Parcels 56-4((1))10 and 11 on the west side of Shirley Gate Road."

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Bull Run Planning District, as amended through 4-29-2014, BR7-Braddock Community Planning Sector, "Parks and Recreation Recommendations, Sector BR7," Figure 45, page 99:

Modify the recommendation for countywide parks as follows:

FIGURE 45
PARKS AND RECREATION RECOMMENDATIONS
SECTOR BR7

PARK CLASSIFICATION	RECOMMENDATIONS
COUNTYWIDE PARKS:	
Piney Branch Stream Valley	Ensure protection of the EQC and provide public access to the stream valley park through land dedication or donation of open space easements to the Fairfax County Park Authority in accordance with county Stream Valley Policy.
Little Rocky Run Stream Valley	Consider designating Little Rocky Run as part of the Fairfax County Park Authority Stream Valley Park system and the main channel of the EQC planned for public park use. Consider seeking open space and public use trail easements on those portions of this and other EQCs where public acquisition of land is not feasible due to existing development.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area II, Fairfax Planning District, as amended through 4-29-2014, "Fairfax Planning District, Assisted Housing," Figure 3, page 7:

Modify the below table to add facilities as follows:

FIGURE 3
FAIRFAX PLANNING DISTRICT
ASSISTED HOUSING
(Occupied or Under Construction, as of October 2004)

Location	Planning Sector	Number of Assisted Units	Type of Ownership And Program
Rental Projects			
Penderbrook Penderbrook Drive	F4	48	Fairfax County Rental
Wesley Agape House Lee Highway	F7	12 beds	Private/Section 811

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area II, Fairfax Planning District, as amended through 4-29-2014, "Fairfax Planning District, Existing Public Facilities," Figure 6, page 14:

Modify the below sector as follows:

FIGURE 6
FAIRFAX PLANNING DISTRICT
EXISTING PUBLIC FACILITIES

	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
F4	Oakton, Waples Mill Elementary	Oakton Community Library Site	Oakton Fire Station Co. 34		FCWA Penderwood Storage Site No. 1, Buckley Road Sewage Pumping Station, Oakton Road Sewage Pumping Station, Penderbrook Pumping Station	

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area II, Fairfax Planning District, as amended through 4-29-2014, "Fairfax Planning District, Existing Public Parks," Figure 7, page 17:

Modify the below sector as follows:

FIGURE 7
FAIRFAX PLANNING DISTRICT
EXISTING PUBLIC PARKS

	NEIGHBORHOOD	COMMUNITY	DISTRICT	COUNTYWIDE	REGIONAL
F4	Oakborough Square	Foxvale Tattersall Wayland Street	Oak Marr	Difficult Run Stream Valley Penderbrook Golf Course	

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area II, Fairfax Planning District, as amended through 4-29-2014, F4-Fox Lake Community Planning Sector, "Parks and Recreation Recommendations, Sector F4," Figure 28, page 62:

Modify the recommendation for countywide parks as follows:

FIGURE 28
PARKS AND RECREATION RECOMMENDATIONS
SECTOR F4

PARK CLASSIFICATION	RECOMMENDATIONS
COUNTYWIDE PARKS:	
Difficult Run Stream Valley	Protect and preserve significant ecological resources in the Difficult Run headwaters through a combination of land dedication, donation of conservation easements to, and purchase by, the Fairfax County Park Authority. Ensure continuity of public access within Difficult Run EQC through donation and/or purchase of trail easements as necessary. Preserve and protect heritage resources in areas planned for public park use. Seek historic preservation easements on selected privately owned prehistoric sites and historic properties.
Penderbrook Golf Course	The Penderbrook Golf Course, a privately operated facility open to the public, should be maintained for public use. In the event that the current operation ceases, the site should be perpetually available for publicly accessible open space.

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area II, Fairfax Planning District, as amended through 4-29-2014, F7-George Mason Community Planning Sector, Recommendations, Land Use, Recommendation #8, page 74:

"8. ~~Parcels 57-1((1))3-7 are~~The Chandler Grove neighborhood is primarily located in Sub-unit V2 of the Fairfax Center Area and ~~are~~ is planned for residential use up to 3 du/ac, with an option for residential use at 3-4 du/ac (See the Fairfax Center Area portion of the Area III Plan for guidance on ~~these parcels~~this area)."

