PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEMS: PA 2013-III-FC1 (B), PA 2016-III-FC1
October 26, 2016

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

SUPERVISOR DISTRICTS:
Braddock, Providence, Springfield, and Sully

PLANNING AREA:
Area III

SPECIAL AREA:
Fairfax Center Area

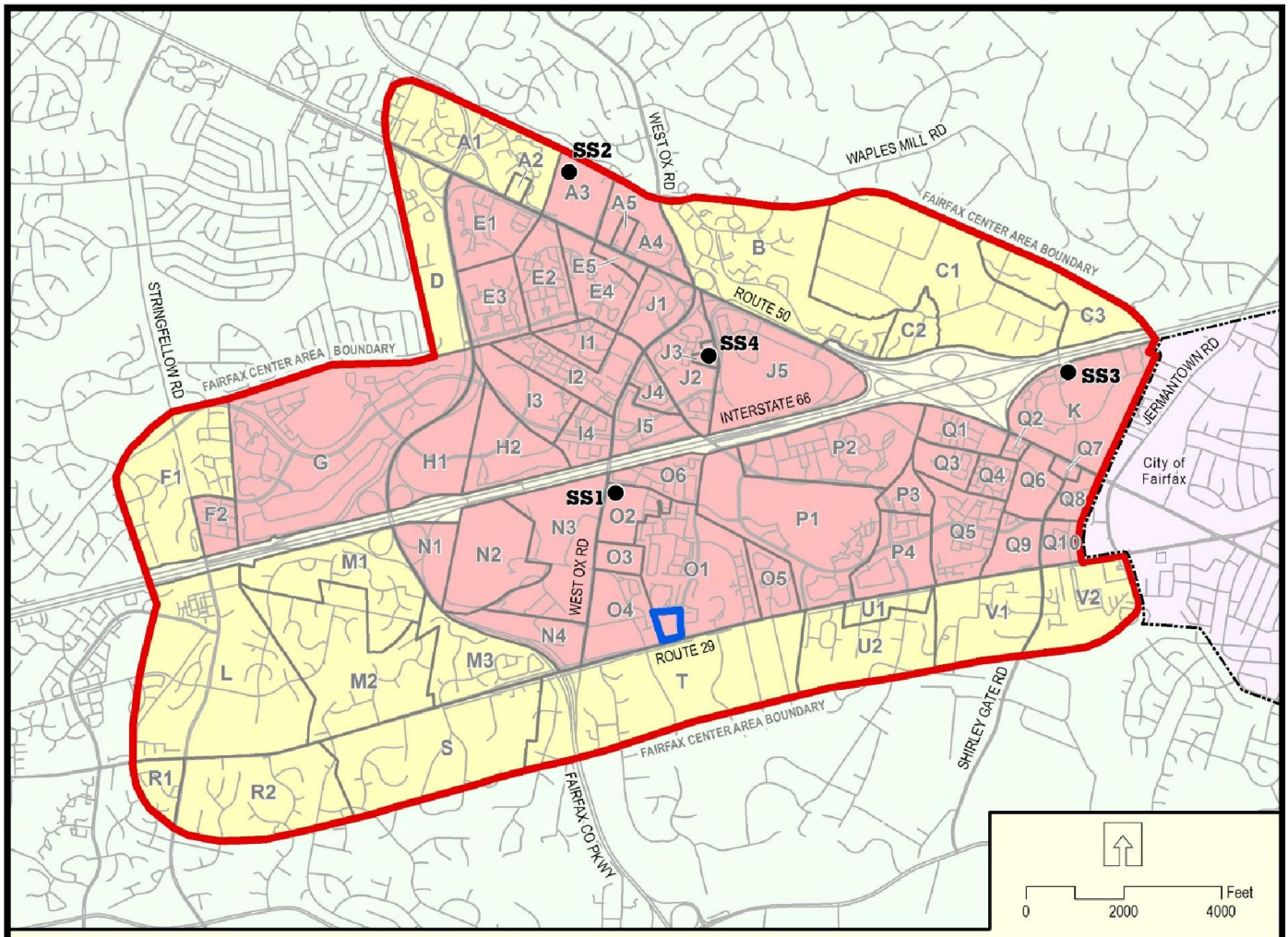
For additional information about this amendment call (703) 324-1380.

PLANNING COMMISSION PUBLIC HEARING:
Wednesday, November 9, 2016 @ 8:15 PM

BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, December 6, 2016 @ 4:30 PM

PLANNING STAFF DOES RECOMMEND THIS ITEM FOR PLAN AMENDMENT

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



Key

- Subject Property for PA 2013-III-FC1 (B)
- Subject Property for PA 2016-III-FC1
- Fairfax Center Suburban Center
- Fairfax Center Area Sub-Unit Boundary
- SS4 Site Specific Submission
- Fairfax Center Transition Areas

Prepared by DPZ 2016

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Plan Amendments 2013-III-FC1(B) and 2016-III-FC1

Table of Contents

Background…… 1

Character of the Area……... 2

Character of the Surrounding Area…… 3

Planning History……4

Adopted Comprehensive Plan Text ……5

Proposed Plan Amendments..……7

Analysis……...……8

Conclusion…...……...13

Recommendation…...……14

Attachment 1: Proposed Revisions to Comprehensive Plan……..15

– Fairfax Center Area

– Fairfax and Bull Run Planning Districts

– Comprehensive Land Use Plan Map

Attachment 2: Table of Proposed Changes to Land Unit Organization.……177

Attachment 3: Impact Analysis for Proposed Land Use Changes.……..……..179

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STAFF REPORT FOR PLAN AMENDMENTS
2013-III-FC1(B) and 2016-III-FC1

BACKGROUND

Authorization

On July 9, 2013, the Fairfax County Board of Supervisors (Board) authorized Plan Amendment (PA) 2013-III-FC1, the Fairfax Center Area Study, as part of the 2013 Pilot Comprehensive Plan Amendment Work Program. The study was divided into two phases that correspond to the designations on the Concept for Future Development for the area. The first phase of the study, PA 2013-III-FC1(A)/S13-III-FC1, examined the "transition areas," the Low Density Residential Areas and the Suburban Neighborhoods at the periphery of the study area. This phase was completed in December 2014. Phase I added options for residential use and an assisted living facility to land use recommendations for certain parcels along Lee Highway. Editorial amendments to reflect implementation were also adopted, which updated public facilities and park recommendations, Tax Map parcel numbers, removed plan options that can no longer be implemented, and adjusted sub-unit boundaries.

The second phase of the study, PA 2013-III-FC1(B) and the subject of this staff report, examines the Suburban Center and Area-wide Recommendations for the Fairfax Center Area. One additional Board-authorized Plan amendment is under review concurrently with PA 2013-III-FC1(B). On February 16, 2016, the Board authorized PA 2016-III-FC1 to consider residential density on Tax Map parcel 56-1((1))35 in the Fairfax Center Area, generally located north of Lee Highway (Route 29) and west of Legato Road in the Springfield Supervisor District. The Board requested that staff consider residential density up to 12 dwelling units per acre (du/ac) for the subject property.

Public Outreach

Public engagement for the Phase II of the Fairfax Center study began with an open submission process that helped shape the scope of work. This submission process provided an opportunity for the public and staff to propose areawide and site-specific changes to the Comprehensive Plan text for the Suburban Center and Areawide Recommendations. Eighteen submissions were received during spring 2015 online and in print in the study.

An extensive working group-review process followed the submission process. The citizen-led Fairfax Center Area Study – Phase II Working Group, appointed by the four Supervisors and supported by county staff, gathered input, discussed proposed Plan changes, and guided the evaluation and recommendations for the Suburban Center and Areawide Recommendations. The working group met monthly for a 16- month period between July 2015 and October 2016. The working group examined the 20-30 year vision for the Suburban Center to reinforce the goal that Fairfax Center is a premiere place to live, work, and play, with the greatest intensity focused around a central mixed-use core area. The group redefined the Core Focus Area and developed a set of guiding principles for the Fairfax Center Area. Based on these principles, the working group collaborated with staff to revise the Areawide guidance to incorporate current countywide policy and practice and developed recommendations for a number of land use and intensity changes on specific sites within the Suburban Center.

For site-specific land use and intensity changes, the working group and staff used the

submissions to formulate land use scenarios for infill development or redevelopment opportunities. A high-end land use scenario maximized the development potential in keeping with the transit-oriented development principles for the Core Focus Area sites and reflected the proposed land use and intensity on the submission sites outside of the Core Focus Area. A mid-level range reflected existing conditions and/or established a benchmark between the existing Plan recommendations and the high-end scenario. The scenarios were analyzed to gauge the impacts of the potential development in terms of land use, transportation, the environment, public facilities, among others.

The working group concluded their work with a set of recommendations for revised Areawide guidance and land use and intensity changes on specific sites within the Suburban Center. The working group's recommendations for sites in the Core Area Focus present revised Areawide guidance and land use changes that could be accommodated without Chapter 870 transportation analysis. Consideration of higher intensity options subject to Chapter 870 review will be presented in a Phase III of the study. A record of the Working Group effort including reports, presentations and documents in support of the study may be viewed on the study website: http://www.fairfaxcounty.gov/dpz/fairfaxcenter or by contacting the Department of Planning and Zoning.

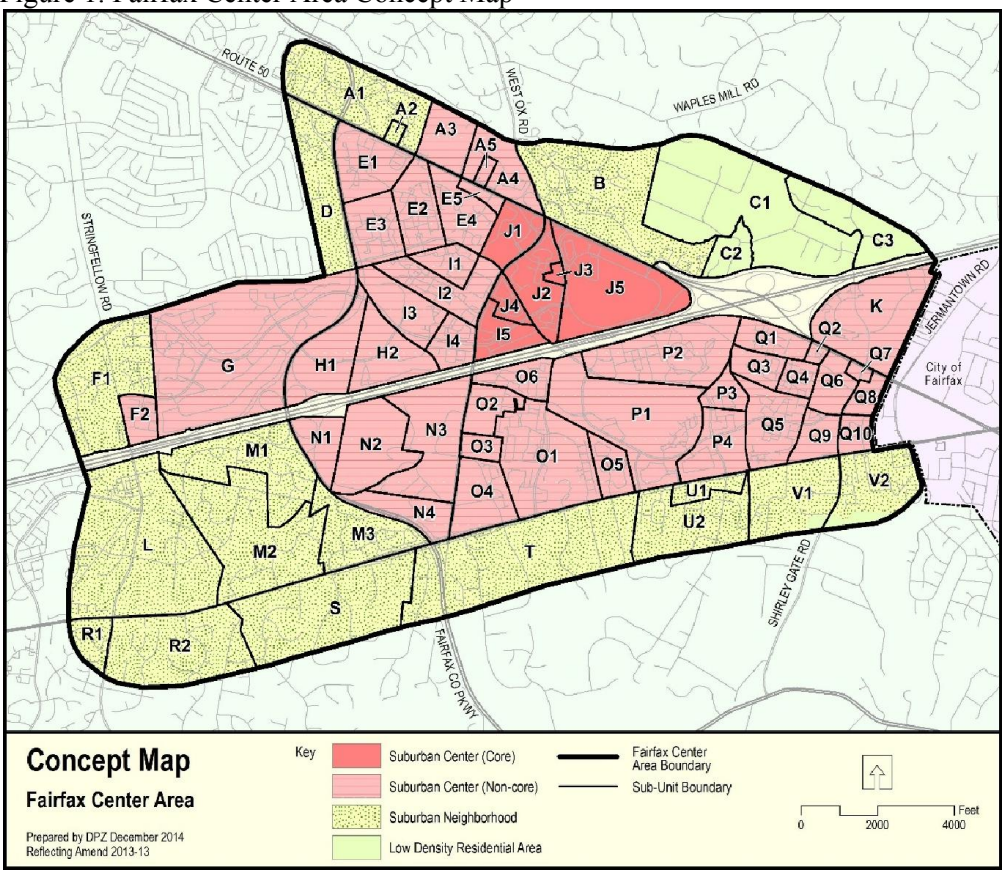
The Springfield Land Use Committee reviewed and made recommendations for PA 2016-III-FC1 in October 2016, which concerns property at Lee Highway and Legato Road.

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. I-66 bisects the study area. The area extends over four Magisterial Districts (Sully, Providence, Braddock, and Springfield). 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 as shown in Figure 1. The area is divided into land units lettered A through V in the Comprehensive Plan.

The Suburban Center, which is the subject of Phase II of the Fairfax Center Area study, includes approximately 2,800 acres of land. It contains a mix of higher-density residential, office and retail uses, as well as government uses associated with the Fairfax County 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.

Figure 1. Fairfax Center Area Concept Map



The Suburban Neighborhoods and Low Density Residential Areas, which were the subject of Phase I of the Fairfax Center Area study, 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. Planned nonresidential uses in the transition area, consisting of office and community-serving retail uses, are generally limited to areas along Lee Highway.

CHARACTER OF THE SURROUNDING AREA

The Fairfax Center Area is located within and surrounded by the Fairfax, Upper Potomac, and Bull Run Planning Districts, as shown in Figure 2. 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 du/ac. 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. 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, 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 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. The eastern boundary of the Fairfax Center Area is adjacent to residential and retail uses within the City of Fairfax.

PLANNING HISTORY

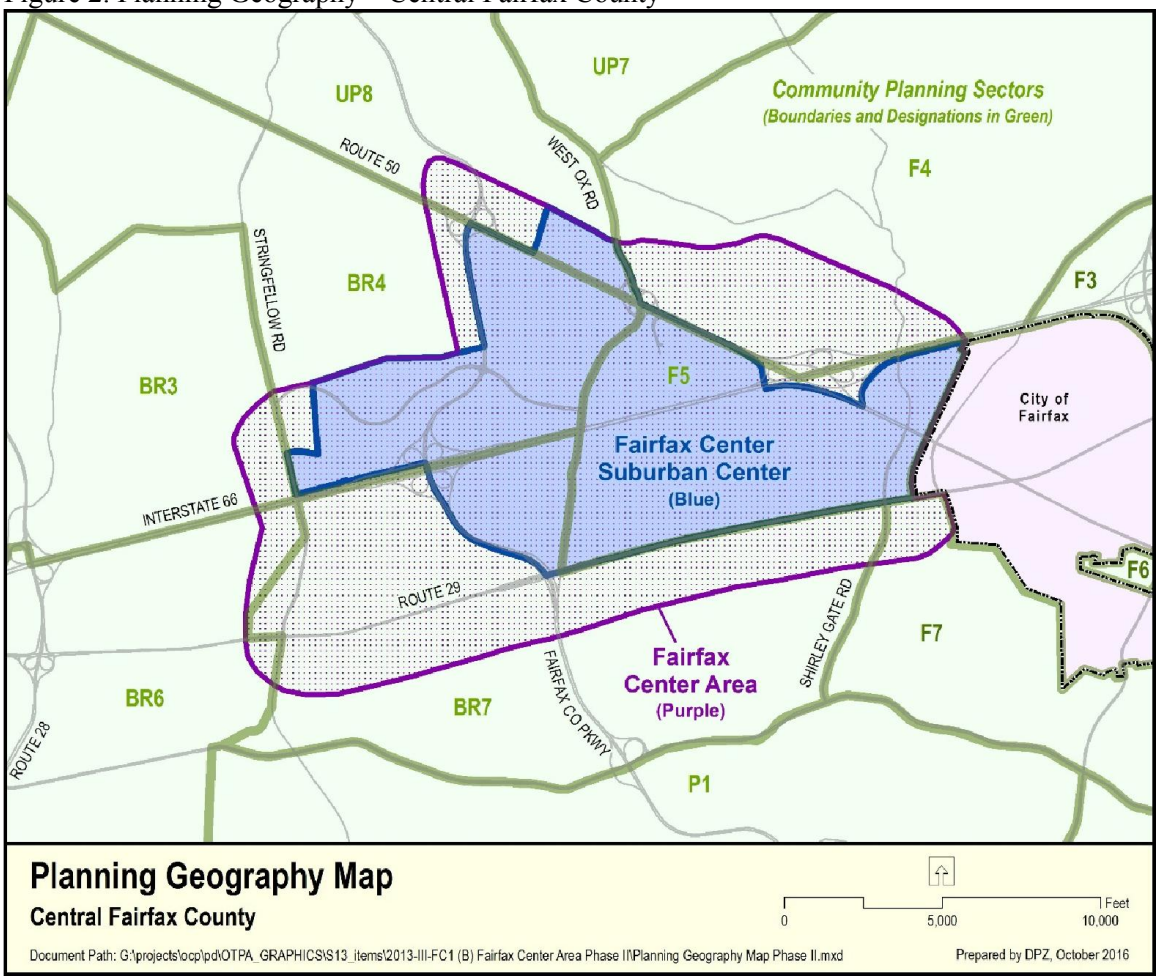
In 1982, the Board of Supervisors adopted a Comprehensive Plan for the Fairfax Center Area that established a vision for the area to be a central node of development activity within Fairfax County. The adopted Plan was the culmination of work by the Route 50/I-66 Task Force, which was formed to ensure 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.

Plan amendments adopted in the last ten years illustrate a trend of increased mixed-use development planned in the Fairfax Center Area Suburban Center. In 2006, Area Plans Review (APR) Item 05-III-1FC was adopted for Fairfax Corner, located at the intersection Government Center Parkway and Monument Drive. This amendment added a second mixed-use option to the Plan, recommending additional intensity with access to potential future Metrorail serving the area. In 2011, APR item 09-III-1FC was adopted for the Fair Oaks Mall to facilitate transit-oriented mixed-use development. The Plan amendment included two development options above the overlay level to reflect the potential for either Bus Rapid Transit or Metrorail serving the area. The amended Plan fosters a transformation of the mall into a transit-oriented, walkable environment. PA 2014-III-FC2, adopted in July 2016, added an option at the overlay level for mixed-use redevelopment of the Fairfax Towne Center shopping center within Sub-unit J1 of the Suburban Center. Redevelopment may include multifamily, retail/commercial, hotel, and office uses up to a maximum intensity of 0.8 FAR.

On June 23, 2015, the Board authorized PA 2015-III-FC1 for the Fair Lakes area within Land Units G, H and I in the Fairfax Center Area, generally located west of West Ox Road to Stringfellow Road, north of Interstate 66. The Board requested that staff consider allowing greater flexibility for the options in the current Plan text for Fair Lakes to enable a quicker response to market demands. This Plan amendment is under separate review.

Figure 2. Planning Geography – Central Fairfax County



ADOPTED COMPREHENSIVE PLAN TEXT

The Comprehensive Plan text for the Plan amendment subject area includes the Suburban Center portion of the Fairfax Center Area, along with the Overview, Areawide Recommendations, and Use-Specific Performance Criteria. The complete text can be found at the following website: http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area3/fairfaxcenter.pdf

Figure 3 summarizes the land use recommendations and zoning for each land unit within the Suburban Center.

Figure 3. Planning and Zoning by Sub-unit – Fairfax Center Area Suburban Center

Sub-unit	Plan Recommendation	Zoning
A3	Baseline: residential use 2 du/ac; Intermediate: office use .07 FAR; Overlay: office, retail, and institutional use .25 FAR; options for hotel use and elderly housing in a portion of the sub-unit	R-1, PDC
A4	Baseline: residential use 2 du/ac; Intermediate: office use .15 FAR; Overlay: office use .25 FAR; options for hotel use and elderly housing in a portion of the sub-unit	R-8,C-8, PDC
A5	Baseline, Intermediate, and Overlay: public facilities use	R-1

E1	Baseline: residential use 2 du/ac; Intermediate: residential mixed use 3 du/ac; Overlay: residential mixed use 4 du/ac (west portion), residential use 6 du/ac up to 7 du/ac with conditions (central portion), residential use 6 du/ac (east portion)	R-5, R-8, PDC
E2	Baseline: residential use 2 du/ac; Intermediate: residential use 4 du/ac; Overlay: residential use 8 du/ac	R-1, R-8, PDH-8
E3	Baseline: residential use 2 du/ac; Intermediate: residential mixed use 4 du/ac; Overlay: office mixed use .25 FAR (west portion), residential 8 du/ac (east portion)	PDC
E4	Baseline: residential use 2 du/ac; Intermediate: residential mixed use 5 du/ac; Overlay: residential mixed use 8 du/ac	PDH-8
E5	Baseline: residential use 2 du/ac; Intermediate: residential mixed use 5 du/ac; Overlay: residential mixed use 8 du/ac	R-2, C-8, PDH-8
F2	Baseline: residential use 1 du/ac; Intermediate: office mixed use .14 FAR; Overlay: office mixed use .25 FAR	PDC
G	Baseline: residential use 1 du/ac; Intermediate: office mixed use .14 FAR; Overlay: office mixed use .25 FAR; options for retail, office and hotel uses in a portion of the sub-unit	PDC
H1	Baseline: residential use 1 du/ac; Intermediate: office mixed use .14 FAR; Overlay: office mixed use .25 FAR; options for office and hotel uses in a portion of the sub-unit	PDC
H2	Baseline: residential use 1 du/ac; Intermediate: office mixed use .14 FAR; Overlay: office mixed use .25 FAR (west portion), office mixed use .45 FAR (east portion); options for residential, office and retail uses in a portion of the sub-unit	PDC
I1	Baseline: residential use 2 du/ac; Intermediate: residential mixed use 5 du/ac; Overlay: residential mixed use 8 du/ac	PDH-8
I2	Baseline: residential use 2 du/ac; Intermediate: residential use 10 du/ac; Overlay: residential use 20 du/ac	R-1, PDH-20, PDC
I3	Baseline: residential use 1 du/ac; Intermediate: residential use 10 du/ac; Overlay: office mixed use .25 FAR; options for residential and retail uses in a portion of the sub-unit	PDC
I4	Baseline: residential use 1 du/ac; Intermediate: residential use 10 du/ac; Overlay: office mixed use .25 FAR (north portion), office mixed use .45 FAR (south portion); options for residential and retail uses in a portion of the sub-unit	PDC
I5	Baseline: residential use 8 du/ac; Intermediate: office mixed use .35 FAR; Overlay: office mixed use .50 FAR; option for retail use in a portion of the sub-unit	PDC
J1	Baseline: residential use 2 du/ac; Intermediate: office mixed use .35 FAR; Overlay: office mixed use .45 FAR; option for mixed use in a portion of the sub-unit	PDC
J2	Baseline: residential use 5 du/ac (pt.), office use .25 FAR (pt.); Intermediate: office mixed use .55 FAR; Overlay: office mixed use 1.0 FAR, 300-room hotel; options for residential and office use in a portion of the sub-unit	R-1, C-7, PDC
J3	Baseline: institutional use .15 FAR (pt.), office use .25 FAR (pt.); Intermediate: institutional use .50 FAR (pt.), office use .55 FAR (pt.); Overlay: office use 1.0 FAR	C-3
J4	Baseline: residential use 2 du/ac; Intermediate: office mixed use .35 FAR; Overlay: office mixed use .50 FAR	PDC
J5	Baseline: mixed use .15 FAR; Intermediate: mixed use .25 FAR; Overlay: mixed use .65 FAR; options for transit-oriented mixed use in a portion of the sub-unit	C-7, PDC
K	Baseline: office use .25 FAR; Intermediate: office use .35 FAR; Overlay: office use .50 FAR; options for residential use in a portion of the sub-unit	R-1, R-16, C-3, C-6, I-4, I-5, PDH-20, PDH-30
N1	Baseline, Intermediate, and Overlay: public facilities use	R-1
N2	Baseline, Intermediate, and Overlay: public facilities use	R-1
N3	Baseline, Intermediate, and Overlay: public facilities use (pt.), public park (pt.)	R-1
N4	Baseline: public facilities (pt.), residential use 1 du/ac (pt.); Intermediate: public facilities (pt.), office use .10 FAR (pt.); Overlay: public facilities (pt.), office use .15 FAR (pt.)	R-1
O1	Baseline: residential use 1 du/ac; Intermediate: residential use 4 du/ac; Overlay: residential use 12 du/ac or mixed use .35 FAR	R-1, R-2, R-8, C-5, PDH-4, PDH-12, PDH-20

O2	Baseline: institutional use .05 FAR; Intermediate: institutional use .10 FAR; Overlay: institutional use .15 FAR; option for residential use in a portion of the sub-unit	R-1, R-8
O3	Baseline: industrial use .10 FAR; Intermediate: industrial use .15 FAR; Overlay: office use .25 FAR; option for automobile service station use in a portion of the sub-unit	R-1, C-8, I-5
O4	Baseline: residential use 1 du/ac; Intermediate: residential use 4 du/ac; Overlay: retail use .23 FAR (pt.), residential use 8 du/ac (pt.)	R-8, C-6, C-8
O5	Baseline: residential use 1 du/ac; Intermediate: residential mixed use 3.5 du/ac; Overlay: residential mixed use 6 du/ac	PDH-8
O6	Baseline: residential use 8 du/ac; Intermediate: residential mixed use 14 du/ac; Overlay: residential mixed use 20 du/ac	PDH-20
P1	Baseline: public facilities, office use .25 FAR; Intermediate: public facilities, office mixed use .28 FAR; Overlay: public facilities, office mixed use .35 FAR	R-1, PDC
P2	Baseline: office use .25 FAR (pt.), residential use 4 du/ac (pt.), residential use 8 du/ac (pt.); Intermediate: office mixed use .28 FAR; Overlay: office mixed use .35 FAR, 300-room hotel; options for mixed use in a portion of the sub-unit	R-1, PDC
P3	Baseline: residential use 5 du/ac; Intermediate: residential mixed use 8 du/ac; Overlay: residential mixed use 10 du/ac; option for residential uses in a portion of the sub-unit	PDH-12, PDH-16, PDC
P4	Baseline: residential use 5 du/ac (pt.), office use .25 FAR (pt.); Intermediate: office mixed use .30 FAR; Overlay: office mixed use .40 FAR; option for residential, office, and retail uses in a portion of the sub-unit	C-6, PDH-12, PDC
Q1	Baseline: residential use 1 du/ac; Intermediate: residential use 5 du/ac; Overlay: 330,000 sf office mixed use; option for residential use 16 du/ac	R-1, R-12, PDH-16, PDC
Q2	Baseline: residential use 1 du/ac; Intermediate: residential use 5 du/ac; Overlay: 330,000 sf office mixed use; option for residential use 16 du/ac	R-12
Q3	Baseline: residential use 2 du/ac; Intermediate: residential use 5 du/ac; Overlay: residential use 16 du/ac	PDH-16, PDC
Q4	Baseline: residential use 2 du/ac; Intermediate: residential use 5 du/ac; Overlay: residential use 16 du/ac	PDH-12, PDH-12
Q5	Baseline: residential use 1 du/ac; Intermediate: office mixed use .30 FAR; Overlay: office mixed use .40 FAR; option for residential, office, and retail uses in a portion of the sub-unit	C-6, PDH-12, PDH-16
Q6	Baseline: office use .15 FAR; Intermediate: office use .35 FAR; Overlay: office use .70 FAR	R-1, C-4, C-6, I-5
Q7	Baseline: office use .15 FAR (pt.), retail use .15 FAR (pt.); Intermediate: office use .35 FAR (pt.), retail use .25 FAR (pt.); Overlay: office use .70 FAR (pt.), retail use .35 FAR (pt.)	C-8
Q8	Baseline: retail use .15 FAR; Intermediate: retail use .25 FAR; Overlay: retail use .35 FAR	C-6
Q9	Baseline: office use .15 FAR; Intermediate: office use .35 FAR; Overlay: office use .70 FAR; options for mixed use in a portion of the sub-unit	R-1, I-5, PRM
Q10	Baseline: residential use 1 du/ac; Intermediate: residential use 10 du/ac; Overlay: residential use 20 du/ac; option for retail use at baseline level in a portion of the sub-unit	R-12, R-20, PDH-12, PDH-20, C-6, C-8

PROPOSED PLAN AMENDMENTS

PA 2013-III-FC1(B)

The Plan amendment generally considers updating the Areawide guidance to reflect current policy and practice, editorial revisions, and revised land use and intensity for several sites within the Suburban Center portion of Fairfax Center. The types of modifications to the Comprehensive Plan can be further defined as:

1. Updates to the Concept for Future Development based upon the revised vision developed by the working group;
2. Revisions to the Areawide Recommendations to ensure consistency with current policy and practice and reflect implemented recommendations;
3. Modifications to the implementation strategy for the Fairfax Center Area to remove the intermediate development level and development elements and expand performance criteria;
4. Reorganization of the land units within the Plan text based upon the Concept for Future Development, to include editorial amendments to land unit recommendations to reflect implementation;
5. Amendments to land use recommendations for certain parcels within the Suburban Center; and,
6. Comprehensive Land Use Plan Map amendments to illustrate the baseline land use in lieu of a uniform textured pattern.

The subsections within the Analysis section of this report address each of these components individually.

PA 2016-III-FC1

PA 2016-III-FC1 proposes land use modifications to Tax Map parcel 56-1((1))35 within the Fairfax Center Suburban Center and is considered with the other site-specific submissions for the purposes of analysis and recommendation. PA 2016-III-FC1 considers an increase of planned residential density from 6 du/ac at the intermediate level to a maximum of 12 dwelling units per acre (du/ac).

ANALYSIS

Concept for Future Development

As mentioned previously, the working group expanded the vision for the Suburban Center, focusing on the opportunity to evolve the Suburban Center Core into a transit-oriented mixed-use place with an urban character. The primary node of activity would be a core area centered on the planned transit station at the Fair Oaks Mall/Fairfax Corner area and would be supported by secondary nodes, including the Fair Lakes area and the industrial/public facilities area along West Ox Road. In support of creating this transit-oriented node, the working group agreed that the Suburban Center Core currently planned for the area north of I-66 should be expanded to include areas south of I-66 that are generally within ½ mile of the planned transit station. This expansion would allow for transit-oriented development on both the north and south sides of the planned transit station and would facilitate the creation of Plan guidance that would support increased multimodal connectivity across I-66.

To support this vision, staff gathered feedback on the working group's priorities for the area, which were translated into a series of guiding principles for the future of the Fairfax Center Area. These principles focused on a variety of topics such as developing a central focal area in the vicinity of the Suburban Center Core, improving the multimodal connectivity of the area, providing infill opportunities to create additional mixed-use activity, and providing recreational opportunities for all ages and abilities. The principles are included within the proposed Overview section of the revised Fairfax Center Area plan (Attachment 1). In addition to these guiding

principles, the Plan amendment proposes revisions to the Concept for Future Development for the Fairfax Center Area to describe this vision, including the expanded Suburban Center Core.

Implementation Strategy

As described previously, the Fairfax Center area utilizes a strategy adopted in 1982 to evaluate development proposals. Referred to as the Fairfax Center Implementation Strategy, the approach applies recommended development conditions, or elements, to baseline, intermediate and overlay levels of land use and intensity to determine conformance with the Comprehensive Plan. Use-Specific Performance Criteria also are applied in certain instances. Beginning with Fairfax Planning Horizons in the late 1980s and early 1990s, the Comprehensive Plan has evolved to incorporate some of the countywide policies and planning approaches first used in the Fairfax Center Area. A purpose of the revisions described in this section is to update and reconcile the Fairfax Center Area approach with current Comprehensive Plan methodology.

For example, the development elements created for the Fairfax Center Area allow flexibility for development and offer a framework to ensure high quality design and mitigate impacts of that development, an approach generally mirrored in the Comprehensive Plan. However, in the Fairfax Center Area, Comprehensive Plan conformance is determined to provide enumerated commitments at the intermediate and overlay levels using a quantitative scoring approach. Given that the Fairfax Center Area is no longer a greenfield, and many system wide improvements are complete, the use of the development elements in a quantitative scoring approach is no longer effective.

The development elements cover a variety of topics applicable to sites within the Fairfax Center Area, including 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 planned infrastructure improvements have been completed, many of these criteria are no longer applicable to individual development projects. Other criteria, such as those related to the provision of affordable housing or the preservation of Environmental Quality Corridors (EQCs,) have been superseded by countywide Policy Plan guidance. As such, this Plan amendment proposes to remove the existing development elements and associated quantitative approach in lieu of incorporating enhanced guidance within the Areawide Recommendations, where needed, to guide development at the overlay level.

The proposed replacement of the development elements with Areawide Recommendations as the primary implementation mechanism also allows the three-tiered density/intensity featuring a baseline, intermediate and overly level to be streamlined into baseline and overlay levels, consistent with the organization of overall Comprehensive Plan guidance, which refers to overlay as Plan “options.” Through this revision, any development above the baseline level would evaluated at the overlay level. Specific commitments expected with development at this level would be assessed on a case-by-case basis in accordance with the recommendations within the Areawide Guidance.

The Use-Specific Performance Criteria are proposed to be retained. These criteria highlight site design elements more specifically for various uses within the Fairfax Center Area, including recommendations for site and building entry areas, architectural design, landscaping, parking,

and site furnishings. However, the Criteria, as presently written, do not account for mixed-use development that may occur on a single development site. The Plan amendment proposes to revise the Criteria to include a section on mixed-use development, in addition to revising the Criteria to ensure consistency with current policy and practice.

Areawide Recommendations

A number of revisions are proposed for the Areawide Recommendations to support the revised vision developed by the working group and ensure that Plan guidance is consistent with current Plan policies and practice. The following section highlights the major components of these proposed updates.

Land Use

Many of the proposed revisions related to land use seek to provide additional context about the future of the core area. The location of the planned transit stations is noted, and with that, support for more intense, transit-oriented development proximate to the station in the future. Additionally, with the removal of the development elements from the implementation guidance, many of the proposed revisions to the land use section seek to clarify existing recommendations related to buffering, landscaping, and infill development so that expectations for development at the overlay level are clear. Finally, the section related to Energy Efficient Planning and Design is proposed to be removed as many of the recommendations are better addressed in the context of Fairfax County's green building policies.

Transportation

In line with the working group's emphasis on improving multimodal access within and to the Fairfax Center Area, many of the proposed revisions to this section focus on an expansion of Plan guidance related to pedestrian and bicycle facilities. Guidance recommending the construction of missing connections in the pedestrian network, provision of bicycle parking, and connection of these facilities to transit, residential, and commercial nodes is proposed within the Plan amendment. The section related to access management is proposed to be deleted, as many of these recommendations either are superseded by other countywide policies or are regulated during later stages of the development process.

Environment

The proposed revisions to the Environment section of the Areawide Recommendations ensure that Plan guidance reflects current policies for evaluating factors such as green building practices, water quality, and stormwater management. In recent years, stormwater management approaches have been identified within Plan guidance for several of Fairfax County's activity centers to encourage enhanced stormwater management for development at higher intensities, and specific, quantitative targets have been included in this Plan guidance. The proposed Plan text recommends for development at the overlay level, optimization of stormwater management measures and reductions of stormwater runoff volumes and peak flows to the maximum extent practicable. The concept of pursuing enhanced stormwater management efforts for such projects is, therefore, being proposed, but specific quantitative targets are not identified. This is in recognition that current planned intensities in the Fairfax Center Area are not as high as planned intensities in other activity centers in the county. In the event that additional study is undertaken to incorporate higher transit-oriented intensities in the Suburban Center Core Area, the proposed stormwater management guidance should be reviewed for consistency with other more intense,

transit-oriented activity centers in the county, and more specific, quantitative targets should be considered.

Core Area Vision

To reflect the working group's focus on the future vision of the Suburban Center Core Area, a section outlining elements critical to attaining this vision is proposed within the Areawide Recommendations. This section outlines broad recommendations for land use, urban design, transportation, parks and recreation, and the environment. This guidance would provide a framework for evaluating development within the Suburban Center Core, recognizing the opportunity for additional development intensity pending additional transportation study and the funding of a Metrorail extension.

Other Sections

The Plan amendment proposes additional changes to the Housing, Heritage Resources, Public Facilities, Parks and Recreation, and Trails and Bicycle Facilities sections. The primary focus of these revisions include updating policy guidance as appropriate within each section, the removal of implemented recommendations, and updates to tables listing existing facilities.

Editorial Updates and Land Unit Reorganization

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. These recommendations are located within the Areawide and the Land Unit recommendations, and in certain instances the recommendations within the underlying planning district guidance. As a component of this Plan amendment, editorial revisions, such as updating descriptions of existing land use and Tax Map parcel numbers, are proposed to reflect existing conditions. Further, in cases where multiple land use options are planned and one option has been developed precluding the development of the other options, the non-developed option(s) are proposed to be removed.

In addition, the Plan amendment proposes reorganizing (re-alphabetizing) the land unit recommendations around the classifications of the Concept for Future Development. Land units within the Suburban Center Core Area would be presented first in the Plan text, recognizing the potential of this area to become the primary node of development in the future. The remaining Suburban Center land units would be subsequent, followed by the Suburban Neighborhoods and Low Density Residential Areas. Likewise, land unit and sub-unit boundaries would be adjusted to reflect existing development, including the consolidation of sub-units with the same land use recommendations into one. A table illustrating the land unit and sub-unit changes can be found in Attachment 2.

Land Use Amendments

Subsequent to the vision discussions, the working group and county staff developed land use scenarios for infill development or redevelopment on selected portions of the Core Area and other selected parcels in the Suburban Center, based upon submissions received by property owners within the Suburban Center. Staff evaluated these scenarios for impacts to countywide systems including transportation, schools, and parks and recreation. As mentioned previously, the impact analysis showed that inclusion of the high-end land use scenario within the Core Area would require a Virginia Department of Transportation Chapter 870 study, and a third phase of the Fairfax Center Area Study will be necessary to fully evaluate and incorporate these scenarios

into the Comprehensive Plan. Consequently, the proposed land use modifications that can be accommodated without the Chapter 870 review are considered within Phase II as shown in Figure 4.

Figure 4. Proposed Site-specific Land Use and/or Intensity Changes:

Tax Map Parcels and Address	Current Plan Maximum	Proposed Change
56-1 ((1)) 11H (4531 and 4601 West Ox Rd)	Institutional use up to .15 floor area ratio (FAR) (overlay level)	Add option for residential use up to 8 dwelling units per acre (du/ac)
46-3 ((1)) 15A1, 15C (3901 Fair Ridge Dr.)	Office and institutional uses up to .25 FAR (overlay level); Option for 100 units of elderly housing	Modify existing option to 0.35 FAR, increasing elderly housing to 200 units, or residential use 8-12 du/ac
46-4 ((1)) 33A, 33B (11244 Waples Mill Rd, 11244 A-J Waples Mill Rd)	Office use up to .50 FAR (overlay level)	Add Plan guidance to allow for the addition of cultural resources, such as a museum
46-3 ((1)) 45, 46, 47, 48, 49, 50 (4100-4108 Legato Rd)	Office use up to 1.0 FAR (overlay level)	Add option for residential use up to 2.5 FAR
56-1 ((1)) 35 (12100 Lee Hwy) (PA 2016-III-FC1)	Residential use at 6 du/ac (intermediate level); overlay level not recommended	Modify overlay level for residential use up to 12 du/ac

A summary of the impact analysis for these proposed amendments along with staff recommendations is included within Attachment 3 of this staff report.

Comprehensive Land Use Plan Map Updates

The adopted Comprehensive Land Use Plan Map depicts the Fairfax Center Area as a separate category that does not illustrate land use recommendations. Since initial adoption of the Fairfax Center Area Plan, the area has been shown on the map in this manner, as the multiple levels of development do not align with planned development categories shown on the Plan Map. This 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.

Attachment 1 illustrates the proposed symbolization of the baseline land use recommendations on the Plan map. The translation of the land use recommendations is based upon the following principles:

- Where the baseline level and overlay level residential densities match the residential density ranges on the Plan map, the corresponding category is used. For example, a baseline level recommendation of 1 du/ac and an overlay level recommendation of 2 du/ac are translated to Residential 1-2 du/ac.
- Where the baseline and overlay residential densities are a wider range than the residential density ranges on the Plan map, the lowest applicable density range is used. For example, a baseline level recommendation of 8 du/ac and an overlay level recommendation of 20 du/ac are translated to Residential 8-12 du/ac.
- Where the baseline level is a residential density and the overlay level is a nonresidential use, the high end of the density range on the Plan map corresponds to the baseline level recommendation. For example, a baseline level recommendation of 1 du/ac and an overlay level recommendation of office use up to .25 FAR is translated to Residential 0.5-1 du/ac.
- Where the baseline level is a nonresidential use, the appropriate Plan map classification is applied. For example, a baseline level recommendation of office use up to .25 FAR is translated to Office.

- For development on the outer edge of the Fairfax Center Area, the Plan map is revised to be consistent with portions of the same neighborhood that exist outside of the Fairfax Center Area. For example, the Penderbrook subdivision is planned for residential use at 1 du/ac at the baseline level, but the portion of this subdivision outside of the Fairfax Center Area is mapped as Residential 5-8 du/ac. The proposed translation reflects this, mapping the area as Residential 5-8 du/ac to reflect current development.
- Public parkland owned by the Fairfax County Park Authority is mapped as Public Parks.
- Public facilities owned by the Board of Supervisors, such as police and fire stations, schools, and government offices, are mapped as Public Facilities, Governmental and Institutional. Land owned by public utilities is also mapped within this category. Additionally, the portion of Tax Map Parcel 55-3((1))20A (Powell Elementary School) located outside of the Fairfax Center Area would be revised to be shown as a public facilities use to be consistent with the portion of the parcel within the Fairfax Center Area.

CONCLUSION

The second phase of the Fairfax Center Area study covers a wide variety of topics, including updates to Areawide Recommendations, a revision of the overall implementation strategy for the Fairfax Center Area, the reorganization of land unit recommendations and associated editorial updates, land use changes, and Plan map updates. These updates would ensure that the Comprehensive Plan guidance for the Fairfax Center is in line with current countywide policies, and would incorporate a vision for the Suburban Center that recognizes the potential for a more connected, transit-oriented core in the future. Additionally, the recommended land use changes would support the goal of providing opportunities for compatible infill development within the Fairfax Center Area. Staff and the working group are generally aligned in their recommendations with the exceptions as noted in Attachment 1.

To facilitate updated transportation recommendations in proposed Land Unit A, the Fairfax Center Area Road Fund should be updated to include the planned connectivity enhancements. This update should occur concurrent with this amendment to ensure that any future development in the vicinity of the improvement is able to contribute to its cost.

To fully support the working group's vision for a transit-oriented Suburban Center Core, a Virginia Department of Transportation Chapter 870 transportation analysis is required to further analyze the impacts of the high-end land use scenarios studied by the working group. As a result, a third phase of the Fairfax Center Area study is necessary to consider higher-intensity, transit-oriented Plan options into the Land Unit Recommendations. This third phase may need to reconsider certain Areawide guidance such as the stormwater management guidance to ensure consistent approaches used in other higher intensity activity centers within the county.

RECOMMENDATION

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

COMPREHENSIVE LAND USE PLAN MAP:

The proposed translation of baseline land use recommendations to the Comprehensive Land Use Plan Map is illustrated in Attachment 1.

COUNTYWIDE TRANSPORTATION PLAN MAP:

The Countywide Transportation Plan Map should be updated to reflect minor shifts in the location of Planned Metrorail Stations and Commuter Parking Lots as illustrated in revised Figures 4 and 5 of the Fairfax Center Area Plan text (Attachment 1).

ATTACHMENT 1

PROPOSED REVISIONS TO THE COMPREHENSIVE PLAN

(Includes staff and working group recommendations on Submissions)

Sections Page

1. Fairfax Center
    a. Overview, Concept for Future Development, Guiding Planning Principles, and Implementation……..……. 16
    b. Areawide Guidance ……...……..……..…… 32
    c. Land Use Plan Recommendations – the Overlay Level ……...…..74
    d. Use-Specific Performance Criteria……..... 127
2. Fairfax and Bull Run Planning Districts ……..…..162
3. Comprehensive Land Use Plan Map ……..…....173

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 underlined and text proposed to be deleted is shown with a ~~strikethrough~~. Any differences with the Fairfax Center Area-wide Working Group recommendations are noted by a text box.

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through 9-20-2016, Overview and Areawide Recommendations, pages 1-42:

"FAIRFAX CENTER AREA

OVERVIEW

~~In 1982, the Board of Supervisors adopted the Fairfax Center Area Study, as modified, by reference into the Comprehensive Plan.~~ The Fairfax Center Area comprises approximately 5,340 acres adjacent to and west of the Lee-Jackson Memorial Highway (Route 50)/Interstate 66 (I-66) interchange. It is immediately west of the City of Fairfax and is bisected by several principal highways- Lee-Jackson Memorial Highway, I-66, Lee Highway (Route 29), and the Fairfax County Parkway (Route 286)~~.~~ (~~S~~see Figure 1~~.~~).

The Fairfax Center Area was originally envisioned as an employment-focused mixed use center with housing as a predominant secondary use. Since the adoption of the initial plan for the Fairfax Center Area in 1982, ~~the area~~it has evolved into an area~~The Fairfax Center Area is~~ characterized by a mixture of uses including ~~a substantial amount of~~ office space, housing of various types, public facilities, and regional- community- and neighborhood-serving retail uses. High quality, ~~multiple~~mixed-use developments ~~which include housing as a secondary use~~ have been built throughout the ~~and more are anticipated in this~~ area. In addition to the mixed-use areas, there is land planned and developed with low density residential uses and stream valley parks~~some vacant land~~.

Important focal points include the Fairfax County Government Center; ~~development,~~the Fairfax Corner~~,~~ and the Fair Lakes commercial and residential mixed-use developments, of which Fair Lakes comprises ~~consisting of~~ more than 650 acres; and the Fair Oaks regional mall and adjacent office, hotel, and entertainment uses.

Major institutional uses, in addition to the ~~new~~ Government Center, include a solid waste transfer station, trash disposal and recycling facility, animal shelter, fire department training facility, equipment and maintenance facility, ~~state~~Virginia Department of Transportation (VDOT) and Fairfax Connector transportation maintenance facility, ~~and a state correctional unit~~the public safety and transportation operations center (PSTOC), and the Northern Virginia and State Police Headquarters located west of West Ox Road.

Much of the Fairfax Center Area is located within the Occoquan Reservoir watershed. In addition, a portion of the Difficult Run watershed is contained within the area. ~~A portion of this~~The Difficult Run watershed area is characterized by low-density development and is particularly sensitive to the impact that development makes on water quality, wildlife habitats and preservation of flora and fauna. The entire watershed has been identified as a significant environmental resource by the Board of Supervisors under the county's "Adopt a Stream" Program. Many initiatives are underway to reclaim and preserve this watershed.

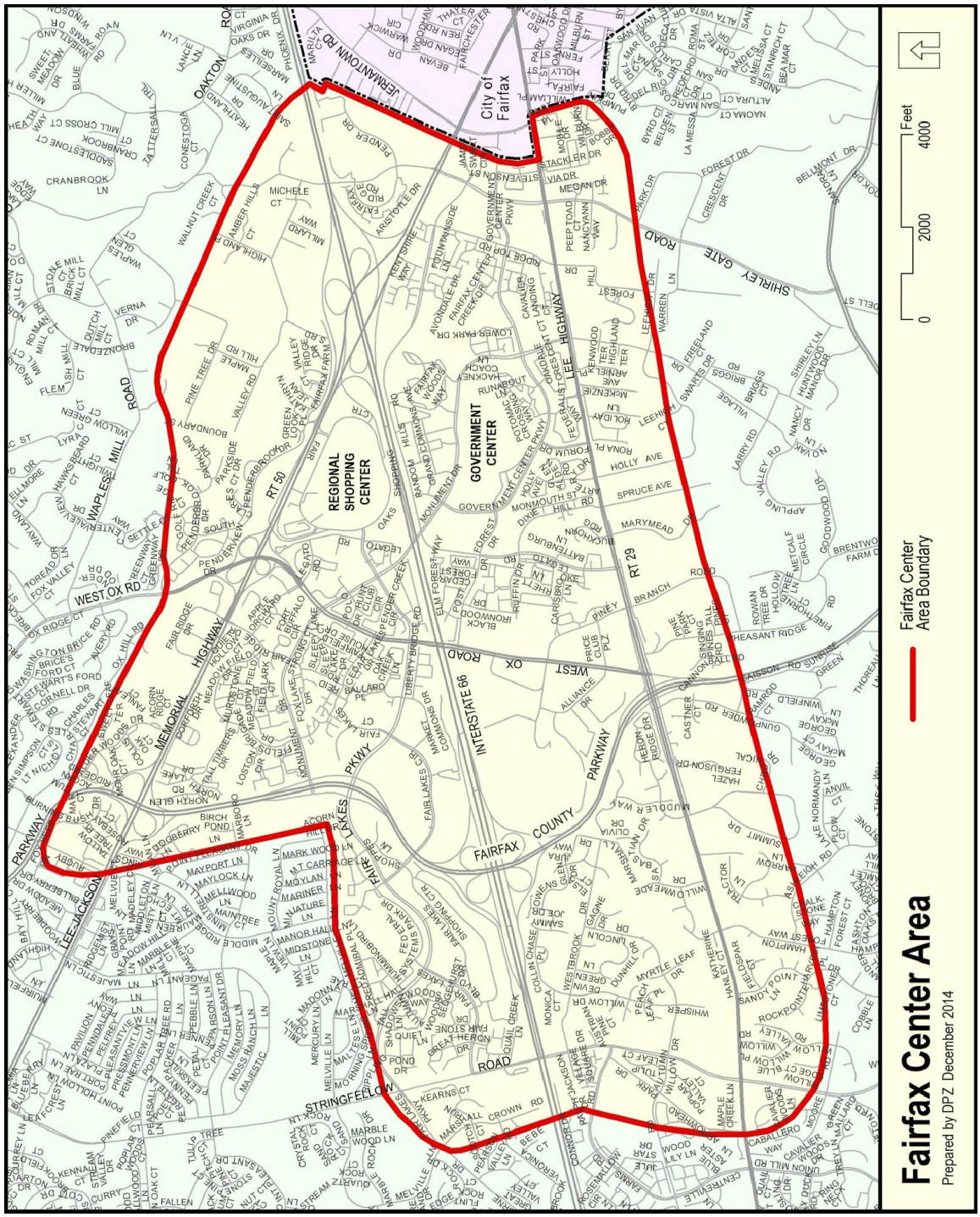
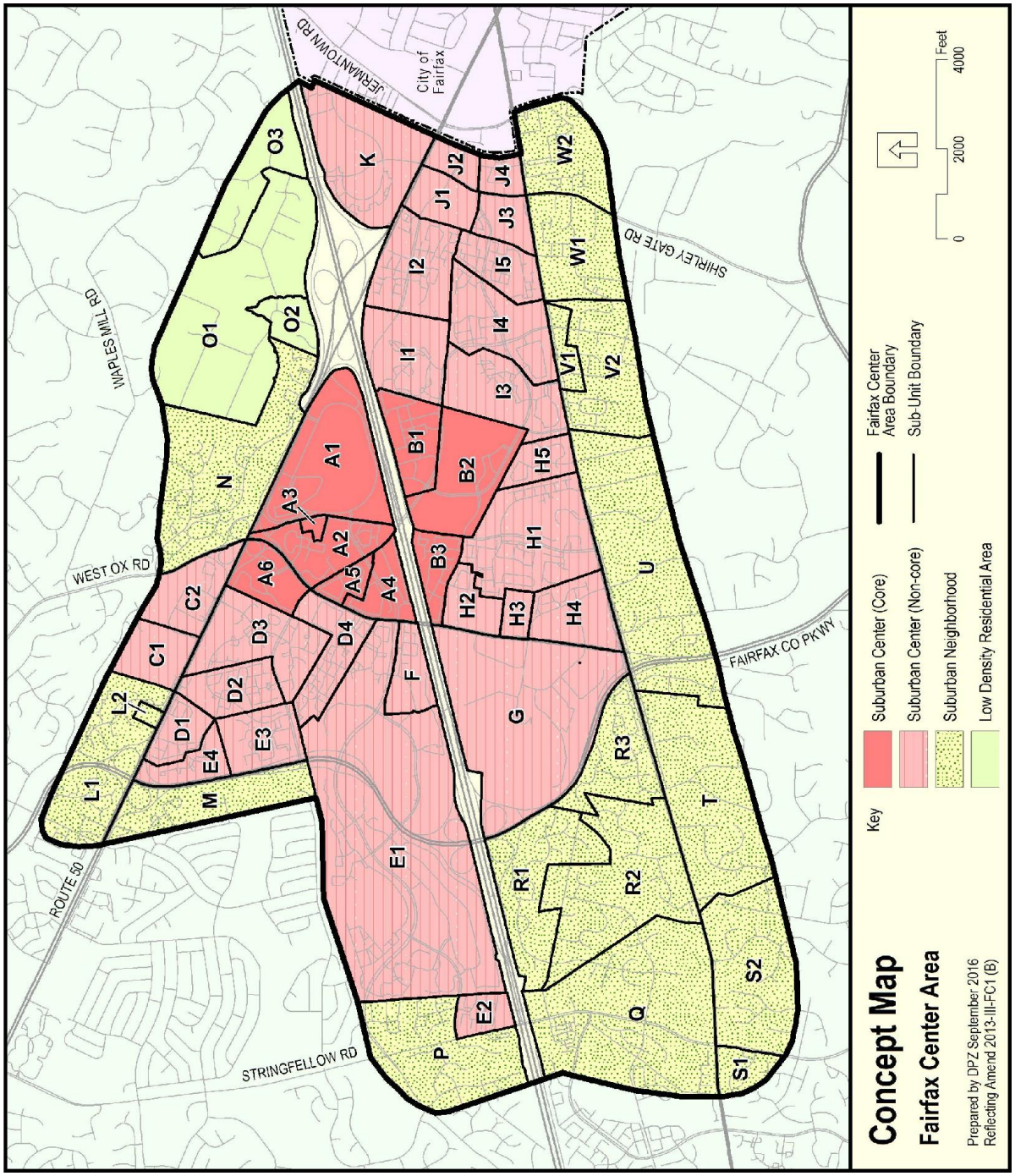


FIGURE 1

FAIRFAX CENTER AREA


Concept Map
Fairfax Center Area
Prepared by DPZ September 2016
Reflecting Amend 2013-III-FC1 (B)
Key
Suburban Center (Core)
Suburban Center (Non-core)
Suburban Neighborhood
Low Density Residential Area
Fairfax Center Area Boundary
Sub-Unit Boundary
0
2000
4000
Feet
City of Fairfax
JERMANTOWN RD
SHIRLEY GATE RD
FAIRFAX CO PKWY
WAPLES MILL RD
WEST OX RD
ROUTE 50
STRINGFELLOW RD
A1
A2
A3
A4
A5
A6
B1
B2
B3
C1
C2
D1
D2
D3
D4
E1
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J1
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K
L1
L2
M
N
O1
O2
O3
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R2
R3
S1
S2
T
U
V1
V2
W1
W2

FIGURE 2

CONCEPT FOR FUTURE DEVELOPMENT

The planning guidance provided by the Concept for Future Development is one of the principal elements used in formulating Area Plan recommendations. The Concept and its associated land use guidance recommend the predominant use and character envisioned for land areas within each Planning District~~ although within the planning districts, there may be land areas planned for a distinctly different land use than that envisioned by the Concept~~.

In the context of the Concept, the Fairfax Center Area is classified as a Suburban Center surrounded by Suburban Neighborhoods at its periphery, except for the area north of the ~~Route~~ Lee-Jackson Memorial Highway~~–~~/I-66 interchange (in Land Unit ~~C~~O) and the southernmost portion of Land Unit ~~V~~W, which are classified as Low Density Residential Areas~~.~~ (~~S~~see Figure 2~~.~~). The Suburban Center is envisioned as a premiere place to live, work, and play, with the greatest intensity focused around a planned transit station in the median of I-66 near the Fair Oaks Mall, Fairfax Corner and the county's Government Center complex. This station presents an opportunity to evolve into a transit-oriented core area, a compact, mixed-use place with a more urban character. Two other main nodes within the Suburban Center support the employment base – Fair Lakes on the west side of the Suburban Center north of I-66, which has evolved into a mixture of offices, regional and local serving retail, and residential areas; and the industrial/public facilities area along West Ox Road, where numerous public safety, transportation, and solid waste facilities are located. These facilities are an integral part of the county's overall mix of land uses and serve vital community needs. ~~categorization emphasizes a mix of uses with the primary focus on employment and higher density residential uses; t~~The Suburban Neighborhood categorization emphasizes a range of residential uses as well as neighborhood-serving commercial uses surrounding the Suburban Center; and the Low Density Residential categorization emphasizes typical residential densities of .1-.2 dwelling unit per acre and includes the county's ecologically significant areas. This very low density pattern provides reasonable use of the property and serves as a land use Best Management Practice (BMP) to manage, in conjunction with stormwater management facilities (structural BMPs), the quality of water which ultimately enters into the Occoquan Reservoir and the Chesapeake Bay. In addition to water quality benefits, very low density residential development preserves large lot development opportunities and assures compatibility with the character of the existing residential development. Both the Occoquan and Difficult Run Environmental Quality Corridors (EQCs) contain environmentally sensitive natural and cultural resources necessitating strong protection measures.

GUIDING PLANNING PRINCIPLES

The specific guiding principles that provide an overall framework for achieving the vision for the Fairfax Center Area include:

- Develop a central focal area comprised of the Government Center complex, Fairfax Corner, and the Fair Oaks Mall area, with a network of additional activity nodes throughout the area to serve local residents.

- Focus the most intense redevelopment near the planned transit/bus rapid transit (BRT) station east of Monument Drive and create a safe, convenient, and walkable environment.

- Promote high-quality urban design, to include building design and streetscape amenities, that contributes to the overall vision of the Fairfax Center Area.

- Provide opportunities for infill development to support the creation of additional activity nodes that include residential, retail, office, hotel, and/or civic uses.

- Improve the multimodal connectivity of the area by connecting and enhancing existing pedestrian and bicycle facilities as well as providing increased transit access.

- Ensure that the transportation network supports current and future travel demands.

- Recognize that development should be phased with the provision of infrastructure components such as transportation facilities, schools, parks, and other public facilities.

- Provide opportunities for residents to age in place through the development of senior housing such as independent living or assisted living facilities.

- Provide recreation opportunities for all ages and abilities.

- Promote the health of stream valleys and other environmentally sensitive areas.

- Preserve and protect stable residential neighborhoods along the periphery of and surrounding the Fairfax Center Area through screening, buffering, and tapering of development at the transitional boundaries.

- Develop an implementation strategy that provides the resources, flexibility, and accountability necessary to achieve the overall vision.

IMPLEMENTATION ~~OF THE FAIRFAX CENTER PLAN~~

History

The key implementation component for the Fairfax Center Area Plan has historically been based on a system of development intensity levels related to the provision of development elements. Under this concept, in order to obtain more intense uses and greater densities, development has provided facilities and amenities of an increasingly significant nature designed to mitigate the impact of that intensity. The intent of this implementation strategy has been to allow for flexibility, compromise and mutually beneficial development solutions.

To achieve this, multiple levels of planned development intensity were utilized within the Fairfax Center Area. The baseline level, the lowest level of development intensity, is generally based upon the Comprehensive Plan recommendations that existed prior to the Fairfax Center Area Study conducted between 1980 and 1982. The overlay level and associated options are the highest levels of development intensity, and are the preferred land use recommendations for parcels within the Fairfax Center Area. This level offers maximum guidance for performance in terms of the provision of amenities, and thereby offers the highest intensity with commensurate quality. In between these levels, an intermediate level was provided.

The intent of defining these different development levels was two-fold: first, it allowed more flexibility for development to respond to changing market conditions and second, it offered a framework for quality control mechanisms to be used. The overlay level was developed as a Plan implementation tool attaching progressively more detailed conditions known as development elements to progressively greater development intensity levels.

When the development elements were originally devised, the Fairfax Center Area was largely undeveloped with individual ownership holdings ranging from less than one acre up to several hundred acres. Since then, a majority of the land area has been developed and the planned public facilities and infrastructure elements have generally been constructed. Future

development or redevelopment within the Fairfax Center Area is likely to occur on smaller parcel consolidations where integration with existing or planned development will be a primary consideration. As such, the implementation strategy has evolved to focus on aspects of design and infrastructure needs that will be most critical for development in these situations.

To implement these recommendations, planned development zoning classifications have been encouraged due to their flexibility. In a Planned Development Commercial (PDC) district, commercial uses (including office and retail) are primary. Mixed-use can be accomplished by the inclusion of suitable secondary uses (which may include housing). In a Planned Development Housing (PDH) district, residential use is primary. Secondary uses that serve and enhance the residential use are permitted at graduated levels related to residential density. These secondary uses are primarily designed to be support commercial in nature. The Planned Residential Mixed Use (PRM) district supports higher density residential uses with secondary office or other commercial uses.

Implementation Process

The Fairfax Center Area continues to utilize multiple levels of planned development intensity to achieve overall goals for the area. The baseline level remains the lowest level of development intensity; however, this level may reflect a historical designation rather than current development.. Beyond the baseline level, the overlay level continues to reflect the highest levels of planned development intensity, and remains the preferred land use recommendation for parcels within the Fairfax Center Area. Within the land unit recommendations, some parcels contain multiple options for development at the overlay level. In addition to achieving the goals of the overlay level of development, implementation of these options should include any additional amenities as noted within the site-specific recommendations.

Above the baseline level, development should incorporate the guidance specified in the Areawide Recommendations shown in a following section. Achieving these recommendations will help ensure that the goals of the Fairfax Center Area continue to be met in the future. Given the varying nature of circumstances specific to individual development sites, not all of the recommendations may be directly relevant in every circumstance. During the development process, discretion may be given as to the applicability of various recommendations as they relate to overall site development.

Use-Specific Performance Criteria

To accompany the Areawide Recommendations, the county also uses performance criteria to evaluate development within the Fairfax Center Area. These criteria highlight site design elements more specifically for various uses within the Fairfax Center Area, including recommendations for site and building entry areas, architectural design, landscaping, parking, and site furnishings. Adherence to these criteria insures that high-quality design will be provided within the Fairfax Center Area, and that any development or redevelopment will integrate with the existing character of the area. These criteria can be found at the end of the Plan text for the Fairfax Center Area under the heading "USE SPECIFIC PERFORMANCE CRITERIA".

~~Philosophy~~

~~The implementation philosophy for the Fairfax Center Area is that a higher quality of life will result from an incentive-based rather than solely a control-based process. Only by encouraging the highest quality development with the necessary public and private support systems can the full potential of the area be attained while preserving its natural systems, historic character, and special qualities. Homes can be located within walking distance of work; energy-efficient and solar design principles that lessen demand for purchased energy can be~~

~~incorporated into all projects; transportation alternatives can be emphasized; the environmental issues can be addressed in a strong, positive manner; and the entire area can provide a mixed-use focal point for Fairfax County. The Fairfax Center Area should maintain an appropriate balance between residential and employment uses and be substantial enough in size and density to support efficiencies in transportation and public facilities and the provision of substantial amenities that are in the public interest.~~

~~The intent of the Fairfax Center Area implementation component is to create a complementary relationship between existing minimum ordinance and regulation requirements, and well-defined provisions for increased intensity. The provisions consist of a set of measures designed to accommodate development and to provide desired amenities.~~

~~Implementation~~

~~In order for the Fairfax Center Area Plan to be brought to fruition, an incentive-based implementation strategy has been adopted. Under this strategy, both the county and the developer benefit - one through the provision of public amenities, public facilities and infrastructure improvements, and the other through an increase in allowable intensity of development. In a control-based system, where benefits expected from developers are more rigidly defined, the opportunity for this exchange is lessened. The implementation component of the Plan is based upon a density/intensity incentive concept with the understanding that this approach creates a forum for flexibility, compromise and mutually beneficial development solutions. Under this concept, in order to obtain more intense uses and greater densities, applicants must provide facilities and amenities commensurate with those more intense uses and increased densities. This concept makes more intense uses and greater densities dependent upon the applicant providing facilities and amenities of an increasingly significant nature designed to mitigate the impact of that intensity.~~

~~The county should take maximum advantage of its planned development zoning classifications. The P-districts, whether Planned Development Commercial (PDC) or Planned Development Housing (PDH), are sufficiently flexible to accommodate the major goals of the Plan. In a PDC district, commercial uses (including office and retail) are primary. Mixed-use can be accomplished by the inclusion of suitable secondary uses (which may include housing). In a PDH, residential use is primary. Secondary uses that serve and enhance the residential use are permitted at graduated levels related to residential density. These secondary uses are primarily designed to be support commercial in nature.~~

~~Within the Fairfax Center Area, individual ownership holdings range from less than one acre up to several hundred acres. In order to develop the land to its fullest potential, development parcels of sufficient size for quality development must be aggregated. This may be accomplished either by purchase or by joint development among groups of land owners.~~

~~The county will have responsibility for overseeing the funding of the public infrastructure elements of the adopted Plan. It is incumbent upon the county to determine the most realistically achievable method of financing these public/private sector improvements - be it through private, self-taxing associations, a schedule of prepayment of taxes, state/local revenue sharing, or any other feasible method.~~

~~Method~~

~~The key implementation component for the Fairfax Center Area Plan is based on a system of development intensity levels related to the provision of development elements. There are three levels of development intensity within the Fairfax Center Area.~~

~~The baseline level is the lowest level of development intensity. This option is based on the Comprehensive Plan that existed prior to the Fairfax Center Area Study conducted between 1980 and 1982 with certain modifications in open space and other key land use assignments.~~

~~The intermediate level offers a level of guidance for performance in terms of controls/incentives above the baseline level yet less than the overlay level. The intermediate level of intensity is provided as a single reference point from which the county can determine more finite intermediate level development intensity on a case-by-case basis.~~

~~The overlay level is the highest level of development intensity. This option offers maximum guidance for performance in terms of controls/incentives, and thereby offers the highest intensity with commensurate quality. The overlay level is the preferred land use recommendation for parcels within the Fairfax Center Area.~~

~~The intent of defining these different development levels is two-fold: first, it allows more flexibility for development to respond to changing market conditions and second, it offers a framework for quality control mechanisms to be used. The overlay level is a Plan implementation tool that attaches progressively more detailed development elements (as quality controls) to progressively greater development intensity levels (quantity incentives above a baseline).~~

~~Development Elements~~

~~Any development allowed above the baseline level must result in a proportional development quality increase through the provision of essential infrastructure and desired amenities. These two quality measures are referred to as development elements. Development elements are defined as those factors which serve to:~~

- ~~Ensure that the anticipated impacts of proposed development will be accommodated in a satisfactory manner; and~~
- ~~Provide desirable amenities that will contribute significantly to the quality of the development and surrounding area in a manner that achieves the objectives envisioned for the Fairfax Center Area.~~

~~Three categories of development elements have been identified:~~

- ~~Basic development elements represent a minimum standard that the developer is expected to satisfy before proceeding to develop.~~
- ~~Minor development elements represent the provision of additional infrastructure and desired amenities above the basic elements to ensure a proportional increase in the quality of development that corresponds to the increased intensity of the proposed development.~~
- ~~Major development elements represent the provision of additional infrastructure and desired amenities above the basic and minor development elements to ensure a proportional increase in the quality of development that corresponds to the increased intensity of the proposed development.~~

~~The development elements are related, respectively, to the transportation, environment and public facilities systems that serve to reinforce and define the area.~~

~~Process~~

~~To develop within a specific intensity level, an applicant must agree to provide a number of development elements as set forth below for each level.~~

~~The general guidelines for use by the county in evaluating the number of elements necessary for the desired intensity level are as follows:~~

~~1. Baseline Level Requirements. The applicant shall submit to the county a proposal for development that fulfills all applicable basic elements.~~

~~2. Intermediate Level Requirements. The applicant has the option to apply for the intermediate level as specified in the land use summary charts. To qualify for the intermediate level, the applicant shall submit to the county a proposal for development fulfilling at least:~~

~~a. All applicable basic elements; plus~~

~~b. All applicable minor transportation elements relating to highway improvements (rights-of-way dedication and highway construction) and ridesharing programs; plus~~

~~c. All essential elements; plus~~

~~d. The element relating to low/moderate-income housing. If the Affordable Dwelling Unit ordinance (ADU) is applicable, then the applicant shall satisfy this element by complying with the ADU requirements as stated in the Zoning Ordinance (Article 2, Part 8). If the ADU ordinance is not applicable, then the applicant shall satisfy this element through a contribution to the Housing Trust Fund in the amount equivalent to one-half of the amount specified in the formula cited below under the heading "Minor Development Elements, Low/moderate-income housing;" plus~~

~~e. The inclusion of either of the following:~~

~~• three-fourths of the applicable minor elements, or~~

~~• one-half of the applicable minor elements plus one-fourth of the applicable major elements.~~

~~3. Overlay Level Requirements. The applicant has the option to apply for the overlay level as specified in the land unit summary charts. To qualify for the overlay level, the applicant shall submit to the county a proposal for development fulfilling at least:~~

~~a. All applicable basic elements; plus~~

~~b. All transportation elements relating to highway improvements (rights-of-way dedication, highway construction, and off-site roadway contributions) and ridesharing programs; plus~~

~~c. All essential elements; plus~~

~~d. The element relating to low/moderate-income housing. If the Affordable Dwelling Unit ordinance (ADU) is applicable, then the applicant shall satisfy~~

~~this element by complying with the ADU requirements as stated in the Zoning Ordinance (Article 2, Part 8). If the ADU ordinance is not applicable, then the applicant shall satisfy this element through a contribution to the Housing Trust Fund in the amount equivalent to one-half of the amount specified in the formula cited below under the heading "Minor Development Elements, Low/moderate-income housing;" plus~~

~~e. The inclusion of either of the following:~~

- ~~three-fourths of the applicable minor elements and one-half of the applicable major elements, or~~
- ~~the inclusion of all applicable minor elements and one-third of the major elements.~~

~~The county also uses performance criteria to evaluate development plans for the Fairfax Center Area. These criteria can be found at the end of the Plan text for Fairfax Center under the heading "USE SPECIFIC PERFORMANCE CRITERIA".~~

~~Relationship of Development Levels to the Development Elements~~

~~Presented below are general guidelines for use by the county in evaluating the number of development elements required based on the intensity level desired by the applicant. Based on an initial review of the proposal and its location, the county will identify those development elements that are considered essential if the development proposal is to fulfill the desired objectives of the Fairfax Center Area. The county will also determine those applicable minor or major elements that are essential for the applicant to implement. The remaining applicable elements can be selected at the discretion of the applicant to satisfy the requirements for either the intermediate level or the overlay level. The county shall determine the development elements applicable to each individual case from the following categories.~~

~~Basic Development Elements~~

~~1. Area-Wide Basic Development Elements~~

~~a. Transportation System~~

- ~~Roadways. To satisfy the existing and planned traffic demands anticipated within the Fairfax Center Area. The individual elements include:~~

  - ~~minor street dedication and construction~~
  - ~~major street right-of-way dedication~~

- ~~Transit. To provide a balanced transportation network within the Fairfax Center Area and encourage the use of transit as an alternative form of transportation. The individual elements include:~~
  - ~~bus loading zones with necessary signs and pavement; bus pull-off lanes~~
  - ~~nonmotorized access to bus or rail transit stations~~
  - ~~land dedication for transit stations and commuter parking lots~~

- ~~Nonmotorized Transportation. To provide a coordinated nonmotorized network integrated into the overall transportation system to serve~~

~~commuting, shopping and recreational uses. The individual elements include:~~

- ~~walkways for pedestrians~~
- ~~bikeways for cyclists~~
- ~~secure bicycle parking facilities~~

~~b. Environmental Systems~~

- ~~Environmental Quality Corridors (EQCs). To ensure conservation of ecological resources and protection of environmentally sensitive land. This open space system includes stream valleys and wildlife habitats that are preserved for passive enjoyment. The individual elements include:~~

  - ~~preservation of EQCs as public or private open space~~

- ~~Stormwater Management (Best Management Practices). To ensure effective control of water quantity and quality and thus protect downstream properties from potential flooding and minimize the impact of the nonpoint source stormwater runoff on existing ambient conditions. The individual elements include:~~

  - ~~stormwater detention/retention~~
  - ~~grassy swales/vegetative filter areas~~

- ~~Preservation of Natural Features. To ensure protection of additional natural features which are not included in EQCs. This will supplement EQCs to form a continuous open space system throughout the county for aesthetic value, air quality improvement or noise impact mitigation. The individual elements include:~~

  - ~~preservation of quality vegetation~~
  - ~~preservation of natural landforms~~
  - ~~minimization of site disturbance as a result of clearing or grading limits~~

- ~~Other Environmental Quality Improvements. To address those environmental elements not listed above to ensure high quality of the overall environment. The individual elements include:~~

  - ~~mitigation of highway-related noise impacts~~

  - ~~siting roads and buildings for increased energy conservation (including solar access)~~

- ~~Landscaping. To provide high quality landscaped developments and appropriate screening and buffering of uses:~~

  - ~~landscaping within street rights-of-way~~
  - ~~additional landscaping of the development site where appropriate~~
  - ~~provision of additional screening and buffering~~

~~c. Provision of Public Facilities~~

- ~~Park Dedications. To facilitate the implementation of the county's plan for stream valley parks:~~

  - ~~dedication of stream valley parks in accordance with Fairfax County Park Authority policy~~

- ~~Public Facility Site Dedications. To ensure acquisition of appropriate sites for public facilities:~~

  - ~~schools~~
  - ~~police/fire facilities~~

~~d. Land Use/Site Planning~~

- ~~Considerations. To ensure good site planning satisfying the following on-site and off-site considerations:~~

  - ~~coordinated pedestrian and vehicle circulation systems~~
  - ~~transportation and sewer infrastructure construction phased to development construction~~
  - ~~appropriate transitional land uses to minimize the potential impact on the adjacent sites~~
  - ~~preservation of significant historic resources~~

~~e. Detailed Design~~

- ~~Site Entry Zone. To provide the first introduction to the development and to facilitate direct, safe movements by using the following elements:~~

  - ~~signs~~
  - ~~planting~~
  - ~~lighting~~
  - ~~screened surface parking~~

- ~~Street Furnishings. To ensure quality development by using:~~

  - ~~properly designed elements such as lighting, signs, trash receptacles, etc.~~

~~**Minor Development Elements**~~

~~1. Area-Wide Minor Development Elements~~

~~a. Transportation Systems~~

- ~~Roadways. To satisfy the existing and planned traffic demands anticipated within the Fairfax Center Area:~~

  - ~~major roadway construction of immediately needed portions (prorated costs based upon number of peak-hour auto trips generated per site)~~
  - ~~signs~~

- ~~Transit. To provide a balanced transportation network within the Fairfax Center Area and encourage the use of transit alternatives:~~

  - ~~bus shelters~~
  - ~~commuter parking~~

- ~~Nonmotorized Transportation~~

  - ~~pedestrian activated signals~~
  - ~~bicycle support facilities (showers, lockers)~~

- ~~Transportation Strategies. To reduce automobile use with necessary transportation strategies:~~

  - ~~ridesharing programs~~
  - ~~subsidized transit passes for employees~~

~~b. Environmental Systems~~

- ~~Increased Open Space. To encourage expansion of EQCs beyond the minimum stream valley components by incorporating adjacent areas with natural features worthy of protection and to encourage increased on-site open space compliance with these elements shall be at least 50 percent above minimum requirements.~~
  - ~~non-stream valley habitat EQCs~~
  - ~~increased on-site open space~~

- ~~Protection of Ground Water Resources. To ensure the quality of ground water resources in the county and to avoid excessive well draw-down:~~

  - ~~protection of aquifer recharge areas~~

- ~~Stormwater Management (BMP). To ensure effective water quality control and minimize the impact of the nonpoint source stormwater runoff pollution:~~

  - ~~control of off-site flows~~
  - ~~storage capacity in excess of design storm requirements~~

- ~~Energy Conservation. To maximize the benefits of energy conservation through sensitive site planning and design:~~

  - ~~provision of energy conscious site plan~~

~~c. Provision of Public Facilities~~

- ~~Park Dedications. To facilitate the implementation of the county's plan for neighborhood parks:~~

  - ~~dedication of parkland suitable for a neighborhood park~~

- ~~Public Facility Site Dedications. To ensure acquisition of appropriate sites for public facilities:~~

- ~~libraries~~
- ~~community centers~~
- ~~government offices/facilities~~

~~d. Land Use/Site Planning~~

- ~~Parcel consolidation to facilitate good site design and coordinated access~~

- ~~Low/moderate-income housing. If the Affordable Dwelling Unit ordinance (ADU) is applicable, then the applicant shall satisfy this element by complying with the ADU requirements as stated in the Zoning Ordinance (Article 2, Part 8). If the ADU ordinance is not applicable, then the applicant shall contribute to the county's low- and moderate-income housing goals. This shall be accomplished by providing either 12.5 percent of the total number of units to the Fairfax County Redevelopment Housing Authority, land adequate for an equal number of units or a contribution to the Fairfax County Housing Trust Fund in accordance with a formula established by the Board of Supervisors in consultation with the Fairfax County Redevelopment and Housing Authority.~~

- ~~Mixed-use Plan. To ensure the full utilization of the site:~~

  - ~~commitment to construction of all phases in mixed-use plans~~
  - ~~24-hour use activity cycle encouraged through proper land use mix (such as a mix of hotels, restaurants, theaters/entertainment uses, and residential and office/institutional uses in a mixed-use development)~~
  - ~~provision of developed recreation area or facilities~~

~~e. Detailed Design~~

- ~~Building Entry Zone. To enhance the impression and identity of the building or building group by integrated design and architecturally compatible use of the following elements:~~

  - ~~signs~~
  - ~~special planting~~
  - ~~lighting~~

- ~~Structures. To encourage creative architectural design:~~
  - ~~architectural design that complements the site and adjacent developments~~
  - ~~use of energy conservation techniques~~

- ~~Parking. To provide well-located, well-landscaped, safe parking areas:~~

  - ~~planting - above ordinance requirements~~
  - ~~lighting~~

- ~~Other Considerations. To ensure overall design quality by providing the following elements:~~

  - ~~street furnishings such as seating, drinking fountains~~
  - ~~provision of minor plazas~~

~~**Major Development Elements**~~

~~1. Area-Wide Major Development Elements~~

~~a. Transportation Systems~~

- ~~Roadways~~

  - ~~contribution towards major roadway improvements projected to be needed in the future.~~
  - ~~construct and/or contribute to major roadway improvements~~
  - ~~traffic signals as required by VDOT~~

- ~~Transit. To provide a balanced transportation network within the Fairfax Center Area and encourage the use of transit alternatives:~~

  - ~~bus or rail transit station parking lots~~

- ~~Transportation Strategies. To reduce automobile use with necessary transportation strategies:~~

  - ~~local shuttle services~~
  - ~~parking fees~~

- ~~Nonmotorized Circulation. To permit nonmotorized crossings of high volume roadways:~~

  - ~~grade separated road crossings~~

~~b. Environmental Systems~~

- ~~Innovative Techniques. To encourage innovative techniques exceeding the requirements for the baseline level in the areas of stormwater management, habitat enhancement, restoration of degraded environments, and air and noise pollution control.~~

~~c. Provision of Public Facilities~~

- ~~Park Dedications. To facilitate the implementation of the county's plan for parks which meet community and countywide needs:~~

  - ~~Community Parks~~
  - ~~County Parks~~
  - ~~Historic and Archaeological Parks~~

- ~~Public Indoor or Outdoor Activity Spaces. To provide convenient public indoor and outdoor activity spaces for county residents:~~

  - ~~health clubs~~
  - ~~auditoriums/theaters~~
  - ~~athletic fields/major active recreation facilities~~

~~d. Site Planning and Design~~

- ~~Extraordinary Innovation~~

  - ~~site design~~
  - ~~energy conservation~~

- ~~Detailed Site Design~~

  - ~~structured parking with appropriate landscaping~~
  - ~~major plazas~~
  - ~~street furnishings to include structures (special planters, trellises, etc.), kiosks, covered pedestrian areas (arcades, shelters, etc.), water features/pools, ornamental fountains, and special surface treatments~~
  - ~~landscaping of major public spaces~~

FAIRFAX CENTER AREAWIDE RECOMMENDATIONS

LAND USE

Since the initial adoption of the plan for the Fairfax Center Area in 1982, the area has evolved from greenfields to a residentially-focused mixed-use center, including several office nodes, one that is the seat of the county's government, and other nodes that include regional and community serving retail uses. Locating employment, commercial, residential and recreational uses within close proximity to each another and mass transit embodies the principles of smart growth and multimodal design. Consequently, mixed-use and concentrated developments are encouraged within portions of the Fairfax Center Area. Transitional land uses and stable neighborhoods are planned around the edges of the Suburban Center.

The Fairfax Center Area Plan recommends a range of development levels to guide development~~ within the land units of the area~~. To obtain the more intense uses and greater densities, applicants must provide commensurate facilities and amenities. To develop the land to its fullest potential at the overlay level and at options at the overlay level, parcel consolidation must be achieved. It is intended that such parcel consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Fairfax Center Area Plan.~~Mixed-use developments are encouraged within the Suburban Center area of Fairfax Center.~~ The Use-Specific Performance Criteria serve as the primary d~~D~~esign review mechanisms~~ are used~~ to implement Plan recommendations in order to assure a standard of excellence for development throughout the area.

All land uses should reinforce the overall goals and objectives of the Plan in both their type and arrangement, ~~and~~ should ~~relate positively~~contribute to the transportation network, and should enhance existing and proposed open space systems~~, as well as to one another,~~ in order to achieve the highest collective Plan quality. Development should be phased with the provision of infrastructure components such as transportation facilities, schools, parks, and other public facilities.

Since the Fairfax Center Area no longer contains large tracts of undeveloped land, future development or densification will occur on infill sites, which can often be more challenging due to preexisting development and other site constraints. Development in these areas should carefully consider issues of parcel consolidation, circulation, and overall compatibility with the surrounding area.

The Suburban Center core (Figure 2), located west of the Lee-Jackson Memorial Highway/I-66 interchange, includes the Fair Oaks Mall, the Fairfax County Government Center, the Fairfax Corner mixed-use development, and other surrounding commercial and residential development. The core generally encompasses the highest planned intensities in the Fairfax Center Area. The highest quality of site and architectural design is expected for proposed development in this area. In addition, landscaping, lighting, and signage should be well-integrated. A day and evening activity cycle is recommended through a mixture of office, retail, hotel, entertainment, and housing opportunities. Development plans should also portray how any future phases can be integrated and achieve Comprehensive Plan goals.

Two Metrorail stations are planned in the median of I-66 in the Fairfax Center Area as an extension of Metrorail's Orange Line. The stations would provide direct transit access from the Fairfax Center Area to Washington, D.C. The first Metrorail station is planned within the core area of the Suburban Center, at the Fair Oaks Mall and Fairfax Corner. The core area generally corresponds to a ½-mile radius from this planned Metrorail station. The extension of Metrorail to

the Fairfax Center Area presents an opportunity to transform the predominantly auto-oriented, suburban-style character of the core into an interconnected and urban-style, transit-, bicycle-, and pedestrian-friendly place.

The core area near the first Metrorail station is planned for a mix of uses at a variety of intensities, some of which are tied to the funding of the Metrorail extension, or in the interim, funding of a Bus Rapid Transit System. Any development or redevelopment occurring prior to the funding of the Metrorail extension should not preclude higher-intensity transit-oriented development that is envisioned in the future. Special care should be taken to ensure that new structures do not conflict with the overall future vision of the core, particularly within the ¼-mile radius of the planned transit station. Considerations should include building location and orientation, future bicycle and pedestrian connections, the placement of urban parks and other community gathering spaces, and the overall mix of uses.

The second Metrorail station is planned at the intersection of I-66 and Stringfellow Road, and will serve as a commuter station. This station is located along the western edge of the Suburban Center and is generally surrounded by stable residential neighborhoods. Transit-oriented redevelopment of the park and ride facility could be considered in the future, understanding the need to provide transitions to the nearby single-family neighborhoods.

Existing stable neighborhoods should be preserved, enhanced, and reinforced. Infill development in these neighborhoods should be of a compatible use, type, and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14. Multimodal connections to the core area and other nodes within the Suburban Center are encouraged to increase accessibility and reduce reliance on the automobile. The Fairfax Center Area includes areas not scheduled for the expansion of public sewer. Part of Difficult Run is included in this non-sewer area.

Existing spot commercial uses along Lee Highway (Route 29) and Lee-Jackson Memorial Highway (Route 50) are inconsistent with the long-term land use objectives for the Fairfax Center Area and should not be expanded or enhanced. With the exception of the planned retail center and the planned office use at the northeast and northwest quadrants respectively, of West Ox Road and Lee Highway, and land planned for office use in Sub-unit ~~U~~V1, no additional land should be ~~used~~rezoned for commercial purposes along Lee Highway in Land Units ~~L, M, O~~H, Q, R, S, T, U or ~~U~~V (Figure 2). Along Lee-Jackson Memorial Highway, no additional commercial uses should be allowed west of the Suburban Center Core Area in Land Units D, E and ~~D~~M along the south side of Lee-Jackson Memorial Highway, and west of Land Unit ~~A~~C along the north side of Lee-Jackson Memorial Highway. ~~In addition,~~New retail centers should only be sited in planned retail center locations.

In those areas planned for office use, a museum and/or cultural center may be an acceptable alternative. Additional intensity for the development of a museum and/or cultural center may be appropriate if compatible with the surrounding area and could reduce negative impacts to the roadway network as compared with the planned office use.

In the Fairfax Center Area, the overlay level should be considered the maximum allowable density/intensity. Densities/intensities above the overlay level, utilizing PDH bonus provision or other bonus (except as permitted under the Affordable Dwelling Unit Ordinance) ~~shall~~ should not be allowed, except where noted within options at the overlay level in the Land Unit Recommendations.

~~Open space definition through the planning of the continuous linear park along Monument Drive and the east-west subconnector and other pedestrian/bicycle systems throughout the area is desirable; these systems buffer development clusters and provide recreational and transportation~~

~~opportunities. Fairfax County currently encourages the formation of stream valley parks, and actively pursues a policy of the protection of environmental quality corridors.~~

For development at the high end of the density/intensity range, high quality, innovative site design is expected. Given the varying nature of site constraints throughout the Fairfax Center Area, design elements will be evaluated on a case-by-case basis.

Create a Theme for the Area

Building architecture, signage, trail connectivity, open space design, and landscaping, including dominant tree species may be used in all major spaces to ensure unity and continuity in site design. Smaller trees and shrubs, particularly flowering species may be repeated throughout the entire area. Through this repetition, a main theme can be created for the Fairfax Center Area, which will provide an effective impression and project a positive image of the area. However, to set certain areas apart or to create desired emphasis or to relieve monotony, some variation of species and special landscape treatment is encouraged. This may occur, for instance, at a site entry zone or building entry area.

To provide the first introduction to the development and to facilitate direct, safe movements, coordinated signs, planting, lighting and screened parking should be provided at site entry zones. To enhance the impression and identity of the building or building group, integrated design and architecturally compatible use of signs, planting, and lighting should be provided.

Buffers and Transitions

Buffers and transitions protect and screen lower density and/or residential uses from the effects of potentially incompatible uses. This~~needs between potentially incompatible land uses can~~ occurs at various scales, both— area-wide and land unit specific. ~~At the area-wide scale, t~~The buffer or transition mechanism can be land use types and/or intensities~~ planned in positive relationships to one another~~. ~~It is expected that transitions and buffers will occur so that the peripheral land uses of the area would be compatible in type and intensity to the adjoining areas outside the area confines so that existing residential neighborhoods will be protected. At an individual land unit scale, land use buffering should be encouraged wherever possible. The use of s~~Setbacks, berms, and vegetative or structural (walls and fences) screens can also be used~~at this scale is recommended~~ as a buffer treatment. Appropriate transitions in building height should be made in areas along the edge of the core or the Suburban Center to ensure that the character of existing stable neighborhoods is maintained. Strategies include the tapering of building height near existing development, the use of buffers, and the clustering of taller buildings away from these transitional edges.

Planting and Landscaping

In addition to preserving natural vegetation through the implementation of EQC policy ~~implementation~~ and enforcement of the Tree Preservation and Planting requirements of the ~~Erosion and Sedimentation Control and Conservation~~Zoning Ordinance, developments in the Fairfax Center Area should use planting guidelines that will enhance the quality of development and make this area unique. To assure quality plantings, the following considerations are appropriate:

Provide An Appropriate Design. Planting design must be appropriate in the choice of plant materials and their uses. The size, form, texture and color of plants should relate to the surrounding plants and architecture. They should also relate to the functional use of the plant. The functional uses of a plant generally include:

- Architectural uses - such as privacy control, screening objectionable views, and space articulation;
- Engineering uses - such as glare, reflection, traffic, sound, and soil erosion controls;
- Climate control - such as sunlight, wind and temperature controls which are related to energy conservation measures; and
- Aesthetic uses - such as softening hard architecture, framing a view, and emphasizing a place (such as site entry zone, building entry area).

Planting design should strive to achieve fulfillment of the above listed functional uses, so that appropriate choice of plants can be made.

~~**Create A Theme For The Area**. Dominant tree species in greater quantity than any other may be used in all major spaces to ensure unity and continuity in a planting design. Smaller trees and shrubs, particularly flowering species may be repeated throughout the entire area. Through this repetition of plant use, a main theme may be created for the Fairfax Center Area, which will provide an effective impression and project a positive image of the area. However, to set certain areas apart or to create desired emphasis or to relieve monotony, some variation of species and special landscape treatment is encouraged. This may occur, for instance, at a site entry zone or building entry area.~~

Achieve immediate effects of planting. Large plants should be used to achieve reasonably immediate effects of planting particularly for screening and buffering purposes. All evergreen trees for screening and buffering purpose should be at least 6 feet tall. Deciduous trees should be at least 2.5 inch caliper. In the area of commercial and office uses, the planting of a few trees of 4 inch caliper or more at important locations should be encouraged.

~~An~~All applicants should submit a planting plan incorporating the above considerations for review. Planting plans should be provided for the following specific areas where applicable:

- Major and minor streets;
- Parking lots;
- Screening/buffering;
- Site entry zone/Building entry area;
- Streetscape areas;
- Major plaza/Minor plaza; and
- Other public open spaces.

Planting design for major streets and minor streets should use major shade trees which have the following characteristics: high branching, fast growing, tolerant of ~~city~~urban conditions such as planting in tree boxes, and four seasonal interest, particularly good fall color. The plantings of flowering trees are encouraged along minor streets. All plantings within future Virginia Department of Transportation (VDOT) rights-of-way must conform to VDOT standards.

Planting design for parking lots and screening/buffering should be, at a minimum, in accordance with the ~~Landscaping and Screening~~Zoning Ordinance. Planting above the requirements of the Zoning Ordinance is expected for development above the baseline level, and the use of native plants is encouraged. Shade trees should be used in parking lots for energy conservation purposes.

Planting design for site entry zones, building entry areas, and plazas requires special landscape treatments. Seasonal visual interest should be emphasized by using ornamental plant materials.

~~Energy Efficient Planning and Design~~

~~Energy conservation methods must be incorporated in all land use decisions. Energy conservation can be achieved in two major ways - through land use mixes that minimize the need for transportation between uses, and through the siting and construction of buildings and street to provide solar access and energy conservation.~~

~~Mixed-use development saves energy. Locating employment, commercial, residential and recreational uses within close proximity to one another is highly energy efficient, especially with densities high enough to support mass transportation. Consequently, mixed-use and concentrated developments are encouraged within portions of the Fairfax Center Area for their energy saving potential. Notwithstanding the foregoing, considerations of energy saving potential shall not supersede the parameters of allowable intensity of development set forth herein.~~

~~Careful site planning is not only cost efficient in regard to energy consumption, but also cost effective for developers in regard to site work. This cost benefit results from working with existing land forms, minimizing the need for extensive earthwork. Retention of natural features and flexible site planning should be encouraged for their energy saving potentials. Heating and cooling needs of residential and commercial structures can be greatly reduced through the employment of various siting and construction techniques. A well-insulated and sited house can reduce energy needs by as much as 70 percent.~~

~~Various siting considerations should be considered when locating structures to use the most efficiently alternative energy sources and systems. Solar energy can be used in both active and passive systems. Techniques that should be encouraged include the following:~~

- ~~Buildings should be clustered. This reduces the amount of roads required as well as length of power and sewer lines needed to serve the development. Cluster development should be encouraged not only for these efficiencies, but also for its ability to preserve the natural environment by reducing land requirements;~~

- ~~In most conventional developments, streets should be designed to run from east to west so that building lots run from north to south and thus maximize the extent of solar access (glass oriented to the sun);~~

- ~~South facing slopes allow greatest potential for solar access. Development of these slopes first should be encouraged;~~

- ~~The opportunity for buildings and accessory units to receive solar access must be assured and protected;~~

- ~~Use of active and passive solar heating and cooling systems should be permitted and encouraged;~~

- ~~Standardized setback and orientation requirements are not always energy efficient. Flexibility in siting and building orientation is strongly encouraged;~~

- ~~Arrangement of buildings should take advantage of access to natural cooling breezes in the summer;~~

- ~~Vegetation, landforms and structures should be used to channel summer breezes and to buffer structures from winter winds;~~

- ~~Parking lots, paved areas, streets and buildings should be shaded by trees or structures to reduce temperatures in the summer; and~~

- ~~Cold air drains toward low topographic spots. Buildings should be discouraged in these areas as they would require excess energy for winter heating.~~

~~In addition, employment of various construction techniques can greatly reduce energy consumption. Included in these are the following:~~

- ~~Energy efficient building types should be encouraged. Certain building types are innately more energy efficient than others. These include multifamily housing, structures which share a common wall, and earth-integrated structures;~~

- ~~Window placement and the extent of exterior wall surface can also affect energy consumption. There should be minimal placement of glass on the northwestern sides of buildings. Consideration should be given to the use of double- and triple-glazed glass in order to reduce energy consumption. These issues should be considered in building design;~~

- ~~The reaction of different colors and materials to heat and light varies. Use of those materials and colors that are most energy efficient should be encouraged; and~~

- ~~Sufficient insulation, weather stripping and thermal glazing must be encouraged.~~

~~The following energy conservation measures are inherent in sensitive site planning and design practices:~~

- ~~Locate maximum number of units in warm slope areas. Warm slopes include eastern, western, southeastern, southern and southwestern slopes. These slopes provide better habitats for people since they receive more solar heat in the winter and cooler breezes in the summer. For these reasons it is suggested that maximum number of units and higher intensity development be located on the warm slopes, particularly on southeastern, southern and southwestern slopes. Cold slopes include northern, northeastern, and northwestern slopes, and are more appropriate for less intensive development. If a site has limited or no warm slopes, this criteria would not be applicable;~~

- ~~Provide proper solar orientation for majority of units. Proper solar orientation is a basic requirement for proper solar access and is necessary for buildings incorporating active or passive solar technologies. Proper solar orientation is equally important for a properly weatherproofed conventional building to obtain significant energy savings. In Fairfax County, proper solar orientation occurs when the main axis of a building is perpendicular to a line no more than 22°-30° from due south. The use of east-west street alignments (within a range of 25°north or south of a due east-west direction) will facilitate the provision of proper solar oriented lots and is suggested as the first attempt in site layout to achieve proper solar orientation for a majority of units;~~

- ~~Protect solar access for all units. Solar access is necessary for buildings incorporating active or passive solar technologies. It is also important for a conventionally designed building to have access to winter sunlight. To develop solar access and shadow diagram, one may refer to information in the Architectural Graphic Standards and other energy site planning related books;~~

- ~~Encourage greater use of active and passive solar energy. The use of active solar energy equipment, facilities and devices should be encouraged to the extent possible. Their design and location should be well considered so as not to create an unsightly view. Passive architectural design measures such as glazing methods and shading devices should be encouraged; and~~

- ~~Provide energy-conscious planting. There are two major aspects of this kind of planting:~~

  - ~~Shading of parking lots and other large paved areas to reduce the cooling demands of adjacent buildings. Shaded parking lots are also welcomed by motorists in the summer.~~

  - ~~Providing summer shade and winter warmth by using deciduous trees, and protecting the north facade with an evergreen windbreak.~~

TRANSPORTATION

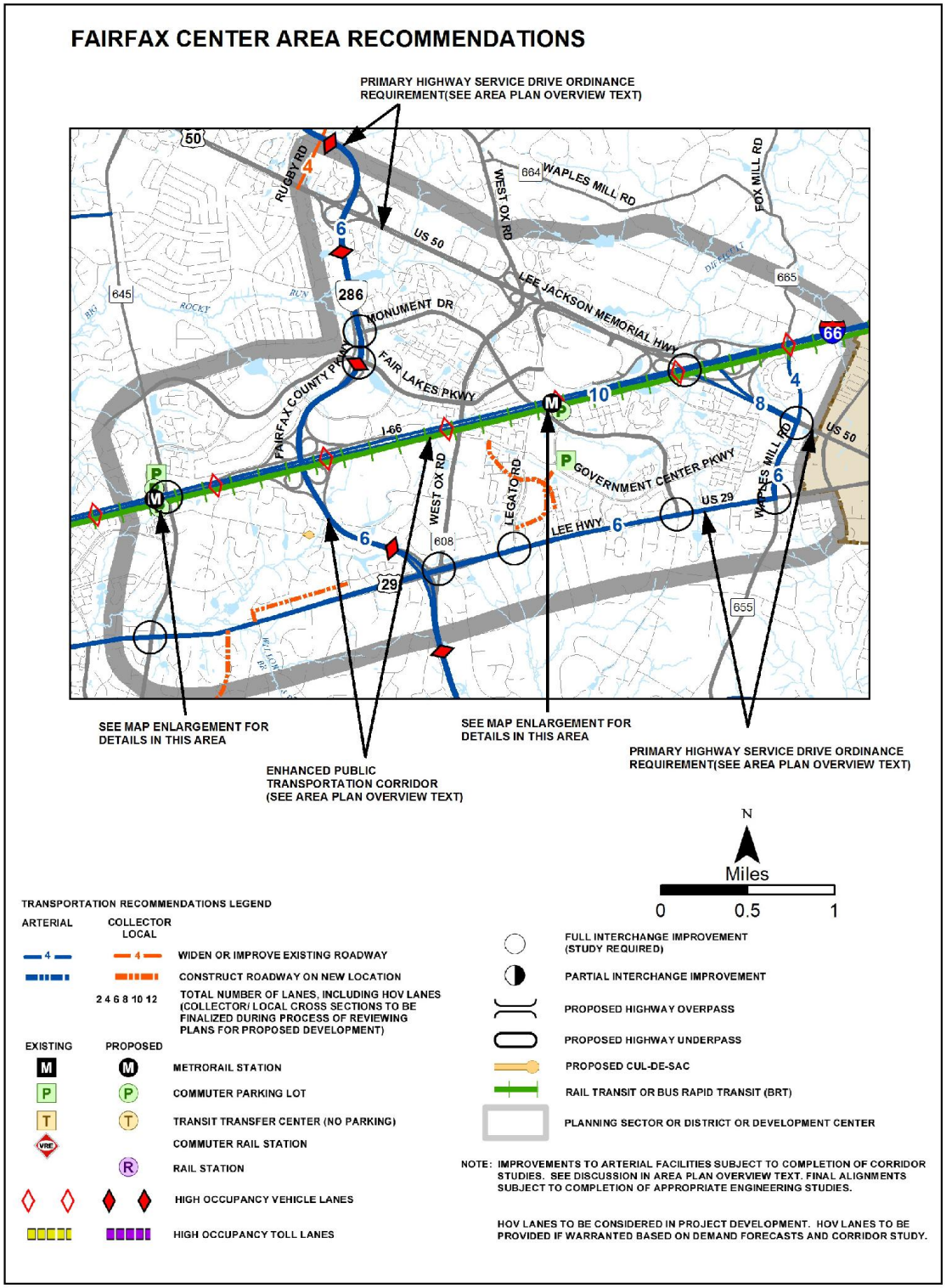
Transportation recommendations for the Fairfax Center Area are shown on Figures 3 through ~~8~~5. In some instances, more detail is provided in the land use recommendations section.

Travel within and through the Fairfax Center Area is affected by land uses and transportation facilities in adjacent planning districts, as well as throughout the Northern Virginia region. Therefore, the transportation network affecting the Fairfax Center Area is comprised of several elements, many of which relate to more extensive countywide facilities, services, and policies.

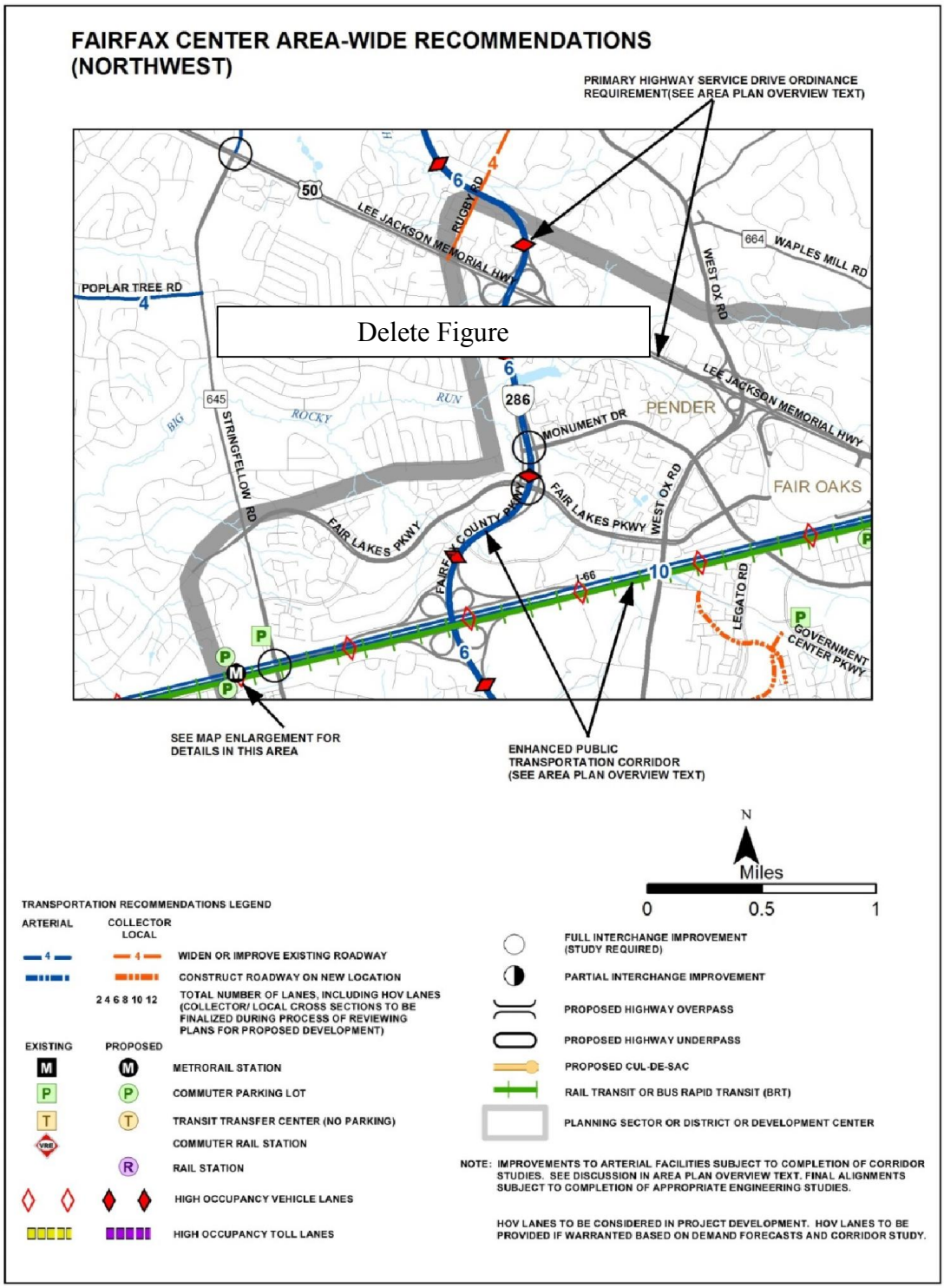
A general discussion of the key elements of the Fairfax Center Area transportation system is provided in the following paragraphs. These elements supplement additional countywide elements. The discussion begins with a description of the Fairfax Center Area elements. Additional guidance is provided on ~~access management, non-motorized~~ multimodal transportation and parking management.