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 4-29-2014, UP8-Lee-Jackson Community Planning Sector, Recommendations, Land Use, Recommendation #6, page 255:

"6. The former Murray Farms subdivision south of the Fairfax County Parkway, a portion of which was previously located within the suburban neighborhood portion of the Fairfax Center Area Plan, is planned for residential use at 1-2 dwelling units per acre. The area, which includes the Kensington Parc and Kensington Square neighborhoods, developed under~~As~~ an option~~, development may be appropriate~~ for residential use at 4-5 dwelling units per acre. A goal for ~~R~~redevelopment of this area ~~should strive~~was to create a sense of community and coordinated and attractive residential development on both sides of Rugby Road. This optional density ~~may be~~was considered under the following conditions:"

ATTACHMENT 3

Development Elements Checklist Survey Summary

All rezoning applications in the Fairfax Center Area must meet certain standards depending on their sought development level. These standards are known as "development elements" and depending on what development level the applicant is seeking, a certain percentage of the applicable elements must be satisfied.

The following is a summary of how 12 rezoning applications filed between 2000-2013 fulfilled these standards. A total of one commercial and 11 residential applications were evaluated for the survey. A review of the checklist and its elements will take place in Phase II of the Fairfax Center Area Study.

		Total (/1) - Commercial			**Total (/11) - Residential**		
	Development Element	Applicable	Essential	Satisfied	Applicable	Essential	Satisfied
Transportation Systems	**I. Area-Wide Basic Development Elements**						
	A. Roadways						
	1. Minor Street Dedication and Construction	0	0	0	10	10	10
	2. Major Street ROW Dedication	0	0	0	6	4	6
	B. Transit						
	1. Bus Loading Zones w/ Necessary Signs and Pavement; Bus Pull-Off Lanes	0	0	0	0	0	0
	2. Non-Motorized Access to Bus or Rail Transit Stations	0	0	0	0	0	0
	3. Land Dedication for Transit and Commuter Parking Lots	0	0	0	0	0	0
	C. Non-Motorized Transportation						
	1. Walkways for Pedestrians	1	1	1	11	10	11
	2. Bikeways for Cyclists	1	1	1	4	4	4
	3. Secure Bicycle Parking Facilities	1	0	1	0	0	0
	II. Area-Wide Minor Development Elements						
	A. Roadways						
	1. Major Roadway Construction of Immediately Needed Portions	0	0	0	2	2	2
	2. Signs	0	0	0	0	0	0

	Development Element	Total (/1) - Commercial			Total (/11) - Residential		
		Applicable	Essential	Satisfied	Applicable	Essential	Satisfied
Transportation Systems	**II. Area-Wide Minor Development Elements**						
	B. Transit						
	1. Bus Shelters	0	0	0	0	0	0
	2. Commuter Parking	0	0	0	0	0	0
	C. Non-Motorized Transportation						
	1. Pedestrian-Activated Signals	0	0	0	0	0	0
	2. Bicycle Support Facilities	0	0	0	0	0	0
	D. Transportation Strategies						
	1. Ridesharing Programs	0	0	0	0	0	0
	2. Subsidized Transit Passes for Employees	0	0	0	0	0	0
	III. Area-Wide Major Development Elements						
	A. Roadways						
	1. Contribution Towards Major (Future) Roadways Improvements	1	1	1	11	11	11
	2. Construct and/or Contribute to Major Roadway Improvements	0	0	0	5	4	4
	3. Traffic Signals as Required by VDOT	0	0	0	2	0	1
	B. Transit						
	1. Bus or Rail Transit Station Parking Lots	0	0	0	1	0	0
	C. Transportation Strategies						
	1. Local Shuttle Service	0	0	0	1	0	0
	2. Parking Fees	0	0	0	1	0	0
	D. Non-Motorized Circulation						
	1. Grade-Separated Road Crossings	0	0	0	1	0	0

	Development Element	Total (/1) - Commercial			Total (/11) - Residential		
		Applicable	Essential	Satisfied	Applicable	Essential	Satisfied
Environmental Systems	**I. Area-Wide Basic Development Elements**						
	A. Environmental Quality Corridors (EQCs)						
	1. Preservation of EQCs as Public or Private Open Space	0	0	0	1	1	1
	B. Stormwater Management (BMP)						
	1. Stormwater Detention/Retention	1	1	1	11	8	11
	2. Grassy Swales/Vegetative Filter Areas	1	0	1	6	2	5
	C. Preservation of Natural Features						
	1. Preservation of Quality Vegetation	0	0	0	11	6	11
	2. Preservation of Natural Landforms	0	0	0	2	0	1
	3. Minimize Site Disturbance as a Result of Clearing or Grading Limits	0	0	0	8	5	8
	D. Other Environmental Quality Improvements						
	1. Mitigation of Highway-Related Noise Impacts	0	0	0	7	6	7
	2. Siting Roads and Buildings for Increased Energy Conservation (Including Solar Access)	0	0	0	4	1	3
	II. Area-Wide Minor Development Elements						
	A. Increased Open Space						
	1. Non-Stream Valley Habitat EQCs	0	0	0	0	0	0
	2. Increased On-Site Open Space	0	0	0	11	6	11
	B. Protection of Ground Water Resources						
	1. Protection of Aquifer Recharge Areas	0	0	0	3	1	2
	C. Stormwater Management (BMP)						
	1. Control of Off-Site Flows	1	1	1	7	2	6
	2. Storage Capacity in Excess of Design Storm Requirements	0	0	0	5	1	2
	D. Energy Conservation						
	1. Provision of Energy-Conscious Site Plan	1	0	1	8	1	6

	Development Element	Total (/1) - Commercial			Total (/11) - Residential		
		Applicable	Essential	Satisfied	Applicable	Essential	Satisfied
Environmental Systems	**III. Area-Wide Major Development Elements**						
	A. Innovative Techniques						
	1. Innovative Techniques in Stormwater Management	0	0	0	6	2	4
	2. Innovative Techniques in Air or Noise Pollution Control and Reduction	0	0	0	4	0	1
	3. Innovative Techniques for the Restoration of Degraded Environments	0	0	0	1	0	0
Provision of Public Facilities	**I. Area-Wide Basic Development Techniques**						
	A. Park Dedications						
	1. Dedication of Stream Valley Parks in Accordance with Fairfax County Park Authority Policy	0	0	0	1	0	1
	B. Public Facility Site Dedications						
	1. Schools	0	0	0	3	1	3
	2. Police/Fire Facilities	0	0	0	0	0	0
	II. Area-Wide Minor Development Elements						
	A. Park Dedications						
	1. Dedication of Parkland Suitable for a Neighborhood Park	0	0	0	4	1	1
	B. Public Facility Site Dedications						
	1. Libraries	0	0	0	0	0	0
	2. Community Centers	0	0	0	0	0	0
	3. Government Offices/Facilities	0	0	0	0	0	0
	III. Area-Wide Major Development Elements						
	A. Park Dedications						
	1. Community Parks	0	0	0	3	1	3
	2. County Parks	0	0	0	0	0	0
	3. Historic and Archeological Parks	0	0	0	0	0	0
	B. Public Indoor or Outdoor Activity Spaces						
	1. Health Clubs	0	0	0	0	0	0
	2. Auditoriums/Theaters	0	0	0	0	0	0
	3. Athletic Fields/Major Active Recreation Facilities	0	0	0	2	1	1

	Development Element	Total (/1) - Commercial			Total (/11) - Residential		
		Applicable	Essential	Satisfied	Applicable	Essential	Satisfied
Land Use - Site Planning	**I. Area-Wide Basic Development Elements**						
	A. Site Considerations						
	1. Coordinated Pedestrian and Vehicular Circulation Systems	1	0	1	11	8	11
	2. Transportation and Sewer Infrastructure Construction Phased to Development Construction	0	0	0	7	4	7
	3. Appropriate Transitional Land Uses to Minimize the Potential Impact on Adjacent Sites	0	0	0	5	3	5
	4. Preservation of Historic Resources	1	0	1	5	3	5
	B. Landscaping						
	1. Landscaping within Street Rights-of-Way	1	0	1	4	2	4
	2. Additional Landscaping of the Development Site Where Appropriate	1	1	1	11	5	10
	3. Provision of Additional Screening and Buffering	0	0	0	9	5	9
	II. Area-Wide Minor Development Elements						
	A. Land Use/Site Planning						
	1. Parcel Consolidation	0	0	0	10	6	6
	2. Low/Moderate Income Housing	0	0	0	10	5	9
	B. Mixed-Use Plan						
	1. Commitment to Construction of All Phases in Mixed-Use Plans	0	0	0	0	0	0
	2. 24-Hour Use Activity Cycle Encouraged Through Proper Land Use Mix	0	0	0	0	0	0
	3. Provision of Developed Recreation Area or Facilities	0	0	0	7	3	7
	III. Area-Wide Major Development Elements						
	A. Extraordinary Innovation						
	1. Site Design	0	0	0	6	3	2
	2. Energy Conservation	0	0	0	7	0	5