Fairfax Center Area-wide Elements

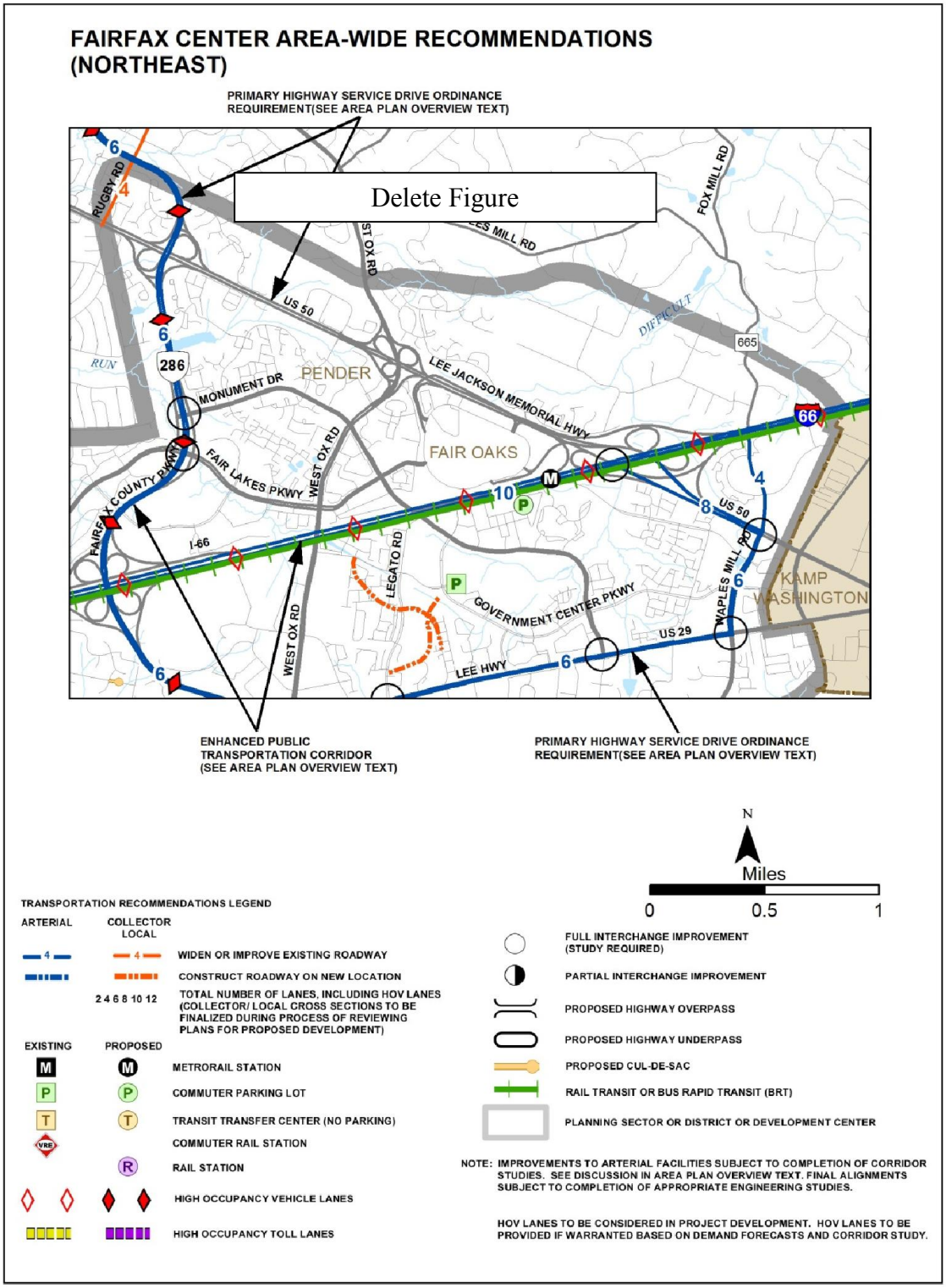
Fairfax Center Area is planned as a mixed-use center surrounded by lower-density suburban neighborhoods. An important characteristic of these types of areas ~~Basic to the mixed-use center concept~~ is the provision of ~~various transportation alternatives~~an interconnected multi-modal transportation system. ~~Although quality road and pedestrian systems are provided, public transit system development is necessary to complement these systems and to reduce the total volume of vehicular trips within and to and from the area.~~ Multimodal transportation systems are best suited to support ~~M~~mixed land uses in densely clustered arrangements. A multimodal transportation system includes a balanced transportation system that serves automobiles, pedestrians, bicyclists and transit. The Fairfax Center Area is served by a robust roadway system and a growing bicycle network. Improvements to the multi-modal transportation system, including the enhancement of the bus system and enhanced connection into the regional transit network through Express Bus Service, Bus Rapid Transit (BRT) or Metrorail will be necessary to serve the needs of the area.



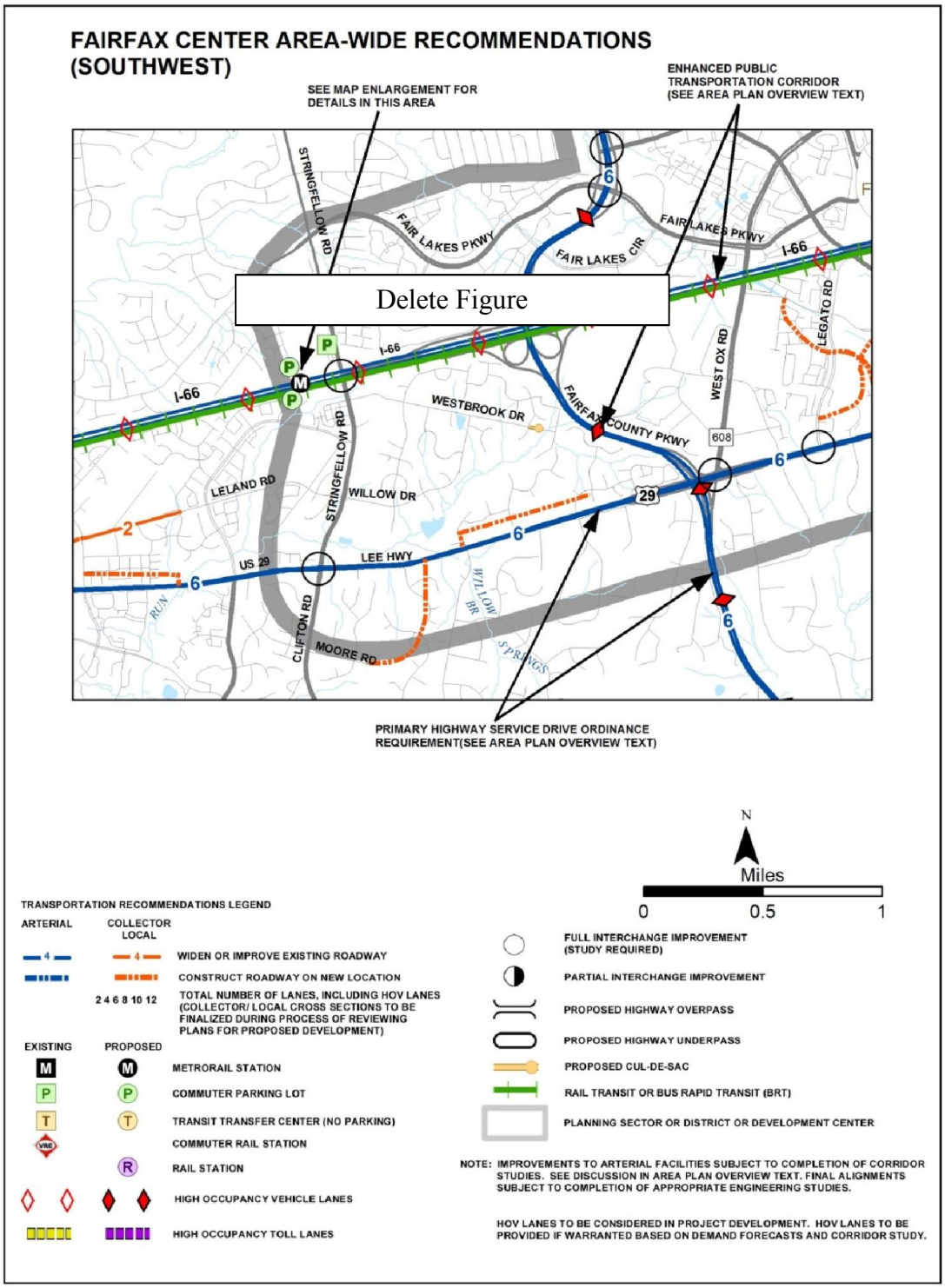
TRANSPORTATION RECOMMENDATIONS FIGURE 3
FAIRFAX CENTER AREA



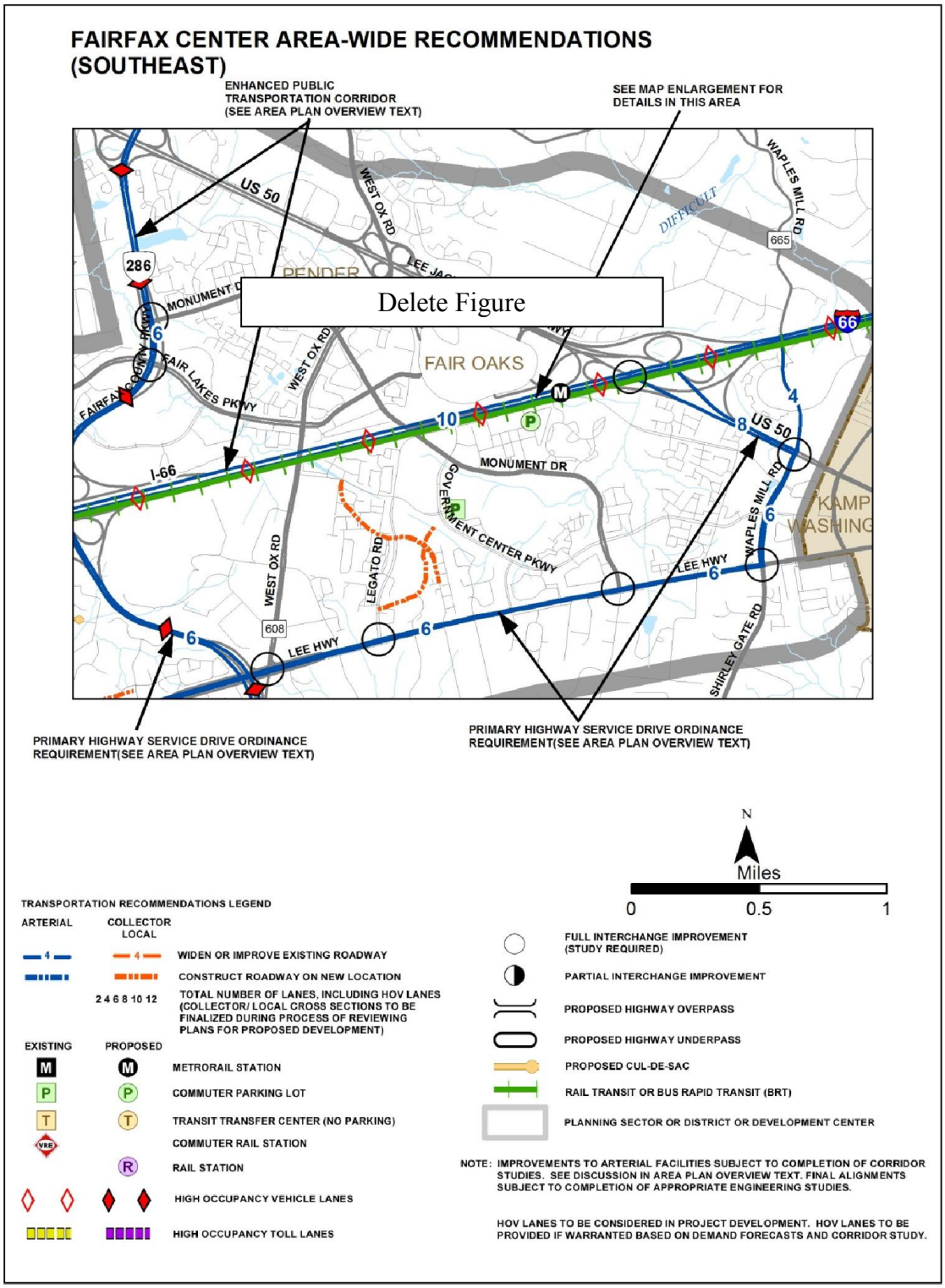
~~TRANSPORTATION RECOMMENDATIONS FIGURE 3~~
~~FAIRFAX CENTER AREA (NORTHWEST)~~



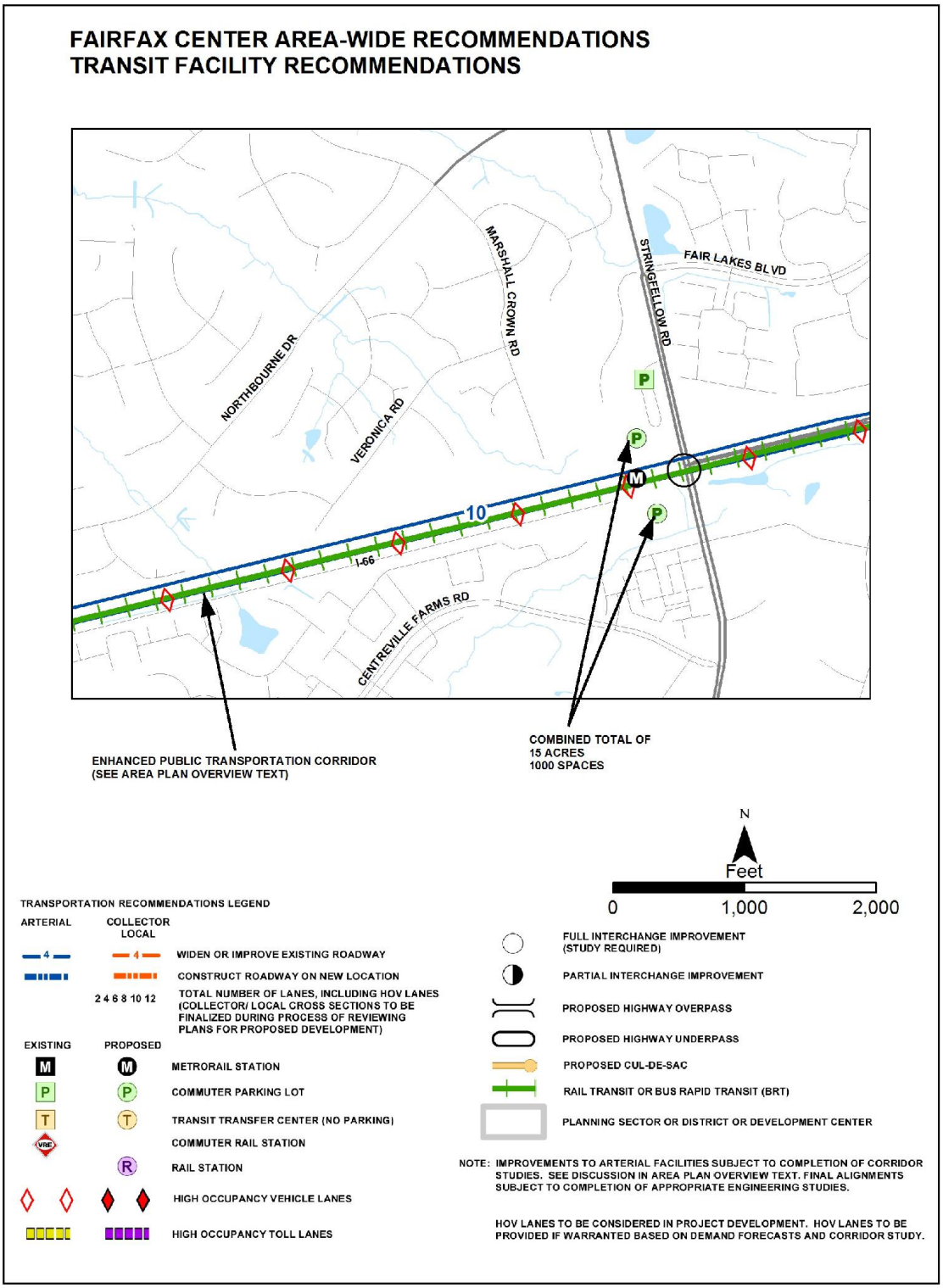
~~TRANSPORTATION RECOMMENDATIONS FIGURE 4~~
~~FAIRFAX CENTER AREA (NORTHEAST)~~



~~TRANSPORTATION RECOMMENDATIONS FIGURE 5~~
~~FAIRFAX CENTER AREA (SOUTHWEST)~~

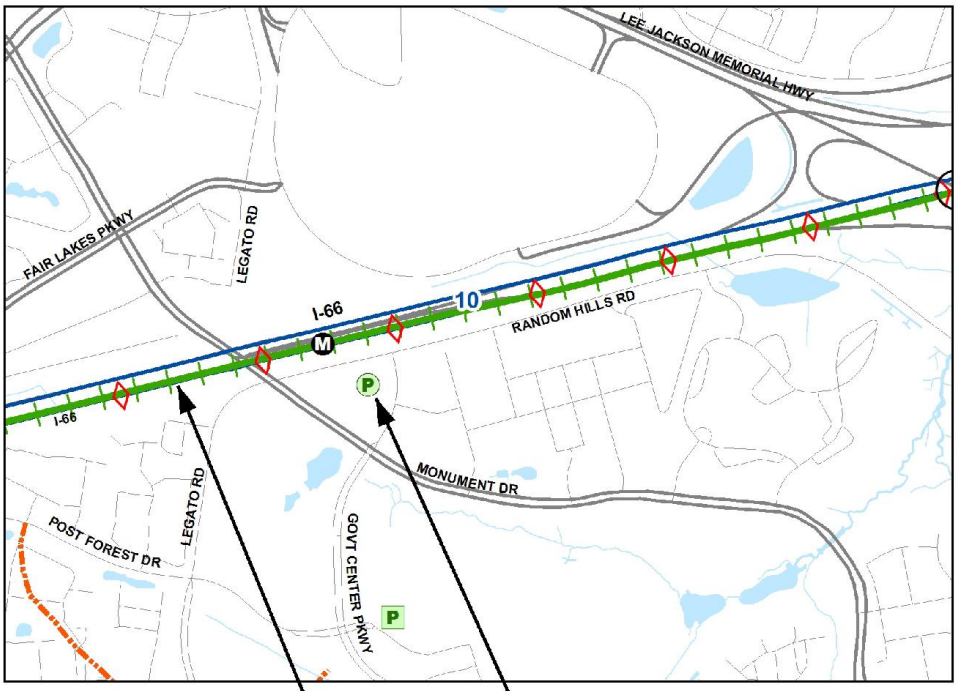


~~TRANSPORTATION RECOMMENDATIONS FIGURE 6~~
~~FAIRFAX CENTER AREA (SOUTHEAST)~~



TRANSIT FACILITY RECOMMENDATIONS FAIRFAX CENTER AREA — **FIGURE ~~7~~4**

FAIRFAX CENTER AREA-WIDE RECOMMENDATIONS
TRANSIT FACILITY RECOMMENDATIONS



ENHANCED PUBLIC TRANSPORTATION CORRIDOR
(SEE AREA PLAN OVERVIEW TEXT)

15 ACRES 1000 SPACES

N

Feet

0 1,000 2,000

TRANSPORTATION RECOMMENDATIONS LEGEND

ARTERIAL — COLLECTOR LOCAL

- 4 — 4 — WIDEN OR IMPROVE EXISTING ROADWAY
- CONSTRUCT ROADWAY ON NEW LOCATION
- 2 4 6 8 10 12 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/ LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT)

EXISTING — PROPOSED

- M — M — METRORAIL STATION
- P — P — COMMUTER PARKING LOT
- T — T — TRANSIT TRANSFER CENTER (NO PARKING)
- VRE — COMMUTER RAIL STATION
- R — RAIL STATION
- HIGH OCCUPANCY VEHICLE LANES
- HIGH OCCUPANCY TOLL LANES

- FULL INTERCHANGE IMPROVEMENT (STUDY REQUIRED)
- PARTIAL INTERCHANGE IMPROVEMENT
- PROPOSED HIGHWAY OVERPASS
- PROPOSED HIGHWAY UNDERPASS
- PROPOSED CUL-DE-SAC
- RAIL TRANSIT OR BUS RAPID TRANSIT (BRT)
- PLANNING SECTOR OR DISTRICT OR DEVELOPMENT CENTER

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

TRANSIT FACILITY RECOMMENDATIONS FAIRFAX CENTER AREA — **FIGURE ~~8~~5**

Future High-Quality Transit

The concentration of land uses planned within the Fairfax Center Area makes it ~~attractive~~ logical to extend ~~the mass transit system~~ Metrorail from the east, ~~along~~ in the median of Interstate 66 (I-66). A preferred alternative developed by the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (VDRPT) recommends high occupancy toll lanes (HOT lanes) on I-66 from the Capital Beltway (I-495) to Route 15 in Prince William County. The preferred alternative maintains the necessary right-of-way for the expansion of Metrorail and the future Metrorail Stations in the Fairfax Center Area. ~~As a result of the planned study of the Enhanced Public Transportation Corridor along I-66, additional options may prove to be beneficial to the area. Other private transit modes should be developed such as corporate car/vanpool programs or taxi service, among others.~~ The expansion of existing bus service would be needed to support this future Metrorail service and stations. Future Metrorail stations ~~Metrobus service to the area would require commuter transfer areas featuring~~ should be supported by ~~parking lots~~ pedestrian and bicycle facilities, drop-off zones, bus loading zones, bus shelters, benches, signs and lighting systems, ~~pedestrian systems,~~ landscaping and other amenities (e.g., ~~telephones,~~ restrooms, bike racks and lockers, information kiosks, and drinking fountains).

It is expected that bus loading zones and pedestrian and bicycle networks will be necessary to provide connectivity ~~access systems~~ to the future Metrorail stations near the Fair Oaks Mall and Stringfellow Road park and ride. These facilities should be provided by ~~the~~ future developers, and will require the ~~as well as~~ dedication of land ~~for rail stations and commuter parking lots~~. ~~Bus shelters and commuter parking lot provisions by developers are considered minor development elements. Major development elements are Metrorail parking lots, and local shuttle bus systems.~~ Future development surrounding the proposed Metrorail stations should orient its design towards pedestrian and bicycle facilities and ensure access to the station is direct and logical.

Roadway Network and Circulation ~~Improvements~~

Roadway improvements for the Fairfax Center Area are shown on Figures 3 through ~~8~~5. The improvements represent countywide elements as well as improvements specific to the Fairfax Center Area. ~~The improvements follow the function classification hierarchy as described in the Policy Plan. The following paragraphs provide additional detail on the planned roadway improvements in the Fairfax Center Area.~~

~~**Subconnectors**. In the Fairfax Center Area, there is a special category within the collector roadway classification: subconnectors. Subconnectors are collector roadways that include:~~

- ~~Monument Drive, between the Fairfax County Parkway (Route 286) and Lee Highway (Route 29);~~
- ~~Fair Lakes Parkway, between Legato Road and Fair Lakes Boulevard;~~
- ~~Fair Lakes Boulevard, between Stringfellow Road and Fair Lakes Parkway; and~~
- ~~Government Center Parkway, between Waples Mill Road Extended and Monument Drive.~~

~~A higher design standard is expected for these subconnectors than for other collectors in the Fairfax Center Area.~~

Interchanges

~~**Interchanges**.~~ Interchange locations have been identified in the countywide Plan process and are shown on the Transportation figures for the Fairfax Center Area. The provision of an interchange has both land use and transportation planning implications. In terms of land use, caution must be exercised in reviewing development proposals in the immediate interchange area due to right-of-way implications. In terms of transportation planning, care must be taken to accommodate revised access patterns in the immediate area, since the interchange ramps cause grade changes and weaving/merging traffic conflicts. Because of these ~~interchange~~ features, access to properties in close proximity to the intersection is often affected by interchange construction.

The amount of land needed for interchanges, and the extent to which access must be re-oriented, varies with the actual design of the interchange. Most planned interchanges have not yet been designed. In these instances, every effort should be made to accommodate the potential access modifications associated with a future design. ~~Towards this end, typical dimensions of potential loop ramps and acceleration/deceleration lanes have been established based on current interchange designs. The interchanges shown on the accompanying maps identify the roadway segments of the intersecting streets where access must be restricted to accommodate these potential designs based on the typical dimensions.~~ In those instances where interchange designs have been approved or are in active stages of development, the maps contained in this section do not show these restricted access segments. Where an interchange project is in an active design stage, or where such designs have been approved, access in the intersection area should be ~~planned to be~~ consistent with such designs.

Implementation Aspects

The ability to implement transportation improvements is critical to the success of the Fairfax Center Area~~implementation of these roadway improvements is critical to the satisfactory and timely accommodation of vehicular traffic in the area~~. A key factor in the implementation process is the ability to acquire or generate funding for these improvements. ~~While a~~ Applications for development within the Fairfax Center Area ~~does not assure approval~~need to address specifically ~~if the application does not promote~~ the health, safety, and welfare of its residents and employees.~~ and comply with the applicable development elements,~~ ~~a~~Any development intensities above the baseline are feasible only if the private sector contributes a proportional share of transportation improvements and/or funding to meet the transportation needs of the area. The proportional share of the transportation improvements provided by the private sector ~~will be~~is established by the Board of Supervisors and reviewed periodically through a~~n established~~ public process~~ such as the Annual Plan Review~~. This concept is used in other areas in Fairfax County and is critical in developing a funding plan for those urban centers~~was developed and recommended by the Transportation Subcommittee of the Route 50/66 Task Force in a report entitled Financing Transportation Improvements in the Fairfax Center Area~~.

~~The level of public sector participation in providing transportation improvements shall be determined by the availability of federal and state funds allocated annually for expenditures on projects in Fairfax County, the county's own fiscal and budgetary policies and competing needs and the priorities for transportation improvements established on a countywide basis.~~

Commitments by ~~either~~ the public or private sector will include, but not be limited to, funding for construction/design of roadway projects~~, construction of roadway projects~~ and dedication of rights-of-way. The commitments will be predicated on the impacts from the individual proposed development ~~per parcel~~ and the resultant traffic utilization of the proposed roadway improvements.

~~Access Management~~

~~The following paragraphs provide guidance towards an access management plan for the Fairfax Center Area. The objectives of the access management plan are to:~~

- ~~minimize service drives;~~
- ~~minimize median breaks (or cross-overs);~~
- ~~minimize the need for traffic signals;~~
- ~~minimize the need for heavy left-turn movements (encourage clockwise traffic circulation patterns);~~
- ~~preserve right-of-way for planned roadway improvements; and~~
- ~~provide public street access for every parcel or contiguous parcels of the same ownership.~~

~~These objectives should be balanced so that the encouragement of one does not impede the fulfillment of another.~~

~~**Divided Roadway Facilities**. All multiple-lane arterials should be designed and built as divided facilities in the Fairfax Center Area. This type of roadway design will provide the following benefits to the specific roadway, the roadway system, and the identity of the Area:~~

- ~~separation of major 'through' travel movements which helps to minimize vehicular collisions (especially, head-on collisions) and headlight blinding;~~
- ~~elimination of haphazard turning movements with the designation of specific crossover locations;~~
- ~~reduction in medial friction and increase in traffic capacity due to the minimization of interruptions to the traffic streams;~~
- ~~creation of areas for pedestrian refuge;~~
- ~~standardization of roadway type; and~~
- ~~expansion of the motorists' viewing area.~~

~~Access points to/from the divided facilities should be oriented predominately towards the crossover locations. Driveway access points (right-turns in and out) should be minimized between crossovers.~~

~~For newly developed areas, driveway access points should be no closer to another driveway or crossover than the minimum sight distance recommended for crossover spacing of the roadway facility. In addition any new driveway access points should be provided with appropriate deceleration and acceleration lanes on the divided roadway.~~

~~For those areas, especially residential neighborhoods, where a divided roadway will be constructed or improved, the following methods, listed in increasing order of importance, for minimizing driveway access points should be considered:~~

- ~~consolidation of driveways (common driveways, pipestems, etc.) and points of access;~~

- ~~re-orientation of entrance/access;~~

- ~~construction of new interparcel roads; and~~

- ~~redevelopment/consolidation of parcels.~~

~~These methods should also be used for minimizing driveway access points along newly constructed or improved non-divided roadways.~~

~~**Single-Ended Access (cul-de-sacs)**. Whenever possible within topographic and environmental constraints, the length of single ended access, public or private, for any uses should be minimized. The length of any single-ended access should be no longer than 1000 feet. Alternatives to long single-ended access points include, but are not limited to: loop roads, horseshoe or circular configurations, and interconnections with other roadways. The maximum length is recommended due to: the need for access of emergency/rescue services, service vehicles (trash collection, deliveries, and utility maintenance), and traffic flow and circulation (alternate routes of travel).~~

~~**Cross-over Spacing (locations of median breaks)**. Minimum design speeds should be utilized in identifying suitable locations (due to stopping distance, sight distance, weaving distance, and turn lanes) for cross-over spacing of divided facilities in the Fairfax Center Area. Subconnectors and their cross-over location should be constructed at a minimum to the standards for 45 mph facilities.~~

~~**Service Drives**. Service drives are required by the county's Zoning Ordinance along Primary Highways. The requirement supports the county's transportation objective to maximize the efficiency of roadway facilities. Primary Highways are arterials which primarily accommodate through travel movements. However, direct access to and from these highways occurs frequently. In general, the provision of many access points reduces the efficiency and capacity of an arterial road. This reduction is caused by the interruptions in smooth traffic flow due to turning movements into and out of the driveway entrances. Service drives provide for the separation of the access and travel functions along roadways. When correctly planned and built, their use allows the adjacent parallel roadway to operate more efficiently, with increased capacity and improved safety. At the same time, access to adjacent properties is provided and oriented to controlled access points. Service drives also allow for purely local interparcel trips to be made without disrupting the through traffic on the adjacent arterial.~~

~~Cases occur where the widening of the Primary Highway eliminates the service drives that preceded the widening. The Plan should anticipate these situations by providing for alternatives to the service drive, such as consolidation of entrances and provision of interparcel access through travelways, or by other means. This feature is addressed by Objective 9 Policy b of the Policy Plan. Where other alternative measures may be available, they are identified.~~

~~It is intended, whenever possible, that the use of service drive be minimized and alternatives to service drives be implemented in the Fairfax Center Area. It is acknowledged that this objective cannot always be achieved especially due to factors, such as:~~

- ~~the preponderance of small parcels under separate ownership located along major roadways;~~

- ~~the irregular shapes of parcels;~~

- ~~design constraints (e.g. minimum crossover spacing);~~

- ~~existing locations of land uses, buildings, and roadway system; and~~

- ~~topography and/or environmental limitations.~~

~~Notwithstanding the objective to minimize the use of service drives, the implementation of these facilities requires guidelines for access planning of development. Except for the collector-distributor roads associated with I-66 and Lee Highway, there are two types of service drives planned for the Fairfax Center Area:~~

- ~~minor (residential) service road - predominately serves as an access street for residential uses; and~~

- ~~major service road - predominately serves as an access street for a mix of uses (e.g., multifamily residential and retail, office and retail) or a variety of nonresidential uses.~~

~~Based upon the two service drive types, the following guidelines should be utilized in the implementation of service drives in the Fairfax Center Area:~~

~~Service Drive~~	~~Maximum Length Between Roadway Connections~~	~~Minimum Off-set From Major Roadway~~	~~Recommended Design Connection~~	
			~~Minimum~~	~~Desirable~~
~~Minor~~	~~2000 feet~~	~~25 feet~~	~~Traditional~~	~~Bulb~~
~~Major~~	~~2000 feet~~	~~150 feet~~	~~Bulb~~	~~Diverted~~

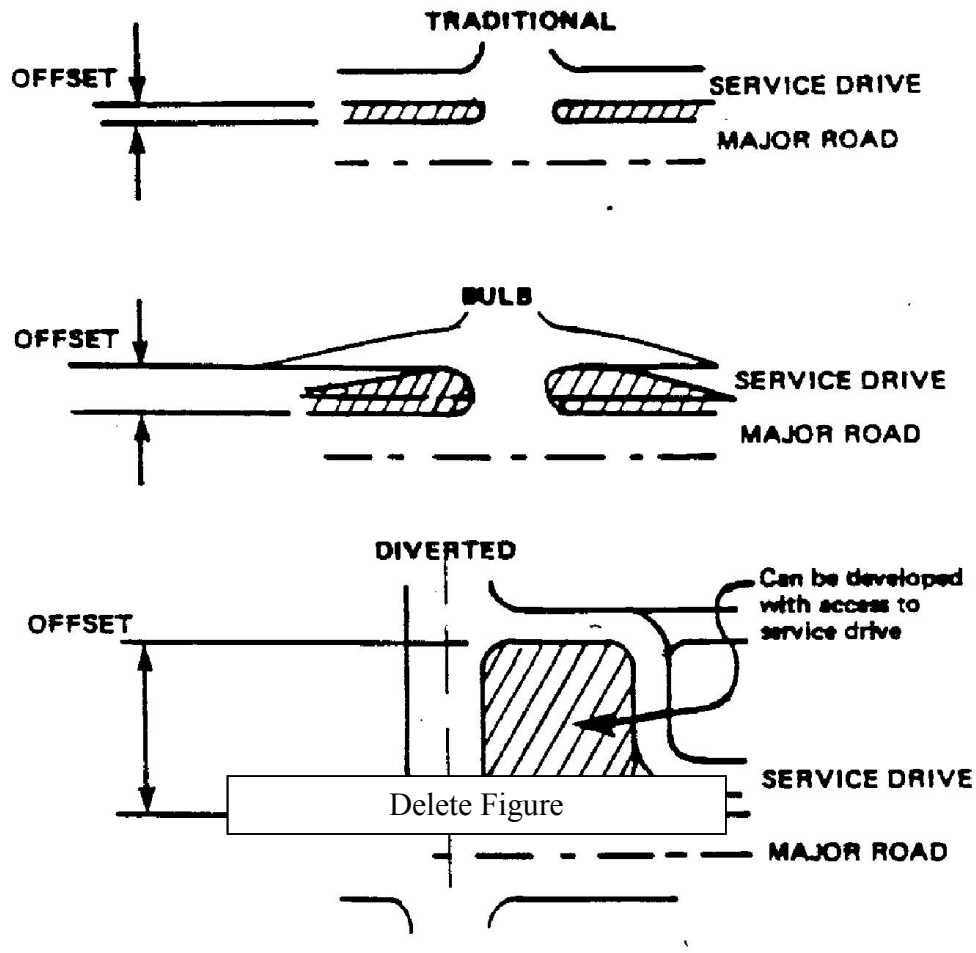
~~Traditional, bulb, and diverted designs are shown schematically on Figure 9.~~

~~Entrances from service drives to the parallel roadway should only be allowed if the entrance location meets the crossover spacing guidelines for the parallel roadway.~~

Pedestrian and Bicycle Systems

Pedestrian and bicycle travel constitute major forms of transportation in the Fairfax Center Area, providing access ~~to~~among residential, employment, commercial, and community land uses. ~~The relatively compact scale of the area and the use of planned development districts are particularly well suited to nonmotorized transportation. Optimum utilization of pedestrian and bicycle modes~~Walking and biking as modes of transportation provide~~s~~ benefits for both the user and the larger community, including improved health, ~~in~~ fuel savings, reduced air pollution, and reduced traffic congestion.

In the Fairfax Center Area, impact studies should ensure that all modes are being served well by the new development, and that multimodal connections are adequate to serve the needs of all users including transit, vehicles, pedestrians, and bicyclists. To achieve this, consideration should be given to safety and security, direct pathways, topography, and the achievement of a balance between traffic delay and a pedestrian friendly environment. Impact studies should quantify the level of service (LOS) for all applicable modes by applying up-to-date standard techniques. It is the intent of these recommendations to maximize the future use of transit, bicycling and walking in the Fairfax Center Area in the future. However, safe and efficient circulation for vehicles will still need to be provided within the Fairfax Center Area.



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~~SERVICE DRIVE TYPES~~ ~~FIGURE 9~~
~~FAIRFAX CENTER AREA~~

Pedestrian Mobility

Coordinated walkway networks are fundamental as well as essential and should be required of all development in the Fairfax Center Area. Wherever possible, missing connections or substantial portions of the pedestrian network should be provided with new sidewalks, trails or other improvements. Comprehensive, coordinated walkway networks ~~shall~~should be required for each site to provide full intra- and inter-parcel pedestrian circulation to and from all buildings, parking, recreational facilities, and to or through open space areas. New development should focus on orienting itself to the pedestrian realm, creating logical connections from the street to the main entrance of the building.

Intersections should be given special consideration to enhance pedestrian safety and convenience. ~~High volume and high speed roadway i~~Intersection control and design should accommodate pedestrians through the use of signalized pedestrian crossings, walkways incorporat~~ion~~ed into roadway grade separations, pedestrian activated signals, crosswalks and pedestrian refuge medians, as applicable. These elements are particularly necessary given the number of high volume traffic arteries in the area which are difficult to cross.

Clear and direct pedestrian connections to bus stops and future transit stops are necessary in the Fairfax Center Area.~~Local roadway networks that are designed to discourage automotive through travel should allow~~ The transportation network should facilitate nonmotorized ~~through travel via cul-de-sac~~ connections, including connections between neighborhoods, walkways connecting cul-de-sacs, and pedestrian connections from neighborhoods to local amenities including parks, shopping centers and schools. Plazas should be located at the focal points of major commercial or high density residential developments where walkways converge. Consideration should be given to the implementation of wayfinding and signage for pedestrians in the Fairfax Center Area, as multimodal transportation options in the area increase. Orientation towards the pedestrian will be critical as walking will be a vital mode of transportation in the area.

Sidewalks and pedestrian facilities should be buffered from the roadway using landscape amenity panels, to create a comfortable environment for the pedestrian.~~Pedestrian circulation should be provided through and from parking lots, and to transit stops.~~ Walkways ~~width and clearance integrity~~ should not be reduced or comprised by utility poles, roadway signs, mail boxes, etc. These ~~devices~~features should be located on utility strips between curbs or road shoulders and walkways.

~~In order to take full advantage of the bicycle as an efficient mode of transport, a comprehensive approach to its use must be applied. Full circulation and support facilities, are components of such an approach. Bikeways provision is important but is just one aspect of a comprehensive approach to bicycle transportation.~~

Bicycle Facilities

Bicycling is an important component of a multimodal transportation system and provides additional mobility options. Improving bike connectivity in the Fairfax Center Area is crucial to making the bicycle a more viable mode of transportation. A robust bicycle network is planned for the Fairfax Center Area and can be seen in the County's Bicycle Master Plan. These connections will allow for the movement in and around the Fairfax Center Area, connecting the residential neighborhoods with the more concentrated core areas with retail, residential and office uses. Consideration should be given to the safety of people on bicycles, including the separation of bike facilities from vehicular traffic where desirable.

Bicycle parking should be provided in every development and redevelopment project where a need is identified. Lack of safe and secure bicycle parking can become a major obstacle in promoting bike mobility in the Fairfax Center Area. With the installation of bicycle parking, careful attention should be given to providing the proper type and amount of parking, at the correct location within a site, with enough space to properly install the parking. Bicycle parking facilities should correspond to long-term and short-term parking needs.

~~Secure bicycle parking should be provided at all employment, business, apartment, and public uses. Theft prevention is of paramount importance to cyclists, yet the cost and space requirements are negligible. Bicycle parking facilities should correspond to long-term and short-term parking needs.~~

~~Long-term~~Bicycle parking or storage should be provided at employment, school, shopping and recreational areas, and commuter and ~~apartment~~multifamily uses. These facilities require weather protection and security devices, such as, bike lockers or controlled access areas. As appropriate, support facilities such as showers should be included. Shopping, personal business, and recreation trips have short parking duration. Open air parking devices which lock bicycle wheels and frame, and are in close proximity and view of building entrances should be provided. Bicycle parking spaces should be provided to accommodate anticipated demand.

Parking Management Guidelines

~~In an effort to guide development in the provision of vehicular parking, t~~The following guidelines for parking management in the Fairfax Center Area are recommended:

- On-street parking is not recommended on the arterial roadway system~~, subconnectors,~~ or service drives.~~;~~

- On street, parallel parking should be included on local streets and on internal streets in new developments to buffer pedestrians from vehicle traffic, and to provide convenient parking for residents.

- Whenever possible, shared parking should be encouraged~~ and applications critically evaluated during the development process;~~.

- ~~Capabilities for future parking expansion (e.g., parking structures which can accommodate additional levels) should be considered during the evaluation of applications for parking reductions due to shared parking;~~

- ~~Seasonal parking demands and special measures (use of grass open space) should be considered in the review of parking requirements for all nonresidential uses; and~~

- The location of off-street parking should be coordinated with existing public transportation and pedestrian systems.

- Exterior and interior parking lighting design should provide adequate lighting levels that ensure public safety without creating glare and light spillage into adjacent structures, roads, and the pedestrian realm.

~~These guidelines are expected to supplement the requirements set forth in the Zoning Ordinance and Public Facilities Manual.~~

HOUSING

A list of existing, under construction, and proposed assisted housing for the Fairfax Center Area is shown in Figure 6~~10~~. This list includes housing developments which, to the county's knowledge, have received some type of housing assistance as defined below, but it should not be considered all inclusive.

Assisted housing includes programs which limit the amount of rent and the eligibility of occupants based on income as a condition for the provision of financial assistance from federal, state, or local sources. Some programs have time limits, and those units would no longer be considered "assisted" after income eligibility and rent limitations have been removed. The programs listed below are included as "assisted housing." Most programs provide assistance to privately owned housing developments. In some cases, multiple sources of financing may be used. The primary program and type of ownership is listed in the figure.

- Housing units owned or managed by the Fairfax County Redevelopment and Housing Authority (FCRHA) and operated by the Department of Housing and Community Development under the federal Public Housing program or the local Fairfax County Rental program;

- Housing units owned by the FCRHA and leased to the Fairfax-Falls Church Community Services Board for use as group homes or to nonprofit groups for emergency housing;

- Federal Section 8 project based rent subsidy units, which are usually privately owned;

- Units subsidized under federal mortgage subsidy programs including Section 202 (Elderly), Section 811 (Disabled), Section 221(d)(3), Section 235 or Section 236. These units may be publicly owned but most are owned by private or nonprofit entities;

- Developments which were financed with FCRHA bonds where a portion of the units must have reduced rents for tenants who meet income eligibility requirements;

- Tax Credit/VHDA financed projects with Low Income Housing Tax Credits and/or Virginia Housing Development Authority (VHDA) financing which establishes income eligibility requirements, many of which are privately owned;

- Nonprofit rental units and group homes serving nine or more individuals and owned by private entities, which were assisted with loans or grants from the Community Development Block Grant (CDBG), Section 108 loans, Home Investment Partnerships Program (HOME), or Fairfax County Housing Trust Fund;

- Moderate Income Direct Sales (MIDS) program units which are for sale to income-eligible, first time home buyers with financial assistance provided in return for control of the re-sale price of the home;~~ and~~

- Homebuyer Equity Loan Program (HELP) and Silver Lining Initiative are loan programs using federal funds to help moderate income families to purchase market rate homes in the County. Financing was both down payment and gap financing in the form of a second deed of trust. The Silver Lining Initiative applied only to the purchase of homes in foreclosure. Both programs are currently not available;

- Workforce Dwelling Units (WDU) are units created through the Board of Supervisors WDU Policy which was adopted in 2007 to provide affordable housing in all residential units in all building construction types including those that ~~mid and high-rise buildings~~

~~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~~	~~48~~	~~Fairfax County Rental~~
~~Cedar Lakes Mozart Brigade Lane~~	~~I2~~	~~3~~	~~Fairfax County Rental~~
~~Water's Edge Green Duck Lane~~	~~I5~~	~~9~~	~~Public Housing~~
~~Ragan Oaks Legato Road~~	~~J2~~	~~51~~	~~Public Housing~~
~~Coan Pond Residences Pender Drive~~	~~K~~	~~20~~	~~Fairfax County Rental (Working Singles)~~
~~The Reserve at Fairfax Corner Random Hills Road~~	~~P2~~	~~41~~	~~Private/ADU Rental Program~~
~~Wesley Agape House (Lee Highway)~~	~~V2~~	~~12 beds~~	~~Private/Section 811~~
~~Homeownership~~		~~16*~~	~~MIDS, First Time Home Buyers, or Affordable Dwelling Units~~

~~*Scattered Units~~

FIGURE 6
FAIRFAX CENTER AREA
ASSISTED HOUSING
(Occupied, Under Construction, or Approved as of July 2013)

Location	Land/ Sub-Unit	Number of Assisted Units	Type of Ownership And Program
Rental Projects			
Camden Monument Park	A2	18	Private/ADU Rental Program
Gables Centerpointe	A2	17	Private/ADU Rental Program
Jefferson at Fair Oaks	A2	12	Private/ADU Rental Program
Ragan Oaks Legato Road	A2	51	Public Housing
Fairfax Corner (Bays 2 and 3)	B1	18 24	Private/ADU Rental Program Private/WDU Program
Lincoln at Fair Oaks	B3	18	Private/ADU Rental Program
Cedar Lakes Mozart Brigade Lane	D4	3	Fairfax County Rental
Fair Lakes	E1	6	Private/ADU Rental Program
East Market	F	4	Fairfax County Rental
Archstone Fairchase	H1	42	Private/ADU Rental Program
Legato Corner	H1	13 40	Fairfax County Rental Private/ADU Rental Program
Fair Oaks Landing	H2	4	Fairfax County Rental
The Reserve at Fairfax Corner Random Hills Road	I1	41	Private/ADU Rental Program
Charleston Square	I2	1	Fairfax County Rental
Residences at the Government Center	I3	270	Public/private partnership serving households earning up to 60 AMI
The Edge at Fairfax Corner	I4	52	Private/ADU Rental Program
Westcott Ridge	I5	10	Fairfax County Rental

Ridgewood by Windsor	J3	16 24	Private/ADU Rental Program Private/WDU Program
Coan Pond Residences Pender Drive	K	20	Fairfax County Rental (Working Singles)
Penderbrook Penderbrook Drive	N	48	Fairfax County Rental
Water's Edge Green Duck Lane	P	9	Public Housing
Hanley Shelter and Kate's House	R2	25 beds 6	
Woodlands Retirement Com	W1	7	Private/ADU Rental Program
Wesley Agape House (Lee Highway)	W2	12 beds	Private/Section 811
Homeownership			
		409*	Affordable Dwelling Units (ADUs) in the First-Time Homebuyers (FTHB) Program
		29*	Moderate Income Direct Sales (MIDS), HELP and Silver Lining Initiative and proffered units

*Scattered Units

~~which~~ are exempt from the requirements of the ADU ordinance. The WDU policy is a proffer-based incentive system designed to encourage voluntary development of new housing affordable to a range of moderate-income households earning up to 120% of AMI; and

- Affordable Dwelling Units (ADU) for sale or for rent to serve households with incomes up to 70% of Metropolitan Statistical Area (MSA) median income and which are required to be included in certain housing developments of 50 or more units pursuant to Article 2, Part 8 of the Fairfax County Zoning Ordinance. In some instances, units created under the ADU Program may be owned by the FCRHA or a nonprofit organization; if so, they would be considered in one of the other categories above.

In many cases the assisted units represent only a portion of a larger development. Only the number of assisted units is included on the figure. Also, the housing listed as part of the Section 8 program is only that where the Section 8 rent subsidy is tied to specific housing units (project based). Housing where eligible tenants are receiving assistance through the Section 8 Housing Choice Voucher Rental program or where the subsidy transfers with the tenant is not listed since the units change continuously as tenants move. ~~Countywide, at the end of 2002, over 3,200 families living in Fairfax County were assisted with tenant-based vouchers.~~ Finally, for some proposed developments where a zoning proffer requires the provision of low and/or moderate income housing, but no specific program (such as MIDS) is identified in the proffer, the type of program is listed as Unknown.

ENVIRONMENT

~~Land development in the Fairfax Center Area generates a set of environmental concerns that should be considered when land proposals are evaluated Development that has taken place over the last ten years of rapid growth in this area has occurred primarily on sites with few environmental constraints. Future development activity may occur mostly on land less suitable for development due to environmental and market constraints.~~ Land development in the Fairfax Center Area has the potential to adversely affect environmental resources, and therefore the evaluation of land development proposals should include a set of environmental considerations. Redevelopment also has the potential to improve downstream water resources through improved on-site stormwater management practices. Environmental policies for the Fairfax Center Area ~~must be~~are tailored to protect remaining high-quality environmental ~~the~~ resources in this area~~on these more difficult sites~~.

Water Quality

The Fairfax Center Area includes the headwaters for four watersheds that contain a variety of environmental resources: Difficult Run, Cub Run, Little Rocky Run, and Popes Head Creek. All of these watersheds except Difficult Run are tributaries to the Occoquan Reservoir water supply, and the careful control of stormwater management within these watersheds is essential to the protection of this water supply resource. With respect to the Difficult Run watershed, land use and water quality considerations are also of importance (as they are in all of the area's watersheds) within the context of watershed planning and implementation—Fairfax County has devoted significant efforts and resources to improve water quality and stream ecosystem health within all of the watersheds in the county. In addition, several stream segments of Difficult Run have been identified by the Virginia Department of Environmental Quality as having one or more water quality impairments per Section 303(d) of the Clean Water Act (as have been stream segments downstream of the other watersheds in the Fairfax Center Area). Once a water body is listed as impaired, a Total Maximum Daily Load (TMDL) report must be developed to identify the sources causing the water quality impairment, the pollutant

reduction needed and responsible parties. Stormwater runoff volumes and energy contribute to downstream impairments, and therefore the control of stormwater runoff from upstream areas within all of the watersheds in the Fairfax Center Area can have benefits in addressing the impairments in downstream areas. ~~Difficult Run has been designated as a critical environmental area by the Commonwealth and the county in recognition of the serious threat that development makes on water quality, wildlife habitats and preservation of flora and fauna. Difficult Run plays an important role in the water quality of the Chesapeake Bay.~~

Development in the Fairfax Center Area has ~~adversely~~ impacted the ability of the headwaters to fulfill the functional role in maintaining water quality by altering the naturally occurring intermittent streams, changing the natural topography, and replacing porous landscapes with impervious surfaces. The combined effects of these activities has induced increased scouring of stream channels and an influx of water pollutants. Earthwork, reduction in vegetation cover, and increased rate of run-off resulting from the use of impervious surface materials can result in erosion and increased sedimentation of the stream system. Water quality, stream profiles, and vegetated wildlife habitats along stream edges may be adversely affected. There are numerous available techniques of siting, ~~choice of materials,~~ construction methods and water quality management practices, including stormwater best management practices, better site design and low impact development techniques (see the Environment section of the Policy Plan, Objective 2, Policy k) and preservation and/or restoration of the stream valley Environmental Quality Corridor (EQC) system, that can ~~assure~~support the preservation and enhancement of water resources~~of the Difficult Run watershed~~. One or more of ~~T~~these techniques ~~must~~should be used in all development projects within the area. Redevelopment of previously developed sites provides opportunities to improve upon existing stormwater management measures and for installation of advanced stormwater management techniques.

Due to its watershed divide location, the Fairfax Center Area streams are small with intermittent channels predominating. Much of the area is relatively flat with some shallow soils. ~~These conditions suggest the presence of freshwater wetlands, particularly where hydric soils are found.~~ Freshwater wetlands are most likely to be present where hydric soils are found, particularly within floodplains and other areas near streams. The Fairfax Center Area also has ~~vacant parcels with~~ areas of upland hardwoods. ~~Some of the newly developed areas also have large hardwood stands.~~ Wildlife is evident in the stream channels, the wetlands, forested areas, and meadows. Due to road construction and land ~~subsequent~~ development, much of the ~~remaining~~ habitat is fragmented. The ecological resources of this area should be enhanced through the development process by ~~means of~~ restoring an enlarged EQC system that incorporates headwater streams, wetlands, and connected patches of upland hardwoods and other habitat types. All wetlands are to be preserved in their natural state, or their loss fully mitigated, ideally within the watershed.

There is also a need to protect the water and environmental quality of the Occoquan basin area. The Occoquan basin drains approximately 20 percent of the total area of Fairfax County. The reservoir stores water for a large percentage of the Northern Virginia population. Even though the present overall intensity of development within the Occoquan basin is relatively low, water quality levels in the basin are worsening, due to increasing development throughout the multi-jurisdiction watershed. Further influx of development into the area will be detrimental to water quality and wildlife habitats unless environmentally sensitive site development measures are utilized. Protection of water resources should be pursued through effective stormwater management and best management practice techniques that will reduce pollutant runoff and, where practicable, reduce stormwater runoff volumes~~runoff should be provided by retention ponds and other Best Management Practices (BMPs)~~. Every effort should be made to assure that streams will not flood and cause damage to neighborhoods and homes due to future construction in undeveloped areas. Stormwater infrastructure should be designed to ensure that runoff from a developing site will not adversely affect any neighboring sites.

Nonpoint source pollution has been identified as a major contributor to water quality problems in the Occoquan Reservoir. The impact of nonpoint source pollution is related to impervious cover and stormwater runoff volumes~~land use densities~~. As development becomes more intense and higher percentages of the land surface are paved, pollution concentrations in the urban stormwater runoff increase drastically. This nonpoint source pollution can be reduced by the implementation of BMPs. ~~All projects within the area must abide by the BMPs criteria for nonpoint source pollution control, as adopted by the Board of Supervisors, in an effort to achieve water quality goals. Included in these practices are sedimentation control, stormwater detention (modified as per BMPs), stormwater retention and detention, infiltration trenches, porous pavement usage, paved surface cleaning practices, erosion control, cluster development, grass swales and vegetation filter strips.~~ All projects in the area must comply with stormwater management and best management practice requirements as adopted by the Board of Supervisors. A range of practices and strategies are available to satisfy these requirements. There should be an emphasis on better site design and low impact development (LID) techniques (see the Environment section of the Policy Plan, Objective 2, Policy k) in order to minimize the adverse impacts of stormwater runoff.

~~There is a need to minimize, if not eliminate, point source pollution within the area. These sources of pollution can have severe effects on water quality, and can become health hazards, particularly when pollutants permeate into the ground water supply. When this occurs in an aquifer, drinking water can be severely affected. The inclusion of facilities which may generate point source pollution must be studied carefully within the planning process. In addition, mitigation methods must be employed for all situations where point source pollution may present a problem within the area.~~ Point source discharges of pollutants have not been a concern in this area. However, if any such discharges are proposed, they should be studied carefully within the planning process in order to ensure protection of water resources from any water quality degradation.

High water quality should continue to be promoted in the Fairfax Center Area through land use and structural controls ~~in order to comply with the spirit of the Chesapeake Bay Preservation Act~~. The following guidelines are suggested to achieve this objective:

- ~~Maintain very low density development in the portions of the Fairfax Center Area that are environmentally constrained and drain into the Difficult Run and the Occoquan Reservoir;~~

- ~~Create an extended EQC system to provide protection to areas that constitute the Difficult Run, Cub Run, Little Rocky Run, and Popes Head Creek headwaters. These EQCs form a vegetated filter strip around streams. In this way, impurities which flow in run-off are filtered out prior to entry into the stream system, thus ensuring higher water quality. In addition, the EQCs serve as valuable wildlife habitats and zones where natural vegetation processes are allowed to progress. Consequently, all streams and other areas of particular environmental consequence must be protected through the strict adherence to a policy of protection of Environmental Quality Corridors. Once established, these Environmental Quality Corridors, when linked together and augmented by parks and other open space areas, can form a continuous open space system linking all major parts of the area. Acquisition of these corridors may be achieved by a variety of methods such as purchase, dedication, or open space easements;~~

- Per the Environment section of the Policy Plan, Objective 2, Policy l, pursue protection of stream channels and associated vegetated riparian buffer areas along stream channels upstream of Resource Protection Areas (as designated pursuant to the Chesapeake Bay Preservation Ordinance) and Environmental Quality Corridors.

- Encourage the expansion of EQCs beyond the minimum stream valley components by incorporating adjacent areas with natural features worthy of protection and encourage increased on site open space compliance substantially above minimum requirements.

> **Working Group recommendation:** On October 13, 2016 the Working Group recommended the following paragraph:
>
> > "Encourage the expansion of EQCs beyond the minimum stream valley components by incorporating adjacent areas with natural features worthy of protection and encourage increased on site open space compliance above minimum requirements.."
>
> The previous bullet is a modification of the minor development element in the adopted Plan text that encourages expansion of EQC's beyond the minimum stream valley components and increased on site open space compliance at least 50% above minimum requirements. The removal of the quantifiable target for the open space would allow flexibility during the development review process. The staff recommendation that adds the word "substantially" would retain the order of magnitude more consistent with the adopted Plan.

- Encourage cluster development in areas that are planned for low development densities. Such cluster development should be designed to maximize the preservation of remaining natural resources in the area and to minimize impervious cover, thereby reducing stormwater runoff volumes while maximizing areas within which groundwater resources can be recharged; this would be of particular benefit in the portion of the Fairfax Center Area within which an aquifer recharge area has been identified.

- ~~Provide for the regional stormwater management ponds according to the Regional Stormwater Management Plan. Discourage the use of on-site stormwater management techniques in lieu of a regional alternative. In headwaters areas with suitable soils, infiltration techniques may be appropriate~~ Ensure that proposed new development and redevelopment provides onsite measures for water quality and quantity controls. Coordination of stormwater management controls among multiple development sites may also be effective in achieving stormwater management goals in an efficient manner. In some instances, new development may present an opportunity to contribute to one or more proposed projects noted in the watershed management plans.~~; and~~

- ~~Encourage cluster development and low development densities in stream valley headwaters.~~

- Environmentally-friendly stormwater design should be an integral design principle that is part of the conceptual stage of site development, recognizing that stormwater management measures may be phased with development. The stormwater design should first seek to minimize the effect of impervious cover, followed by the application of stormwater reuse, retention, detention, extended filtration and, where soils and infrastructure allow, infiltration to improve downstream waters. Coordination of stormwater management controls among multiple sites may also be effective in achieving stormwater management goals in an efficient manner. Stormwater management and water quality controls should be optimized for all future development projects consistent with the scale of such projects.

- Stormwater management and water quality controls for development and redevelopment should be designed to return water into the ground where soils are suitable or reuse it, where allowed. Stormwater quantity and quality control measures should be provided with the goal of reducing the total runoff volume and/or significantly delaying its entry into the stream system. In furtherance of stream protection and/or restoration through replication of

natural hydrologic conditions, the emphasis should be on LID techniques (also referred to as "green stormwater infrastructure") that evapotranspire water, filter water through vegetation and/or soil, return water into the ground or reuse it. LID techniques of stormwater management should also be incorporated into new and redesigned streets, as well as parking lots, where allowed and practicable.

- At a minimum for any application at the overlay level, stormwater management measures and/or downstream improvements should be pursued to optimize site-specific stormwater management and/or stream protection/restoration efforts, consistent with the adopted watershed management plan(s) that is/are applicable to the site. Such efforts should be designed to protect downstream receiving waters by reducing stormwater runoff volumes and peak flows from existing and proposed impervious surfaces to the maximum extent practicable, consistent with watershed plan goals.

Soils

Problem soils are found in much of the Fairfax Center Area. The eastern portion of the Fairfax Center Area contains rock formations in which naturally occurring fibrous asbestos may occur. Also, shrink-swell clays occur in the eastern and far western portions of the Fairfax Center Area. Development proposals should detail how these concerns will be mitigated. Highly erodible soils are also found adjacent to small tributaries on steep slopes. These conditions create constraints for development. Highly erodible soils and steep slopes along stream valleys make watershed preservation an essential concern.

Green Building Practices

Future development and redevelopment within the Fairfax Center Area should promote increased quality of life for the public and improve the quality of natural resources by employing sustainability and innovation in planning and design. The Policy Plan's Environment Section provides guidance for green building practices applicable to Suburban Centers and includes sustainable practices such as the achievement of the U.S. Green Building Council's Leadership in Energy Environmental Design (LEED) certification or equivalent third-party certification. Ensure that development proposals at the high end of the density/intensity range follow the guidance in the Policy Plan regarding such development."

Working Group recommendation for Green Building Practice: On October 13, 2016 the Working Group recommended the following paragraph as guidance for the Green Building Practices section:

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

The staff recommendation proposes to modify the working group recommendation as the Policy Plan Environment section provides more specific guidance pertaining to development at the high end of the density/intensity range (considered the upper 40% of the range between by-right development potential and the maximum Plan intensity) and development with an exceptional intensity or density (e.g., 90 percent or more of the maximum planned density or intensity).

HERITAGE RESOURCES

The Fairfax Center Area contains both known and potential heritage resources. A list of those heritage resources included in Fairfax County's Inventory of Historic Sites is listed on Figure 7~~11~~, and a map of those resources is shown in the Bull Run Planning District on Figure 55 and in the Fairfax Planning District on Figure 5. The Inventory is open-ended and continues to grow. For information about these and other historic sites, consult the Fairfax County Department of Planning and Zoning. Identified heritage resources include:

- Ox Hill Battlefield Park – The only remaining undeveloped land of the approximately 500 acres of farm, fields and woods where the Civil War Battle of Ox Hill, also known as the Battle of Chantilly, was fought.

- Woodaman House – c. 1790 farm house with log framing interior.

FIGURE 7~~11~~
INVENTORY OF HISTORIC SITES
FAIRFAX CENTER AREA
(Inventory as of 2015)

Name	**Location**	**~~Planning Sector~~Land/Sub-unit**	**Parcel Number**	**Date**
Ox Hill Battlefield ~~Memorial~~ Park	4134 West Ox Road, Fairfax	~~BR~~D4	46-3 ((1)) 28A, 31B, 32, 32A; 46-3 ((5)) 5, 6	1862, 1915
Woodaman House	12816 Westbrook Drive, Fairfax	~~BR7~~R2	55-2 ((3)) E2	c. 1790
Fairfax Villa Park	East of Shirley Gate Road between Lee Highway and Braddock Road, Fairfax	W2	56-4 ((6)) A, 39, 40, 41, 42, 87A; 57-3 ((1)) 1, 2; 57-3 ((7)) A1	c. 5000 BCE-Early 20th Century

* indicates demolition: potential remains for archaeological site.
N National Register of Historic Places
V Virginia Landmarks Register
H Historic Overlay District

~~Basic countywide heritage resource preservation policies are applicable throughout the Fairfax Center Area. Site designs that minimize the disturbance or destruction of significant~~

~~heritage resources are desired. In cases in which disturbance or destruction of such resources cannot be avoided, appropriate recovery and recording of the resources is an acceptable alternative.~~

~~In heritage resource sensitivity areas, it is expected that developers will determine the presence or absence of significant heritage resources and take appropriate preservation, recovery and recordation action in accordance with the countywide policies before development plans are approved.~~

Few historic buildings in the area have been formally documented. Reconnaissance surveys in 2016 identified several topics and properties for more thorough documentation. Heritage resource staff in the Department of Planning and Zoning should be contacted regarding resource identification and ongoing survey efforts as directed by the 1988 Heritage Resource Management Plan and the Comprehensive Plan Policy on Heritage Resources. There is the potential for additional heritage resources to be identified. The residential history of the area should be documented. Evaluation of potential resources should provide adequate information to determine if a property qualifies as an identified heritage resource.

The right-of-way for the pre-Civil War Manassas Gap Railroad transverses portions of ~~the O, P, U, and V~~ Land Units H, I, V and W. Where possible, visible manifestations of the railroad bed should be preserved or incorporated into development plans as scenic or historic amenities.

Several prehistoric archaeological resources have been located in the Difficult Run EQC and in the Fairfax Villa Park and should be avoided. Several of these resources are particularly vulnerable to public utility impact and should be evaluated. Appropriate archaeological study will be required if any of these sites are to be impacted.

There are several historic family cemeteries located within the Fairfax Center Area. Development plans must provide for their preservation in accordance with state and county statutes and ordinances. Other heritage resources including those protected by Historic Overlay Districts, or listed in the National Register of Historic Places or the Virginia Landmarks Register are also shown on Figure 7~~11~~, and may be identified in the text and recommendations section.

The Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register, the National Registers of Historic Places, and the county's Historic Overlay Districts promote the recognition of sites with historic, architectural and archaeological significance. Designation confers public recognition and can offer incentives for preservation to the property owner.

The county Inventory of Historic Sites includes properties which meet certain eligibility criteria and are officially designated by the county's History Commission. In addition to historic, architectural or archaeological significance, property that serves as a focus of community identity and pride may also be recognized. The benefits of designation include public recognition of the structure's significance and enhanced support for preservation. Owners of properties included in the Inventory may meet with the county's Architectural Review Board on a voluntary basis to review proposed changes to their properties. Project review and approval by the county's Architectural Review Board may be required in accordance with the guidance provided by the Policy Plan under Land Use Appendix 9 Residential Development Criteria 8 Heritage Resources.

The Virginia Landmarks Register and the National Register of Historic Places also officially recognize properties meeting specific criteria. Like the county Inventory, benefits of designation include public recognition and enhanced support for preservation. In addition, projects that are funded or sanctioned by federal government agencies may require review to determine if they will have any effect on properties listed in or eligible for listing in the National Register of Historic Places. Alternatives must be explored to avoid or reduce harm to the historic properties.

The county's Historic Overlay District is a zoning tool used to regulate proposed new construction and changes to existing structures in areas containing heritage resources to ensure compatibility with the resources. Site design, facades, demolition, and building materials must be reviewed and approved by the county's Architectural Review Board.

In those areas where significant heritage resources have been recorded, an effort should be made to preserve them for the benefit of present and future generations. If preservation is not feasible then the threatened resources should be thoroughly recorded and, in the case of archaeological resources, the data recovered in accordance with countywide policies.

Prior to any zoning action, heritage resource staff from the Department of Planning and Zoning should be consulted as to what architectural surveys are necessary to document any on-site cultural resources. Staff from the Cultural Resource Management and Protection Branch of the Park Authority should be consulted to develop a scope of work for any on-site archaeological surveys prior to any development or ground disturbing activity. Should architectural or archaeological resources be discovered that are potentially eligible for inclusion in the National Register, further survey and testing should occur to evaluate these resources as to their eligibility. If such resources are found to be eligible, mitigation measures should be developed that may include avoidance, documentation, data recovery excavation and interpretation.

PUBLIC FACILITIES

Existing public facilities located within the Fairfax Center Area and those to which a future need has already been identified are included in Figure 8~~12~~. Major expansions of existing facilities (with the exception of federal or state facilities) or uses of land that are distinctly different than the use of the public facility must be considered by the Planning Commission through provisions outlined in Section 15.2-2232 of the Code of Virginia. For these existing facilities minor expansions which are in keeping with the character of the facility may be considered in conformance with the Plan.

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

~~A number of~~ The following public facilities have been identified as future needs in the Fairfax Center Area. These projects are included for informational purposes and in most cases will require a 2232 Review public hearing before the county Planning Commission prior to being established. Those facilities for which a specific location for future construction has been identified are also listed in the land unit recommendations and are considered a feature of the Comprehensive Plan upon review by the Planning Director and concurrence by the Planning Commission. If such feature shown determination is made, these projects will not require a future 2232 Review public hearing. ~~The following public facilities are identified as future needs in the Fairfax Center Area:~~

~~FIGURE 12~~
~~FAIRFAX CENTER AREA~~
~~EXISTING PUBLIC FACILITIES~~

~~Land Unit~~	~~Schools~~	~~Libraries~~	~~Public Safety~~	~~Human Services~~	~~Public Utilities~~	~~Other Public Facilities~~
~~A~~			~~Fair Oaks Police and Fire Station Co. 2~~			
~~B~~					~~Sanitary Sewage Pumping Station~~	
~~J~~					~~FCWA Fair Oaks Pumping Station~~	
~~K~~					~~Sanitary Sewage Pumping Station~~	
~~M~~			~~Girls' Probation Home~~			
~~N~~			~~Animal Shelter, DVS West Ox Maintenance Facility, Fire Training, Police Heliport~~		~~I-66 Transfer Station, Recycling Drop-off Facility~~	~~*Former Camp 30 (VA) site~~ ~~*VDOT Maint. Yard~~
~~O~~	~~DixCenGato~~ ~~Eagle View Elem. school site~~		~~Fairfax Center Fire Station Co. 40 Site~~			
~~P~~			~~County Admin. Government Center, Herrity Building Community Development Center~~	~~Pennino Building Human Services Center, Mental Health Services – Admin., Mental Retardation Services Admin.~~	~~Sanitary Sewage Pumping Station~~	
~~Q~~				~~Adult Care Residence for Persons with Mental Illness~~		
~~V~~			~~Boys' Probation Home~~			

FIGURE 8
FAIRFAX CENTER AREA
EXISTING PUBLIC FACILITIES

Land Unit	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
A					FCWA Fair Oaks Pumping Station	
B			County Admin.-Government Center, Herrity Building Community Development Center	Pennino Building Human Services Center		
C			Fair Oaks Police and Fire Station Co. 2			
G			Animal Shelter, DVS West Ox Maintenance Facility, Fire Training, Police Heliport		I-66 Transfer Station, Recycling Drop-off Facility	WMATA Bus Operations Facility *VDOT Maint. Yard Virginia Police Headquarters, PSTOC
H	Eagle View Elem. school		Fairfax Center Fire Station Co. 40		Sanitary Sewage Pumping Station	
I					Sanitary Sewage Pumping Station	
J				Adult Care Residence for Persons with Mental Illness		
K					Sanitary Sewage Pumping Station	
N					Sanitary Sewage Pumping Station	
R			Girls' Probation Home			
W			Boys' Probation Home			

*Federal and state facilities are not subject to the 2232 review process.

~~5. *Federal and state facilities are not subject to the 2232 review process.~~

~~6. Construct a bus maintenance facility for the Fairfax Connector at West Ox Road north of the planned Fairfax County Parkway in Sub-unit N4.~~

~~2. Construct a fire and rescue station on the north side of Lee Highway at Legato Road in Sub-unit O1.~~

~~3. Expand the DVS West Ox Maintenance Facility in Sector BR7 to accommodate the collocation of DVS, Park Authority and Fire and Rescue vehicles and trailers.~~

1~~4~~. 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 in Sub-unit ~~M~~R2.

~~7. Expand the I-66 Solid Waste Transfer Station at its existing site on West Ox Road in Sub-unit N3 by providing an addition to the existing office building.~~

~~8. Implement the Regional Stormwater Management Plan by providing necessary stormwater detention ponds in this area.~~

~~9. Construct a police forensics facility and public safety operations center at the former state Camp 30 site at West Ox Road and Lee Highway.~~

2. 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.

3. Expand or improve the existing Police Heliport.

PARKS AND RECREATION

The Fairfax Center Area represents both an opportunity and a challenge ~~to create a new model~~ for ~~the provision of~~providing park and recreation facilities in an urban environment. The opportunity is to enhance the quality of life by locating these facilities in ~~those~~close proximity to the workplace as well as residences within a Suburban Center. The challenge is to institute cooperative public and private sector efforts to protect significant ecological and heritage resources and to provide a full range of facilities to accommodate the active and passive recreational needs of the community. Planning for places to ~~play~~recreate should therefore be a major priority in the development of the Fairfax Center Area.

~~The linear park along Monument Drive~~Existing local parks and publicly accessible open spaces, and the Environmental Quality Corridors radiating outward from the headwaters of several stream valleys within the Fairfax Center Area ~~should~~ form the backbone of the park~~a major greenway~~ system centrally located in the county. Major stream valleys within the Fairfax Center Area are Difficult Run, Big Rocky Run, and Little Rocky Run. Publicly accessible areas on public and private land, including trails and bikewavs, ~~The boundaries of the linear park along Monument Drive being developed by the private sector should be clearly delineated to show its relationship to others~~supplement the public park and recreation elements.

Continued d~~D~~evelopment of the Countywide Trail and Bikeway System ~~will eventually provide~~supports pedestrian and bike access from the Fairfax Center Area to several major Countywide and Regional Parks including Ellanor C. Lawrence Park in Centreville and Bull

Run, Hemlock Overlook and Fountainhead Parks on the Occoquan River. The p~~P~~rovision of safe pedestrian and bike crossing at major roads is therefore essential.

New residents, employees and visitors increase the need for park space and recreational facilities. Limited opportunities remain to add significant parkland in the Fairfax Center Area. Therefore to offset impacts to park resources and service levels, all development within the Fairfax Center Area should contribute to creating new parks, adding park facilities, constructing trails, protecting remaining natural areas as well as cultural features in this area. Natural and cultural resource impacts on parks must be mitigated through best practice design, protections, and restoration methods. Future development in this area should also be encouraged to achieve environmental reclamation of degraded EQCs and other sensitive features.

The Park Classification System adopted as a part of the Policy Plan outlines a hierarchy of park and recreation facilities which should be jointly developed by the public and private sector as follows. Figure 9 lists the parks within the Fairfax Center Area.

FIGURE 9
FAIRFAX CENTER AREA
EXISTING PUBLIC PARKS
(As of May 2016)

Local	District	Countywide	Resource-Based	Regional, State & Federal
Arrowhead	Poplar Tree		Ox Hill Battlefield	
Carney			Piney Branch S.V.	
Dixie Hill			Random Hills	
Fair Oaks				
Fair Ridge				
Fair Woods				
Greenbriar Commons				
Stringfellow				
Willow Pond				

~~Neighborhood~~ Local Parks

Public local parks in close proximity to residents are deficient in the Fairfax Center Area. On-site ~~Neighborhood P~~local park facilities should be provided as part of all planned residential development with an effort to connect to the broader park system within Fairfax Center Area through green infrastructure and trails. ~~In addition to the linear park along Monument Drive, other u~~Urban parks ~~in the form of plazas at major road intersections and other locations~~ are recommended, as outlined in Appendix 2 of the Parks and Recreation Element of the Policy Plan, as integral features of mixed-use and transit-oriented development in the Fairfax Center Area. These parks should ~~to~~ be developed and managed primarily by the private sector in accordance with the Urban Parks Framework with ~~. P~~planning and program support ~~should be provided by~~from public agencies. Private open space connectivity, such as that provided by Fair Lakes League, supplements the local park provision. Non-park public spaces, such as the Government Center grounds, are easily accessible to a large number of Fairfax Center Area residents, workers, and visitors who enjoy its landscaped areas, events and trail network. Its

central location and various features serve an important local park and community building function. As most residents in the area lack yards, the need for additional dog parks and areas for community gardens are particularly important deficiencies to address.

~~Community and~~ District Parks

~~Proposed sites for new and/or expanded Community Parks are identified in the text for specific land units. Land for these sites should be dedicated singularly, or in combination with other development or purchased by the county, to meet the aggregate needs of the service areas.~~

~~The mixed-use character of the Fairfax Center Area dictates provision of active recreation facilities to serve two major constituencies: 1) youth and families who have traditionally been targeted as primary users of community park facilities, and 2) the adult workforce who represent an increasingly large segment of outdoor recreation facility users.~~

~~A proposed Community Park should be sited in the eastern portion of the Fairfax Center Area and developed with athletic fields. Land dedication and facility development should be achieved through a combination of public and private funding. Sufficient land area should be dedicated to the Fairfax County Park Authority from all proposed development in this area. In addition to athletic fields, a diversified complement of other Community Park facilities should be developed and managed by the Fairfax County Park Authority on this site.~~

~~The 74-acre West Ox Road Park technically qualifies as a District Park by virtue of its size. Its central location and buffering by adjacent public facilities make West Ox Road Park an appropriate site to develop a complex of lighted athletic fields oriented to adult use. Development and operation of this park should be the responsibility of the Fairfax County Park Authority.~~

Several district parks serve the Fairfax Center area including Oak Marr Park, Patriot Park, Braddock Park, Willow Springs Park, Poplar Tree Park, and Greenbriar Park, These parks offer a RECenter, athletic field complexes, golf and driving range, mini-golf, picnic pavilions and other features that support broad recreational needs. In addition, athletic fields offering community use are provided in schools located within and on the perimeter of Fairfax Center Area. Penderbrook Golf Course, a privately operated facility, is open to the public.

Resource-Based Parks

Resource-based parks have significant cultural and natural resources. These parks support nature, horticulture and history programs, gardening, nature watching and appreciation of local, regional, state, and national history. Although located mostly on the perimeter of the Fairfax Center Area, extensive stream valley parks are part of the resource-based parks network. These stream valleys provide opportunities for increased connectivity, trails, nature enjoyment, habitat protection and interpretative features. Some resource-based parks may have separate areas designated for recreation purposes.

~~Countywide Parks~~

In addition to the stream valley parks~~ discussed above~~, ~~countywide-level park and recreation facilities include:~~

- Ox Hill Battlefield Park, the site of the Ox Hill Memorial Markers~~, should be administered by the Fairfax County Park Authority and developed to~~ and interpretive trail and features, is a significant cultural resource-based park that commemorates ~~this~~a major Civil War engagement.~~; and~~

~~• Penderbrook Golf Course, a privately operated facility open to the public.~~

TRAILS AND BICYCLE FACILITIES

Trails planned for this sector are delineated on the 1":4,000' Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Transportation. Trails in this sector are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

Bicycle Facilities for this sector are delineated on the 1":4000' Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

Coordinated walkway networks are essential and should be required of all development in the Fairfax Center Area. Comprehensive, coordinated walkway networks should be required for each site to provide full intra- and interparcel pedestrian circulation to and from all buildings, parking, recreational facilities, and to or through open space areas and stream valley parks. High volume and high speed roadway intersection control and design should accommodate pedestrians through the use of separate pedestrian grade-separated crossings, walkway incorporation into roadway grade separations, pedestrian activated signals and crosswalks. Local roadway networks that are designed to discourage automotive through travel should allow nonmotorized through travel via cul-de-sac connections. ~~Plazas should be located at the focal points of major commercial or high density residential developments where walkways converge.~~ Pedestrian circulation should be provided through and from parking lots, and to transit stops.

CORE AREA VISION

The planned extension of Metrorail to the Fairfax Center Area presents an opportunity to transform the auto-oriented, suburban-style character of the core area into an interconnected, urban-style, transit- and pedestrian-friendly place. Future replanning in the Suburban Center Core Area may be appropriate due to the future provision of mass transit, pending further transportation studies. In addition to meeting the areawide recommendations for the Fairfax Center Area, all development including redevelopment and infill development within the Suburban Center Core should include the following elements:

Land Use

- A transit-oriented core area will include a mixture of existing uses, such as the Fair Oaks Mall and the Government Center, along with the development of surface parking lots and the redevelopment of lower-intensity uses. To create a lively, transit-oriented place, the vision should be realized through a synergistic mixture of land uses and a coordinated design.

- Residential uses should be designed and located in a manner that reduces the traffic-related noise impact on such uses, as per county policy. Retail uses should be conveniently located in the ground floor of buildings in order to serve the residents and employees, animate the street, and promote pedestrian activity. The retail uses also should be located strategically

to take advantage of visibility and promote walkability, at such areas as prominent entryways, corridors, or public plazas. Residents, employees, and visitors should have convenient access to urban parks, open space, recreational space, and other services.

- If redevelopment includes individual development phases, a logical phasing plan should be part of any proposal to demonstrate how ultimate development at the greatest planned intensity will achieve Comprehensive Plan goals.

Urban Design

- The building orientation and site layout should contribute to connectivity, encourage walkability, and create a pedestrian-scaled environment.

- Block sizes should be compact with buildings located close to one another and aligned with and oriented to the street. A variety of building heights, massing, and articulation should be provided to create visual interest along the street and minimize sun shading of the street or adjacent parcels by tall structures. Loading areas, blank walls, and rear-facades should be treated in ways that do not detract from an urban street experience.

- Redevelopment and new development along the perimeter of the core should be inviting and designed to relate to the neighboring uses. Notable gateway features, such as public art, plazas, landscape features, or interesting architecture should be utilized to distinguish the core.

- Signage or other wayfinding devices should be incorporated as gateway features and installed as part of a comprehensive wayfinding plan to facilitate easy movement around the core. The architecture, landscaping, signage, and materials should establish unified design themes.

- Streetscapes should be animated and attractive through the usage of storefront windows with browsing areas, entrances, landscaping, plazas, unique paving materials, outdoor cafes, seating areas, and other street furniture or amenities.

Transportation

- The planned Metrorail extension to the core area is the key component of the new vision for the core area. This vision foresees the transformation of the core from its auto-oriented, suburban character into an inter-connected, urban, transit and pedestrian-friendly place. To facilitate this transition, any future redevelopment will need to balance new development with providing infrastructure and facilities for transit, pedestrians and bicycles in the core area. Focusing this new development around the Metrorail station is critical to promote the use of mass transit and the transformation of the core.

- Multimodal accessibility should be the primary component of any transportation analysis for a development plan. To enable this review, plans should identify opportunities to improve bike, pedestrian and transit accessibility to the site, and how connections into and within the core will be improved or enhanced to safely accommodate these modes. Vehicular and pedestrian conflicts at intersections should be identified, and the needs balanced and prioritized.

- Improvements to roadways, streetscapes, and intersections to the core area will be necessary with the development associated with the Metrorail Station. Access to and from the Metrorail station and within the core area should be facilitated with all development. These improvements should enhance multimodal connections and ensure safe facilities for

pedestrians, bicyclists, drivers, and transit riders. Sidewalks, bicycle lanes, or bicycle signage should be integrated into the transportation network in the core area.

- Roads that are privately owned and/or maintained may be a critical component of the transportation network in the core area. All roads, public and private, should be designed to provide mobility for vehicles, transit, pedestrians, and cyclists, where a need is identified.

- In addition to roadway improvements and enhancements to the pedestrian environment, other strategies to reduce vehicular trips should be employed. A Transit Demand Management program should be developed for the core area and implemented in order to reduce vehicular trips with any redevelopment.

- Redevelopment should continue to allow direct local bus access to and through the core to support the existing and planned local bus service that accesses the area. Facilities for the transit riders, such as shelters, real time information displays, bus bays, bicycle racks, or other related improvements, should be provided.

- Parking in the core should be consolidated into structures, under-ground or above ground, and integrated into the streetscape in order to minimize, if not eliminate, surface parking lots. On-street parking for retail should be integrated into developments. Structured parking should be located behind buildings or, if visible from the street, screened or treated in a manner that contributes to the visual appeal of the streetscape. If surface lots must be utilized, redesign and consolidation is encouraged to facilitate improved pedestrian connections within the core area. Creative approaches to reduce the amount of required parking provided, such as shared parking strategies or parking maximums should be considered.

Parks and Public Facilities

- A network and hierarchy of open spaces and urban parks should be established consistent with the recommendations of the county's Urban Parks Framework.

Environment

- Any expansion or substantial renovations of existing structures should incorporate green building features to a significant extent. Incorporation of green building features for existing buildings should be encouraged. "

Staff recommends the Comprehensive Plan be modified as shown below. Working Group recommendations that differ from the staff recommendation are shown within a text box.

REPLACE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through 9-20-2016, Land Use Plan Recommendations – The Overlay Level, pages 43-112:

"LAND USE PLAN RECOMMENDATIONS - THE OVERLAY LEVEL

LAND USE

The land use assignments and intensities at the overlay level and associated options represent the preferred level of development if the guidance outlined within the Areawide Recommendations is satisfied. The overlay level is based upon a single core concept. In this concept the core area contains the most intense mixed-use development, and includes Land Units A and B. This core area is located west of the Lee-Jackson Memorial Highway (Route 50)/Interstate 66 (I-66) interchange, south of Lee-Jackson Memorial Highway, and north of Government Center Parkway and Post Forest Drive. The core consists of the Fairfax County Government Center; Fairfax Corner; Fairfax Towne Center; Fair Oaks Mall and the adjacent office, hotel and commercial uses; residential uses; as well as plazas and open space.

In general, intensity of development at the overlay level diminishes with distance from the core area. The baseline level represents the minimum level of density/intensity in the implementation approach for the Fairfax Center Area. The overlay level recommendations encourage the Fairfax Center Area to develop into a major mixed-use center in the county. Concentrations of multifamily residential developments in proximity to areas of commercial activity are incorporated in the Plan. While the overlay level is the preferred development intensity, an applicant may choose to develop at a lesser intensity of development.

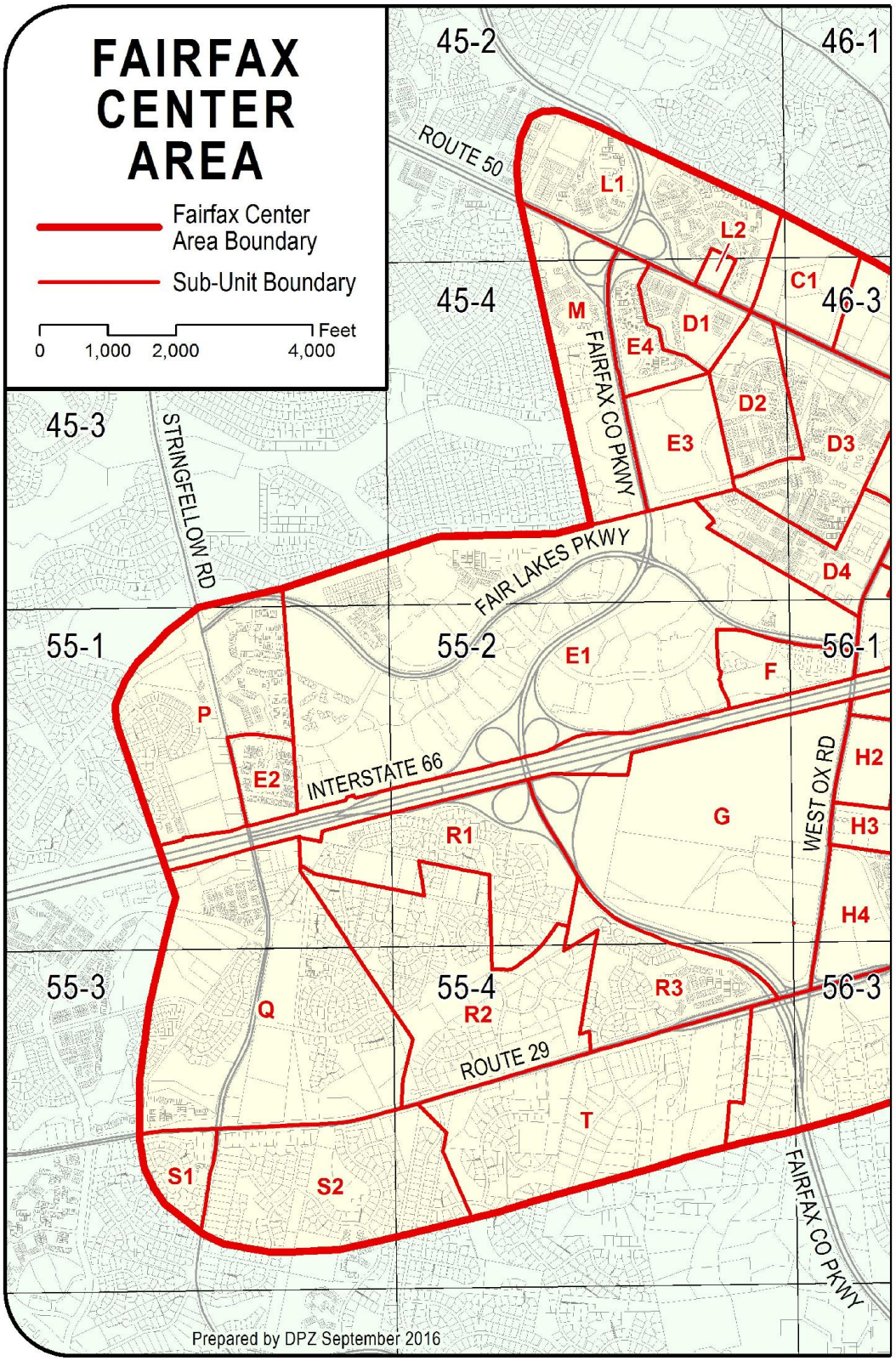
Land Use Recommendations - By Land Unit

The Fairfax Center Area is divided into land units as shown in Figure 10. The Plan text recommendations are presented on an individual land unit and sub-unit basis. The Plan text refers to the maximum intensity allowed with the overlay level or associated options, as well as other considerations for development within each land unit.

The following land use categories are utilized within the land unit recommendations to achieve the desired mix of uses within the Fairfax Center Area.

Office/mix: Predominantly office use with other associated commercial activities limited to those allowed in the county's Planned Development Commercial (PDC) zoning district with housing as the dominant secondary use. A 2 to 1 split between primary uses and residential uses is assumed and is the goal of the Plan for these areas.

Residential/mix: Predominantly residential use with supporting retail and service activities within the limits set forth in the county's Planned Development Housing (PDH) zoning district as the secondary uses. It is recommended that planned mixed uses be achieved via the county's P districts. If conventional zoning districts are used, the developer is expected to commit to a development plan which assures that Plan objectives are achieved.


FAIRFAX CENTER AREA
Fairfax Center Area Boundary
Sub-Unit Boundary
0 1,000 2,000 4,000 Feet
45-2
46-1
45-4
46-3
45-3
55-1
55-2
56-1
55-3
55-4
56-3
ROUTE 50
FAIRFAX CO PKWY
STRINGFELLOW RD
FAIR LAKES PKWY
INTERSTATE 66
WEST OX RD
ROUTE 29
L1
L2
C1
M
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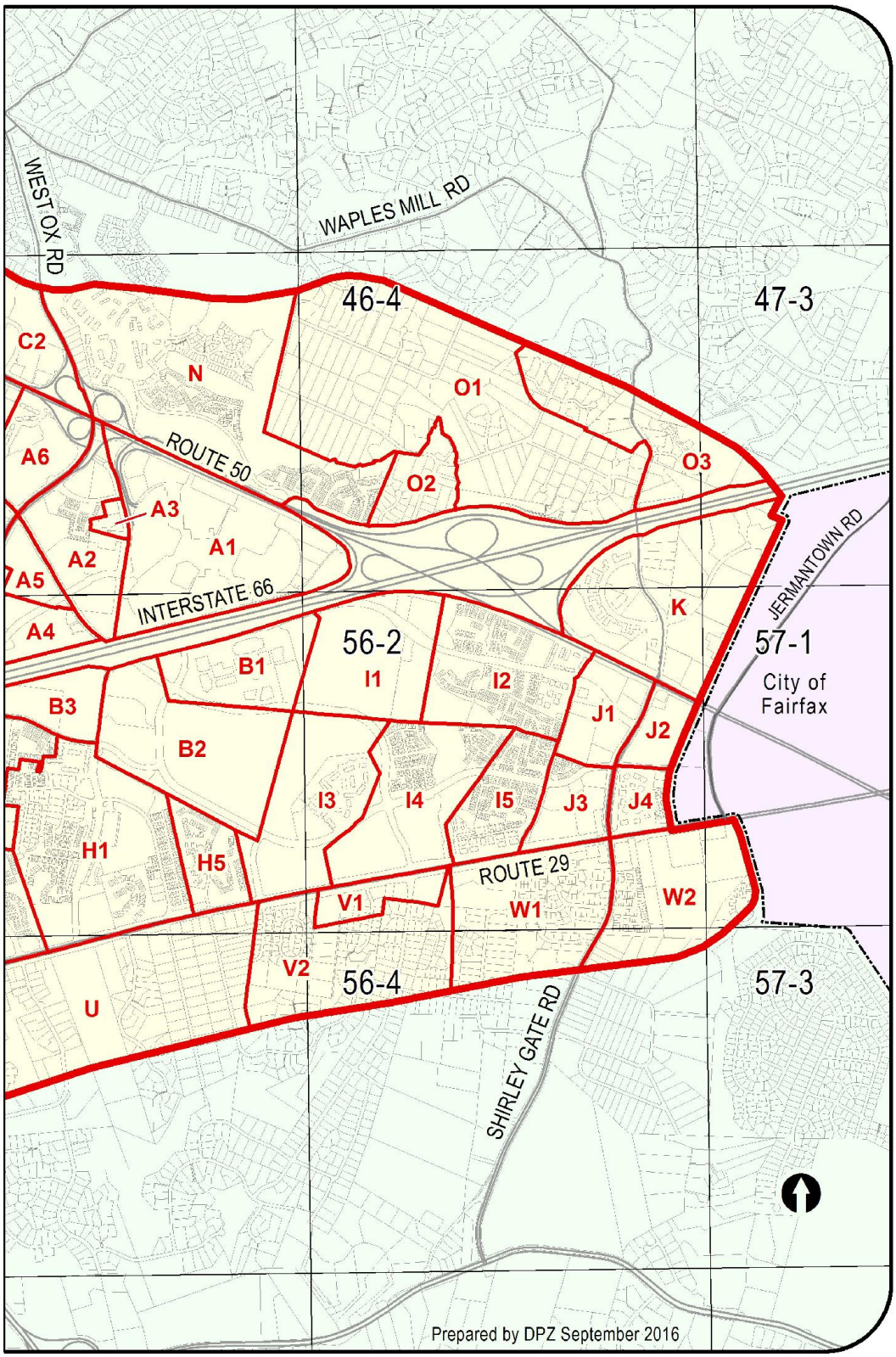
Prepared by DPZ September 2016


WEST OX RD
WAPLES MILL RD
46-4
47-3
C2
N
O1
ROUTE 50
A6
O2
O3
A3
A1
A2
A5
INTERSTATE 66
JERMANTOWN RD
K
A4
56-2
57-1
City of Fairfax
B1
I1
I2
B3
J1
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ROUTE 29
V1
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V2
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U
SHIRLEY GATE RD
Prepared by DPZ September 2016

FIGURE 10

SUBURBAN CENTER CORE AREA

General Development Conditions

As the primary mixed-use development in the area, the Suburban Center Core area should exemplify the overall planning philosophy of the Fairfax Center Area. The linear park along the north side of Monument Drive and urban plazas must be accommodated in development plans for the area. Development plans should also portray any future building and parking structure phasing that would result in the maximum allowable FAR. The highest quality of site and architectural design is expected for proposed development in this area. In addition, landscaping, lighting, and sign design should be well-integrated. A day-night activity cycle is recommended through a mixture of office, retail, hotel, entertainment, and housing opportunities.

LAND UNIT A

CHARACTER

This land unit is located west of the Lee-Jackson Memorial Highway /I-66 interchange and includes the Fair Oaks regional mall, Fair Lakes Promenade, Fairfax Towne Center, Centerpointe office development, and surrounding residential development.

RECOMMENDATIONS

Land Use

Sub-unit A1

Baseline: Mixed use up to .15 FAR
Overlay: Mixed use up to .65 FAR

Sub-unit A1 consists of approximately 133 acres and contains the Fair Oaks regional mall at its center and several office buildings and hotels around its perimeter. A Metrorail station is planned to be constructed along I-66 with a pedestrian connection to the sub-unit. Subject to adoption by the Board of Supervisors, a Bus Rapid Transit (BRT) system may be constructed as an interim or alternative transit mode. The BRT system, if deemed appropriate, would potentially extend westward toward the county line and potentially into Prince William County from the Vienna Metrorail station or points east. BRT is defined as a system operating in the median of I-66 in an exclusive lane, segregated from the public traffic on I-66. The system would be served by stations similar to Metrorail with bridge connections to adjacent parcels. Service would consist of larger buses such as articulated buses. BRT is a higher quality system than the express bus or bus priority system as recommended in the 2010 Virginia Department of Rail and Public Transit's (DRPT) I-66 Transit/Transit Demand Management (TDM) study.

Sub-unit A1 is planned at the overlay level up to 0.65 FAR overall. The 109.5-acre portion of the sub-unit that contains the Fair Oaks Mall property ("mall property"), as shown on Figure 11, is planned for residential, retail, hotel, and office uses at the overlay level, which equates to approximately 3.1 million square feet of development. The approximately 24-acre remainder of the sub-unit is planned for retail, hotel and office uses at the overlay

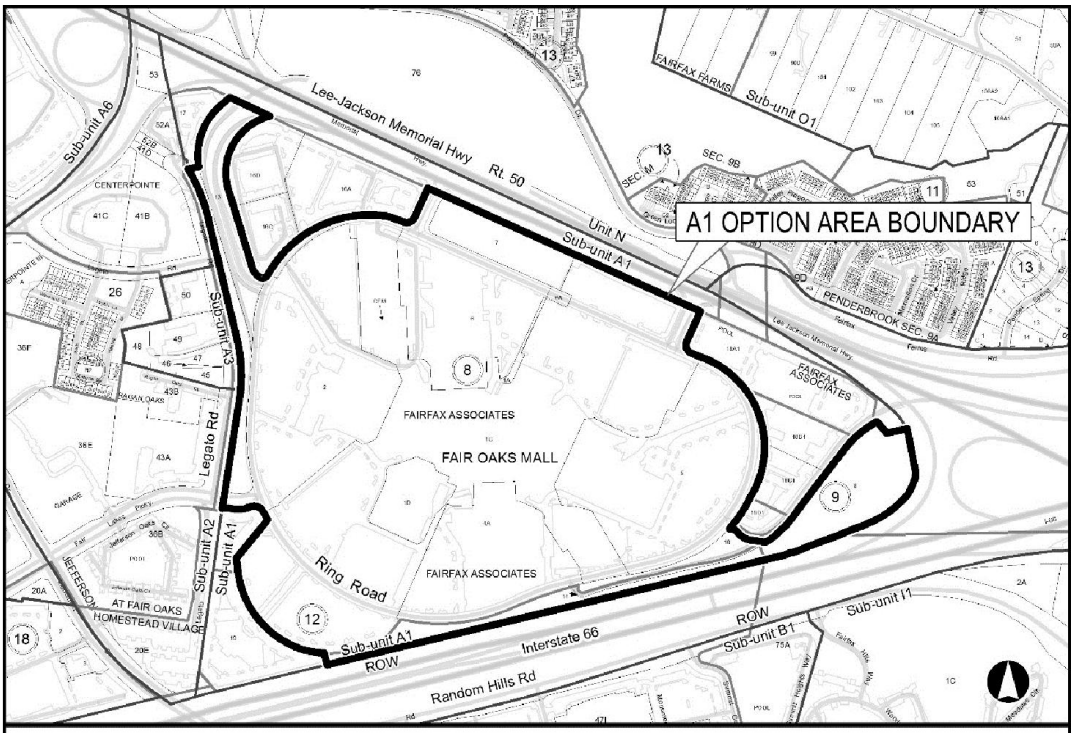


FIGURE 11

level. As an interim phase in the overlay level, the mall property is planned for retail and office uses up to an intensity of 0.50 FAR. Redevelopment at the interim phase should meet the development elements and the performance criteria recommended at the overlay level.

As options at the overlay level, development on the mall property may be increased up to 3.8 million square feet (an intensity of up to 0.80 FAR) subject to adoption and funding of a BRT system ("BRT Option") and increased up to 4.8 million square feet (an intensity of up to 1.0 FAR), subject to funding of the planned extension of Metrorail along I-66 in the vicinity of the mall ("Metrorail Option"). The majority of the development under the Metrorail Option should be concentrated near the planned transit station within approximately ¼ mile of the platform. As redevelopment occurs across the mall property, the cumulative total square feet should not prevent the potential for the most intense development from being located near the station.

While preserving the sub-unit's role as a regional retail center, redevelopment of the sub-unit and the mall property, in particular, presents an opportunity to transform the auto-oriented, suburban-style character of the sub-unit into an inter-connected, urban-style, transit and pedestrian-friendly place. In order to achieve this goal, the ultimate vision for redevelopment should be defined at the earliest phase of redevelopment through a conceptual circulation plan. The plan should ensure that any redevelopment works toward achieving the ultimate goal of an integrated, transit-oriented development. If redevelopment includes individual development phases, a logical phasing plan should be part of any redevelopment proposal to demonstrate how ultimate development at the greatest planned intensity will achieve Comprehensive Plan goals.

Circulation into, around, and through the mall property, connecting to land uses on the periphery of the mall property and outside the land unit, should be the primary component of conceptual plan. The central location of the mall in the sub-unit and its spoke-like design present a challenge for movement, particularly for pedestrians. The future vision should identify multi-modal corridors of movement and how connections will be improved or enhanced to safely accommodate pedestrians, bicyclists, and transit in the sub-unit. Vehicular and pedestrian conflicts at intersections should be identified, and the needs balanced or prioritized. The design should bring the internal activity and vibrancy of the mall outward to the surrounding streetscapes of the new development by extending mall corridors outward to the new roadways. The circulation pattern should be logical and cohesive and recognize that the most direct connection across the site will occur through the mall building.

The vision should be realized through a synergistic mixture of land uses and a coordinated design. The retail use in the mall may expand up to two million square feet under the overlay or overlay option levels. Initially, the mall's retail use should comprise the majority of the total development. As redevelopment occurs under the options on the mall property, the land use components should shift such that the mall square footage should become less of the total development, and the new development on the mall property at the Metrorail Option becomes the majority of the total square feet. Under the Metrorail Option, the residential component should be generally 30 percent of the total development, and the retail use of the mall should be generally 40 percent of the total development.

Residential uses should be designed and located in a manner that reduces the traffic-related noise impact on such uses, as per county policy. Retail uses, exclusive of the mall, should be conveniently located in the ground-floor of buildings in order to serve the residents and employees, animate the street, and promote pedestrian activity. The retail uses also should be located strategically to take advantage of visibility and promote walkability, at such areas as prominent entryways, corridors, or public plazas. Residents, employees, and visitors should have convenient access to urban parks, open space, recreational space, and other services. A network and hierarchy of open spaces and urban parks should be established per county policy.

The building orientation and site layout should contribute to the connectivity internal to the mall property, encourage walkability, and create a pedestrian-scaled environment. Block sizes should be compact with buildings located close to one another and aligned with and oriented to the street. A variety of building heights, massing, and articulation should be provided to create visual interest along the street and minimize sun shading of the street or adjacent parcels by tall structures. Loading areas, blank walls, and rear-facades should be treated in ways that do not detract from an urban street experience. Redevelopment along the perimeter of the mall property should be inviting and designed to relate to the neighboring uses. Entryways, including the Fair Lakes Parkway and the planned transit station, should contain notable gateway features, such as public art, plazas, landscape features, or interesting architecture to mark the threshold of the development. Signage or other wayfinding devices should be incorporated as gateways features and installed as part of a comprehensive wayfinding plan to facilitate easy movement around the property. The architecture, landscaping, signage, and materials should establish unified design themes at the earliest phase of development.