	Development Element	Total (/1) - Commercial			Total (/11) - Residential		
		Applicable	Essential	Satisfied	Applicable	Essential	Satisfied
Detailed Design	**I. Area-Wide Basic Development Elements**						
	A. Site Entry Zone						
	1. Signs	1	1	1	10	3	8
	2. Planting	1	1	1	10	3	9
	3. Lighting	1	1	1	8	3	8
	4. Screened Surface Parking	1	1	1	3	0	3
	B. Street Furnishings						
	1. Properly Designed Elements Such as Lighting, Signs, Trash Receptacles, etc.	1	1	1	9	2	9
	II. Area-Wide Minor Development Elements						
	A. Building Entry Zone						
	1. Signs	1	0	1	2	0	2
	2. Special Planting	1	0	0	2	0	2
	3. Lighting	1	0	1	2	0	2
	B. Structures						
	1. Architectural Design That Complements the Site and Adjacent Developments	1	0	1	9	2	9
	2. Use of Energy Conservation Techniques	1	1	1	9	1	9
	C. Parking						
	1. Planting - Above Ordinance Requirements	1	0	0	1	0	1
	2. Lighting	1	1	1	2	0	2
	D. Other Considerations						
	1. Street Furnishings Such as Seating, Drinking, Fountains	1	0	0	3	1	3
	2. Provision of Minor Plazas	0	0	0	5	0	3
	A. Detailed Site Design						
	1. Structured Parking with Appropriate Landscaping	0	0	0	0	0	0
	2. Major Plazas	0	0	0	0	0	0
	3. Street Furnishings to Include Structures, Water Features/Pools, Ornamental Fountains, and Special Surface Treatment	0	0	0	0	0	0
	4. Landscaping of Major Public Spaces	0	0	0	0	0	0

ATTACHMENT 4

Summary of Additional Ideas Generated Through Community Outreach

Topic/Responsible Agency	Ideas/Questions	Response
Trip Generation and Roadway Capacity	Establish policy that there be no net trip increase for development off Lee Highway	It should be noted that all proposed land use alternatives would immediately violate this potential policy. Stricter transportation demand management (TDM) policies have the potential to reduce trips beyond what is currently experienced, but absent solid transit options, this becomes difficult to achieve. To adhere to such a policy, proposed land use changes would need to be reconsidered to have more of a "balancing" effect, where the trips from one deleted land use are replaced by another new land use.
	Pine Tree Road and Valley Road should be opened to permit better ingress/egress routes, especially for emergency vehicles	As parcels within the FCA are developed and redeveloped, consideration should be given to improved connections that will facilitate a better distribution of traffic and potentially reduce congestion on major facilities. This is particularly important in relation to emergency response, providing better options for access to certain areas within the FCA. Valley Road is currently open to Waples Mill Road.
	Roads need to be resurfaced, regraded, and widened to provide safe passage of cars, school buses, and walkers. Consider adding policies to enhance pedestrian connectivity within the area	As opportunities arise through the development process, roadways should be resurfaced, regarded and/or widened to provide safe passage of cars, school buses, pedestrians, and for emergency response.
Transit	Explore the location of a transit center along the Lee Highway corridor, along with the expansion of bus service along the corridor	The 2009 Transit Development Plan for the Fairfax Connector has a recommendation for a bus route that would link Centreville and GMU via Lee Highway. Transit Services Division staff at FCDOT are also in the process of developing a new Comprehensive Transit Plan (to be completed in 2015). FCDOT will be assessing the need for transit on Route 29 as part of this effort. A potential transit center along Route 29 has been suggested and FCDOT has been asked to explore its potential. Until, or unless, transit is incorporated in the Lee Highway corridor, the addition of a transit center seems premature. The need for transit within the corridor is being studied as part of a Comprehensive Transit Plan. Should additional transit services be recommended, a transit center may then be warranted. When, or if, actions are taken to identify the location for, and construct, a transit center, provisions should be made for bicycle/pedestrian access.