Improvements to roadways, streetscapes, and intersections may be phased as development builds out. These improvements should enhance non-motorized physical connections and to ensure safe usage for pedestrians, bicyclists, drivers, and transit riders of all ages and abilities. Sidewalks, bicycle lanes, or bicycle signage indicating that the road is shared with bicyclists should be constructed in accordance with the circulation plan as implemented

through the phasing plan. Streetscapes should be animated and attractive through the usage of storefront windows with browsing areas, entrances, landscaping, plazas, unique paving materials, outdoor cafes, seating areas, and other street furniture or amenities. Roads that are privately owned and/or maintained should be designed to provide mobility for vehicle, pedestrians, and cyclists. The ability of transit service to operate within the sub-unit should remain.

Parking should be consolidated into structures, under-ground or above ground, and integrated into the streetscape in order to minimize, if not eliminate, surface parking lots. On-street and underground parking with short-term on-street parking for the retail stores should be given preference over other forms of parking. Structured parking should be located behind buildings or, if visible from the street, screened or treated in a manner that contributes to the visual appeal of the streetscape. If surface lots must be utilized, redesign and consolidation is encouraged to accommodate space for trees and other landscaping features. Creative approaches to reduce the amount of required parking provided, such as shared parking strategies or parking maximums should be considered.

In anticipation of the transit station, the design and circulation on the mall property should promote connectivity throughout the mall property to the transit station. Redevelopment should provide a prominent connection from the station platform to the mall with the highest intensities located near the station platform and this connection. The connection should include street-level retail uses, cafes, or an urban park. A central plaza or park also may be a component of this linkage or located elsewhere on the site. This central feature should contribute to the distinct identity of the place and serve as a main attraction and foundation for a network of urban parks throughout the development. Facilities for the transit station users such as shelters, real time information displays, bus bays, bicycle racks, kiss and ride, or other related facilities and improvements, should be provided. When the BRT or Metrorail station becomes operational, the mall should provide a level of access through the building taking into account the operational aspects of the mall and the transit station. The mall will retain full control over its private property and may continue to enforce its access and other policies and rights.

Non-motorized connections into the sub-unit, across the Ring Road, and to the mall should be enhanced. The Ring Road is shown on Figure 11. Crossings of the Ring Road should be improved with pedestrian-activated signals and crosswalks at a minimum. Crosswalk design should alert drivers of the crossing and may include special paving materials and striping. Crossings should be complemented by a designated walkway to the mall building and should be designed with sufficient width to avoid conflict with vehicles. Above an intermediate level intensity of .25 FAR, the pedestrian pathway from Legato Road, where the north-south section of Legato Road meets the east-west section of Legato Road, should be improved to increase safety for the pedestrian and potentially accommodate bicyclists with any redevelopment. As an alternative, a new pedestrian connection from Legato Road to the crosswalk where the Lee-Jackson Memorial Highway ramps meet the Ring Road may be considered.

In addition, redevelopment above an intermediate level of .25 FAR should accommodate a safe pedestrian crossing from Fair Lakes Parkway, across the Ring Road, and to the mall. An extension of the sidewalks, from Legato Road along both sides of Fair Lakes Parkway is the preferred option. At a minimum, the sidewalk on at least one side of the Parkway should be extended to the Ring Road. However, if the preferred option cannot be immediately accommodated, then an interim option may be explored, involving an improvement to the existing pedestrian connection from Fair Lakes Parkway to the Ring Road, which aligns with the existing sidewalk to the mall. If neither of these options is feasible with development up to an intensity of .50 FAR, then another option, which

accomplishes the objective of a safe, signalized, pedestrian crossing at a crosswalk in the vicinity of the Fair Lakes Parkway and the Ring Road, may be considered as an interim improvement. Redevelopment above .50 FAR should improve the intersection of Fair Lakes Parkway and the Ring Road to facilitate safe pedestrian movement. Redevelopment also should consider the impacts on nearby roadways. Fair Lakes Parkway is considered the major western access, and this roadway is anticipated to continue to function as such for all modes of travel in the future. As a result, redevelopment at the earliest phase should study Fair Lakes Parkway from the Ring Road to West Ox Road to improve traffic operations, and pedestrian safety should be balanced with vehicular needs. Furthermore, above the .50 FAR, evaluation, including a weave analysis, should be conducted for both right-in and right-out ramps on eastbound Lee-Jackson Memorial Highway at Fair Oaks Mall to the westbound and eastbound I-66 on-ramps. This movement should be monitored and potentially mitigated as development exceeds .50 FAR and builds-out to the 1.0 FAR. The operations of each Lee-Jackson Memorial Highway and Ring Road intersection also should avoid queuing onto Lee-Jackson Memorial Highway for any redevelopment.

Redevelopment above the .65 FAR should be predicated on at least one new vehicular connection into the sub-unit. In preparation for this connection(s), any redevelopment that interacts with or impedes the landing area of the potential connection(s) should include an evaluation of the feasibility of the extensions of 1) the east-west section of Legato Road to the Ring Road; and 2) Government Center Parkway across I-66 to the Ring Road. The study should consist of the preliminary design and/or conceptual engineering, (as appropriate depending on where and what level of development is proposed), the overall site concept, the interface of development with the extension, the connection into the Ring Road, and the safe accommodation of transit, pedestrians, and bicyclists. The connections should integrate into the circulation plan for the property, and the extension of Government Center Parkway should complement and not interfere with the location of the transit station. The Government Center Parkway extension should be considered a regional and a local improvement and would require both public and private investment. The addition of this improvement to the Fairfax Center Area Road Fund listed improvements should be considered, if the study deems the improvement feasible.

If the Government Center Parkway extension is not feasible, a pedestrian bridge from the mall property to Sub-unit B1 should be considered as part of a transit system improvement as a connection for pedestrians across I-66. A pedestrian bridge would not satisfy the need for a new vehicular connection elsewhere, such as Legato Road. The bridge should not interfere with the location of the transit station and should integrate into the circulation plan for the property. The study of the bridge should take into account the timing of the construction of the BRT or the Metrorail station, which may serve a similar purpose and deem the bridge unnecessary. The addition of this improvement to the Fairfax Center Area Road Fund listed improvements should be considered.

In addition to roadway improvements and enhancements to the pedestrian environment, other strategies to reduce vehicular trips should be employed. A Transit Demand Management program should be developed and implemented in order to reduce vehicular trips with any redevelopment. Overall trip reductions with redevelopment above an intermediate level of .25 FAR must be at least 16%. The overall trip reductions under the BRT Option and the Metrorail Option should be 21% and 30%, respectively. The Virginia Department of Rail and Public Transit has recommended a bus priority system along the I-66 corridor as short-term transit improvement. A TDM measure could include a contribution to the bus priority system or other measures to encourage the use of the bus priority system.

Redevelopment on the mall property also should continue to allow direct local bus access to and through the site to support the existing and planned local bus service that accesses the sub-unit. On-site facilities should be improved by constructing an enhanced transit stop to serve the local bus services. The transit stop should be located as close as possible to existing or future development in a convenient and accessible area. Facilities for the transit riders, such as shelters, real time information displays, bus bays, bicycle racks, or other related improvements, should be provided. The enhanced transit stop should be incorporated into the phasing plan that will be established in the initial phases of redevelopment.

Any redevelopment also should address impacts to other county priorities. Redevelopment should provide affordable and workforce housing through compliance with the Affordable Dwelling Unit Ordinance and other county policies. For proposals that exceed the overlay levels, any redevelopment should exceed the recommendations of the overlay level in regards to affordable and workforce housing. For example, the total percentage of affordable housing, both Affordable Dwelling Units plus Workforce Dwelling Units may exceed the county policy of 12% plus applicable bonus density. Furthermore, any new nonresidential development at the overlay option levels should also make a per-square foot financial contribution to the Fairfax County Housing Trust Fund that will be used to create affordable and workforce housing opportunities. The amount and period of time should be determined at the time of rezoning development review. If nonresidential floor area is achieved through a bonus for providing affordable and workforce dwelling units, the bonus floor area should not be included when calculating the contribution amount. Ground level retail located in office, hotel, and residential buildings should also not be included when calculating the contribution amount.

Any redevelopment should incorporate green building practices and energy conservation, water conservation, and stormwater management measures in new buildings as per county policy within designated activity centers. New development should commit to county policy on green building, including certification through established green building rating systems, such as Leadership in Energy and Environmental Design program or other equivalent programs with third party certification. Any expansion or substantial renovations of the existing structure should incorporate green building features to a significant extent. Incorporation of green building features for the existing mall building should be encouraged. Redevelopment should reduce impervious surface, achieve better control over stormwater runoff, and minimize or eliminate downstream degradation to the streams in the area. Low Impact Development practices of stormwater management (e.g., bioretention facilities; vegetated swales) should be utilized towards this end. Any redevelopment above the 0.65 FAR should include exceptional commitments that exceed the county policy for stormwater management and green building.

Any redevelopment also should address the impacts of the development on surrounding parks, recreation facilities, and schools. A contribution to the construction of new athletic fields and/or upgrading existing fields at parks within the service area, the construction of master planned park facilities, and the replacement or improvement of aging park facilities at nearby parks should be made when the overlay options are implemented. The impact to schools by the residential uses that are included in the overlay and the overlay options should be mitigated at each phase of development.

Sub-unit A2

Baseline: Residential use at 5 dwelling units per acre; office use up to .25 FAR
Overlay: Office mixed use up to 1.0 FAR

This sub-unit is planned for office mixed-use at an FAR of 1.0 at the overlay level and is developed with a mix of office, residential, and hotel uses. All development plans included provisions for a linear-park along the north side of Monument Drive. As an option at the overlay level, a total of 402,000 square feet of multifamily residential use is developed on Tax Map Parcel 46-3((1)) 36E, including a small integrated component of neighborhood-serving ground-floor retail. These uses were considered under the following conditions:

- Provide high-quality urban architectural and landscaping design to create a signature development on this very visible corner site.

- Development should take the form of high-density residential use. A majority of the units should be one-bedroom or efficiency units to minimize the impacts on schools.

- A contribution should be made to the county's low and moderate-income housing goals through an appropriate proffer for Affordable Dwelling Units (based on the prevailing Ordinance requirements at the time of Site Plan approval) or a combination of Affordable Dwelling Units and a contribution to the Housing Trust Fund.

- Provide the required parking for residents in structures. Provide convenient parking for visitors and customers of any proposed retail use onsite.

- Articulate the facades in order to reduce the appearance of the building mass.

- Provide a linear park along the east side of Monument Drive to encourage pedestrians to walk to nearby shopping, restaurants, movie theatres and workplaces. The linear park should meet the following conditions:

    1) Subject to approval of the Virginia Department of Transportation, remove the existing sidewalk in order to provide a single trail with improved landscaping, including street trees.

    2) Street trees should measure 3 inch caliper at a minimum.

    3) The width of the linear park should be a minimum distance of 20 feet.

    4) At least one major plaza should be provided as a public gathering place.

    5) To take advantage of the articulation of the buildings, additional small courtyards along Monument Drive should be provided, to include landscaping and benches.

    6) The intersection of Monument Drive and Fair Lakes Parkway is a major focal point in Land Unit A. The corner should be feature a special treatment that is visually pleasing to both pedestrians and drivers. Special features, such as landscaping with a fountain, public art, an outdoor clock or appropriate architectural treatment(s) are encouraged to help define the corner site.

- Ensure that street trees are provided along Fair Lakes Parkway, relocating existing trees or replacing street trees lost during development as recommended by the county.

- Provide buffering and screening between the residential use and adjacent office and/or parking structures and lots.

Sub-unit A3

Baseline: Institutional use up to .15 FAR; office use up to .25 FAR
Overlay: Office use up to 1.0 FAR

The church that currently occupies this area is a viable land use within the context of the Plan. Expanding the church on-site up to .50 FAR may be appropriate under the following conditions:

- Design the institutional complex so that the buildings (including the parking structure) are coordinated in terms of landscaping, architecture, building materials, and pedestrian and vehicular access.

- Provide most, if not all, of the parking in a structure;

- Mitigate any negative impacts on the adjacent residential use that are the result of expanding the institutional use. Provide enhanced landscaping, buffering and screening between the institutional and residential uses to provide effective year-round screening between the uses. Landscaping should be installed during any redevelopment and maintained to ensure adequate height and coverage of vegetation throughout each development phase. Architectural treatments and enhanced landscaping for structured parking are encouraged to lessen the visual impact of the structure on the adjacent residential use.

- Coordinated development with adjacent development in Sub-unit A2 is encouraged, if feasible, to provide a second point of access to Sub-unit A3 and continuous pedestrian facilities on-site.

High-quality office use may be considered up to 1.0 FAR at the overlay level, comparable to that found in the adjacent Sub-unit A2, under the following conditions:

- Provide site and building design that mitigates the negative impacts of office use on the adjacent residential use, including, but not limited to, landscaping, buffering, and screening.

- Provide pedestrian facilities and landscaping on the frontage along Legato Road.

- Coordinated development with adjacent development in Sub-unit A2 is encouraged, if feasible, to provide a second point of access to Sub-unit A3 and continuous pedestrian facilities on-site.

As an option at the overlay level, multifamily residential use up to 1.25 FAR may be considered if the applicable conditions for the overlay level are met. High quality, urban-style architecture, landscaping, and site design should be provided including publicly accessible urban park spaces and streetscape consistent with the development to the west along Legato Road. Architectural treatments and enhanced buffering and landscaping are strongly encouraged to lessen the visual impact of the buildings, including structured parking facilities, on the adjacent residential use. Construction of or contribution to pedestrian enhancements should be made on the Legato Road frontage along the eastern side of the sub-unit to improve connectivity to the Fair Oaks Mall and future planned transit station in Sub-unit A1 with any redevelopment.

Sub-unit A4

Baseline: Residential use at 8 dwelling units per acre
Overlay: Office mixed use up to .50 FAR

This sub-unit is planned for office mixed-use at .50 FAR. As an option, notwithstanding the .50 FAR office mixed use recommendation, approximately 125,000 gross square feet of retail/commercial use with a maximum of three additional free standing commercial uses is planned for and developed south of Fair Lakes Parkway, subject to the following conditions:

- The highest quality of site and architectural design is provided;
- Landscaping, lighting, and site design are well-integrated;
- An urban plaza is accommodated;
- Tax Map Parcels 56-1((18))1, 2, 3, and 4 are consolidated;
- A design which integrates free-standing uses results in a pedestrian-friendly environment. Drive-thru restaurants are not appropriate; and
- Berming and/or landscaping along Fair Lakes Parkway, I-66 and West Ox Road should reflect the high standards envisioned for Fairfax Center and continue the parkway-like landscaping along these arterials. Parking lot landscaping should exceed Zoning Ordinance requirements by an amount which will demonstrably mitigate the visual impact of surface parking and thereby further the high quality design objective. Hardy, major shade trees with a minimum 3" caliper should be planted.

As an alternative to the approved office development, commercial use is planned for and developed between the Fair Oaks Gables apartments and Fair Lakes Parkway (Tax Map Parcel 56-1((1))15C). A single use is preferred, but two uses may be provided if the scale of the use and the activities involved can be demonstrated to be compatible with the adjacent residential community. Commercial use is not planned to exceed a total of 10,000 gross square feet. Compatibility can be demonstrated by:

- Providing a high quality site and architectural design;
- Designing a development plan with well-integrated landscaping, and lighting;
- Buffering the commercial use along the northern part of the parcel with an ample screen of existing mature trees supplemented with additional vegetation to buffer the adjacent residential community;
- Minimizing adverse impacts on the residential area (including, but not limited to, those caused by extended hours of operation, noise or lights); and
- Landscaping the perimeter of the site with the same high quality treatment as that which is recommended south of Fair Lakes Parkway.

Sub-unit A5

Baseline: Residential use at 2 dwelling units per acre
Overlay: Office mixed use up to .50 FAR

This sub-unit is planned for office mixed-use development at .50 FAR at the overlay level and is developed with multifamily residential use as a component of the office mixed-use development located in Sub-unit A2.

Sub-unit A6

Baseline: Residential use at 2 dwelling units per acre
Overlay: Office mixed use up to .45 FAR

This sub-unit is planned for office mixed-use development at the overlay level. This sub-unit represents a transition between the mixed-use Suburban Center core area to the east and the non-core area to the west and south. Excellence in site planning and design is expected of any development in this sub-unit, particularly since the unit occupies such a highly visible location. As an option at the overlay level, residential, office, hotel, and/or retail/commercial mixed-use redevelopment may be appropriate up to an intensity of 0.8 FAR on Tax Map Parcel 46-3((1))24A. Redevelopment should become a focal point for the area, designed as a pedestrian-oriented, mixed-use town center that is more urban in character. Surface parking lots should be infilled with mixed-use development, well-connected urban parks, and structured parking. High quality design and landscaping should be employed to mitigate impacts on the adjacent residential use. Safe and efficient pedestrian connections should be provided to link the mix of uses in this sub-unit. The following conditions should be met to implement this option:

- A coordinated development plan should be provided that defines both the ultimate vision and any phasing of the redevelopment. All phases should incorporate enhancements to the pedestrian environment for residents, visitors and workers.

- Higher intensities should be generally clustered on the northeastern portion of the subunit and along West Ox Road to consolidate the mixed use area and minimize visual impacts to the adjacent residential neighborhoods to the west, to the extent possible. New development should articulate building heights and massing to respond to the scale of adjacent uses and provide a gradual transition in height toward the residential areas to the west.

- The land area currently used for parking at the western end of the shopping center plaza may be appropriate for residential development with 10,000 to 20,000 square feet of retail use integrated into the development on the first floor facing the shopping center plaza. The residential development should not exceed four stories.

- Building articulation of the new development, including ground floor use and design, should utilize distinct architectural treatment and avoid large, monotonous areas of building wall as much as possible. Building frontage should typically follow new interior street geometry. In addition, attention should be paid to improving the street edge along West Ox Road, which should complement the development on the opposite side of the roadway through building orientation and placement, and high quality building design and landscaping. Small, individual pad sites and drive-through uses should be discouraged.

- Smaller, more walkable blocks; enhanced transit stop(s) serving the site and pedestrian connections to and from the stop(s); and comfortable and convenient connections to usable open space areas, between buildings, and pedestrian facilities on all internal streets are encouraged to improve the pedestrian environment.

- A network of well-connected, usable public spaces should be provided in accordance with the Urban Parks Framework. Plazas and open spaces should be designed to function as public places for people to gather and linger. The existing central plaza and the linear park along Monument Drive should be enhanced and form the basis for the network. The central plaza should be highly visible as you enter the site from West Ox Road, designed for optimal use, and complemented by the building design and land uses surrounding it. The plaza should be supported by secondary open space areas that are distributed throughout the site, including the linear park along Monument Drive.

- The development should address the increased need for recreation facilities to serve future residents and office workers by providing convenient access to active recreation facilities and/or through a contribution to the Park Authority for the construction or improvement of nearby offsite recreation facilities that will be impacted.

- A well-connected trail and sidewalk system should be incorporated into the design that promotes walkability and bike-ability internally as well as connections to the surrounding areas. Special attention should be given to improving the safety of the crossing at West Ox Road and Legato Road for pedestrians.

- Any remaining surface parking lots are expected to provide continuous, attractive and safe pedestrian routes through them, as part of an overall circulation plan. Additional landscaping should be provided in the remaining surface parking to improve and coordinate connections through parking areas.

- Automobile circulation should be improved within the site through the establishment of a grid of streets and at access points by promoting the usage of the Monument Drive entrance through design and signage. This should be balanced by the need to encourage pedestrian activity.

Transportation

Enhanced pedestrian and bicycle connectivity should be provided within Land Unit A, such as between the existing West Ox Road–Lee-Jackson Memorial Highway interchange overpass sidewalk, the Legato Road cul-de-sac, existing Legato Road sidewalk, and the Fair Oaks Mall western pedestrian entrance/crosswalk. A direct pedestrian connection across Legato Road should be provided to enhance the connectivity from Ragan Oaks residential development to the Fair Oaks Mall western pedestrian entrance/crosswalk.

LAND UNIT B

CHARACTER

This land unit is located north of Government Center Parkway and Post Forest Drive, east of West Ox Road, south of I-66 and west of Land Unit I. This land unit contains the Fairfax County Government Center, Fairfax Corner, and multifamily residential development along Post Forest Drive. Transit improvements that are proposed for the area adjacent to I-66 include a Metrorail station and a park-and-ride facility. Potential facilities could also include express bus and kiss-and-ride facilities.

RECOMMENDATIONS

Land Use

Sub-unit B1

Baseline: Office use up to .25 FAR
Overlay: Office mixed use up to .35 FAR; 300-room hotel use

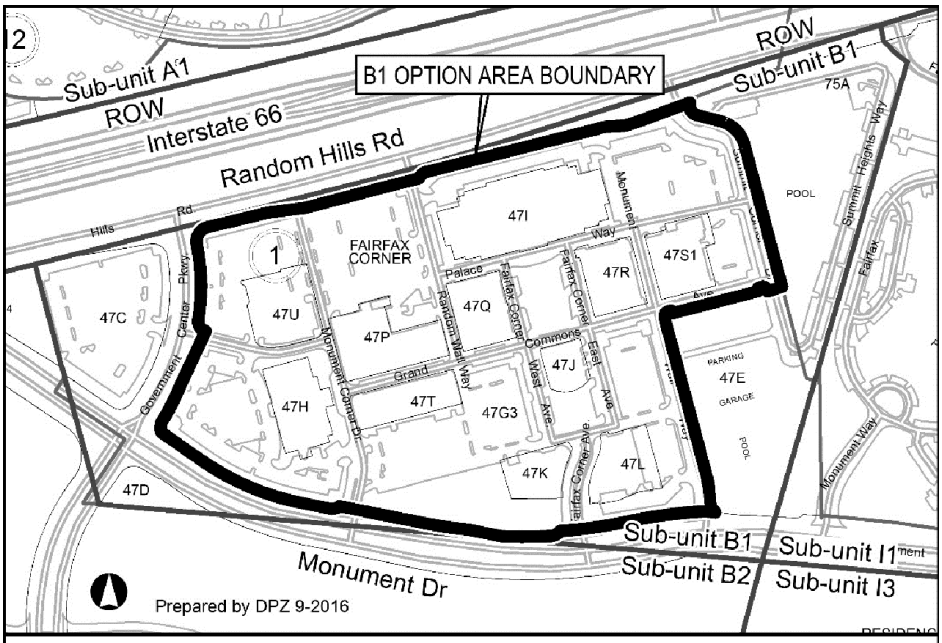
This sub-unit is planned for office mixed-use development at an intensity of .35 FAR at the overlay level, with a mixture of uses including office, residential, hotel, entertainment, recreation, and support retail.

In order to develop this sub-unit at the overlay level, the following conditions should be met:

- Mitigation of noise impacts from I-66;
- Office development orientation to I-66;
- Housing development orientation to the EQC;
- Potential sharing of amenities with the Fairfax County Government Center;
- Mitigation of potential negative traffic impacts on surrounding areas;
- Mitigation of impacts on the adjacent, existing residential neighborhoods;
- Provision of pedestrian access throughout the site particularly along the north side of Monument Drive;
- Primary access should be from Monument Drive;
- Linkage to the Fairfax Center core area on the north side of I-66 via Monument Drive bridge; and
- Roadway connections should be provided between Random Hills Road and Monument Drive through Sub-unit B1.

This sub-unit contains the Fairfax Corner development, which is developed with office, retail and residential uses.

As an option at the overlay level, additional mixed-use development may be appropriate for Sub-unit B1, which has been developed as the Fairfax Corner mixed-use core area. Specifically, the 32-acre area shown in Figure 12 (bounded by Random Hills Road to the north, Government Center Parkway to the west, Monument Drive to the south, and Summit Corner Drive to the east, excluding the Camden Fairfax Corner development (Tax Map Parcel 56-1 ((1))47E and Tax Map Parcel 56-2 ((1))75A)) is planned for mixed-use



Overlay level option area within Sub-unit B1

FIGURE 12

development at .50 to 1.0 FAR, to encourage additional mixed-use development that will refine and enhance this core area of Fairfax Corner.

Intensity between .50 FAR and up to 1.0 FAR for this area may be appropriate provided that applicable areawide recommendations of the Fairfax Center Area are addressed, along with the following additional conditions:

- Any residential development under this option will be deemed to be the high end of the Plan density range for affordable housing calculations. The provision of workforce housing to accommodate the needs of individuals or families making from 70 to 120 percent of the county's median income is encouraged.

<u>Design</u>

- To accommodate additional development at Fairfax Corner it will be necessary to redevelop surface parking lots. Parking should be provided in structures and/or underground to the maximum extent possible. Ground floor uses should be incorporated into the structures where possible. Where the structures are visible, architectural treatments should be used to minimize the visual impact on the surrounding uses;

- Open space and recreation areas should be provided to help meet the recreation needs of residents and others. These may include urban parks, plazas, courtyards, athletic courts, or tot lots; and

- A high-quality pedestrian-oriented environment should be maintained, including sidewalks and trails that safely connect the land uses within the site and to the

surrounding area. These pedestrian pathways should be part of an overall circulation plan and should connect to a future transit facility site along Random Hills Road.

Transportation

- Traffic impacts on the surrounding road network and existing access points should be mitigated;
- A Transportation Demand Management program should be implemented;
- A Metrorail station is planned adjacent to the site in the median of I-66, with pedestrian access to both Fairfax Corner and to the Fair Oaks Mall area. Future development under this option should be designed in a way that facilitates pedestrian, bus and vehicular connections to a future Metrorail station and other transit facilities along Random Hills Road.
- Improved bus service and/or bus shelters may be needed to serve the additional residential, office, retail and hotel uses.

Sub-unit B2

Baseline: Office use up to .25 FAR; public facilities
Overlay: Office mixed use up to .35 FAR; public facilities

This sub-unit contains the Fairfax County Government Center Complex. Together with Land Unit F and Sub-unit I3 this sub-unit is planned for office-mixed-use and the overall intensity should not exceed .35 FAR. Land Unit F was originally a non-contiguous portion of the Government Center tract planned for office mixed-use at a maximum intensity of .45 FAR as part of a unified development with the rest of the tract in Sub-units B2 and I3. The .45 FAR intensity of development in Land Unit F is compensated for by a commensurate reduction in square footage in Sub-units B2 and I3-for an overall FAR of .35.

Buffering measures should be incorporated to mitigate potential impacts on adjacent residential communities. Pedestrian linkages to the Fairfax Center core area are essential to the achievement of the objectives of the Plan. The grounds around the Government Center function as a park with open lawns, benches, stream valleys, and an extensive trail network. Additional park amenities and trail connections to serve health and wellness needs should be considered.

Sub-unit B3

Baseline: Residential use at 8 dwelling units per acre
Overlay: Residential use at 20 dwelling units per acre

This sub-unit is planned for and developed with multifamily residential use at 20 dwelling units per acre.

SUBURBAN CENTER NON-CORE AREAS

LAND UNIT C

CHARACTER

This land unit is located in the northwest quadrant of West Ox Road and Lee-Jackson Memorial Highway. It extends northward toward Ox Hill Road and westward to Alder Woods Drive. The land unit contains the Fifty West Corporate Center, the Fair Oaks Police and Fire Station, the Pender Professional Center, Pender Village Center, and an electrical substation.

RECOMMENDATIONS

Land Use

Sub-unit C1

Baseline: Residential use at 2 dwelling units per acre
Overlay: Office, retail, and institutional uses up to .25 FAR

This sub-unit contains the Dominion Virginia Power substation and transmission lines, as well as a church, retail center, and office use. The sub-unit is planned for low intensity office, retail and institutional use not to exceed .25 FAR at the overlay level, with the exception of Tax Map Parcel 46-3 ((1)) 15B, the electrical substation and transmission lines, which is planned exclusively for public facilities use except as otherwise stated below. It is important that this mix of uses be coordinated and integrated in a quality design. Development should provide substantial, vegetated open space buffers to the north and west, including the preservation of existing trees, in order to protect the existing residential use adjacent to this sub-unit. Buffers should be no less than 125 feet along the northern property line and no less than 50 feet along the western side of the property (north of Tax Map Parcel 45-4((1))9). Development of the sub-unit was subject to the following conditions:

- Retail development is limited to the front portion of the parcel, in front of the existing office building and adjacent to Lee-Jackson Memorial Highway, and should include a grocery store;

- New office development behind the existing office building should be compatible in scale and architectural treatment with surrounding development, and should be buffered/screened from the electrical substation;

- Limited parking and vehicular access for use by the sub-unit may be located on Tax Map Parcel 46-3((1))15B if substantial landscaping and/or screening of the substation is provided. Said landscaping and screening should be designed to permit vehicles to access the substation through Parcel 15B and should not preclude parking related to the substation;

- Free-standing pad sites should be limited to no more than one and should include no fast food establishments to limit traffic generation;

- Principal access should be from Fair Ridge Drive with secondary right-turn in/out access to Lee-Jackson Memorial Highway considered only with VDOT approval. There should be no vehicular connection to Alder Woods Drive; and,

- Development should be set back at least 40 feet and an attractive streetscape, including substantial landscaping, should be provided along Lee-Jackson Memorial Highway.

Residential use at 8-12 dwelling units per acre may be considered as an optional use to the planned office use on Tax Map Parcels 46-3((1))15A1 and 15C under the following conditions:

- The site design should successfully integrate the additional residential component with the non-residential uses, considering such features as physical connections, plaza or park spaces, and building layout.

- The scale and architectural treatment should be compatible with surrounding development in the sub-unit.

- Development should provide substantial year-round vegetated buffers to the north and west, including the preservation of existing trees, in order to protect the existing residential use adjacent to this sub-unit, as well as year-round vegetated buffering and screening to the electrical substation to the east.

- If the development is phased, a master plan for the site should be established with any redevelopment and supporting amenities and infrastructure should be provided at the earliest phase.

- In support of parks and recreation objectives, impacts on park resources and service levels should be offset through monetary and/or land contributions to the Park Authority. Development should further mitigate natural and cultural resource impacts on parks through best practice design, protections, and restoration methods. Pedestrian connectivity across Sub-Unit C1 should be promoted from the existing trail in Sub-unit C2 to the existing trail network in Sub-unit L1.

- Ground floor retail use may be appropriate in the existing office building on Parcel 15C.

Sub-unit C2

Baseline: Residential use at 2 dwelling units per acre
Overlay: Office use up to .25 FAR

This sub-unit is planned for low intensity office use at .25 FAR at the overlay level. Tax Map Parcel 46-3((1))13A, the Fair Oaks Fire and Rescue and Police Station, is planned for public facilities use.

Tax Map Parcel 46-3((1))14A contains an existing service station, a community-oriented retail use. Modernization and/or reconstruction of this service station may occur on Parcel 14A and Tax Map Parcel 46-3((1))14B2 between Parcel 14A and Fair Ridge Drive provided that the existing amount of gross floor area is not increased and at least four service bays are retained. A mini-mart and/or car wash could also be included, as long as the entire complex does not exceed the existing gross floor area.

As an option to the office use, Tax Map Parcel 46-3((1))14C is developed with an independent living facility with 200 units of housing for the elderly, subject to the following guidelines:

- Development should be designed to be compatible with adjacent uses in terms of building height, mass and scale.
- The development should be designed to architecturally complement and functionally relate to existing and planned commercial uses on Fair Ridge Drive.
- A minimum 100 foot vegetated buffer is provided adjacent to the single-family neighborhood to the north to achieve effective visual screening. Clearing and grading should be minimized in this buffer area to preserve mature trees and supplemental plantings should be provided as needed. If the east-west outlet road along the northern property line is not abandoned, the minimum 100 foot buffer should begin at the southern edge of the outlet road boundary.
- An effective vegetated buffer is provided on the western property line to visually screen the power station from the view of the new residents.
- Building height should taper down toward the northern edge of the property if necessary to achieve compatibility with the height of the residential neighborhood to the north.
- Usable open space such as a landscaped plaza or courtyard with seating which is designed as an amenity for the residents is provided. It is desirable that these amenities be coordinated with designs for Park Authority property to the east (Tax Map Parcel 46-3((17))4).
- Lighting is designed and located to minimize visual impacts on the adjacent residential neighborhood to the north.
- Pedestrian connections are provided to the retail center on Tax Map Parcel 46-3((1)) 15A3.
- Shuttle service is provided to bus and Metrorail facilities and other community services for the residents.

LAND UNIT D

CHARACTER

This land unit is located south of Lee-Jackson Memorial Highway, west of West Ox Road and Fairfax Towne Center, and is bordered on the south and west by the Fair Lakes development. It contains the Fair Ridge, Cedar Lakes, Fairfield House, Fair Lakes Court, and Stone Creek Crossing residential developments, the Manor Care facility for senior citizens, and an office building. Ox Hill Battlefield Park, which commemorates the only major Civil War engagement within Fairfax County, is located in the southwestern quadrant of Monument Drive and West Ox Road.

RECOMMENDATIONS

Land Use

This land unit is planned and developed with residential uses. Given the difficulty of achieving the conditions of the overlay level on individual parcels, any development that did not incorporate adequate consolidation to meet development conditions was recommended to proceed at or near the baseline level.

General Development Conditions

- Parcel, interparcel access, adequate recreation facilities, and the linear park consolidation should be used to provide high quality, environmentally sensitive development.

- The Big Rocky Run EQC should be preserved in undisturbed open space and incorporated into the area's recreation and primary pedestrian open space system. Dedication to the county should be provided. Physical linkage and design continuity of this open space system is critical to the success of the area's planning objectives.

- The siting and mix of residential uses (which should not be higher or more dense than low-rise apartments and townhouses) should avoid crowding and logically relate to adjoining planned and existing land uses, the internal road network, EQCs and parkland. Building orientation should present a quality image from roadways bounding and traversing the land unit and take advantage of the open space for buffering and views.

Roadway Development Conditions

The roadway circulation for Land Unit D is based upon the following text:

- The termination of North Lake Drive within Sub-unit D1 and the provision of interparcel access within the sub-unit to the service drive along Lee-Jackson Memorial Highway.

The construction of the planned internal roadway system is necessary to serve the uses within the area. Consequently, provision of this system, including the segments crossing the EQC, generally at right angles is critical. Provision of the roadway system should be sufficient to ensure that the full planned system will be provided coincident with development in the area. Other than at the points where roads are planned to cross EQCs, roads should be sited to have minimal impact on the EQCs.

Additional Development Conditions Specific to Each Sub-unit

Sub-unit D1

Baseline: Residential use at 2 dwelling units per acre
Overlay: Residential use at 6 dwelling units per acre

This sub-unit is planned for residential use at 6 dwelling units per acre at the overlay level. Development should incorporate full protection of EQC areas in a natural condition, and any development above the baseline level should provide neighborhood park facilities such as a playground or tot lot, fitness trail stations, and picnic and open areas.

The eastern portion of the sub-unit contains a nursing home and elderly care/assisted living facility, along with a portion of the Stone Creek Crossing townhouse community. The western portion of this sub-unit developed at an overlay level of 7 dwelling units per acre and dedicated Tax Map Parcel 45-4((5))A, located in Land Unit M, to Fairfax County to meet the need for parkland and to conserve ecological resources.

Sub-unit D2

Baseline: Residential use at 2 dwelling units per acre
Overlay: Residential use at 8 dwelling units per acre

This sub-unit contains a significant amount of floodplain and EQC. It is planned for residential use at 8 dwelling units per acre at the overlay level and is developed with a mix of townhouses and low-rise multifamily units.

To obtain the overlay level, development provided sufficient consolidation to achieve Plan goals for the transportation network, EQC preservation, and park needs. Partial consolidations which did not provide all of the transportation or recreation facilities required in this sub-unit could satisfy their share of the transportation and recreation objectives by dedicating appropriately located land and/or contributing a proportional share of the funds needed to acquire land and/or construct those facilities if such facilities would most logically be located on land outside of an application property. Recreational facilities were provided concurrent with that development to ensure that existing recreational facilities in adjacent communities are protected. Additionally, arrangements for maintenance of the cemetery on Tax Map Parcel 45-4((1))21B were made with the adjacent development.

Sub-unit D3

Baseline: Residential use at 2 dwelling units per acre
Overlay: Residential mixed use at 8 dwelling units per acre

Sub-unit D3 is planned for residential mixed-use at 8 dwelling units per acre at the overlay level. Most of the sub-unit consists of the townhouse and multifamily subdivision of Fair Ridge built at a density of approximately 8 dwelling units per acre. The southern portion of Fair Ridge is oriented to Monument Drive and the linear park along it. Along the western edge of the sub-unit is an addition to Fair Ridge. The area fronting on Lee-Jackson Memorial Highway contains publicly-owned open space along the Rocky Run EQC. Additional commercial uses beyond the existing office building at the southeast quadrant of the intersection of Fair Ridge Road and Lee-Jackson Memorial Highway should not be permitted.

Sub-unit D4

Baseline: Residential use at 2 dwelling units per acre
Overlay: Residential use at 20 dwelling units per acre

This sub-unit is planned for residential use at a maximum overall density of 20 dwelling units per acre at the overlay level to serve as a compatible transitional use to surrounding planned uses. This area is developed with the Fairfield House Condominiums and the Cedar Lakes townhouse and condominium community. This sub-unit developed at the overlay level with the following recommendations:

- Parcels should be consolidated to the greatest extent possible and developed in a cohesive unified design;
- Multifamily units are appropriate and rental units are highly desirable;
- Substantial buffering is essential in areas adjoining the stable Fair Ridge subdivision to the north;
- Building heights should not exceed four stories to ensure compatibility with adjacent residential uses;
- Outdoor recreational facilities should be provided which adequately serve the residents of this community;
- An intra-site trail system should connect on-site residential uses, the Ox Hill Battlefield Park, as well as provide linkages to the Countywide Trails System;
- The environmental quality corridors (EQCs) that traverse this sub-unit should remain as undisturbed open space and any roads crossing them should be perpendicular; and
- Clustering is important to maximize open space and to enhance the two EQCs.

LAND UNIT E

CHARACTER

This land unit is located north of I-66 and south of the Greenbriar residential community, bisected by the Fairfax County Parkway (Route 286). This land unit contains the Fair Lakes mixed-use development and includes the Fair Lakes Center, the Shoppes at Fair Lakes and other retail, restaurant and hotel uses, several office buildings, and multifamily and single family attached residential developments. Fair Lakes Parkway, Fair Lakes Circle, and Fair Lakes Boulevard traverse this area.

RECOMMENDATIONS

Land Use

Sub-unit E1

Baseline: Residential use at 1 dwelling unit per acre
Overlay: Office mixed use up to .25 FAR

This land unit is planned for office mixed-use with housing as a major secondary land use. Office development that incorporates architectural excellence, preservation and enhancement of natural features, uniform signing, lighting and landscaping systems and quality roadway entry treatments are development elements that must be achieved to justify the overlay level. Primary office building concentration should be oriented toward I-66 and the Fairfax County Parkway. Residential development should also incorporate high-quality design features including active recreation facilities, open space, and landscaping including street trees, site and building entry landscaping, and screening of community facilities.

Impacts on existing residential neighborhoods must be mitigated through buffering and compatible land uses.
The following options exist for development above the planned and approved .25 FAR overlay level. Densities and uses specified in these options are only appropriate for the sites described. These uses and densities are not to be transferred to other locations within the Fairfax Center Area.

As an option at the overlay level, the area at the southeast corner of Shoppes Lane and Fair Lakes Circle may be appropriate for up to 110,000 SF of office use or hotel use, including up to 5,000 SF of support retail, if the following conditions are met:

- Provision of adequate pedestrian connections to the Fair Lakes Shopping Center to the south and the provision of a trail along Shoppes Lane;

- Substantial buffering and screening of any redevelopment from the Fairfax County Parkway; and

- Development should be limited, to the extent possible, to the redevelopment of the existing structure and parking area. Any new development should minimize the loss of mature trees located in existing buffer areas along public roads.

As an option at the overlay level, development of the northeastern portion of the Fair Lakes Shopping Center, which is generally bounded by Fair Lakes Parkway, Fair Lakes Circle and the Fairfax County Parkway, (specifically Tax Map Parcels 55-2((4))12, 19, and 26A), may be appropriate for up to 140,000 SF of retail use and up to 120,000 SF of office use if the following conditions are met:

- Any additional retail and/or office use, and related parking, should be built on the surface parking lots or in place of existing buildings;

- A pedestrian-oriented environment should be created with any new development. All building facades should be designed in a way to encourage pedestrian activity. Parking should be provided in structures which should be wrapped, to the extent possible, with nonresidential uses on the ground floor to encourage an active, walkable environment. Sidewalks should safely connect the development with the surrounding uses. Pedestrian connections should include attractive pavement treatments, safe crossings, and appropriate landscape features;

- Any additional retail and/or office use should be part of an integrated, pedestrian-oriented development; pad sites and drive-through uses are not appropriate;

- Outdoor seating, urban parks or plazas, and extensive landscaping should be provided in any new development;
- Design of the development should provide for the integration with the surrounding large-scale and stand-alone retail uses;

- Improvements are provided to address transportation impacts on internal roadway circulation patterns as well as on access to the shopping center; and

- Vehicular and pedestrian circulation should be well integrated with existing retail uses, including convenient bus access.

As an option at the overlay level, the redevelopment of the surface parking lot associated with Tax Map Parcel 55-2((1))9A may be appropriate for up to 100,000 SF of hotel or office uses provided that the following conditions are met:

- Amenities such as the inclusion of a restaurant or an indoor recreation facility should be provided if a hotel is constructed. If an office building or hotel is constructed, major or minor plazas, gathering spaces or other urban park features should be provided within or adjacent to the hotel or office use to promote activity between the existing office, hotel and residential uses;

- Pedestrian connections are established along Fair Lakes Circle to the east and west to existing retail areas;

- High quality site and architectural design for buildings and parking structures is provided, including compatibility with adjacent buildings; and

- Extensive landscaping should be provided, and any new development should minimize the loss of mature trees located in existing buffer areas along public roads.

As an option at the overlay level, Tax Map Parcels 55-2((1))6B, 11A1 and 11B1 may be appropriate for up to 267,000 SF of office use, provided that the following conditions are met:

- Pedestrian connections are provided to the surrounding uses;

- Appropriate buffering and screening should be provided and impacts to existing buffer areas should be minimized. Any new development should minimize the loss of mature trees located in existing buffer areas along public roads;

- Development is well integrated with existing uses through pedestrian connections, landscaping, and amenities;

- High quality site and architectural design for buildings and parking structures is provided, including compatibility with adjacent buildings; and

- Provision of a centrally located, publicly accessible urban park or plaza with extensive landscaping.

As an option at the overlay level, the redevelopment of the surface parking lot associated with Tax Map Parcel 55-2((1))8A2 may be appropriate for up to 350,000 SF of residential development if the following conditions are met:

- Any residential development under this option will be deemed to be the high end of the Plan density range for affordable housing calculations. The provision of workforce housing to accommodate the needs of individuals or families making from 70 to 120 percent of the county's median income is encouraged;

- Pedestrian connections are provided to the surrounding land uses. This should include attractive pavement treatments, safe crossings, and high-quality landscape features;

- Buffering and screening along Fair Lakes Circle should be provided to mitigate the visual impact of the existing retail commercial center on the residential use. Any new development should minimize the loss of mature trees located in existing buffer areas along public roads;

- High quality site and architectural design for buildings and parking structures, including compatibility with adjacent buildings, should be provided to acknowledge this prominent location in the Fair Lakes development;

- A publicly accessible urban park or park features should be included on the site, such as major or minor plazas, gathering spaces, athletic courts, tot lots, special landscaping, street furniture and pedestrian amenities. Impacts on Park Authority resources should be offset through the provision of or contribution to active recreation facilities in the service area of the development;

- Public, pedestrian access should be provided to the lake to the northeast of the site to allow future residents to benefit from this existing amenity; and

- Any development should mitigate the impact of the residential use on public schools.

As an option at the overlay level, the redevelopment of the surface parking lot associated with Tax Map Parcel 45-4((1))25E2 may be appropriate for up to 350,000 SF of residential uses if the following conditions are met:

- Any residential development under this option will be deemed to be the high end of the Plan density range for affordable housing calculations. The provision of workforce housing to accommodate the needs of individuals or families making from 70 to 120 percent of the county's median income is encouraged;

- Pedestrian connections are provided to the surrounding land uses. Sidewalks should safely connect any new development with the surrounding uses, including the commercial uses across Fair Lakes Parkway. These pedestrian connections should be coordinated with VDOT and should include attractive pavement treatments, safe crossings, and high-quality landscape features. Pedestrian connections should also provide for access to the lake to the southwest of Fair Lakes Parkway from the site;

- Buffering and screening should be provided to mitigate the visual impact of the existing adjacent office uses on the residential use;

- Any new development should minimize the loss of mature trees located in existing buffer areas along public roads;

- High quality site and architectural design for buildings and parking structures should be provided, including compatibility with adjacent buildings;

- A publicly accessible urban park or park features should be included on the site, such as major or minor plazas, gathering spaces, athletic courts, tot lots, special landscaping, street furniture and pedestrian amenities. Impacts on Park Authority resources should be offset through the provision of or contribution to active recreation facilities in the service area of the development; and

- Any development should mitigate the impact of the residential use on public schools.

Sub-unit E2

Baseline: Residential use at 2 dwelling units per acre
Overlay: Office mixed use up to .25 FAR

Fair Lakes Boulevard intersects Stringfellow Road at the northern edge of Sub-unit E2. The area south of Fair Lakes Boulevard is planned for office mixed-use development at .25 FAR at the overlay level and is developed with the Greens of Fair Lakes townhouse community as a part of the Fair Lakes mixed-use development.

Sub-unit E3

Baseline: Residential use at 1 dwelling unit per acre
Overlay: Office mixed use up to .25 FAR; residential use at 8 dwelling units per acre

This sub-unit is planned for office mixed use up to .25 FAR and residential use at 8 dwelling units per acre. Sub-unit E3 is developed with multifamily residential uses as part of the Fair Lakes mixed-use development.

Sub-unit E4

Baseline: Residential use at 1 dwelling unit per acre
Overlay: Residential mixed use at 8 dwelling units per acre

This sub-unit contains townhouses which are part of the Fair Lakes development and is planned to continue in this use. Development proposals in this area were recommended to incorporate full protection of EQC areas in a natural condition. Any development above the baseline level was recommended to provide neighborhood park facilities such as a playground or tot lot, fitness trail stations, and picnic and open areas.

Transportation

Transportation improvements should be provided to mitigate the impact associated with development above the .25 FAR overlay level. Any development should be coordinated with the Fairfax County HOV Design Study.

Improved bus service may be needed to serve additional development. A safe and efficient pedestrian system should link the key areas in Fair Lakes to provide appropriate connections between office, retail, hotel and residential uses.

Parks and Recreation

Identify and develop a safe pedestrian/bikeway trail connection from the Big Rocky Run Stream Valley Park to the Fair Lakes Parkway near its westernmost intersection with Fair Lakes Circle.

LAND UNIT F

CHARACTER

This land unit is located north of I-66, west of West Ox Road, and south and east of Land Unit E. It contains the East Market mixed-use development including multifamily residential uses and a retail center.

RECOMMENDATIONS

Land Use

Baseline: Residential use at 1 dwelling unit per acre
Overlay: Office mixed use up to .45 FAR

Land Unit F was originally a non-contiguous portion of the Government Center tract planned for office mixed-use at a maximum intensity of .45 FAR as part of a unified development with the rest of the tract in Sub-units B2 and I3. The .45 FAR intensity of the development on this portion of the tract is compensated for by a concurrent square footage reduction in Sub-units B2 and I3 for an overall FAR of .35.

This sub-unit is developed under two options at the overlay level. The first option recommended residential use not to exceed .45 FAR, with the two-to-one ratio of primary to residential uses recommended within office mixed-use areas modified to include a greater proportion of residential uses. The second option recommended a furniture, home furnishings, home décor, home-design center, apparel or general merchandise store or other retail use with similar trip generation characteristics on the western portion of the land unit subject to the following conditions:

- Retail development should be located on the western portion of the site in order to be oriented with existing retail uses to the west of the site.
- Retail development should be compatible with existing retail uses to the west of the site with respect to high-quality design, building height, building materials and signage. Inappropriate uses include but are not limited to: home improvement store with a nursery, lumber yard or other large raw building material components; high volume, large discount store (e.g., Costco, Sam's Club); and restaurant park.
- Retail development requiring uses in outside areas are not desirable and are not in keeping with the character of existing retail uses in the area. In the event retail development requires outside area(s) such as for storage, display and sales, the area(s) should be screened on all sides with walls which are similar in architecture and building materials as the principal structure.
- Retail use should not exceed 172,000 square feet.
- Office use should not exceed 75% of the gross square feet of development.
- The total square feet of development should not exceed 668,000 square feet for an overall .45 FAR.
- Access is provided to the site from both Fair Lakes Parkway and the extension of Roger Stover Drive.
- Internal circulation improvements are provided to ensure access of all uses on the site to the median break at Fair Lakes Parkway.
- Reservation for future dedication of right-of-way along I-66 for planned improvements to I-66 is provided, including a flyover ramp from the HOV lanes to the mainline lanes.

- The following improvements are provided as deemed appropriate by the Fairfax County Department of Transportation:

  - Extension of the existing eastbound right turn lane between the primary site entrance and West Ox Road;

  - Extension of the existing left turn lane and addition of a second left turn lane at the Fair Lakes Parkway approach to West Ox Road;

  - Separate right turn lane northbound on Fair Lakes Circle at Fair Lakes Parkway; and

  - Turn lanes into the site as determined appropriate at the time of rezoning.

LAND UNIT G

CHARACTER

This land unit is located south of I-66, west of West Ox Road and east of the Fairfax County Parkway. Public facilities uses that are located here include the former landfill site, solid waste transfer station and citizens' trash disposal and recycling facilities, the Fairfax County Animal Shelter, the Fairfax County Fire and Rescue Academy, an equipment and maintenance facility, Virginia Department of Transportation (VDOT) and Fairfax Connector transportation maintenance facility, as well as the public safety and transportation operations center (PSTOC), and the Northern Virginia and State Police Headquarters.

RECOMMENDATIONS

Land Use

Baseline: Public facilities use
Overlay: Public facilities use

This land unit is planned for and developed with public facility uses. Traffic generated by the public facility use should not adversely affect the operations of the Fairfax County Parkway/West Ox Road/Lee Highway interchange and the surrounding roadway network.

A bus maintenance facility for the Fairfax Connector is located within this land unit and was developed subject to the following conditions:

- Screening and buffering around the facility in excess of the Zoning Ordinance requirements must be provided in order to minimize the impact of this use. Screening is particularly important adjacent to West Ox Road, Lee Highway, and the Fairfax County Parkway; and

- Environmental impacts, particularly with respect to air quality, should be considered.

Public Facilities

Expand or improve the existing Police Heliport.

LAND UNIT H

CHARACTER

This land unit is located north of Lee Highway between the Government Center and West Ox Road. It contains several residential subdivisions including, Fair Chase, Alden Glen, Cambryar, Fair Oaks Landing, and Windsor Mews, as well as multifamily residential communities along the northern edge of the land unit. Retail, industrial, and institutional uses are also located in the western portion of the land unit. There is potential for creating a public greenway that extends through the existing wooded area at the intersection of West Ox Road and Post Forest Drive through to the northwest corner of the Route 29 and Legato Road intersection. The greenway should be preserved and enhanced for pedestrian and environmental purposes.

RECOMMENDATIONS

Land Use

Sub-unit H1

Baseline: Residential use at 1 dwelling unit per acre
Overlay: Mixed use up to .35 FAR, residential at 6 du/ac, or residential use at 12 dwelling units per acre

Working Group recommendation for Overlay level of Sub-unit H1: The Working Group recommended residential use at 10 du/ac at the Overlay level for Tax Map Parcel 56-1((1))35, within Sub-unit H1. The following working group recommendation for the Overlay level of Sub-unit H1 is shown as an alternative to the previous staff recommendation, which recommends retaining the current Plan for residential use at 6 du/ac:

"Overlay: Mixed use up to .35 FAR, residential use at 10 du/ac or residential use at 12 dwelling units per acre. Refer to Plan text for recommendations on options."

This sub-unit is planned for mixed-use residential and office development not to exceed .35 FAR overall, and generally developed under an alternative at the overlay level with a mixture of housing types including single-family and multifamily units at an overall density of 12 dwelling units per acre. Development intensities taper down from the northern edge of the area near the Government Center toward Lee Highway and adjacent residential areas.

Development at the overlay level was subject to the following development conditions.

- To achieve the overlay level, logical parcel consolidation of Sub-unit H1 must occur to provide for well-designed projects that function efficiently and do not preclude other parcels from developing in conformance with the Plan. Parcels should be consolidated and developed in a coordinated manner under a single development plan in order to reach the overlay level.

- Single-family residential development generally should be located in the southern portion of the sub-unit. Multifamily units should be located adjacent to office

development and generally in the northern portion of the sub-unit. Single-family residential units should be located adjacent to the Alden Glen townhouse development and along Lee Highway. However, multifamily units may be considered for the northern portion adjacent to Alden Glen, if a minimum 50 foot vegetated buffer is provided. All proposed residential uses should be compatible with the existing residential development in the sub-unit;

- Individual buildings adjacent to the Government Center should not exceed 90 feet in height, and heights should taper down to 35 feet adjacent to existing or planned residential development;

- The necessary roadway improvements for this sub-unit will be provided with access to the Government Center via Post Forest Drive. The extent of these improvements should be assessed for the proposed consolidation and be provided concurrent with redevelopment of this sub-unit. Access should be consolidated to minimize the number of access points to the collector roadway system;

- Adequate land should be dedicated to the Fairfax County Park Authority to enlarge Dixie Hills Park to ten to fifteen acres or another appropriate location within the sub-unit for a park should be provided. In addition to the parkland dedication, Neighborhood Park facilities should be provided to offset any impact of the proposed development beyond the capacity of existing facilities;

- If it is determined that an elementary school site is required to serve the increased population in this area, adequate land for such a facility should be dedicated. The school site should be co-located with the required parkland to allow for the sharing of recreation facilities;

- A fire station is planned for the northeast quadrant of the intersection of Legato Road and Lee Highway. It should have access from Legato Road to minimize the access points on Lee Highway. Any remaining land on this parcel not used for the fire station facilities should be retained in open space to serve as a buffer to adjacent uses; and

- A landscaped buffer should be provided along Lee Highway. A combination of adequate berming and landscaping consistent with that provided by other properties fronting on Lee Highway in this area will emphasize a parkway-like character along Lee Highway and serve to complement the low density residential area to the south of the roadway.

The Cambryar and Fairfax Ridge subdivisions developed as residential use at 4 dwelling units per acre. The Fair Oaks Hill subdivision along Lee Highway developed as residential use at 6 dwelling units per acre with substantial buffering and screening provided to any single-family detached properties.

A portion Tax Map Parcel 56-1((1))35 contains spot commercially-zoned land, which is not recommended to be expanded or intensified along Lee Highway. This parcel was not incorporated in the consolidation encompassing the majority of the sub-unit. A residential density of 6 dwelling units per acre is appropriate at the overlay level. The green corridor connection to the northwest should be preserved and continue through adjacent properties to Post Forest Drive.

Working Group Recommendation: As an alternative to the staff recommendation for Tax Map Parcel 56-1 ((1))35 as shown in the previous paragraph, the Working Group recommended:

"A portion of Tax Map Parcel 56-1((1))35 contains spot commercially-zoned land, which is not recommended to be expanded or intensified along Lee Highway. This parcel was not incorporated in the consolidation encompassing the majority of the sub-unit. To encourage development of commercially zoned land with residential use consistent with Plan objectives for Lee Highway, a residential density of 10 dwelling units per acre is appropriate at the overlay level with the following conditions:

- A green corridor connection to the northwest should be preserved so that it can continue through adjacent properties to Post Forest Drive;

- Any stacked townhouses should be oriented to Legato Road as a continuation of the development pattern to the north; and,

- A contribution commensurate to that provided in the Dix-Cen-Gato rezoning should be provided.

As an option at the overlay level, residential use up to 12 du/ac may be appropriate for the specific use as an assisted living/independent living facility (approximately 200 units) on Parcel 35 if the applicable conditions for the overlay level are met."

Sub-unit H2

Baseline: Institutional use up to .05 FAR
Overlay: Institutional use up to .15 FAR

This sub-unit is planned for institutional uses up to .15 FAR at the overlay level. It contains a church, private school and approximately 14 acres of largely undeveloped land which may develop in related institutional uses.

As an alternative to the institutional uses, the eastern portion of the sub-unit is planned and developed with residential use at 8 dwelling units per acre at the overlay level. To achieve the overlay level, the following recommendations applied:

- Parcels should be consolidated and the necessary roadway improvements for this sub-unit should be provided including access to Post Forest Drive and possibly West Ox Road.

- A minimum 50-foot wide, heavily planted buffer should be provided between the planned institutional use and residential use of 8 dwelling units per acre and the existing and planned low density residential areas.

- Buildings and roadways should be sited so that glare from headlights of vehicles will not intrude on adjacent residential properties.

- Roadway and parking area lighting should be directed away from adjacent residential properties.

As an option to the planned institutional use on Tax Map Parcel 56-1((1))11H, residential use at a density of up to 8 dwelling units per acre may be appropriate subject to the following conditions:

- There should be effective buffering to the industrial and public facilities uses to south and west.

- Primary access to the site should be provided via Post Forest Drive, with the layout of the site oriented to this access point.

- The green corridor connection to the southeast should be preserved and continue through the site to Post Forest Drive.

Sub-unit H3

Baseline: Industrial use up to .15 FAR
Overlay: Office use up to .25 FAR

This sub-unit contains warehouse and industrial/flex uses. These uses, or new industrial/flex type uses up to .15 FAR, are recommended at the baseline level. Any industrial or industrial/flex development should retain the significant buffer provided by the existing R-1 zoning along the eastern edge of the sub-unit. This area should remain as undisturbed open space. Should the sub-unit redevelop, low intensity office use not to exceed 40 feet in height and a maximum intensity of .25 FAR is appropriate at the overlay level. In addition, an automobile service station and related uses such as a car wash and mini-mart are developed on the southwest corner of this sub-unit as an overlay level use, subject to the following conditions:

- Provide an effective landscaped buffer area at the eastern and southern edges adjacent to residential uses and along West Ox Road;

- Provide a single consolidated access point from West Ox Road to this Sub-unit at the existing access point for Tax Map Parcels 56-1 ((13))3 and 4 and a single access point from Piney Branch Road. Until such time as Parcels 3 and 4 redevelop, a temporary, shared access to West Ox Road for Tax Map Parcels 56-1 ((13))1 and 2 may be considered along with the planned service station use for the southwest corner of the sub-unit;

- Demonstrate that the West Ox Road/Piney Branch Road intersection will operate at

- Provide safe and efficient on-site vehicular and pedestrian circulation.

Special Exception and Special Permit uses may also be considered as overlay uses if they are compatible with existing uses and provide an effective transition to adjacent land units.

Sub-unit H4

Baseline: Residential use at 1 dwelling unit per acre
Overlay: Retail use up to .23 FAR; residential use at 8 dwelling units per acre

At the overlay level, this sub-unit is planned for and developed with community level retail and single-family, attached residential uses. Retail uses within Sub-unit H4 should not exceed 367,000 square feet, or an overall FAR of .23. Retail uses are generally oriented to the western portion of Sub-unit H4, while residential uses are generally located on the

eastern portion of the sub-unit. The Windsor Mews townhouse development is developed in the eastern portion of the sub-unit at the overlay level of 8 dwelling units per acre. Retail development in this sub-unit developed subject to the following conditions:

- Any retail development in Sub-unit H4 should be designed to complement and not adversely impact the low density residential character of neighborhoods south of the shopping center. The retail development in Sub-unit H4 should be designed as a single, integrated center and not appear as a strip commercial center.

- Parking areas should be sufficiently landscaped. This should be accomplished through a combination of appropriate building orientation and sufficient berming and landscaping to adequately screen the retail center from Lee Highway and complement the low density residential character planned and established along the Route 29 corridor in the Fairfax Center Area.

- Free-standing retail pads are discouraged but if approved must be well integrated with the larger retail center and with one another in terms of scale, materials and overall architectural and site design. Free-standing retail uses must also have a buffer area of sufficient width, berming and landscaping to adequately screen and buffer these retail uses from views along Lee Highway, be clustered around centralized parking, and be accessed internally to avoid the appearance of strip commercial use along Lee Highway and West Ox Road. Retail signage, lighting and planting should be well integrated and not impact the surrounding residential neighborhoods to the east and south.

- A retail center should be approved only if the following transportation needs are met: retail use should be allowed only if it can be demonstrated that access can be provided to and from West Ox Road without impeding the operation of the Fairfax County Parkway interchange; traffic generated by the proposed use should not impact adversely the operation of the area road system; any proposed access design must be approved by VDOT and the Department of Transportation.

Sub-unit H5

Baseline: Residential use at 1 dwelling unit per acre
Overlay: Residential use at 6 dwelling units per acre

This sub-unit contains the Alden Glen residential townhouse community that is planned for and developed with residential development at 6 dwelling units per acre.

LAND UNIT I

CHARACTER

This land unit is located north of Lee Highway, east of Fairfax Corner and the Government Center, south of I-66 and Lee-Jackson Memorial Highway, and west of Ridge Top Road. The land unit contains multifamily and townhouse residential neighborhoods and a grocery store.

RECOMMENDATIONS

Land Use

Sub-unit I1

Baseline: Residential use at 4 dwelling units per acre; residential use at 8 dwelling units per acre
Overlay: Office mixed use up to .35 FAR

This sub-unit is planned for office mixed-use development at an intensity of .35 FAR at the overlay level as a portion of the Fairfax Corner development, subject to the conditions located as outlined in Sub-unit B1. Sub-unit I1 is developed with multifamily residential uses at The Reserve at Fairfax Corner, which contains approximately 650 garden apartments.

Sub-unit I2

Baseline: Residential use at 1 dwelling unit per acre; residential use at 2 dwelling units per acre
Overlay: Residential use at 16 dwelling units per acre

This area is planned for residential development at 16 dwelling units per acre and is developed with a mix of townhouses and multifamily residential units. In addition, a hotel use is planned for and located within the area along Random Hills Road. Residential development in this sub-unit developed subject to the following conditions:

- A community center and recreational facilities of adequate size should be provided for the use of the residents within the planned neighborhood. Usable public park land should also be dedicated to the County Park Authority.

- Development of the~~se~~ sub-unit~~s~~ should preserve and integrate tree cover to complement the design of the site. A 25-foot landscape buffer to include a berm not less than three feet in height with appropriate landscaping material as approved by Department of Planning and Zoning and the County Arborist is recommended along the eastern boundary of the area planned for residential use in order to protect it from the commercial development existing or planned east of Ridge Top Road.

- Due to the proximity of the site to I-66, noise attenuation measures may be needed.

Sub-unit I3

Baseline: Office use up to .25 FAR; public facilities use
Overlay: Office mixed use up to .35 FAR; public facilities use

This sub-unit contains the residential component of the Fairfax County Government Center development. Sub-unit I3 together with Sub-unit B2 and Land Unit F are planned for office-mixed-use and the overall FAR should not exceed .35.

Buffering measures should be incorporated to mitigate potential impacts on adjacent residential communities. Pedestrian linkages to the Fairfax Center core area are essential to the achievement of the objectives of the Plan.

Sub-unit I4

Baseline: Office use up to .25 FAR; residential use at 1 dwelling unit per acre; residential use at 5 dwelling units per acre
Overlay: Office mixed use up to .40 FAR

Sub-unit P4 is planned for office mixed use at a maximum intensity of .40 FAR and developed with a mixed use as an option at the overlay level as follows:

1. Residential use up to 12 dwelling units per acre, with a mix of single-family attached and multifamily units.

2. Retail use up to .25 FAR is located east of Monument Drive and south of Government Center Parkway. There should be no direct access from Lee Highway to the shopping center. Retail use is developed subject to the following conditions:

   - Retail use is limited to a maximum of 125,000 square feet.

   - Retail use should be a neighborhood shopping center providing local-serving retail uses. A supermarket would be desirable as an anchor.

   - The shopping center should provide high quality landscaping between the shopping center and Lee Highway in a manner that limits but doesn't preclude visibility of the shopping center.

3. Land should be dedicated to the Fairfax County Park Authority for development of a community park in a manner that will coordinate with similar land dedication in Sub-unit I5.

4. Pedestrian access should be provided to connect the different uses on the site, as well as along Monument Drive and Government Center Parkway to link adjacent development.

5. The linear park along the east side of Monument Drive should be accommodated in development plans for the area and should be treated as a continuation of the linear park described in Land Unit A. In addition, an open space buffer should be preserved along the north side of the planned Government Center Parkway.

6. Tree preservation, as recommended by the county Urban Forester, is a high priority in the residential areas, but also should be integrated in the overall development. Existing vegetation should be preserved, maintained and supplemented with high quality landscaping as needed.

7. To mitigate visual and noise impacts, substantial and effective screening and buffering should be provided between nonresidential uses and areas planned for or developed with residential use. This should be accomplished through a combination of site design and other means such as landscaping, tree preservation, berms and/or solid architectural barriers.

8. Parking areas should be well landscaped and retail signage and lighting should not adversely impact existing or planned surrounding residential areas.

Sub-unit I5

Baseline: Residential use at 1 dwelling unit per acre
Overlay: Residential mixed use up to 12 dwelling units per acre

This sub-unit is planned for and developed with residential or residential/mixed-use development at 12 dwelling units per acre at the overlay level. Development at the overlay level provided for coordinated development with neighboring parcels and dedicated land for development of a community park.

LAND UNIT J

CHARACTER

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

RECOMMENDATIONS

Land Use

Sub-unit J1

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

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

Sub-unit J2

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

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

Sub-unit J3

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

Sub-unit J3 consists of the area between Ridge Top Road and Waples Mill Road, north of Lee Highway. It is planned for office use at an intensity up to 0.70 FAR at the overlay level. As an option, residential/mixed-use at an intensity up to 1.2 FAR was planned and

approved with consolidation of approximately 18 acres. The approved 750,000 square feet of residential, office, hotel, and ground-level retail uses are to be provided under the following conditions:

- The character of the development should be primarily mid- or high-rise buildings with retail use integrated within the ground floor of residential and office buildings. Restaurants and ground-floor retail should help create an activity center for residents, visitors, and office workers. A defined and dynamic streetscape should be created along Ridge Top Road, Government Center Parkway, and all internal streets. Pad sites are not allowed.

- Buildings at the corner of Government Center Parkway and Ridge Top Road should be designed to incorporate ground floor retail. It is anticipated that at least 20,000 square feet of a variety of retail, restaurant, and community-serving uses should be located in the vicinity of this intersection.

- A minimum of a 50 foot vegetated buffer should extend from the planned right-of-way line to minimize noise and visual impacts of development along Lee Highway;

- The office component should total at least 200,000 gross square feet. However, up to 50,000 square feet of office use may be replaced by hotel use;

- The planned extension of Government Center Parkway to Waples Mill Road is to be constructed as a four-lane divided roadway within the first phase of development. Dedication of land, construction or contribution to the Fairfax Center Area Road fund should be made for the planned transportation improvements, which includes the Lee Highway and Waples Mill Road interchange;

- Land uses along the periphery of the development should complement the design and orientation of the neighboring land uses. In general building heights should taper towards the south and east, or landscaping should offset and soften the transition of the building heights if this tapering is not feasible. Development also should provide substantial buffering and interparcel access to any unconsolidated parcels;

- A high quality, pedestrian-oriented living environment with recreation spaces, such as open lawn areas, urban parks, plazas and courtyards, should be provided to help meet the recreation needs of residents. Appropriate landscape features and pedestrian amenities, such as shading, seating, lighting, public art, bus shelters, trash cans, and other street amenities should be provided. A contribution should be made to offset the impact of this development on the active recreation facilities;

- Sidewalks and trails should safely connect the land uses within the development and to the surrounding area. These pedestrian pathways should be part of the overall circulation plan that should include continuous sidewalks, attractive pavement treatments, safe crossings, and bicycle facilities;

- An effective transportation demand management (TDM) program should be provided with each phase of development. It should encourage the use of alternative forms of transportation to reduce the number of vehicular trips. It should be based on the number and type of residential units and nonresidential square footage, as deemed appropriate by the Department of Transportation. Any development should establish and implement strategies for the centralized management of the program. The TDM program could include staffing, resources, and dedicated areas for these services. Resources for telecommuting, transit subsidies, and “live where you work” incentives

could be provided. Other programs could include, but would not be limited to, rideshare, vanpool, and carpool matching services or guaranteed ride home programs;

- The majority of the required parking should be structured or underground. Attractive façade treatments that are consistent with the overall architectural design should be used for any portion of a parking structures that is visible from the street;

- A geotechnical study should be completed to identify the depth of the asbestos soils and provide appropriate abatement and public safety measures during construction;

- Prior to any development, a survey should be conducted to determine the presence of significant historic archeological resources, using the scope of services approved by the county. The sub-unit has a high potential for these resources as it is known to have contained World War II Prisoner of War camp. Should any significant resources be found, then those resources should be conserved or the adverse impacts of any development mitigated. If resources are present, the applicant should work with the History Commission to write and fund the creation and installation of a historic marker on site;

- Affordable housing should be provided through compliance with the Affordable Dwelling Unit Ordinance, an appropriate proffer of land or units for affordable housing, or a financial contribution to the Fairfax County Housing Trust Fund. In addition, the provision of workforce housing to accommodate the needs of individuals or families making from 70 to 120 percent of the county's median income is encouraged; and,

- Any development should mitigate the impact of the residential component on public schools;

An option to replace a portion of the approved office use has been developed with single-family attached units. The remaining office component should be designed as professional office to serve the community with at least 35,000 square feet of development. The conditions achieved under the approved development should be maintained and enhanced, particularly those related to design and open space, as follows:

- The front façades of the single-family attached units are oriented toward Ridge Top Road and the Government Center Parkway or internal courtyards and pedestrian pathways. The façades should contribute to a defined and pedestrian-friendly streetscape. Internal courtyards and pedestrian pathways should be well-lit and useable with pedestrian-friendly elements such benches and shade trees. Garages and driveways should be oriented to the rear of the units, and sufficient visitor parking should be provided. The units should be sufficiently buffered and screened year-round from the office uses and structured parking facility to the north;

- The approved pedestrian plaza at the corner of Ridge Top Road and Government Center Parkway should be maintained near the single-family attached units. The plaza should complement the park on the south side of the Parkway and function as coordinated gateway features to the development. The plazas should be useable, well-landscaped, provide seating, and include distinctive elements, such as a fountain or public art; and,

- A community park is envisioned near the office use. The park should be well-lit and well-landscaped with shade trees and include elements that encourage public usage, such as a gazebo, plaza, and playground. This park may be an appropriate location for

an historic marker regarding the World War II Prisoner of War camp. Other recreational amenities and open spaces designed to serve residents and guests are encouraged, including roof-top areas.

Any remaining, unconsolidated parcels may develop at an intensity up to 1.0 FAR office/mixed-use, if all relevant conditions above are achieved and appropriate inter-parcel access is provided to the adjacent development.

Sub-unit J4

Baseline: Residential use at 1 dwelling unit per acre
Overlay: Residential use at 20 dwelling units per acre

This sub-unit is planned for residential use at 20 dwelling units per acre at the overlay level and is developed with townhouse and multifamily residential uses subject to the following conditions.

- Residential development on the balance of this site should provide sufficient land for open space and on-site recreation facilities.
- Parcels should be consolidated to the greatest extent possible and developed in a cohesive, unified design.
- Substantial buffering of these residential units should be provided along Lee Highway and Government Center Parkway.

LAND UNIT K

CHARACTER

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

RECOMMENDATIONS

Land Use

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

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

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

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

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

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

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

SUBURBAN NEIGHBORHOODS AND LOW DENSITY RESIDENTIAL AREAS

LAND UNIT L

CHARACTER

This land unit is located north of Lee-Jackson Memorial Highway and is bisected by the Fairfax County Parkway. It extends northward toward Ox Hill Road and westward to just beyond Rugby Road. The land unit contains the stable Fairwoods townhouse subdivision with a density of approximately 5 dwelling units per acre. Further west is part of the Murray Farms single-family detached subdivision. This land unit also contains institutional uses.

RECOMMENDATIONS

Land Use

Sub-unit L1

Baseline: Residential use at 2 dwelling units per acre
Overlay: Residential use at 5 dwelling units per acre

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 the same conditions for development that applied to the portion of Murray Farms in UP8 Lee-Jackson Community Planning Sector (Upper Potomac Planning District).

The remainder of the sub unit contains the stable Fairwoods residential townhouse subdivision developed at a density of approximately 5 dwelling units per acre.

Sub-unit L2

Baseline: Residential use at 2 dwelling units per acre
Overlay: Residential use at 3 dwelling units per acre

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.

LAND UNIT M

CHARACTER

This land unit is located west of the Fairfax County Parkway and east of the Greenbriar community. It contains the stable Oakwood Estates single-family, detached subdivision, the Birch Pond single-family, attached subdivision and a portion of the Big Rocky Run Stream Valley Park.

RECOMMENDATIONS

Land Use

Baseline: Residential use at 2 dwelling units per acre
Overlay: Residential use at 3 dwelling units per acre

The Big Rocky Run EQC, including Tax Map Parcel 45-4((5))A, is planned for public park use and should be preserved in undisturbed open space and incorporated into the area's recreation and primary pedestrian open space system. Access should be limited to pedestrians and bicycles via the existing countywide trail or other trails.

The remainder of this land unit is planned for residential use at 3 dwelling units per acre at the overlay level. Oakwood Estates, an existing stable residential neighborhood, should be protected through the use of buffering measures.

LAND UNIT N

CHARACTER

This land unit is located in the northeast quadrant of West Ox Road and Lee-Jackson Memorial Highway. It extends northward towards Waples Mill Road and eastward to the Fairfax Farms low density residential community. It contains the Penderbrook residential development and Penderbrook public golf course.

RECOMMENDATIONS

Land Use

Baseline: Residential use at 1 dwelling units per acre; golf course
Overlay: Residential use at 6.6 dwelling units per acre; golf course

This land unit is planned for residential use at 6.6 dwelling units per acre at the overlay level. It contains the Penderbrook subdivision and the Penderbrook Golf Course. The planned density for this land unit was predicated on a unified development plan for the area and the incorporation of the golf course as an area-wide public amenity. The golf course should be preserved either as an operating golf course or passive green space in perpetuity, should the privately owned golf course operation cease. The preservation of the golf course for public use in this area is essential to achievement of the Plan's objectives for the Fairfax Center Area. Land Unit N was substantially consolidated to develop a unified residential development that includes a mixture of townhouses and low-rise multifamily units at an approximately 2 to 1 ratio. The higher density development is oriented internally to minimize the impact on adjacent low density communities.

All development in this area should meet the following development conditions:

- No free-standing retail functions should be permitted;

- No strip commercial uses should be allowed along Lee-Jackson Memorial Highway or West Ox Road;

- Impervious surfaces should be minimized; and
- Open space should be maximized.

Parks and Recreation

The Penderbrook Golf Course should be maintained for public use. In the event that the current operation ceases, the golf course should be acquired by the Fairfax County Park Authority. In any event, the site is to be perpetually available for publicly accessible open space.

LAND UNIT O

CHARACTER

This land unit is located north of the Lee-Jackson Memorial Highway /I-66 interchange and contains the stable Fairfax Farms residential subdivision and other low density residential development.

RECOMMENDATIONS

Land Use

Sub-units O1, O2, O3

O1: Baseline: Residential use at .5 dwelling unit per acre
Overlay: Residential use at 1 dwelling unit per acre

O2: Baseline: Residential use at 1 dwelling unit per acre
Overlay: Residential use at 2 dwelling units per acre

O3: Baseline: Residential use at .1 dwelling unit per acre
Overlay: Residential use at .2 dwelling unit per acre

These sub-units contain the stable Fairfax Farms subdivision which should be buffered and preserved. The easternmost part of Sub-units O1 and O1 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.

Parks and Recreation

Ensure protection of the headwaters of Difficult Run by means of a permanent open space easement to the Fairfax County Park Authority. Establish a greenway/EQC system to preserve sensitive environmental areas and provide continuity of public access to open space to the north and west.

LAND UNIT P

CHARACTER

This land unit is located north of I-66 on either side of Stringfellow Road. The Fair Lakes Parkway and the Fair Lakes Boulevard traverse this area. This land unit represents a transition in land use and intensity between the mixed-use center area of Fairfax Center to the east and low density Suburban Neighborhood residential areas to the west. Transit improvements are proposed for the area adjacent to Stringfellow Road and I-66 which include a Metrorail station and additions to the existing park-and-ride lot. Potential facilities could also include express bus and kiss-and-ride facilities.

RECOMMENDATIONS

Land Use

Baseline: Residential use at 1 dwelling units per acre
Overlay: Residential use at 3 dwelling units per acre

This land 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 4.

LAND UNIT Q

CHARACTER

This land unit is located south of I-66, north of Lee Highway (Route 29) on either side of Stringfellow Road. This area is mostly developed with single-family, detached homes. Arrowhead Park is located in this land unit. Transit improvements are proposed for the southwest quadrant of Stringfellow Road and I-66 which include a Metrorail station and a park-and-ride lot. Potential facilities could also include express bus and kiss-and-ride facilities.

RECOMMENDATIONS

Land Use

Baseline: Residential use at 1 dwelling unit per acre
Overlay: Residential use at 2 dwelling units per acre

Arrowhead Park is located in this 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 Q is part of the Centreville Farms Area and 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 land 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 3.

In addition, land in this 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 land unit as shown on Figure 4.

Parks and Recreation

Consideration should be given to 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. Consideration should also be given to seeking open space and public trail easements on those portions of this and other EQCs where public acquisition of land is not feasible due to existing development.

LAND UNIT R

CHARACTER

This land unit is located south of I-66, north of Lee Highway, and west of the Fairfax County Parkway. It contains residential subdivisions. The stable Willowmeade single-family, residential community is located in Sub-unit R2. A Fairfax County Girls' Probation Home is also located in this land unit.

RECOMMENDATIONS

Land Use

Sub-unit R1

Baseline: Residential use at 1 dwelling unit per acre
Overlay: Residential use at 2.5 dwelling units per acre

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.

Sub-unit R2

Baseline: Residential use at 1 dwelling unit per acre
Overlay: Residential use at 2 dwelling units per acre

This sub-unit is planned for residential use at 2 dwelling units per acre at the overlay level. 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.

Sub-unit R3

Baseline: Residential use at 1 dwelling unit per acre
Overlay: Residential use at 4 dwelling units per acre

Sub-unit R3 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.

Transportation

The roadway circulation for Land Unit R should be based upon the following text and is depicted on Figure 3.

1. All roads in Land Unit R shall be designated and constructed as interparcel connectors, and shall not be designed or constructed to facilitate or encourage through traffic.

2. All roads in Land Unit R shall be designed and constructed in a manner consistent with the residential character of the area.

Public Facilities

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

Parks and Recreation

Consideration should be given to 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. Consideration should also be given to 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.

LAND UNIT S

CHARACTER

This land unit is located south of Lee Highway at the western edge of the Fairfax Center Area. Existing development includes Clifton Farm, the northeastern portion of the Katherine T. Moore subdivision and the northern portions of the Willow Springs and the stable Hampton Forest single-family, detached unit subdivisions.

RECOMMENDATIONS

Land Use

Sub-unit S1

Baseline: Residential use at 1 dwelling unit per acre
Overlay: Residential use at 3 dwelling units per acre

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

Sub-unit S2

Baseline: Residential use at 1 dwelling unit per acre
Overlay: Residential use at 2 dwelling units per acre

This sub-unit is planned for single-family residential use at 2 dwelling units per acre at the overlay level. Visual buffering should be provided in any development plan for parcels fronting on Lee Highway.

LAND UNIT T

CHARACTER

This land unit is located on the south side of Lee Highway opposite the Willowmeade subdivision. Existing development includes portions of the stable Crystal Springs and Hampton Forest subdivisions.

RECOMMENDATIONS

Land Use

Baseline: Residential use at 1 dwelling unit per acre
Overlay: Residential use at 2 dwelling units per acre

This land unit is planned for low density residential use at 2 dwelling units per acre at the overlay level and generally contains low density single-family homes. New development in this area must be compatible with the existing stable Crystal Springs subdivision. 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.

LAND UNIT U

CHARACTER

This land unit is located south of Lee Highway in the area south of the intersection of West Ox Road and Lee Highway. This land unit contains portions of the Lee Pines, Piney Branch, Glen Alden, Marymead, Cannon Ridge, and Buckner Forest subdivisions. The Fairfax County Parkway is located in the western portion of this land unit.

RECOMMENDATIONS

Land Use

Baseline: Residential use at 1 dwelling unit per acre
Overlay: Residential use at 2 dwelling units per acre

This land unit is planned for low density residential use at 2 dwelling units per acre at the overlay level. Buffering along Lee Highway should be provided.

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.

LAND UNIT V

CHARACTER

This land unit is located south of Lee Highway across from the Fairfax County Government Center. Existing uses include a portion of the stable Leehigh subdivision, vehicle repair and service uses, and some vacant tracts. This area serves as a transition to the area to the south that is zoned R-C and planned for low density residential use in conformance with the Occoquan Basin Study recommendations.

RECOMMENDATIONS

Land Use

Sub-unit V1

Baseline: Residential use at 1 dwelling unit per acre
Overlay: Office use up to .25 FAR

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 dwelling units per acre may also be appropriate.

Sub-unit V2

Baseline: Residential use at 1 dwelling unit per acre
Overlay: Residential use at 2 dwelling units per acre

This sub-unit is planned for residential use at 2 dwelling units per acre at the overlay level. Adequate buffering should be provided for those 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.

LAND UNIT W

CHARACTER

This land unit is located south of Lee Highway on either side of Shirley Gate Road. The planned intensities are greatest to the north and then taper down to the south where the area is planned for low density residential use in conformance with the findings of the Occoquan Basin Study. There are a variety of land uses in this land unit including retail, warehousing, housing, a mobile home park, and a Fairfax County Boys' Probation Home.

RECOMMENDATIONS

Land Use

Sub-unit W1

Baseline: Office use up to .15 FAR; residential use at .1 dwelling unit per acre; residential use at 1 dwelling unit per acre
Overlay: Office use up to .25 FAR; residential use at .2 dwelling unit per acre; residential use at 2 dwelling units per acre; residential use at 3 dwelling units per acre

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 dwelling units per acre, consistent with land use recommendations for adjacent properties to the west.

Those parcels generally south of the railroad right-of-way are planned for residential use at 2 dwelling units per acre at the overlay level.

Land in the southeastern-most portion of this sub-unit is planned for residential uses within a density range of .1-.2 dwelling unit per acre. This conforms with the findings in 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.

Sub-unit W2

Baseline: Office use up to .15 FAR; retail use up to .15 FAR; residential use at .1 dwelling unit per acre; residential use at 1 dwelling unit per acre
Overlay: Office use up to .25 FAR; retail use up to .35 FAR; residential use at .2 dwelling unit per acre; residential use at 3 dwelling units per acre

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.

Tax Map 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, Tax Map Parcel~~s~~ 56-2((1))50 and the northern portion of Tax Map Parcel 56-2((1))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.

Design for the property fronting on Lee Highway should incorporate dedicated access along the eastern or western boundary to allow for development to the rear of the site.

The Cloisters of Fairfax subdivision is planned for residential use at 1 dwelling units per acre at the baseline level and 3 dwelling units per acre at the overlay level. As an option at the overlay level, this area developed with single-family detached residential units at a density up to 5 dwelling units per acre, subject to the following conditions:

- 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 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.

Tax Map Parcel 56-4((6))1, which was not consolidated with the Cloisters of Fairfax subdivision, should only develop at the baseline level of 1 dwelling units per acre or an overlay level of 2 dwelling units per acre. 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 dwelling units per acre at the overlay level.

Tax Map 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.

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.

The Chandler Grove neighborhood, located in the southeast corner of this sub-unit, is planned for residential use at 1 dwelling units per acre at the baseline level and 3 dwelling units per acre at the overlay level. This area developed under an option at the overlay level for 3-4 dwelling units per acre with the following conditions:

- 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.

Public Facilities

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

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Center Area, as amended through 9-20-2016, Use-Specific Performance Criteria, pages 113-140:

USE-SPECIFIC PERFORMANCE CRITERIA

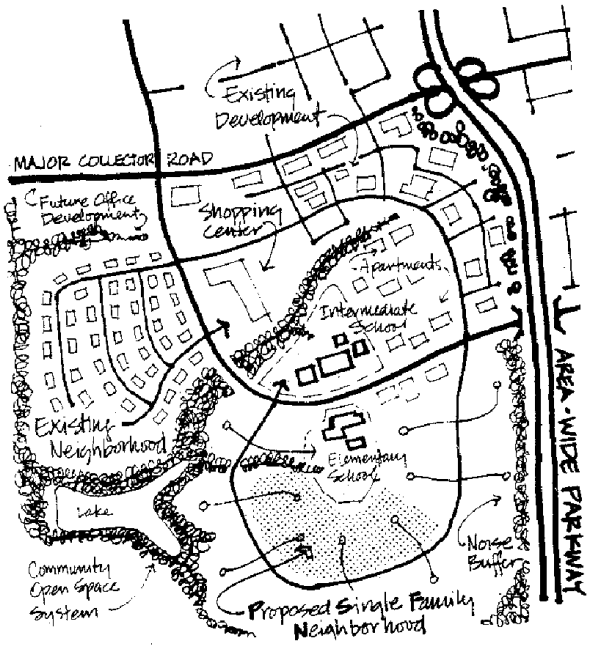
The following performance criteria for specific uses are guidelines used to evaluate development plans for the Fairfax Center Area.

Residential/Single-Family Detached Housing Criteria

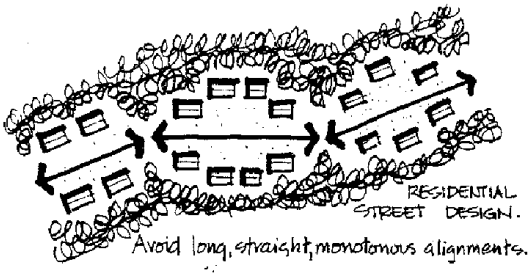
Site Planning

- General
  - Integrate new development with existing and future adjacent land uses.
  - Plan development in reasonably-scaled neighborhood modules.
  - Provide appropriate level, scale and location of support services/facilities (e.g., convenience commercial).
  - Provide pedestrian linkages to community-wide amenity areas, services and facilities.
  - Consider potential highway noise impacts in community, neighborhood and dwelling unit design.
  - Use ~~energy conservation-based criteria~~green building techniques in planning and design.
  - Preserve or recover and record significant heritage resources.

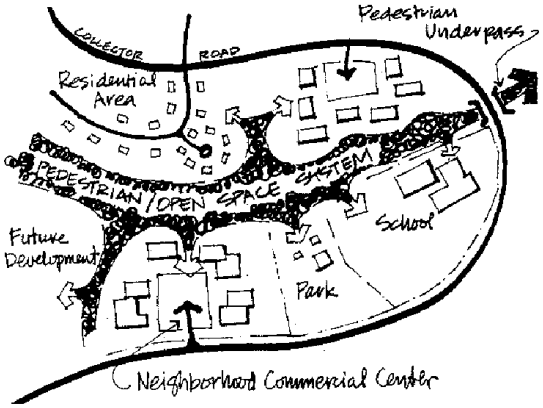
- Access/Roads/Parking
  - Provide adequate, safe auto access to neighborhoods from appropriate level roadways.
  - Use a hierarchical system of internal roadways; do not access homes directly onto major collector roads.
  - Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) through sensitive road design/ construction.
  - Road alignments should reinforce neighborhood scale; avoid long, straight, monotonous residential streets.
  - Avoid on-street parking in low density neighborhoods; provide adequate off-street spaces.
  - In dense developments, provide off- street, screened parking areas for special vehicle storage (e.g. recreation



vehicles, boats, trailers, etc.).
- Establish distinct utility and landscaping corridors within street rights-of-way.
- Reduce amount of impervious surfaces (roads, parking, buildings, etc.) through use of cluster design techniques.



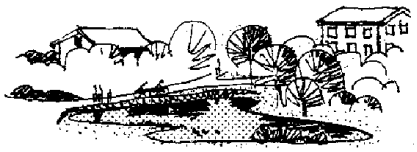
- Open Space/Community Facilities
  - Integrate natural open space amenities into overall neighborhood design.
  - Provide continuous pedestrian/open space system linking neighborhood activity nodes internally and externally.
  - Provide public park and recreational areas/facilities for residents' use; link to the open space system.
  - Design safe pedestrian system crossings at roads; provide grade-separated intersections when possible.
  - Use natural (especially wooded) open space corridors/areas as transition zones, visual amenities and buffers.



- Buffers
  - Use varying types and density/intensity of development as buffers for incompatible uses.
  - Take advantage of natural landscape edges and elements in buffering and defining neighborhood units.

- Utility/Service Areas
  - Use grass swales for surface drainage, when possible.
  - Provide stormwater detention/retention structures which can be retained as open space amenities.
  - Place all electrical utility lines underground; screen utility substations and service areas from public view.

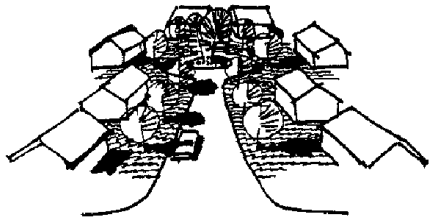
Architectural Design

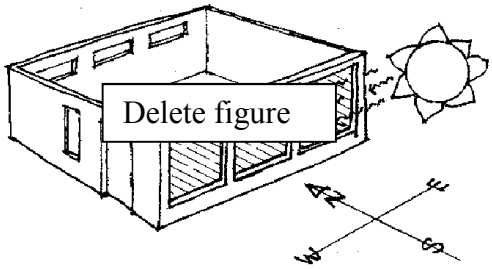


- Scale/Mass/Form
  - Provide general consistency in residential dwelling scale within each neighborhood.
  - Create interest through sensitive detailing and use of basic geometric forms for dwelling units.
  - Use varied setbacks to create

interesting architectural (mass) relationships to the street.
- Cluster units around courtyard-like areas to reinforce neighborhood scale.

- Functional Relationships/Facade Treatment
  - Select and site appropriate building types with respect to natural topography ~~(e.g., split level vs. slab, etc.)~~
  - When units are in close proximity, locate windows/doors for maximum privacy between units.
  - Site units to maximize potential for shared or paired driveway entrances.
  - Segregate primary building entries from service-type entries.
  - ~~Minimize solar heat gain in warm weather and maximize solar heat gain retention in cold weather through sensitive design treatment.~~
  - ~~Minimize solar heat gain for cooling and maximize solar heat gain/retention for heating by sensitive design treatment.~~
  - Establish dwelling cluster architectural theme consistency, while avoiding literal facade repetition.
  - Use similar architectural materials within a given cluster of dwellings.
  - Keep architectural facade material types to a minimum on any single dwelling.
  - Carry all attached facade materials (such as wood siding) down to a finished grade elevation or paint to match adjoining facade.

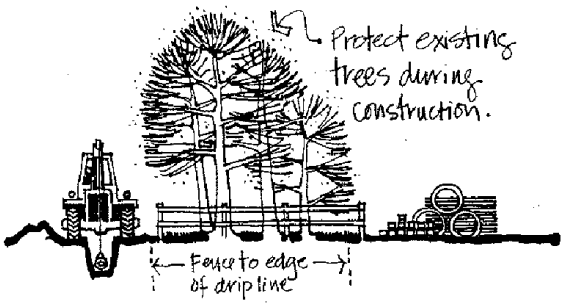


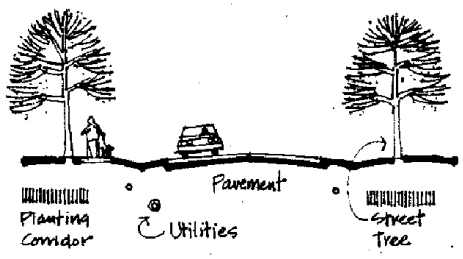


Landscape Architectural Design

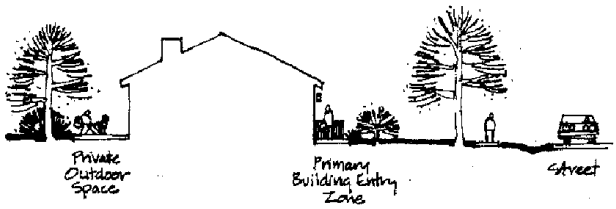
- Landscaping
  - Preserve existing quality vegetation to the greatest extent possible, integrating it into new designs.
  - Restore disturbed areas to a visually appealing landscape character through landscape architectural treatment.
  - Provide street trees along all roadways; use consistent species groupings to reinforce neighborhood character.
  - Locate street trees along roadways in landscape corridors away from underground utilities.

- Use special landscape treatments to define primary building entry zones.
- Use plant materials to define private outdoor social spaces for each unit, as needed.
- Use overhead canopy, intermediate focus and ground cover type plants to achieve functional goals.
- Provide well-landscaped special use areas for neighborhood residents (e.g., pool areas, parks, etc.).
- Promote seasonal visual interest at major neighborhood focal points by using flowers and ornamental shrubs, trees, etc.
- Select low-maintenance landscape materials for large neighborhood common areas not likely to receive consistent maintenance.
- ~~Protect solar access to buildings when incorporating landscape materials: (1) Use deciduous tree plantings near glass so that the foliage does not obstruct the heat gain in winter; (2) Use evergreen plantings on the north to protect against the wind; and (3) Orient plantings around buildings to allow wind flow during warm weather.~~





- Site Furnishings/Signing and Lighting
  - Provide a well-designed signage system to identify and direct safe movement throughout the community-vehicular and pedestrian.
  - Provide well-designed neighborhood entry signs at major auto/pedestrian entry areas.
  - Provide roadway and pedestrian lighting systems consistent in style/intensity with each system hierarchy.
  - Provide special neighborhood entry area and identification sign lighting.
  - Ensure neighborhood architectural theme and light fixture style consistency.
  - Provide individual dwelling unit entry zone and street number illumination lighting.



- Site Furnishing/Fencing/Mailboxes
  - Avoid fencing along lot lines between homes; this practice reduces the visual

depth and width of individual properties.
- Use fencing materials which relate to the proposed function of the fence (e.g., solid for privacy).
- Use fencing materials and style consistent with dwelling architectural materials and style.
- Avoid long, monotonous solid walls or fence lines by using jogs or setbacks for visual interest.
- If roadside mailboxes are used, provide units consistent to neighborhood or cluster architecture/style.

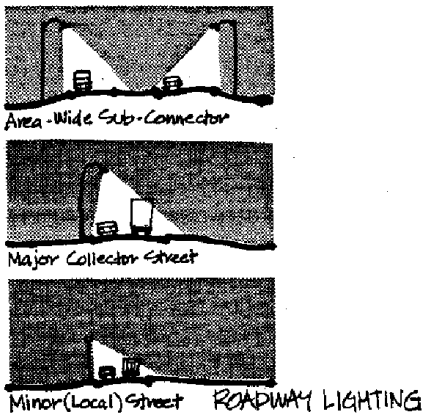
- Site Furnishings/Minor Structures
  - Outdoor utility sheds/buildings should relate to dwelling architecture and style.

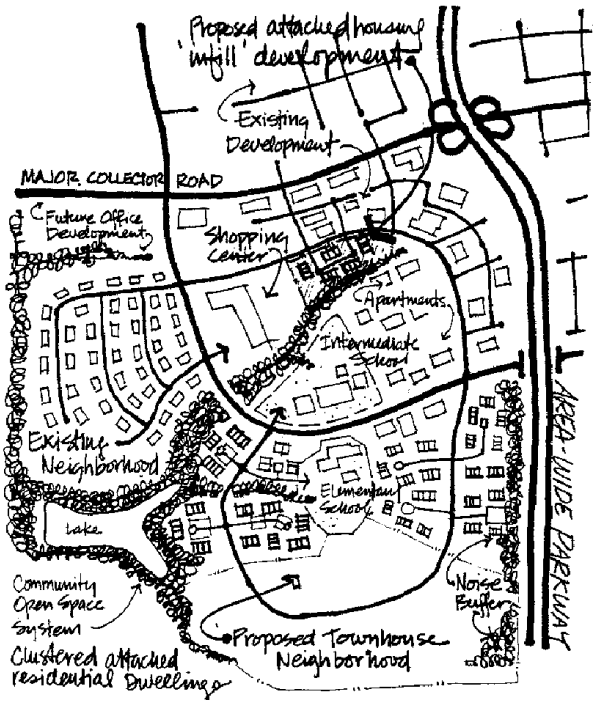
Residential/Single-Family Attached/Multifamily Low-Rise Housing Criteria

Site Planning

- General
  - Integrate new development with existing and future adjacent land uses.
  - Plan development in reasonably-scaled neighborhood modules.
  - Provide appropriate level, scale and location of support services/facilities (e.g., convenience commercial).
  - Provide pedestrian linkages to community-wide amenity areas, services and facilities.
  - Consider potential highway noise impacts in community, neighborhood and dwelling unit design.
  - Emphasize the placement of clusters of multifamily buildings sensitively in the existing landscape context.
  - Incorporate neighborhood convenience service structures into the development architecturally, spatially and functionally.
  - Use green building techniques in planning and design.
  - Preserve or recover and record significant heritage resources.

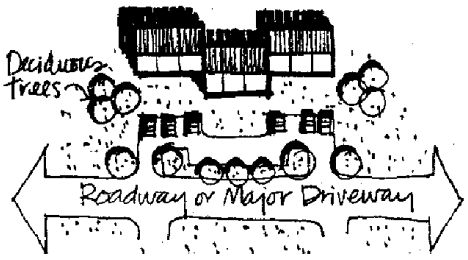
- Access/Roads/Parking
  - Provide adequate, safe auto access to

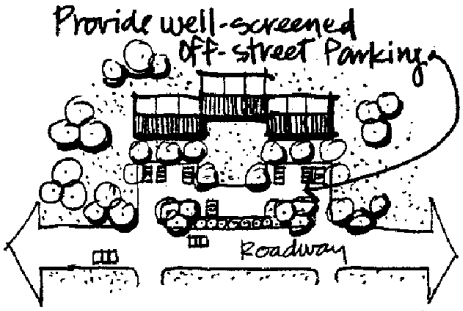




the neighborhoods from appropriate level roadways.

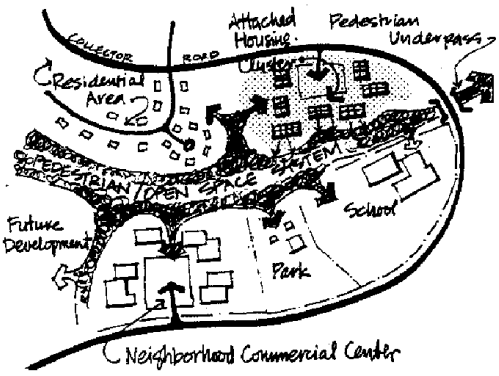
- Use a hierarchical system of internal roadways and drives; do not access units directly onto major collector roads.
- Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) through sensitive street/parking design/construction.
- Road alignments should reinforce neighborhood scale; avoid long, straight, monotonous residential streets.
- Avoid on-street parking; provide adequate off-street parking areas in scale with architectural masses.
- Provide off-street, screened parking areas for special vehicle storage (e.g., recreation vehicles, boats, trailers, etc.).
- Establish distinct utility and landscaping corridors within street rights-of-way.
- ~~Orient roadways to maximize southern (solar) exposure for frontage residences, where possible.~~
- Reduce impervious surfaces (roads, parking, buildings, etc.) through use of cluster design techniques.
- Provide adequate, convenient parking, buffered from primary views from streets and dwelling units by setbacks, landscaping, fencing or other architectural elements.
- Provide adequate emergency vehicle turn-around space in close proximity to dwelling units; incorporate into parking, drive and street layout.
- Adhere to existing Fairfax County development standards for minimum parking space and driveway dimensions, etc.
- Consider use of special paving materials for small-scale parking areas in harmony with site and architectural design materials.
- Consider use of covered parking for primary car spaces in front of units (carports and garages).



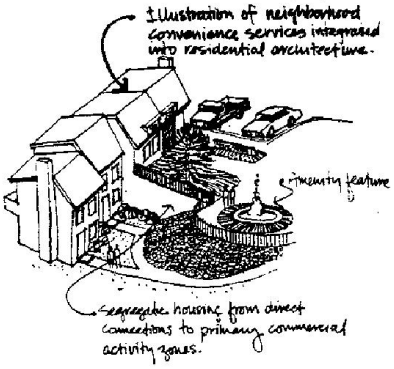


- Open Space/Community Facilities
  - Integrate natural open space amenities into overall neighborhood design.
  - Provide a continuous pedestrian/open

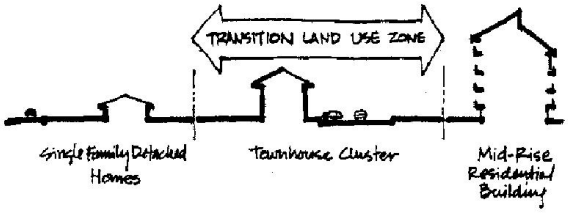
space system linking neighborhood activity nodes internally and externally.
- Provide courtyard, park and recreational areas/facilities (e.g., swimming pools, tennis courts, tot lots, etc.) for use of residents; link to the open space system.
- Design safe pedestrian system crossings at roads; ~~provide grade-separated intersections when possible~~.
- Use natural (especially wooded) open space corridors/areas as transition areas, visual amenities and buffers.
- Relate community and neighborhood- wide facilities functionally (access, proximity, etc.) to other uses within the development.



- Buffers
  - Use varying types and density/intensity of development as buffers for incompatible uses.
  - Take advantage of natural landscape edges and elements in buffering and defining neighborhood units.
  - Promote privacy between units with setbacks, plant materials, fences and grade changes.



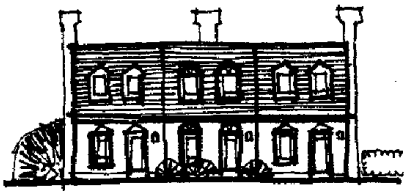
- Utility/Service Areas
  - Use grass swales for surface drainage whenever possible.
  - Provide stormwater detention/retention structures which can be retained as open space amenities.
  - Place all electrical utility lines underground; screen utility substations, service areas and heating/ventilation equipment from public view.
  - Screen refuse container (dumpster) areas from view, but maintain good service vehicle access.



Architectural Design

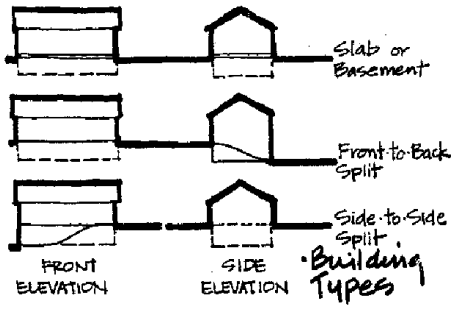
- Scale/Mass/Form
  - Provide general consistency in residential dwelling scale within each neighborhood.
  - Create interest through sensitive detailing and use of basic geometric forms for dwelling units.