Bike and Pedestrian Connectivity	Need good bike and pedestrian connections across Lee Highway, consider adding Plan language to foster these connections	A coordinated bicycle/pedestrian circulation plan should be required as sites come in for development and redevelopment, providing full inter- and intra-parcel circulation. Intersection control and design on high volume/high speed roadways, such as Route 29, should be considered a critical element in development planning and should accommodate safe pedestrian crossings. In addition to site-specific needs, guidance from the Fairfax County Bicycle and Trails Master Plans should be used in planning future bicycle and pedestrian amenities.
RECenters	Build a RECenter in the Fairfax Center Area	The Fairfax Center Area is served by two Park Authority RECenters including Cub Run to the west and OakMarr to the north, which is undergoing an expansion. The offerings provided by these two facilities serve Fairfax Center very well and will continue to serve the projected growth in the area. RECenters are revenue supported facilities that serve market-based areas. As such, revenue generated at these sites, rather than taxes, support their full operations. Market feasibility analysis does not support an additional RECenter in the Fairfax Center area as it would unduly impact the financial sustainability of the existing RECenters serving the Fairfax Center Area. Furthermore, there is currently no available parkland that meets the necessary criteria for locating a RECenter in Fairfax Center. Land with enough space for a RECenter is very scarce in Fairfax Center. Furthermore, the only Park Authority land along Lee Highway is stream valley resource protection areas.
	Explore option of constructing a RECenter on a property with an existing commercial use along Lee Highway	
Parks and Open Space	Oak Marr Park and Difficult Run Stream Valley Park should be expanded	OakMarr RECenter is currently undergoing expansion. Additional parking and field capacity has been added in recent years. While most of the land around these parks has been developed, the Park Authority will consider acquisitions that would expand the park and align with land acquisition criteria as included in the Policy Plan.
	More active recreation opportunities area needed, including those for senior citizens and a diverse population	The Park Authority agrees with this statement. Most recreation facilities in the Fairfax Center Area are youth oriented (playgrounds and sport facilities). More specificity on senior needs will be gained through the Park Authority's needs assessment which is currently underway. Many senior activities exist and serve the Fairfax Center Area. Creating more trails that are accessible and increasing senior-oriented programs in parks in or near the Fairfax Center Area should be a focus. In addition, the Park Authority has been engaged with the Countywide 50+ initiatives to better understand the needs of seniors.

Parks and Open Space	Better wayfinding to parks/identifications of parks is needed	Park identity signage is provided at each park. Accessibility to parks that are not along major roadways can sometimes be confusing. New technologies such as increased use of mapping applications on mobile devices are helping address how to find parks.
	Construct a community garden in the study area. One possible location would be the property along I-66 with the abandoned buildings off Phoenix Drive	This is a plausible suggestion, although the proposed location is privately owned and appears to be a former industrial site, which may not be optimal for food production. Other locations should be explored, but sites in the Fairfax Center Area are limited. Most community gardens are created through partnerships or sponsor groups that can help fund their creation, operation and maintenance.
	Provide more open space for parks and trails	More open space for parks and trails are needed in the Fairfax Center Area. Plan text and implementation should support policy text relating to park and recreation facility needs and service level standards.
School Facilities	Construct additional schools in the Fairfax Center Area	This area is projected to continue to have capacity challenges at both the elementary and high school levels. Traditionally, capacity needs have been addressed through new school construction, additions to existing facilities, interior architectural modifications; temporary/modular buildings; changes to programs; and/or attendance areas. At the elementary school level, the FY 2015-19 CIP identifies the unfunded need for a Fairfax/Oakton Area Elementary School which is in proximity to the Fairfax Center Area. At the high school level, capacity enhancements to Oakton, as well as a potential new high school in the western portion of the county will provide additional high school capacity in the area.
	Look into constructing multi-story schools in the Fairfax Center Area and identify potential sites	
	Explore option of constructing school(s) on property with an existing commercial use along Lee Highway	
Library Facilities	Add a library within the Fairfax Center Area	Fairfax County Public Library has no plans to build a new library in the Fairfax Center area. That area is already served by a number of nearby libraries, including the City of Fairfax Regional Library, Chantilly Regional Library, Centreville Regional Library, and Oakton Community Library.
Stormwater	Maps showing Boundary Street should be updated to reflect the actual existing use of the right-of-way as a county-approved stormwater outfall channel to provide storm drainage	The countywide Geographic Information Systems (GIS) has been updated to remove Boundary Street from the roadways layer.