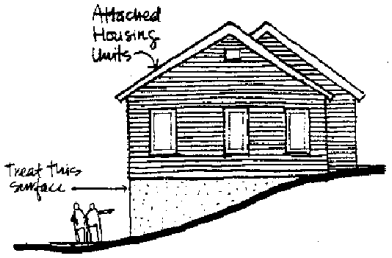
- Use varied setbacks to create interesting architectural (mass) relationships to the street.
- Cluster units around courtyard-like areas (landscaped parking or plaza) to reinforce neighborhood scale.
- Create generally low-scaled masses for buildings; do not make buildings excessively long.



Consistency of unit scale with varied detailing in Attached Unit design.

- Functional Relationships/Facade Treatment
  - Select and site appropriate building types with respect to natural topography (e.g., split level vs. slab, etc.)
  - When end units are in close proximity, locate windows/doors for maximum privacy between units.
  - Segregate primary building entries from service-type entries.
  - ~~Use current energy conservation technology in architectural and heating/cooling systems design.~~
  - ~~Minimize solar heat gain for cooling and maximize solar heat gain/retention for heating by sensitive design treatment.~~
  - Establish dwelling cluster architectural theme consistency while avoiding literal facade repetition among units.
  - Use similar architectural materials within a given cluster of dwellings.
  - Keep architectural facade material types to a minimum on any single dwelling.
  - Carry all attached facade materials (such as wood siding) down to a finished grade elevation, or paint to match adjoining facade.
  - Incorporate special, landscaped transition areas at dwelling unit entry areas into building/site design.
  - Consider the inclusion of covered unit entry areas in architectural design.



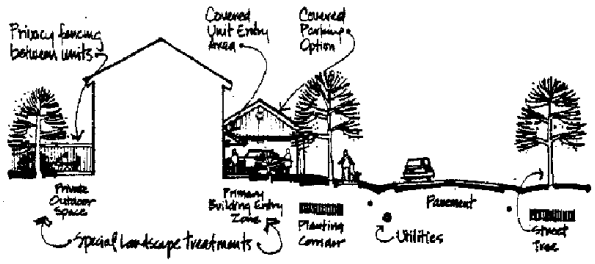


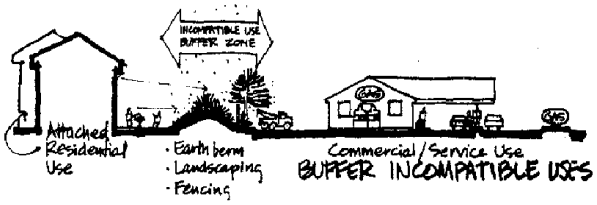
Landscape Architectural Design

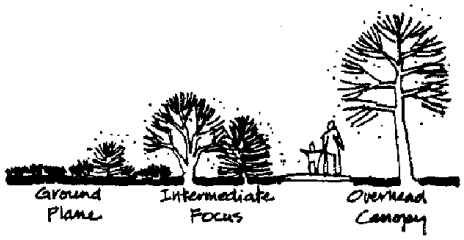
- Landscaping
  - Preserve existing quality vegetation to the greatest extent possible, integrating it into new designs.
  - Restore disturbed areas to a visually appealing landscape character through

landscape architectural treatment.

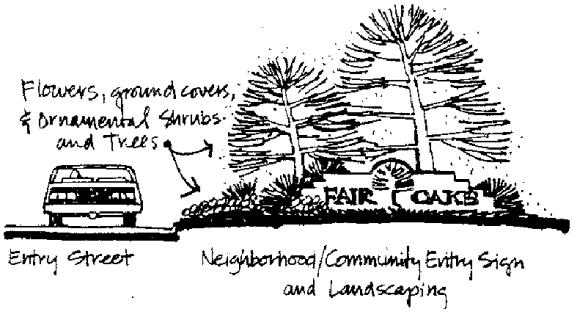
- Provide street trees along all roadways; use consistent species selection per street to reinforce neighborhood character.
- Locate street trees along roadways in landscape corridors away from underground utilities.
- Use special landscape treatments to identify and reinforce community, neighborhood and building cluster entry areas.
- Use special landscape treatments to define primary building entry zones.
- Use plant materials to define private outdoor social spaces for each unit, as needed.
- Buffer incompatible uses with land forms and/or landscape materials as needed.
- Use overhead canopy, intermediate focus and ground cover type plants to achieve functional goals.
- Provide well-landscaped special use areas for neighborhood residents (e.g., pool areas, parks, etc.).
- Promote seasonal visual interest at major neighborhood focal points by using flowers and ornamental shrubs, trees, etc.
- Select low-maintenance landscape materials for large neighborhood common areas not likely to receive consistent maintenance.
- Shade and visually break up large parking areas by planting canopy shade trees in planting islands.
- ~~Protect solar access to buildings when incorporating landscape materials.~~



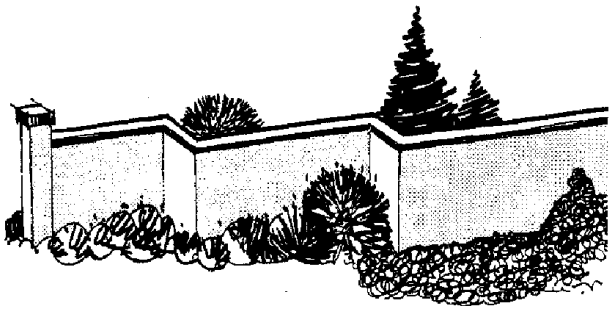




- Site Furnishings/Signing and Lighting
  - Provide a well-designed signage system to identify and direct safe movement throughout the community-vehicular and pedestrian.
  - Provide well-designed neighborhood entry signs at major auto/pedestrian entry areas.
  - Provide roadway and pedestrian lighting systems consistent in style/intensity with each system hierarchy.
  - Provide special neighborhood entry



area and identification sign lighting.
- Ensure neighborhood architectural theme and light fixture style consistency.
- Provide individual dwelling unit entry zone and street number illumination lighting.



- Site Furnishing/Fencing/Mailboxes
  - Use walls and fencing along lot lines between units to provide privacy for outdoor activity areas in front and rear of units when possible. This should be done in a manner which does not prevent solar access.
  - Use fencing materials which relate to the proposed function of the fence (e.g., solid for privacy).
  - Use wall or fencing materials and style consistent with dwelling architectural materials and style and in a manner which does not prevent solar access.
  - Avoid long, monotonous solid fence lines by using jogs or setbacks for visual interest.
  - If curbside mailboxes are used, provide multibox units consistent to the building cluster architecture/style.

- Site Furnishings/Minor Structures/Seating
  - Outdoor utility sheds/buildings should relate to dwelling architectural materials and style.
  - Provide bus shelters at major roadway entries as needed to serve residents utilizing existing or proposed transit services.
  - Consider the provision of gazebos or other outdoor shelters with architectural design compatible to residential building design.
  - Consider provision of other outdoor architectural elements, such as trellises or kiosks.
  - Provide outdoor seating at appropriate activity areas (e.g., tot lots, pool area, etc.).
  - Provide hard-surfaced landscaped recreational areas, especially around swimming pool/clubhouse areas.

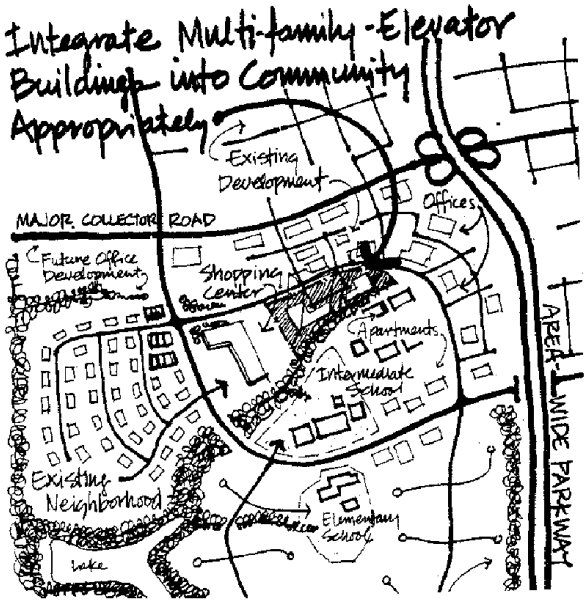
Residential/Multifamily-

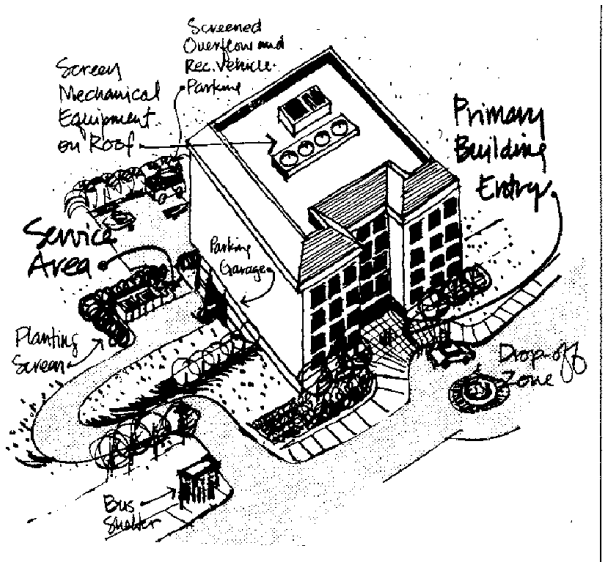
Elevator Housing Criteria

Site Planning

- General
  - Integrate new development with existing and future adjacent land uses appropriately; locating it near employment/shopping cores and mass transit access points.
  - Plan development using reasonably- scaled architectural masses, which relate positively to site and adjacent use conditions through siting, setbacks and landscaping.
  - Provide appropriate level, scale and location of support services/facilities (e.g., convenience commercial) integrated into overall architectural design.
  - Provide pedestrian linkages to community-wide amenity areas, services and facilities.
  - Consider potential highway noise impacts in community, neighborhood and dwelling unit design.
  - Use ~~energy conservation-based criteria~~green building techniques in planning and design.
  - Provide a quality visual image to all (off-site) public views, as the structure will be considered an area-wide visual amenity.
  - Take care in siting tall structures to avoid (sun) shading of structures on adjacent lots.
  - Preserve or recover and record significant heritage resources.

- Access/Roads/Parking
  - Provide adequate, safe auto access into the site from appropriate level roadways.
  - Use a hierarchical system of internal streets and drives; do not access buildings directly onto major roads.
  - Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) through sensitive street/parking lot design/construction.
  - Segregate resident and service entry areas; provide adequate area for service/emergency vehicle access and

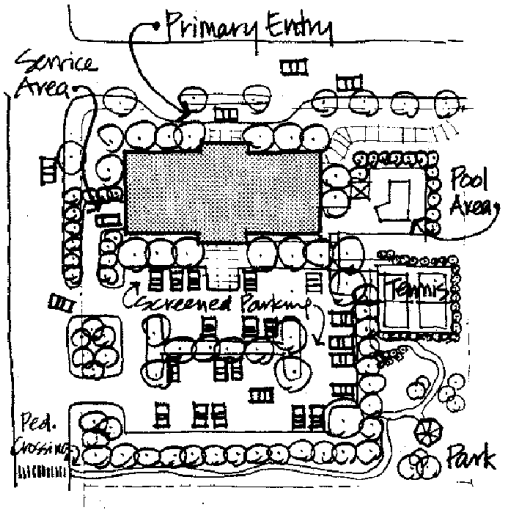




operation.
- Avoid on-street parking; provide high-image off-street parking areas in scale with pedestrians.
- In dense developments, provide off-street, screened parking areas for special vehicle storage (e.g., recreation vehicles, boats, trailers, etc.).
- Use structured parking whenever possible; integrate parking decks into overall building architecture.
- Provide a well-landscaped, high-image auto passenger drop-off zone at major residential building entry.
- Reduce impervious surfaces (roads, parking, buildings, etc.) through use of cluster design techniques and deck parking provision.
- Establish distinct utility and landscaping corridors within street rights-of-way and parking areas.
- Adhere to existing Fairfax County development standards for minimum parking space and drive dimensions, etc.

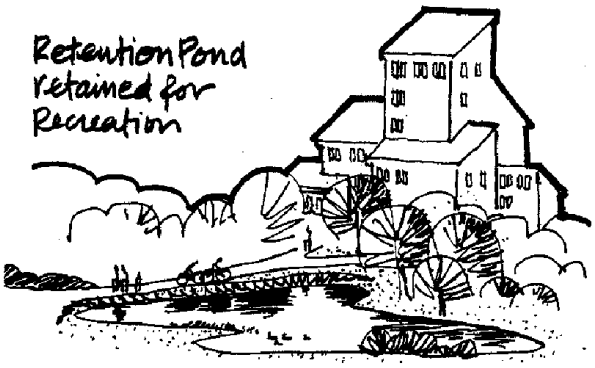
• Open Space/Community Facilities
- Integrate natural open space amenities into overall site plan development.
- Provide a continuous pedestrian/open space system linking on- and off-site activity nodes.
- Provide courtyard, park and recreational areas/facilities (e.g., pools, tennis courts, tot lots, etc.) for use of residents; link to the open space system.
- Design safe pedestrian system crossings at roads~~; provide grade-separated intersections when possible~~.
- Use natural (especially wooded) open space corridors/areas as transition ones, visual amenities and buffers.
- Integrate on-site service and amenity features into overall functional and design scheme.

• Buffers
- Use varying scale and arrangements of structures on-site to act as buffers for incompatible use relationships.
- Take advantage of natural landscape



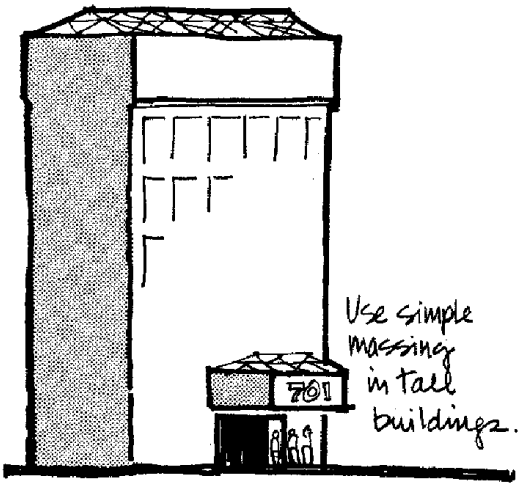
edges and elements in buffering and defining architectural elements.
- Use architectural elements (walls, buildings, etc.) as visual and roadway noise buffers.

- Utility/Service Areas
  - Use curb and gutter systems within the primary building and parking zone for auto and drainage control.
  - Away from the major architectural/ parking core, use grass swales for surface drainage whenever possible.
  - Provide stormwater detention/retention structures which can be retained as open space amenities.
  - Place all electrical utility lines underground; screen utility substations and service areas from public view.



Architectural Design

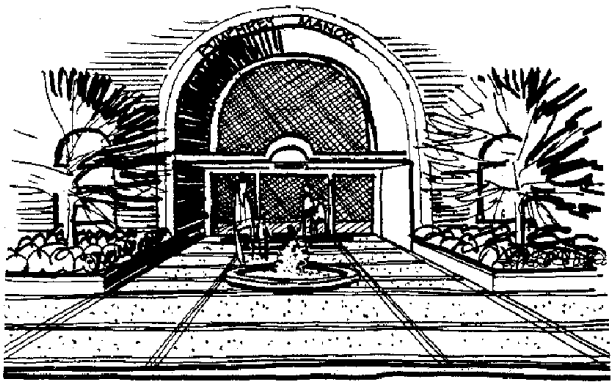
- Scale/Mass/Form
  - Maintain relatively simple massing in tall structures, with openings and entries clearly articulated through building offsets and texture/material changes.
  - Adhere to established Fairfax County building bulk and setback requirements.
  - Use varied setbacks to create interesting architectural (mass) relationships to the street.
  - Cluster buildings around courtyard-like areas to reinforce neighborhood scale.
  - Integrate architectural masses/forms into natural topography of site.



- Functional Relationships/Facade Treatment
  - Select and site appropriate building types with respect to natural topography.
  - When buildings are adjacent, orient primary facades for maximum privacy between buildings.
  - Segregate primary building entries from service-type entries.
  - ~~Use current energy conservation technology in architectural and heating/cooling systems design.~~
  - ~~Minimize solar heat gain for cooling and maximize solar heat gain/retention for heating by sensitive design~~

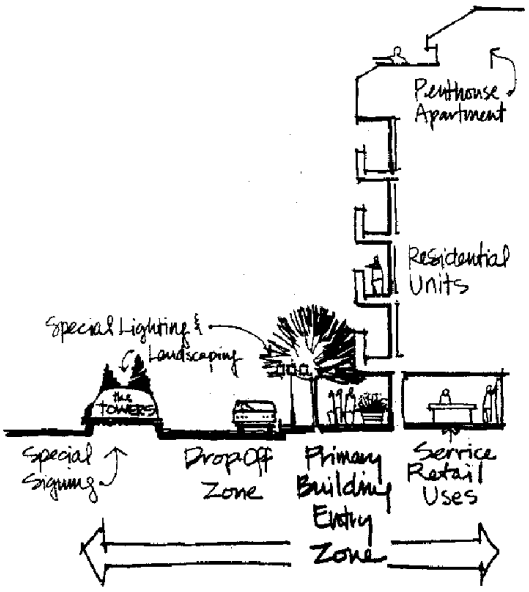
~~treatment.~~

- Dwelling unit number and arrangement for each building should reinforce feeling of security and neighborhood among residents.
- Avoid false facade treatments which are unrelated to building form/ function.
- Carefully select and restrict the variety of architectural facade materials for each building, but avoid monolithic facade treatments.
- Integrate community and resident service uses into building architecture.
- Incorporate major landscaped plazas at major building entrances, featuring special paving, seating, plantings and water features such as fountains.

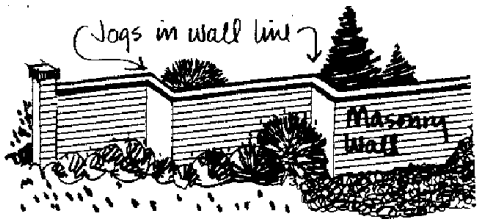


Landscape Architectural Design

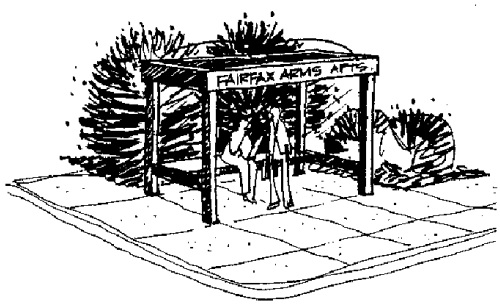
- Landscaping
  - Preserve existing quality vegetation to the greatest extent possible, integrating it into new designs.
  - Restore disturbed areas to a visually appealing landscape character through landscape architectural treatment.
  - Provide street trees along all roadways and shade trees in parking areas; encourage the use of groupings which reinforce the residential development character and identity.
  - Provide well-landscaped special use areas for neighborhood residents (e.g., pool areas, parks, etc.).
  - Use special landscape treatments to define primary building entry zones.
  - Buffer incompatible uses with land forms and/or landscape materials as needed.
  - Use overhead canopy, intermediate focus and ground cover type plants to achieve functional goals.
  - Locate street trees along roadways and parking areas in landscape corridors away from underground utilities.
  - Use special landscape treatments to identify and reinforce community and neighborhood entry areas.
  - Promote seasonal visual interest at major neighborhood focal points by



using flowers and ornamental shrubs, trees, etc.
- Select low-maintenance landscape materials for common areas not likely to receive consistent maintenance.
- ~~Protect solar access to buildings when incorporating landscape materials.~~



- Site Furnishings/Signing and Lighting
  - Provide a well-designed signage system to identify and direct safe vehicular and pedestrian movement throughout the site.
  - Provide well-designed site entry signs at major auto/pedestrian entry areas.
  - Provide street, parking and pedestrian lighting systems consistent in style/intensity with each system's needs.
  - Ensure site-wide architectural theme and light fixture style consistency.
  - Use special lighting techniques, such as up-lighting, to accentuate primary entry plazas and high-image architectural elements.



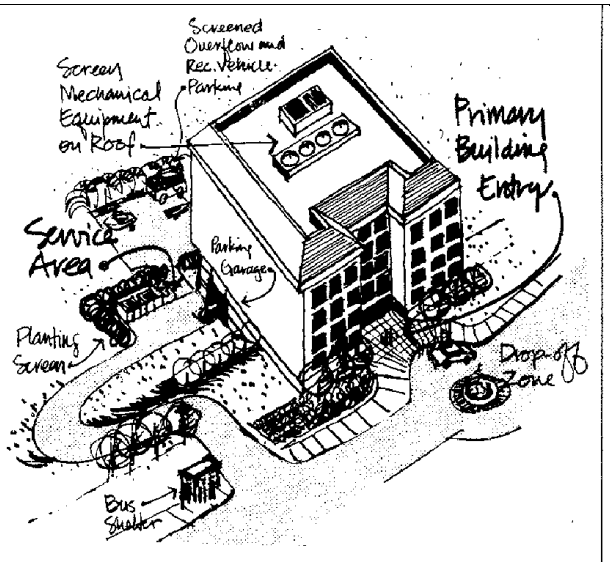
- Site Furnishings/Walls and Minor Structures
  - Use concrete or masonry walls in conjunction with building style and materials for screening and grade-change accommodation.
  - Avoid long, monotonous walls by incorporating jogs or setbacks for visual interest.
  - If entry gates are used, ensure that design is high quality and integrated into adjacent wall architecture.
  - Provide bus shelters at major site entries as needed to serve residents utilizing existing or proposed transit services; integrate structure design into project architectural theme, if possible.
  - Consider the provision of gazebos, information kiosks or other outdoor structures for use of residents.
  - Provide outdoor seating, some covered, at major on-site activity areas.
  - Provide hard surfaced recreational areas on-site (e.g., tennis courts, play courts, pool-side areas, etc.).

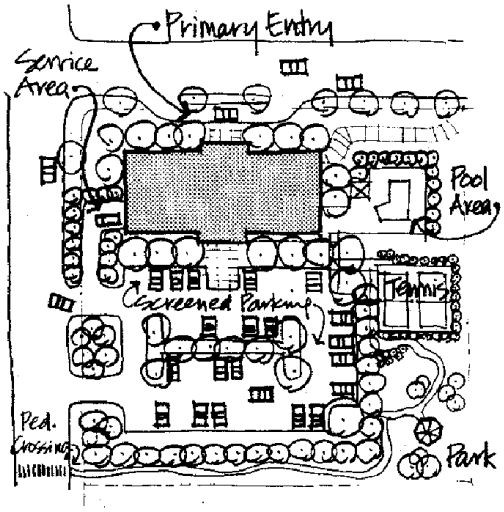
Mixed Use Criteria

Site Planning

- General
  - Integrate new development with existing and future adjacent land uses appropriately; locating it within cores and near mass transit access points with quality pedestrian access.
  - Select type and scale of commercial office uses within each development which will serve local area needs.
  - Plan development using reasonably- scaled architectural masses, which relate positively to site and adjacent use conditions through siting, setbacks and landscaping.
  - Provide appropriate level, scale and location of support services/facilities (e.g., convenience commercial) integrated into overall architectural design.
  - Provide pedestrian linkages to community-wide amenity areas, services and facilities.
  - Consider potential highway noise impacts in community, neighborhood and dwelling unit design.
  - Use green building techniques in planning and design.
  - Provide a quality visual image to all (off-site) public views, as the structures will be considered an area-wide visual amenity.
  - Take care in siting tall structures to avoid (sun) shading of structures on adjacent lots.
  - Use criteria for shared parking and open space between uses in site development, if feasible.
  - Preserve or recover and record significant heritage resources.

- Access/Roads/Parking
  - Provide adequate, safe auto access into the site from appropriate level roadways.
  - Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) through sensitive street/parking design/construction.
  - Segregate resident and service entry areas; provide adequate area for

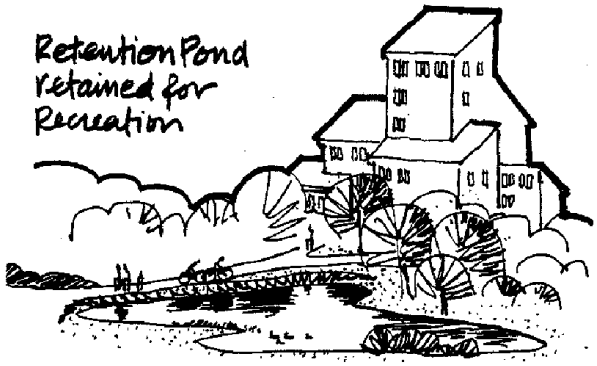




service/emergency vehicle access and operation.
- Use structured parking whenever possible; integrate parking decks into overall building architecture.
- Segregate service and maintenance drives and parking areas from customer entry and parking zones.
- Establish distinct utility and landscaping corridors within street rights-of-way and parking areas.
- Provide a well-landscaped, high-quality image toward the street, and buffer service areas from public view.
- Adhere to existing Fairfax County development standards for minimum parking space and drive dimensions, etc.

• Open Space/Community Facilities
- Integrate natural open space amenities into overall site plan development.
- Provide a continuous pedestrian/open space system linking on- and off-site activity nodes.
- Provide courtyard, park and recreational areas/facilities for use of residents; link to the open space system.
- Design safe on-site pedestrian systems and crossings at roads.
- Consider inclusion of neighborhood-level facilities as part of a mixed-use program for neighborhood centers (e.g., recreation uses and small commercial, office and service uses, etc.)
- Use natural (especially wooded) open space corridors/areas as transition ones, visual amenities and buffers.
- Integrate on-site service and amenity features into overall functional and design scheme.

• Buffers
- Use varying scale and arrangements of structures on-site to act as buffers for incompatible use relationships.
- Take advantage of natural landscape edges and elements in buffering and defining architectural elements.
- Use architectural elements (walls, buildings, etc.) as visual and roadway



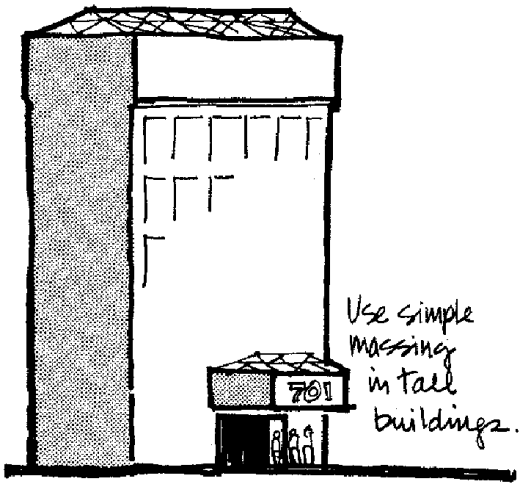
noise buffers.

- Utility/Service Areas
  - Use curb and gutter drainage systems adjacent to buildings and main parking areas, but use grass swales, when possible, in other areas on-site.
  - Provide stormwater detention/retention structures which can be retained as open space amenities.
  - Place all electrical utility lines underground; screen utility substations and service areas from public view.
  - Screen all service/maintenance areas from public view.
  - Provide for safe on-site storage and off-site disposal of refuse and wastes generated by commercial/service uses.

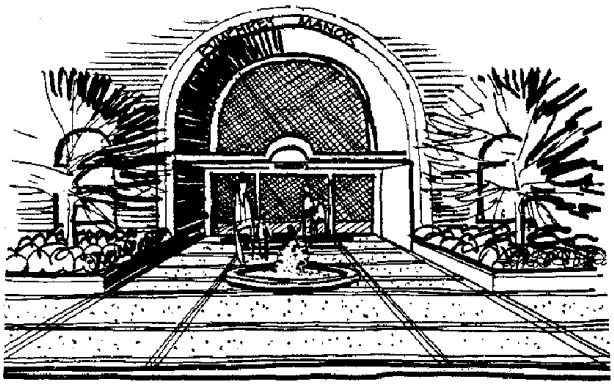
Architectural Design

- Scale/Mass/Form
  - Maintain relatively simple massing in tall structures, with openings and entries clearly articulated through building offsets and texture/material changes.
  - Adhere to established Fairfax County building bulk and setback requirements.
  - Create interest through sensitive detailing and use of basic geometric forms for commercial structures.
  - Use varied setbacks to create interesting architectural (mass) relationships to the street.
  - Integrate architectural masses/forms into natural topography of site.

- Functional Relationships/Facade Treatment
  - Select and site appropriate building types with respect to natural topography.
  - Segregate primary building entries from service-type entries.
  - Dwelling unit number and arrangement for each building should reinforce feeling of security and neighborhood among residents.
  - Avoid false facade treatments which are unrelated to building form/ function.
  - Carefully select and restrict the variety

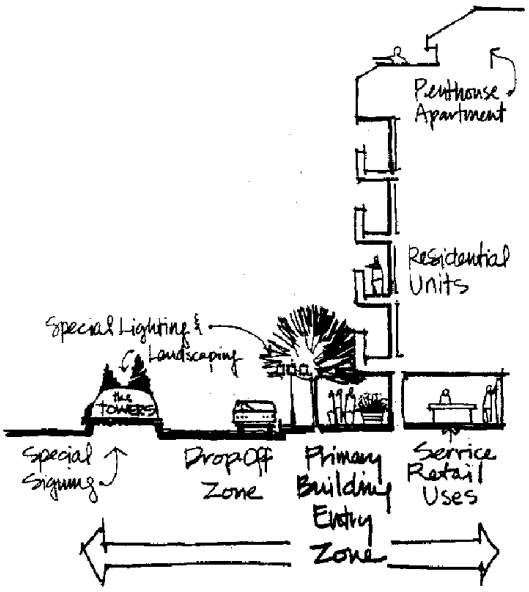


of architectural facade materials for each building, but avoid monolithic facade treatments.
- Establish architectural theme consistency.
- Integrate community and resident service uses into building architecture.
- Incorporate major landscaped plazas at major building entrances, featuring special paving, seating, plantings and water features such as fountains.



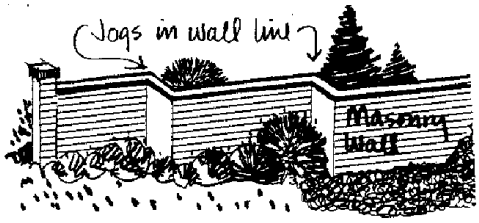
Landscape Architectural Design

- Landscaping
  - Preserve existing quality vegetation to the greatest extent possible, integrating it into new designs.
  - Restore disturbed areas to a visually appealing landscape character through landscape architectural treatment.
  - Provide street trees along all roadways and shade trees in parking areas; use consistent species groupings to reinforce development character.
  - Provide well-landscaped special use areas for neighborhood residents (e.g., pool areas, parks, etc.).
  - Use special landscape treatments to define primary building entry zones.
  - Buffer incompatible uses with land forms and/or landscape materials as needed.
  - Use overhead canopy, intermediate focus and ground cover type plants to achieve functional goals.
  - Locate street trees along roadways and parking areas in landscape corridors away from underground utilities.
  - Use special landscape treatments to identify and reinforce entry areas.
  - Promote seasonal visual interest at major neighborhood focal points by using flowers and ornamental shrubs, trees, etc.
  - Select low-maintenance landscape materials for common areas not likely

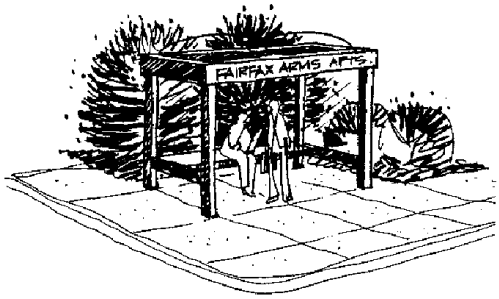


to receive consistent maintenance.

- Site Furnishings/Signing and Lighting
  - Provide a well-designed signage system to identify buildings and direct safe movement for ingress and egress (vehicular and pedestrian).
  - Provide street, parking and pedestrian lighting systems consistent in style/intensity with each system's needs.
  - Ensure site-wide architectural theme and light fixture style consistency.
  - Ensure quality design for commercial signs on site and on building facades; all buildings (within the same development) should portray consistency in signing criteria adherence.
  - Use special lighting techniques, such as up-lighting, to accentuate primary entry plazas and high-image architectural elements.
  - Ensure neighborhood architectural theme and light fixture style consistency.



- Site Furnishings/Walls and Minor Structures
  - Use concrete or masonry walls in conjunction with building style and materials for screening and grade-change accommodation.
  - Use materials which relate to the proposed function of the fence or wall (e.g., solid for privacy).
  - Use wall and fence materials and style consistent with the development's architectural materials and style.
  - Avoid long, monotonous walls by incorporating jogs or setbacks for visual interest.
  - If entry gates are used, ensure that design is high quality and integrated into adjacent wall architecture.
  - Provide bus shelters at major site entries as needed to serve residents utilizing existing or proposed transit services; integrate structure design into project architectural theme, if possible.
  - Consider the provision of gazebos, information kiosks or other outdoor structures for use of residents.



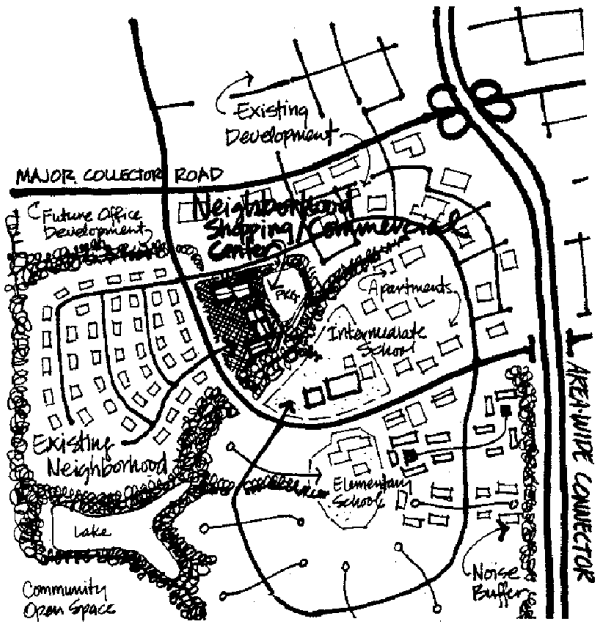
- Provide outdoor seating, some covered, at major on-site activity areas.
- Provide hard surfaced recreational areas on-site.
- Outdoor utility sheds/buildings should relate to major building architecture and style.
- Provide walled enclosures to screen outdoor storage and refuse (dumpster) areas.
- Keep architectural facade material types to a minimum on any single building facade.
- Carry all attached facade materials (such as wood siding) down to a finished grade elevation, or paint exposed walls to match such facades.
- Avoid false facade treatments which are unrelated to building form/function.
- Carefully select and restrict the variety of architectural facade materials for each building.

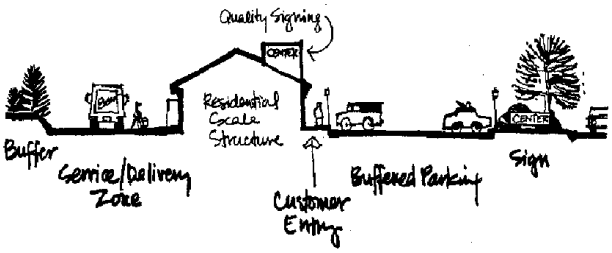
Commercial/Low Density Office and Neighborhood Center Criteria

Site Planning

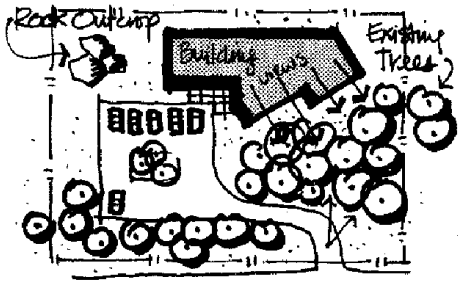
- General
  - Integrate new development with existing and future adjacent land uses appropriately; locate new centers with quality vehicular and pedestrian access.
  - Select type and scale of commercial office uses within each development which will serve local area needs.
  - Use criteria for shared parking and open space between uses in site development, if feasible.
  - Provide pedestrian linkages to residential neighborhoods and community-wide amenity areas, services and facilities.
  - Use ~~energy conservation based criteria~~green building techniques in planning and design.
  - Preserve or recover and record significant heritage resources.

- Access/Roads/Parking
  - Provide adequate, safe auto access into the center from appropriate-level roadways.

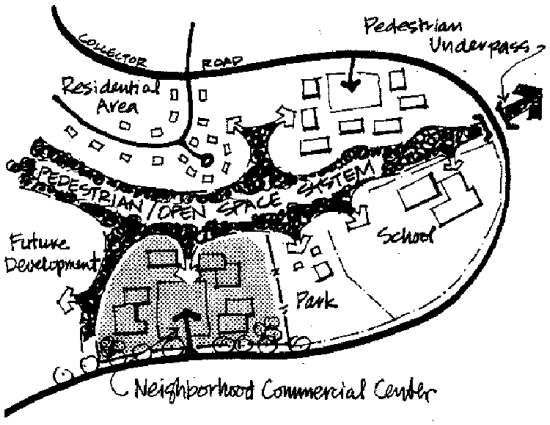




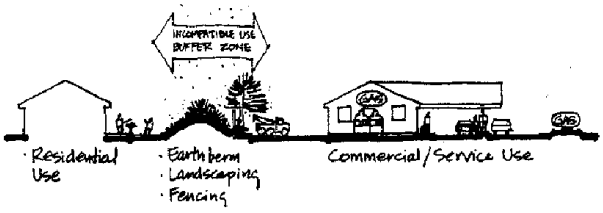
- Provide well-screened off-street parking areas for customers; keep these parking lots in scale with the development and neighborhood.
- Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) through sensitive parking and building design/construction.
- Establish distinct utility and landscaping corridors within street rights-of-way and parking areas.
- Segregate service and maintenance drives and parking areas from customer entry and parking zones.
- Reduce impervious surfaces (drives, parking, buildings, etc.) through use of cluster design techniques.
- Provide a well-landscaped, high-quality image toward the street, and buffer service areas from public view.
- Adhere to existing Fairfax County development standards for minimum parking space and driveway dimensions.



- Open Space/Community Facilities
  - Integrate natural open space amenities into overall site design.
  - Provide on-site pedestrian system links to neighborhood and community-wide pedestrian systems.
  - Consider inclusion of neighborhood-level facilities as part of a mixed-use program for neighborhood centers (e.g., recreation uses and small commercial, office and service uses, etc.)
  - Design safe pedestrian systems on-site~~; incorporate handicapped-access elements, such as ramps, into system design~~.
  - Use natural (especially wooded) open space corridors/areas as transition areas, visual amenities and buffers.

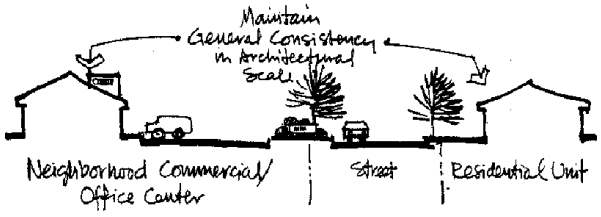


- Buffers
  - Use varying scales and arrangement of buildings on-site as buffers for incompatible use relationships.
  - Take advantage of natural landscape edges and elements in buffering and defining neighborhood center components.



- Use architectural elements (walls, buildings, etc.) as visual and roadway noise buffers.

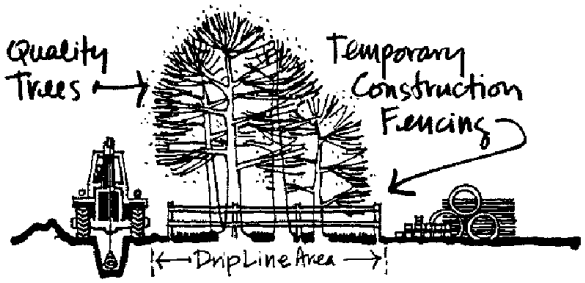
- Utility/Service Areas
  - Use curb and gutter drainage systems adjacent to buildings and main parking areas, but use grass swales, when possible, in other areas on-site.
  - Provide stormwater detention/retention structures, as needed, which can be retained as open space amenities.
  - Place all electrical utility lines underground; screen utility substations and service areas from public view.
  - Screen all service/maintenance areas from public view.
  - Provide for safe on-site storage and off-site disposal of refuse and wastes generated by commercial/service uses.



Architectural Design

- Scale/Mass/Form
  - Provide general consistency between neighborhood residential unit scale and proposed neighborhood/commercial/ office complex scale.
  - Create interest through sensitive detailing and use of basic geometric forms for commercial structures.
  - Use varied building facade setbacks to create interesting architectural (mass) relationships to the street.
  - Cluster buildings around courtyard-like areas to reinforce neighborhood scale.

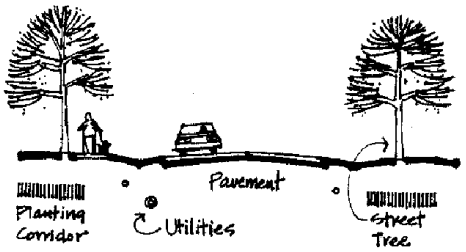
- Functional Relationships/Facade Treatment
  - Select and site appropriate building types with respect to natural topography.
  - Use current energy conservation technology in architectural and heating/cooling systems design.
  - Minimize solar heat gain for cooling and maximize solar heat gain/retention for heating by sensitive design treatment.
  - Establish center-wide architectural theme consistency.
  - Use similar architectural materials within the center development.

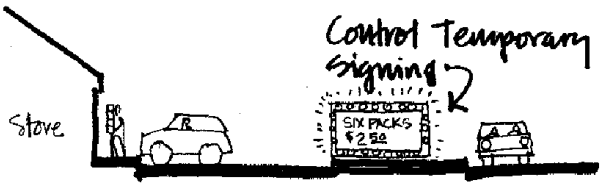


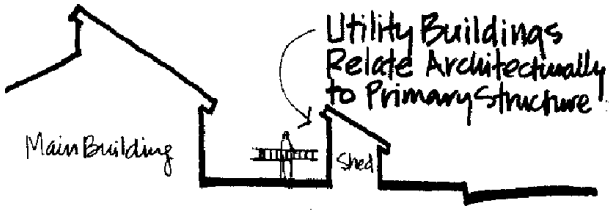
Landscape Architectural Design

- Landscaping
  - Preserve existing quality vegetation to the greatest extent possible, integrating it into new designs.
  - Restore disturbed areas to a visually appealing landscape character through landscape architectural treatment.
  - Provide shade trees in all parking lots; use consistent species groupings to reinforce development character.
  - Locate street trees along roadways and parking areas in landscape corridors away from underground utilities.
  - Use special landscape treatments to identify and reinforce the center's entry areas.
  - Use special landscape treatments to define primary building entry zones.
  - Buffer incompatible uses with land forms and/or landscape materials as needed.
  - Use overhead canopy, intermediate focus and ground cover type plants to achieve functional goals.
  - Promote seasonal visual interest at major neighborhood focal points by using flowers and ornamental shrubs, trees, etc.
  - Select low-maintenance landscape materials for areas not likely to receive consistent maintenance.
  - ~~Protect solar access to buildings when incorporating landscape materials.~~

- Site Furnishings/Signing and Lighting
  - Provide a well-designed signage system to identify buildings and direct safe movement for ingress and egress (vehicular and pedestrian).
  - Provide well-designed project entry signs at major auto/pedestrian entry areas.
  - Ensure quality design for commercial signs on-site and on building facades; all buildings (within the same development) should portray consistency in signing criteria adherence.
  - Control the use of temporary commercial advertising signs; do not use movable signs with flashing lights







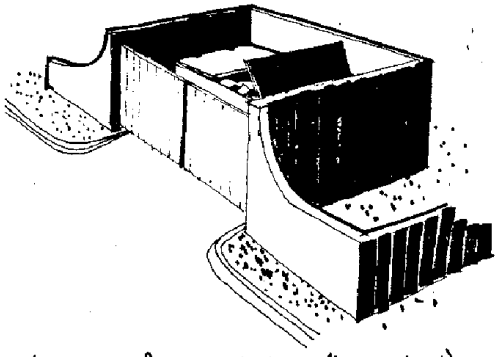
along street edges.
- Ensure neighborhood architectural theme and light fixture style consistency.

- Site Furnishing/Fencing/Walls/Minor Structures
  - Use materials which relate to the proposed function of the fence or wall (e.g., solid for privacy).
  - Use wall and fence materials and style consistent with the center's architectural materials and style.
  - Avoid long, monotonous solid wall or fence lines by using jogs or setbacks for visual interest.
  - Outdoor utility sheds/buildings should relate to major building architecture and style.
  - Provide walled enclosures to screen outdoor storage and refuse (dumpster) areas.
  - Keep architectural facade material types to a minimum on any single building facade.
  - Carry all attached facade materials (such as wood siding) down to a finished grade elevation, or paint exposed walls to match such facades.
  - Avoid false facade treatments which are unrelated to building form/function.
  - Carefully select and restrict the variety of architectural facade materials for each building.

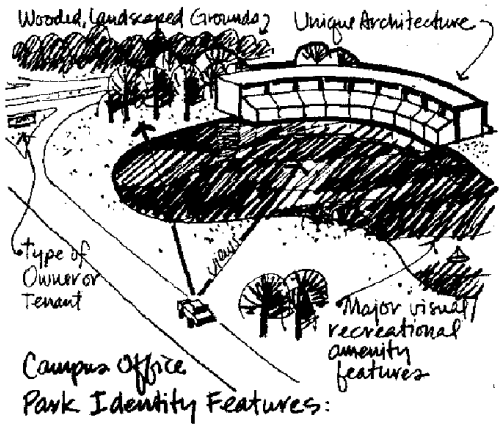
Commercial/Campus Style Office Park Criteria

Site Planning

- General
  - Integrate new development with existing and future adjacent land uses appropriately.
  - Plan development in relatively large-scaled tracts to assure substantial open space provision.
  - Establish a strong sense of identity for each particular office campus or park.
  - Provide appropriate level, scale and location of support services/facilities (e.g., eating establishments, business support and convenience commercial)



Screen refuse container ('dumpster') areas.

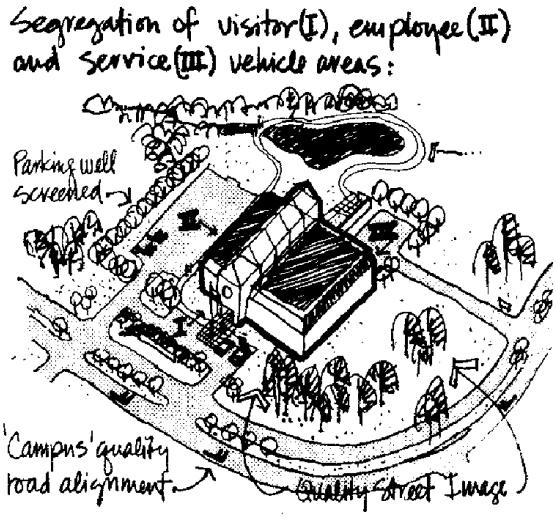


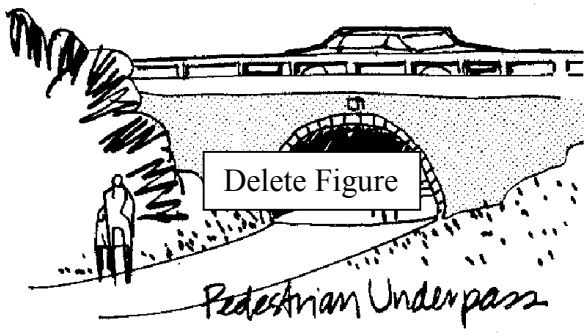
Campus Office Park Identity Features:

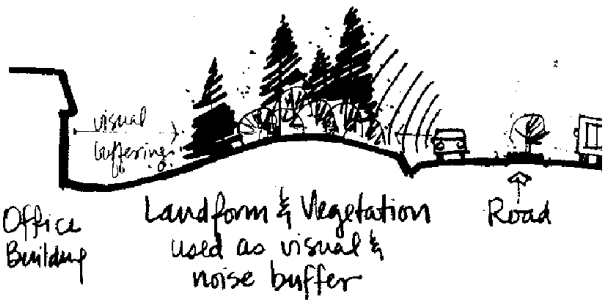
to serve employees/businesses locally.
- Use ~~energy conservation-based criteria~~green building techniques in planning and design.
- Preserve or recover and record significant heritage resources.

- Access/Roads/Parking
  - Provide adequate, safe auto access into the development from appropriate-level roadways.
  - Use a hierarchical system of internal drives and roadways; do not access parking directly onto major collector roads.
  - Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) through sensitive road, building and parking design/construction.
  - Provide well-screened off-street parking areas for employees/visitors.
  - Road alignments should reinforce campus quality and scale; avoid long, straight, monotonous street layouts.
  - Provide some parking areas for compact cars in order to reduce the area of impervious site cover.
  - Provide screened parking areas for special vehicle parking/storage (e.g., maintenance vehicles, trailers, equipment, etc.).
  - Establish distinct utility and landscaping corridors within street rights-of-way and parking areas.
  - Segregate service, maintenance and loading zones from employee/visitor vehicle areas.
  - ~~Orient roadways to maximize southern (solar) exposure for office buildings, when possible.~~
  - Provide a well-landscaped high-quality image toward the street.
  - Reduce impervious surfaces (roads, parking, buildings, etc.) through use of cluster design techniques.
  - Adhere to existing Fairfax County development standards for minimum parking space and driveway dimensions.

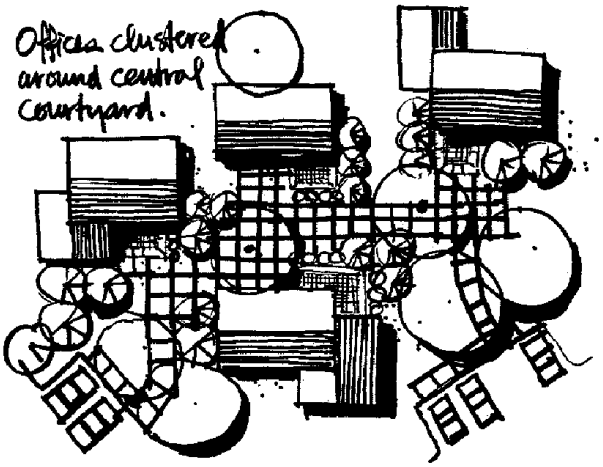
- Open Space/Community Facilities
  - Integrate natural open space amenities into overall site design.







- Provide a continuous pedestrian/open space system linking activity nodes internally and externally.
- Design safe pedestrian system crossings at roads~~; provide grade-separated intersections at these points when possible; incorporate handicapped-access elements, such as ramps, into system design~~.
- Use natural (especially wooded) open space corridors/areas as transition zones, visual amenities and buffers.



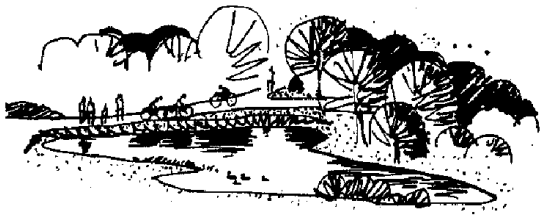
- Buffers
  - Use varying scales and arrangements of building masses as buffers for incompatible use relationships.
  - Take advantage of natural landscape edges and elements in buffering and defining building and parking zones.
  - Use existing vegetation masses along with earth berms and architectural walls as visual and roadway noise buffers.

- Utility/Service Areas
  - Use grass swales for surface drainage whenever possible.
  - Provide stormwater detention/retention structures which can be retained as open space amenities.
  - Place all electrical utility lines underground; screen utility substations and service areas from public view.
  - Provide for safe on-site storage and off-site disposal of refuse and wastes generated by commercial/service uses.
  - ~~Consider common solar energy systems serving entire office park developments, when feasible.~~

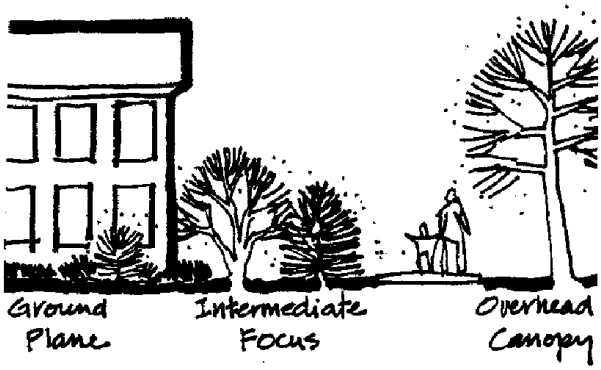
Architectural Design

- Scale/Mass/Form
  - Provide general consistency in architectural scale within each development cluster.
  - Create interest through sensitive detailing and use of basic geometric forms reflecting building function.
  - Use varied building/facade setbacks to

create interesting architectural (mass) relationships to the street.
- Cluster buildings around courtyard-like amenity areas to create a strong sense of arrival for pedestrians.
- Buildings with large-area structural modules should be located on flat or gently sloping sites only.



- Functional Relationships/Facade Treatment
  - Select and site appropriate building types with respect to natural topography.
  - Segregate primary building entries from service-type entries.
  - ~~Use current energy conservation technology in architectural and heating/cooling systems design.~~
  - ~~Minimize solar heat gain for cooling and maximize solar heat gain/retention for heating by sensitive design treatment.~~
  - Establish architectural theme consistency throughout each office complex.
  - Use similar architectural materials within a given cluster of office buildings.
  - Keep architectural facade material types to a minimum on any single building facade.
  - Carry all attached facade materials down to a finished grade elevation, or paint exposed walls to match such facade materials.
  - Avoid false facade treatments which are unrelated to building form/function.
  - Carefully select and restrict the variety of architectural facade materials for each building or building cluster.

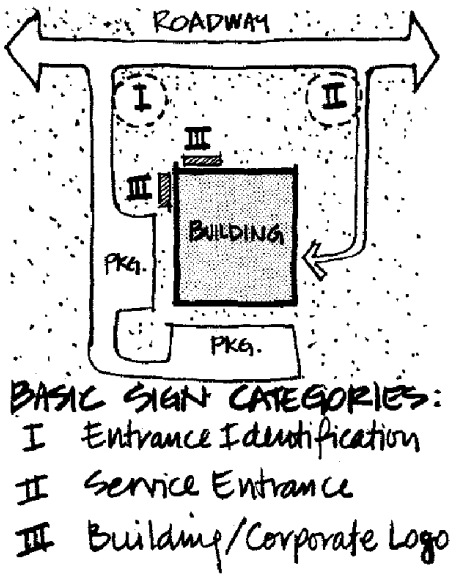


Landscape Architectural Design

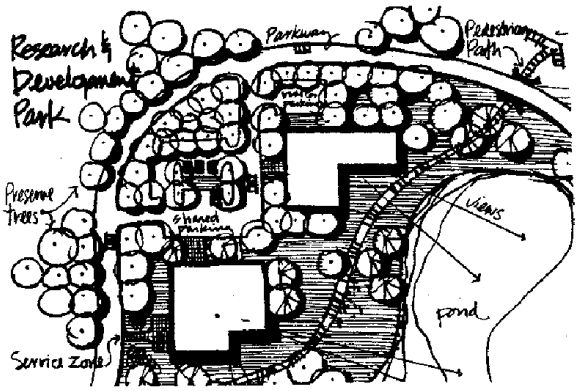
- Landscaping
  - Preserve existing quality vegetation to the greatest extent possible, integrating it into new designs.
  - Restore disturbed areas to a visually appealing landscape character through landscape architectural treatment.
  - Provide shade trees in all parking lots; use consistent species groupings to reinforce development character.

- Locate street trees along roadways in landscape corridors away from underground utilities.
- Use special landscape treatments to identify and reinforce major office park and site entry areas.
- Use special landscape treatments to define primary building entry zones.
- Buffer incompatible uses with land forms and/or landscape materials as needed.
- Use overhead canopy, intermediate focus and ground cover-type plants to achieve functional goals.
- Promote seasonal visual interest at major architectural and site focal points by using flowers and ornamental shrubs, trees, etc.
- Select low-maintenance landscape materials for areas not likely to receive consistent maintenance; maintain landscape materials in all entry and streetscape areas.
- ~~Protect solar access to buildings when incorporating landscape materials.~~

• Site Furnishings/Signing and Lighting
- Provide a well-designed office park and site entry signs at major auto/pedestrian entry areas.
- Provide roadway and pedestrian lighting systems consistent in style/intensity with each system hierarchy.
- Ensure quality design for commercial office signs on-site and on building facades; all buildings within a development should reflect consistent signing criteria adherence.
- Provide design guidelines for all commercial signing within the office campus development, including temporary advertising, construction and informational signing.
- Provide special site entry area and identification sign lighting.
- Ensure development-wide architectural theme and light fixture style consistency.
- Provide individual building entry zone and corporate name/logo illumination lighting.



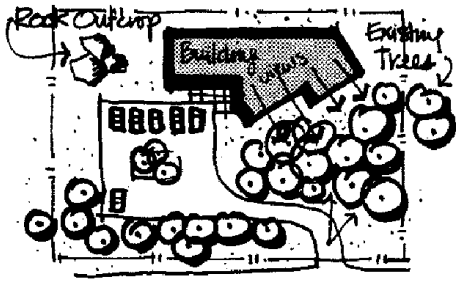
- Site Furnishing/Fencing/Walls/Minor Structures
  - Use walls as architectural linkage elements between related but separate buildings, when possible.
  - Use materials which relate to the proposed function of the fence or wall (e.g., solid for privacy).
  - Use wall and fence materials and style consistent with each development's architectural materials and style.
  - Avoid long, monotonous solid walls or fence lines by using jogs or setbacks for visual interest.
  - Outdoor utility sheds/buildings should relate to building architecture and style.
  - Provide walled enclosures to screen outdoor storage/service/refuse (dumpster) areas.



Research and Development/Utility and Light Industrial Criteria

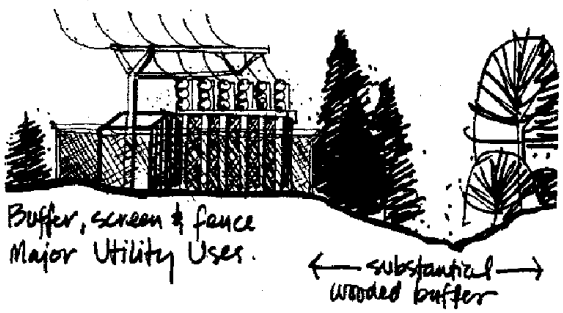
Site Planning

- General
  - Consider appropriateness of each particular use to the image/environment of the Fairfax Center Area.
  - Integrate new development with existing and future adjacent land uses appropriately.
  - Plan development in relatively large-scale tracts to assure substantial open space provision, especially for buffering.
  - Establish a strong sense of identity for each development.
  - Locate utility uses (such as power substations, water pump stations and waste water treatment plants) away from conflicting land uses, if feasible.
  - Provide pedestrian linkages to community-wide amenity areas, neighborhood services and facilities, as needed.
  - Use ~~energy conservation-based criteria~~green building techniques in planning and design.
  - Preserve or recover and record significant heritage resources.



- Access/Roads/Parking

- Provide adequate, safe auto and truck access into the development from appropriate level roadways.
- Use a hierarchical system of internal roadways; do not access parking/service areas directly from major collector roads.
- Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) through sensitive utility right-of-way, road, building and parking design/construction.
- Road alignments should reinforce development quality and scale; avoid long, straight, monotonous street layouts.
- Provide off-street, screened parking areas for special vehicle parking/ storage (e.g., maintenance vehicles, trailers, utility equipment, etc.).
- Establish distinct utility and landscaping corridors within street rights-of-way and parking areas.
- Segregate service, utility equipment, maintenance and loading zones from employee/visitor vehicle areas.
- ~~Orient roadways to maximize southern (solar) exposure for office/industrial buildings, when possible.~~
- Reduce impervious surfaces (roads, parking, buildings, etc.) through use of cluster design techniques.
- Adhere to existing Fairfax County development standards for minimum parking, loading and driveway space requirements.



- Open Space/Community Facilities
  - Integrate natural open space amenities into overall site design.
  - Provide a continuous pedestrian/open space system linking activity nodes internally and externally.
  - Design safe pedestrian system crossings at roads; provide grade-separated intersections when possible; use handicapped-access design criteria.
  - Use natural (especially wooded) open space corridors/areas as transition zones, visual amenities and buffers.
  - Use utility right-of-way corridors as potential pedestrian systems.

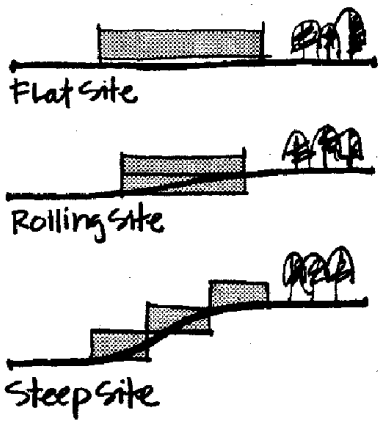
- Buffers
  - Provide safety fencing or walls around potentially dangerous service, industrial or utility uses.
  - Use varying scales and arrangements of building masses as buffers for incompatible use relationships.
  - Take advantage of natural landscape edges and elements in buffering and defining building, utility equipment and parking zones.
  - Make special efforts to screen utility complexes from public view; consider off-site visual impact of tall utility structures in design and siting of such elements.

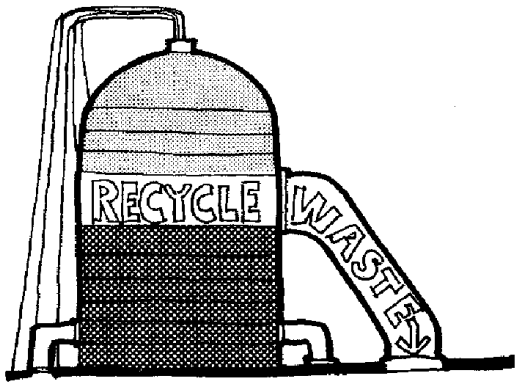
- Utility/Service Areas
  - Use grass swales for surface drainage whenever possible.
  - Provide stormwater detention/retention structures which can be retained as open space amenities.
  - Place all electrical utility lines underground; screen utility substations and service areas from public view.
  - Provide for safe on-site storage and off-site disposal of refuse or wastes generated by research and development, industrial or utility uses.

Architectural Design

- Scale/Mass/Form
  - Provide general consistency in architectural scale within each development cluster.
  - Create quality architectural statements through the use of basic geometric forms reflecting each building's function.
  - Use varied building setbacks to create interesting architectural (mass) relationships to the street.
  - Cluster buildings around courtyard-like areas to reduce overall visual impact of large scale architectural masses.
  - Buildings with large floor module needs should be located on flat or gently sloping sites.

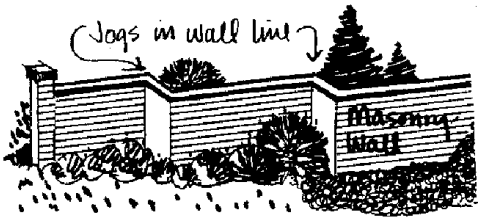
- Functional Relationships/Facade Treatment





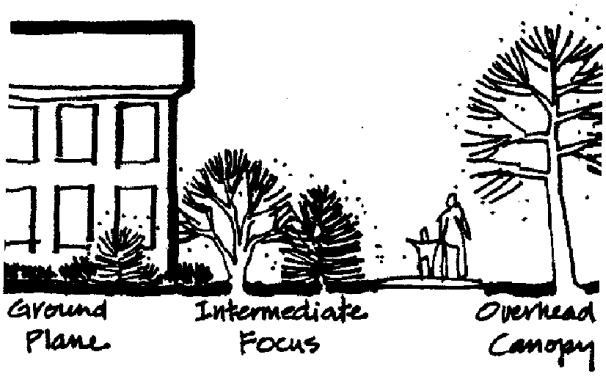
'Super-graphics' utilized on Utility Structures

- Select and site appropriate building types with respect to natural topography.
- Segregate primary building entries from service-type entries, when applicable.
- ~~Use current energy conservation technology in architectural and heating/cooling systems design and for industrial process power sources.~~
- ~~Minimize solar heat gain for cooling and maximize solar heat gain/retention for heating by sensitive design treatment.~~
- Use similar architectural materials within a given cluster of buildings.
- Keep architectural facade material types to a minimum on any single structure.
- Carry all attached facade materials down to a finished grade elevation or paint exposed walls to match such facade materials.
- Avoid false facade treatments which are unrelated to building form/function.
- Consider the use of special paint and graphic treatment to industrial and utility structures and elements (e.g., super graphics or color coded utility tanks, pipes and structures).
- Carefully select and restrict the variety of architectural facade materials for each building or structure.

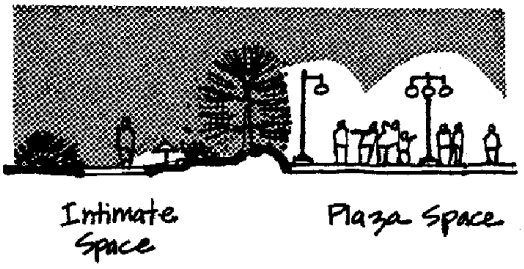


Landscape Architectural Design

- Landscaping
  - Preserve existing quality vegetation to greatest extent possible, integrating it into new designs.
  - Restore disturbed areas to a visually appealing landscape character through landscape architectural treatment.



- Site Furnishing/Fencing/Walls/Minor Structures
  - Use walls and fences as unifying architectural elements between related, but separate, buildings when possible.
  - Use materials which relate to the proposed function of the fence or wall.
  - Provide adequate safety fencing or

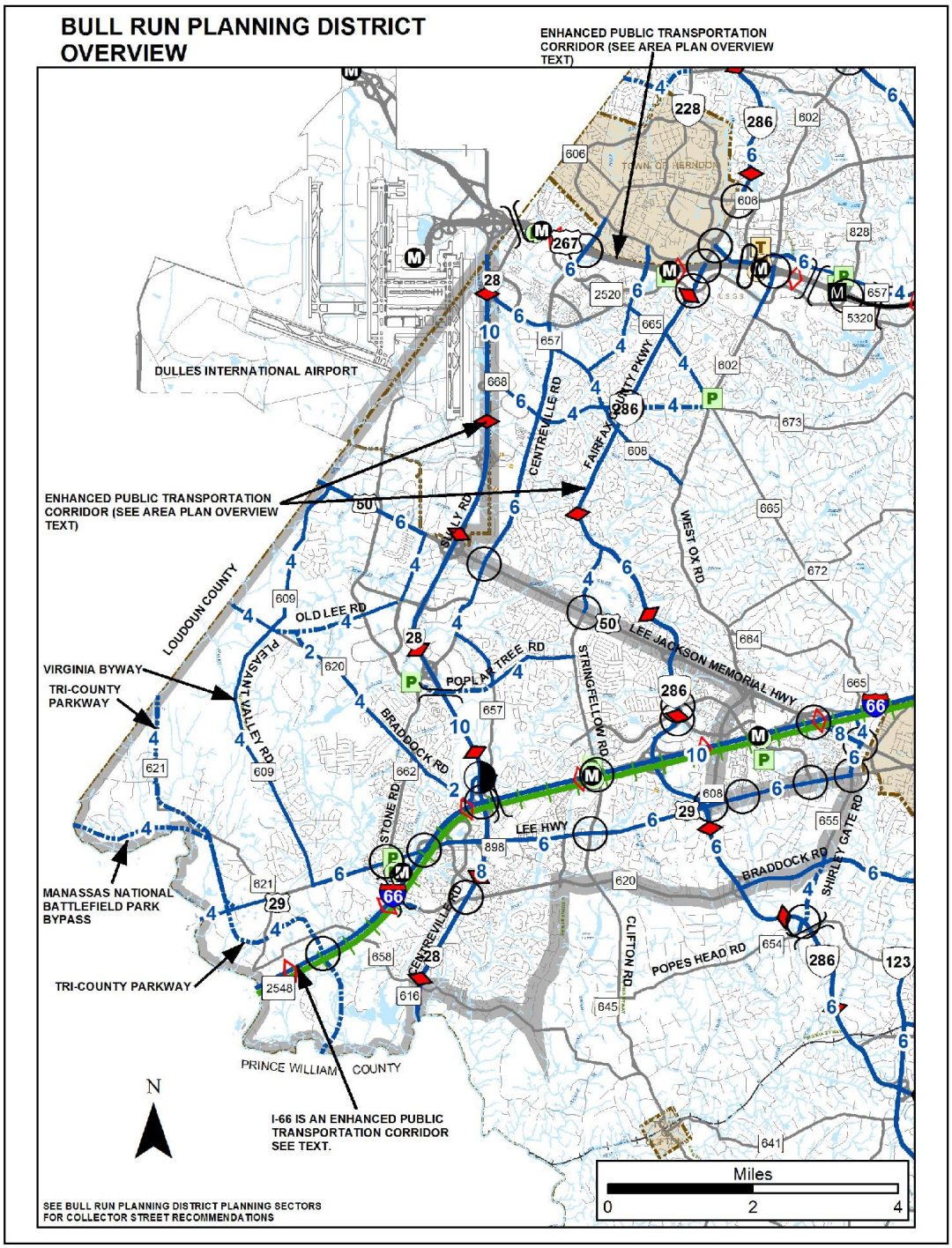
walls around industrial or utility uses, as needed. - Use wall or fence materials and style consistent with building architectural materials and style. - Avoid long, monotonous solid walls or fence lines by using jogs or setbacks for visual interest. - Outdoor utility sheds/buildings should relate to major building architecture and style. - Provide walled enclosures to screen outdoor utility/storage/service areas. - Provide shade trees in parking lots; use consistent species groupings to reinforce development character. - Locate street trees along roadways in landscape corridors away from underground utilities. - Use special landscape treatments to identify and reinforce major development entry areas. - Use special landscape treatments to define primary building entry zones. - Buffer incompatible uses with land forms and/or landscape materials, as needed. - Use overhead canopy, intermediate focus and ground cover-type plants to achieve functional goals. - Promote seasonal visual interest at major focal points by using flowers and ornamental shrubs, trees, etc. - Select low-maintenance landscape materials for areas not likely to receive consistent maintenance. ~~- Protect solar access to buildings when incorporating landscape materials.~~ • Site Furnishings/Signing and Lighting - Provide a well-designed signage system to identify buildings and direct safe vehicular and pedestrian movement throughout the development. - Provide well-designed entry signs at major auto/pedestrian entry areas. - Provide design guidelines for all commercial/industrial signing within the development, including temporary, advertising, construction and information signing. - Provide roadway and pedestrian lighting systems consistent in	

style/intensity with each system hierarchy. - Ensure on-site architectural theme and light fixture style consistency; use simple, functional lighting design.	

Proposed Plan Text Updates – Fairfax and Bull Run Planning Districts

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, Bull Run Planning District, as amended through 9-20-2016, "Countywide Transportation Recommendations, Bull Run Planning District," Figure 2, page 6:



MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Fairfax Planning District, as amended through 9-20-2016, "Bull Run Planning District, Assisted Housing," Figure 3, page 8:

Modify the below table to add facilities as follows:

FIGURE 3
BULL RUN 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			
Fair Lakes	BR4	6	Private/ADU Rental Program
East Market	BR4	4	Fairfax County Rental
Hanley Shelter and Kate's House	BR7	25 beds 6	

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Bull Run Planning District, as amended through 9-20-2016, "Bull Run Planning District, Existing Public Facilities," Figure 6, pages 17-18:

Modify the below sector as follows:

FIGURE 6
BULL RUN PLANNING DISTRICT
EXISTING PUBLIC FACILITIES

	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
BR7	Willow Springs Elem.		Animal Shelter, DVS West Ox Maintenance Facility, Fire Training, Police Heliport	Girls' and Boys' Probation Homes	I-66 Transfer Station, Recycling Drop-off Facility, Leehigh Village Conservation Area Pumping Stations	~~Bus Operations at the Former Camp 30 (VA) site~~WMATA Bus Operations Facility *VDOT Maint. Yard Virginia Police Headquarters, PSTOC

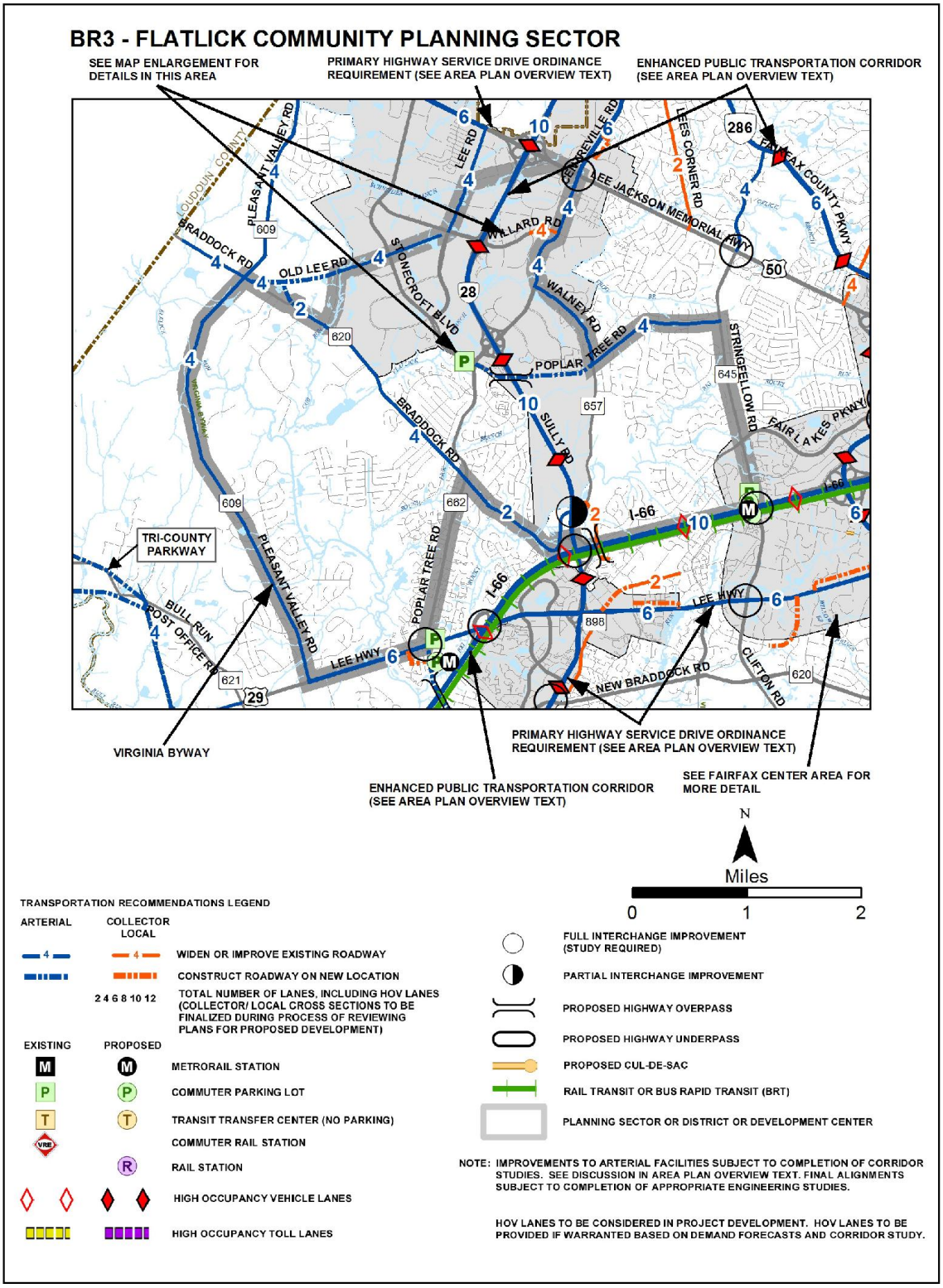
DELETE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Bull Run Planning District, as amended through 9-20-2016, Overview, Public Facilities, Recommendation #3, page 19:

"2. Provide a day support program for mental health, in a commercial or industrial area, in the Bull Run Planning District.

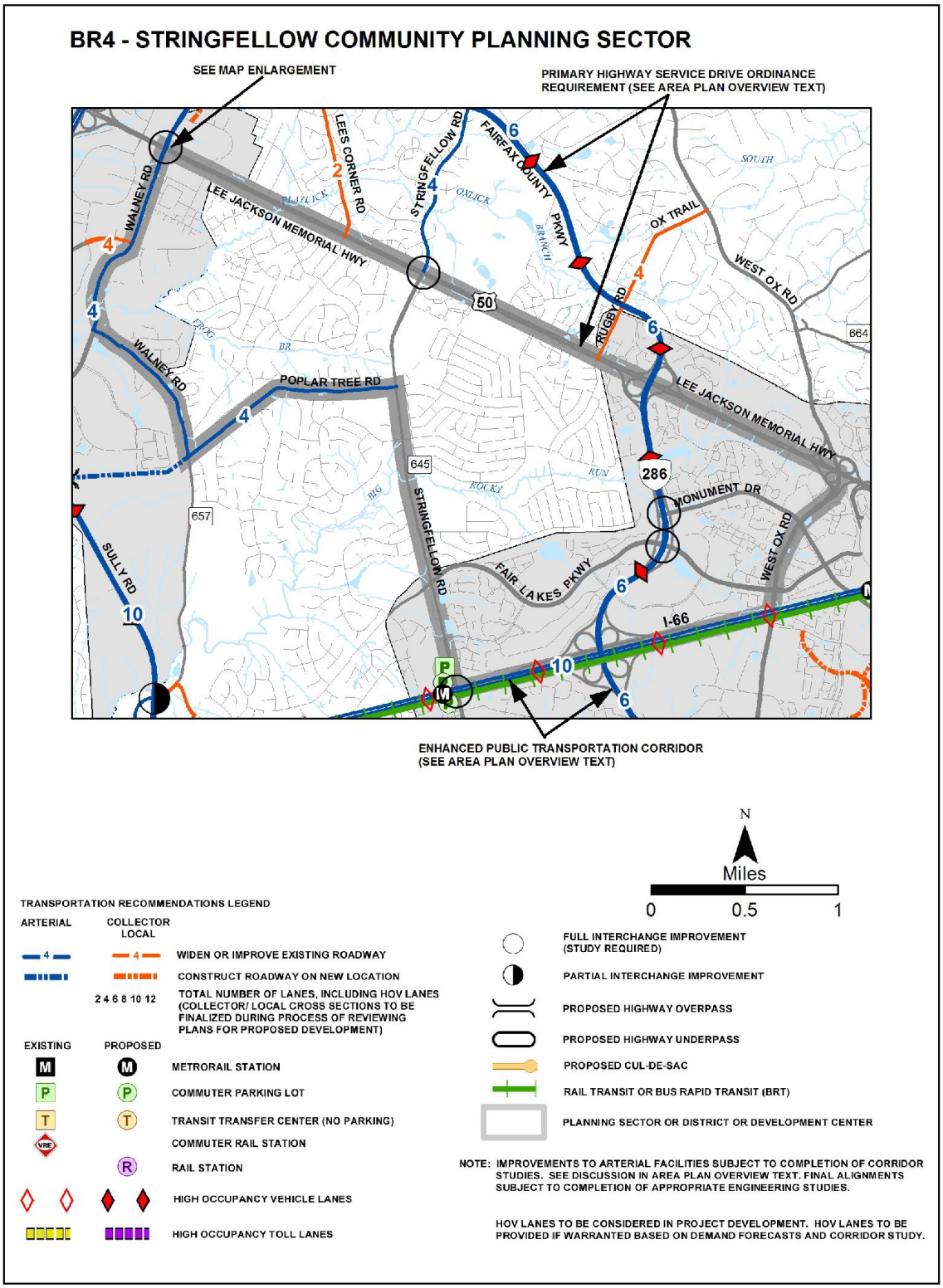
~~3. Expand the DVS West Ox Maintenance Facility in Sector BR7 to provide collocation of apparatus and chassis maintenance for 'north' county Fire and Rescue Department vehicles and space for maintenance for Park Authority vehicles."~~

Note: Subsequent recommendations will be renumbered.

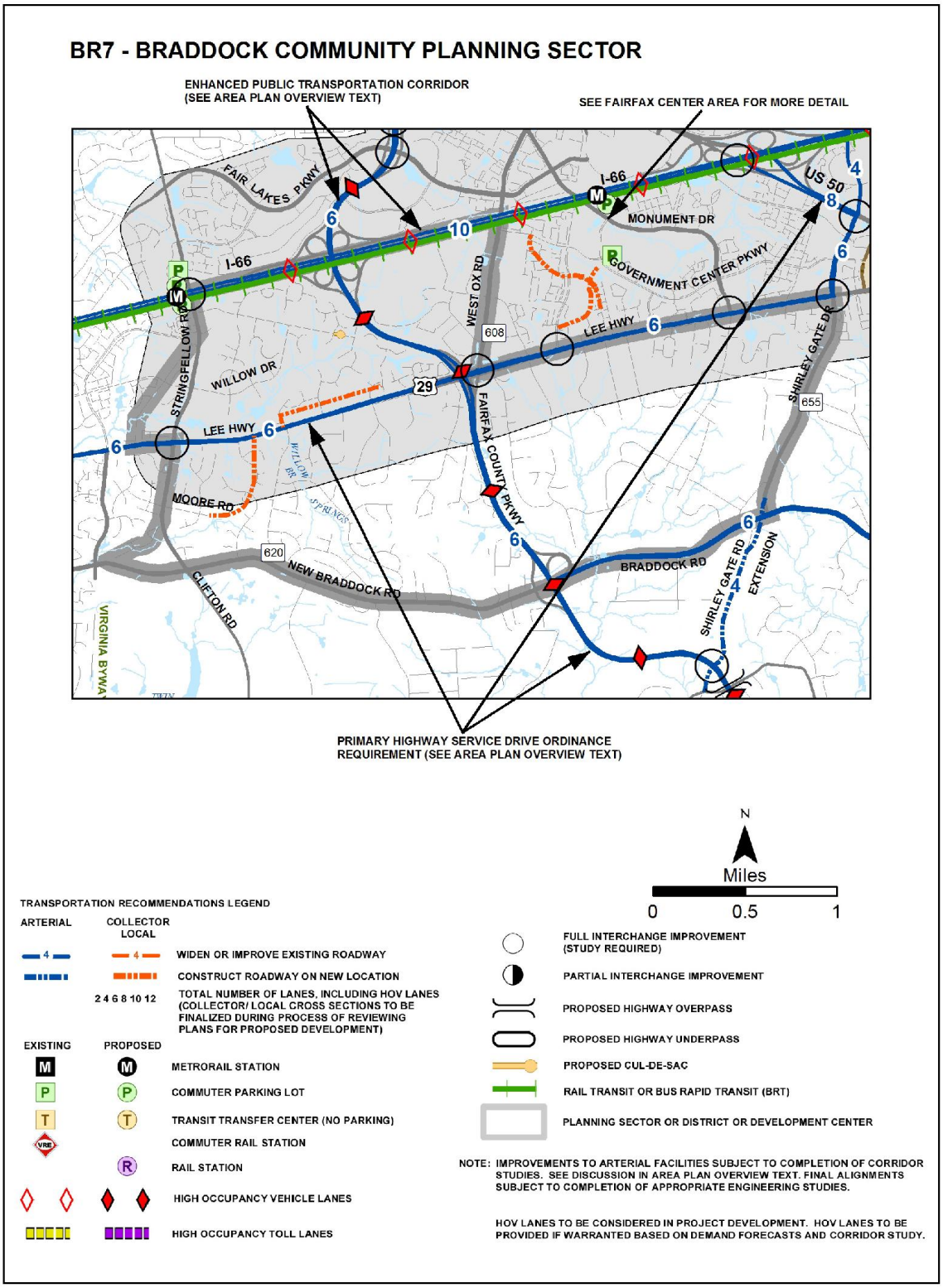
MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Bull Run Planning District, as amended through 9-20-2016, "Transportation Recommendations, BR3 – Flatlick Community Planning Sector," Figure 20, page 57:



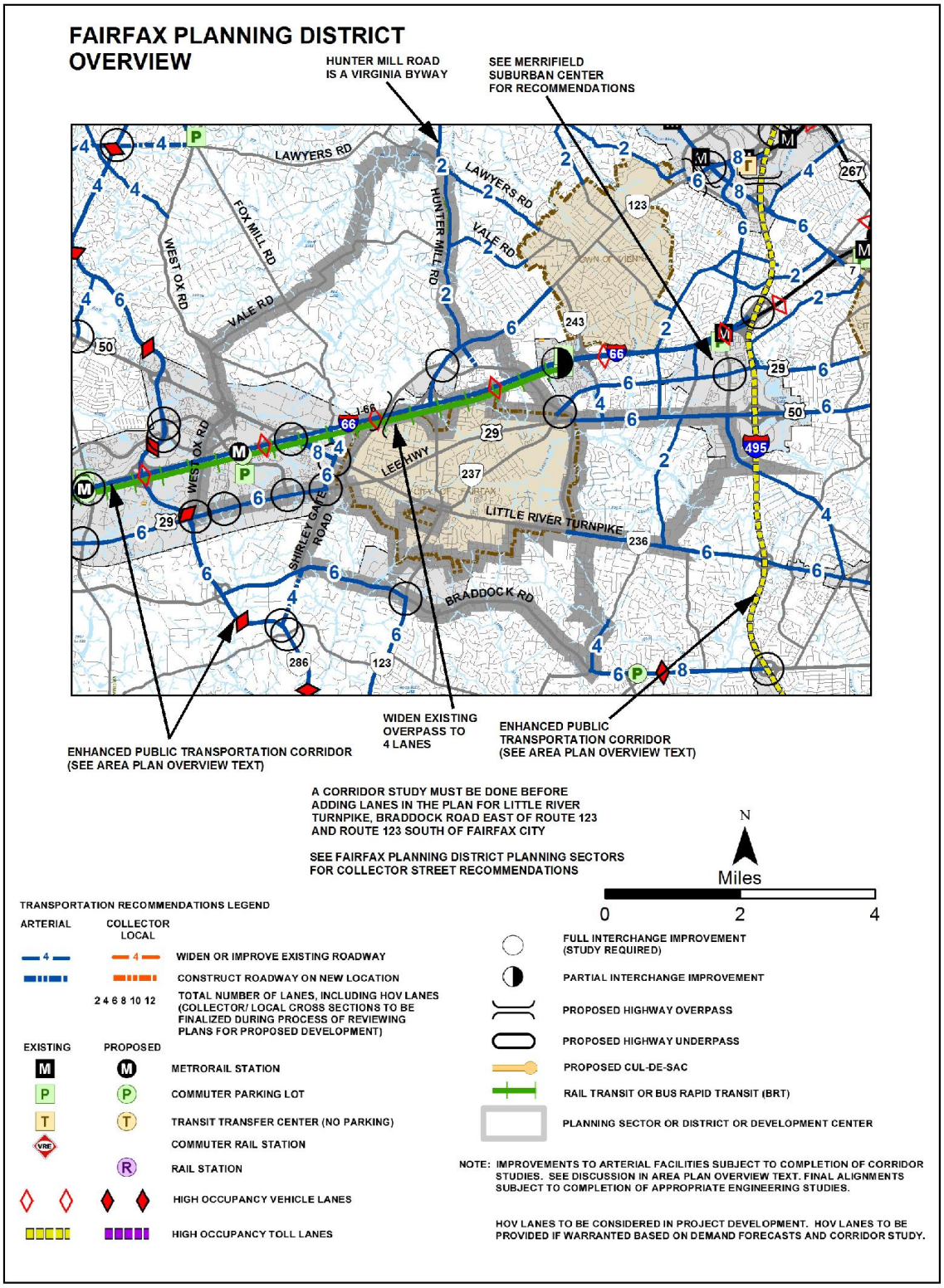
MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Bull Run Planning District, as amended through 9-20-2016, "Transportation Recommendations, BR4 – Stringfellow Community Planning Sector," Figure 24, page 64:



MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Bull Run Planning District, as amended through 9-20-2016, "Transportation Recommendations, BR7 – Braddock Community Planning Sector," Figure 37, page 90:



MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area II, Fairfax Planning District, as amended through 9-20-2016, "Countywide Transportation Recommendations, Fairfax Planning District," Figure 2, page 5:



MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area II, Fairfax Planning District, as amended through 9-20-2016, "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			
~~Preserve at Government Center~~ The Edge at Fairfax Corner, Oakdale Crescent Court	F5	52	Private/ADU Rental Program
Camden Monument Park	F5	18	Private/ADU Rental Program
Gables Centerpointe	F5	17	Private/ADU Rental Program
Ragan Oaks Legato Road	F5	51	Public Housing
Archstone Fairchase	F5	42	Private/ADU Rental Program
Legato Corner	F5	13 40	Fairfax County Rental Private/ADU Rental Program
Fair Oaks Landing	F5	4	Fairfax County Rental
Residences at the Government Center	F5	270	Public/private partnership serving households earning up to 60 AMI
Coan Pond Residences Pender Drive	F5	20	Fairfax County Rental (Working Singles)
Fairfax Corner (Bays 2 and 3)	F5	18 24	Private/ADU Rental Program Private/WDU Program
The Edge at Fairfax Corner	F5	52	Private/ADU Rental Program
Charleston Square	F5	1	Fairfax County Rental
Westcott Ridge	F5	10	Fairfax County Rental
Ridgewood by Windsor	F5	16 24	Private/ADU Rental Program Private/WDU Program

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area II, Fairfax Planning District, as amended through 9-20-2016, "Fairfax Planning District, Existing Public Facilities," Figure 6, pages 14-15:

Modify the below sector as follows:

FIGURE 6
FAIRFAX PLANNING DISTRICT
EXISTING PUBLIC FACILITIES

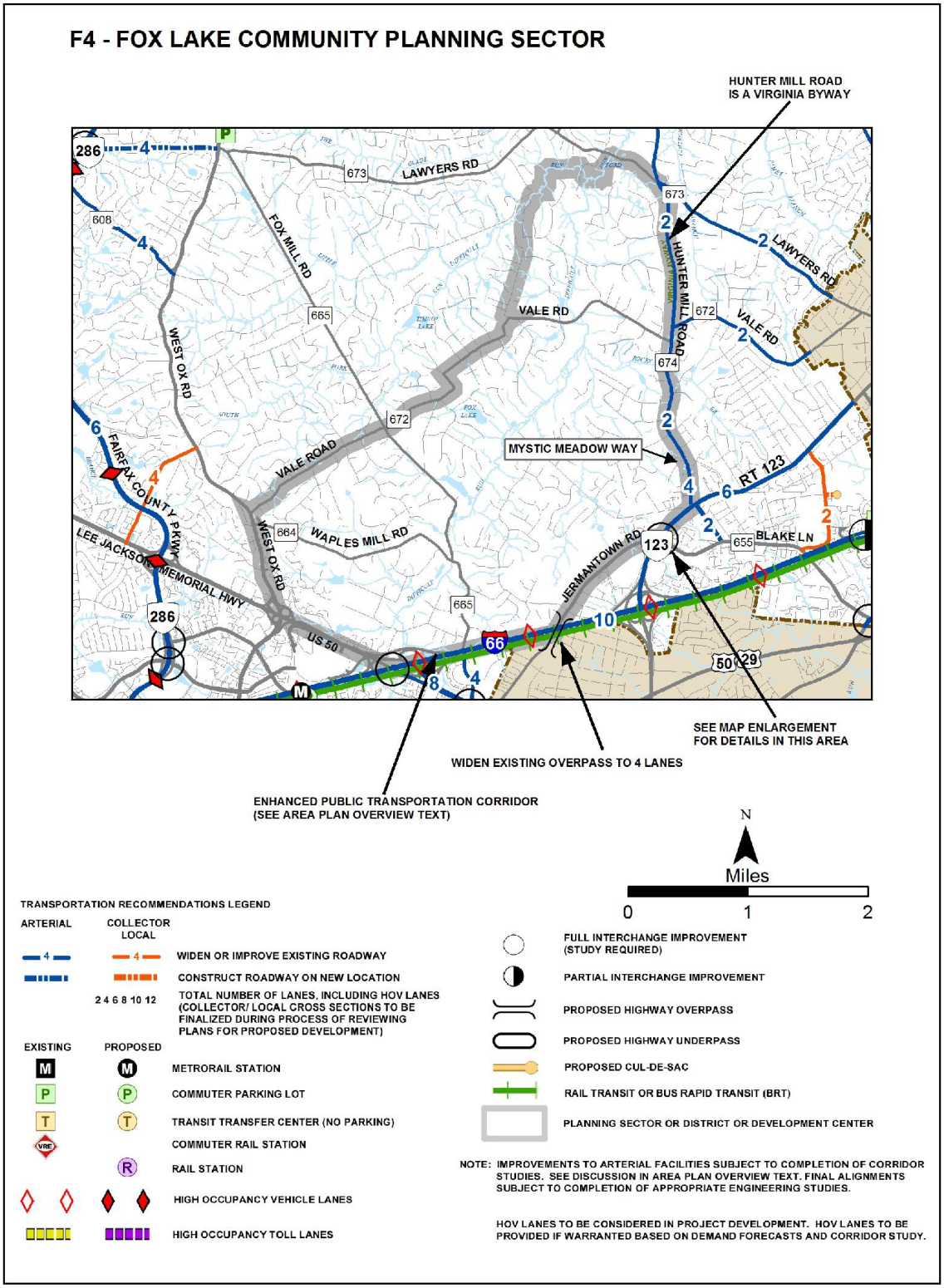
	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
F5			County Admin. - Government Center, Herrity Building Community Development Center, Fairfax Center Fire Station ~~Site~~	Housing and Community Development Admin., Pennino Building Human Services Center, ~~Mental Health Services Admin., Mental Retardation Services Admin.,~~ Adult Care Residence for Persons with Mental Illness	(2) Sewer Pumping Stations, FCWA Fair Oaks Pumping Station	

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area II, Fairfax Planning District, as amended through 9-20-2016, F4 – Fox Lake Planning Sector, Land Use, page 54:

"5. The Fairfax Farms subdivision should be retained as a low density residential area. Residential development at a density of .1-.2, .5-1 and 1-2 dwelling units per acre is appropriate as outlined in the recommendations for Land Unit ~~C~~O within the Fairfax Center area text (see Area III Plan). 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.

6. The Penderbrook Golf Course is an amenity incorporated into the Penderbrook subdivision as an area-wide public amenity. The golf course should be preserved, either as an operating golf course or as passive green space in perpetuity should the privately-owned operations cease. The development policies that apply to this subdivision and golf course are contained in the Area III Plan, Land Unit ~~B~~N of the Fairfax Center Area."

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area II, Fairfax Planning District, as amended through 9-20-2016, "Transportation Recommendations, F4 – Fox Lake Community Planning Sector," Figure 23, page 55:



MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area II, Fairfax Planning District, as amended through 9-20-2016, F7 – George Mason Planning Sector, Land Use, page 71:

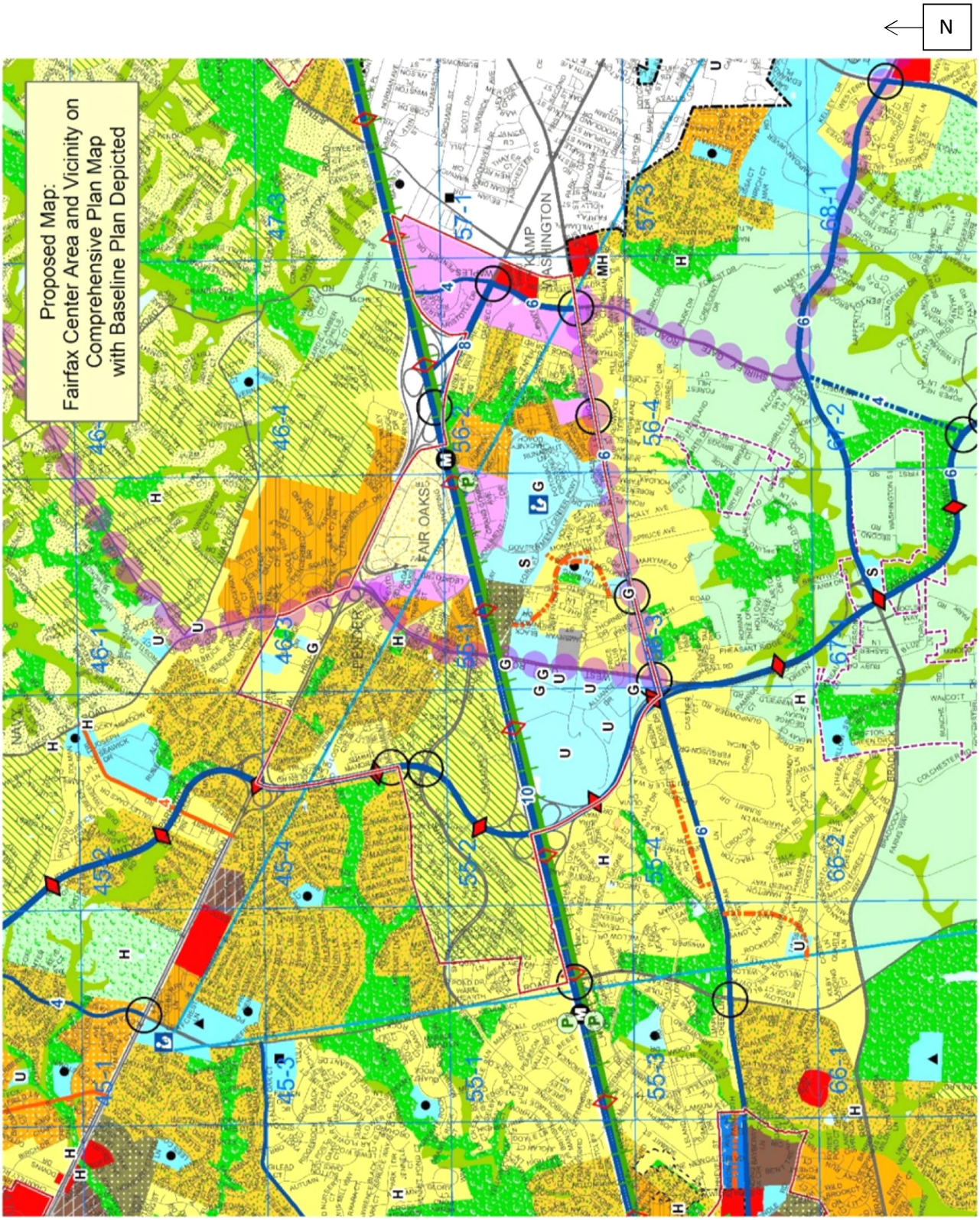
"8. The Chandler Grove neighborhood is primarily located in Sub-unit ~~V2~~W2 of the Fairfax Center Area and is planned for residential use up to 3 du/ac, with an option for residential use at 3-4 du/ac (See the Fairfax Center Area portion of the Area III Plan for guidance on this area)."

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 9-20-2016, UP8 – Lee-Jackson Planning Sector, Land Use, page 116:

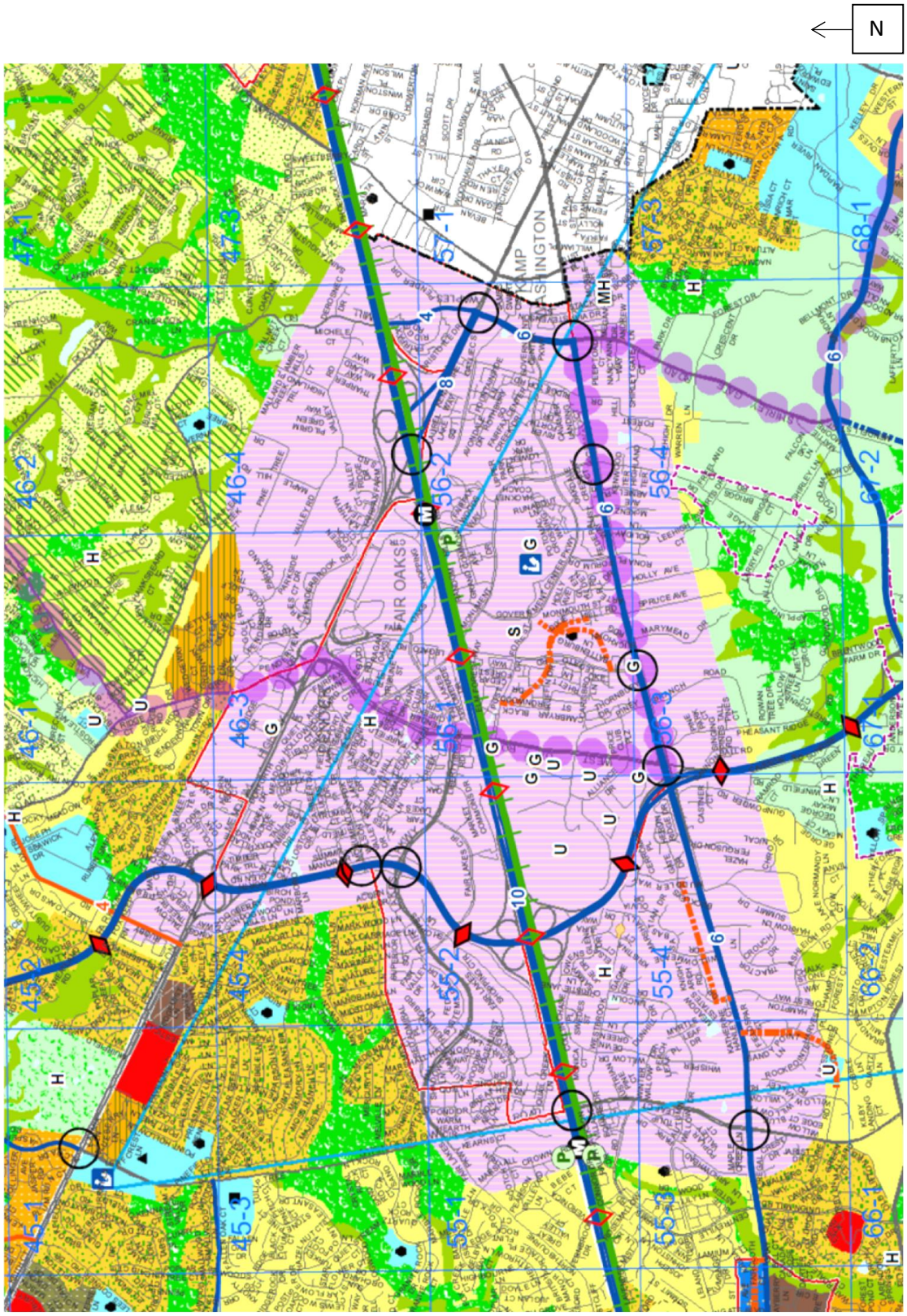
"6. The former Murray Farms subdivision south of the Fairfax County Parkway, a portion of which ~~was previously~~is located within the suburban neighborhood portion of the Fairfax Center Area ~~Plan~~, is planned for residential use at 1-2 dwelling units per acre. The area, which includes the Kensington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

ATTACHMENT 1

Proposed Comprehensive Land Use Plan Map – Fairfax Center Area



Adopted Comprehensive Land Use Plan Map – Fairfax Center Area



LEGEND

LAND USE

The Comprehensive Plan map indicates the primary land use recommendation. The Area Plans should be consulted in conjunction with the Plan map because the Area Plans may supply more detailed recommendations than generally illustrated on the Plan map, including optional land use recommendations.

Note: In the event of a discrepancy between the specific recommendations of the Area Plans and the map, the Area Plan takes precedence.

RESIDENTIAL

DU/AC means "dwelling units per acre"

- .1-.2 DU/AC (1 dwelling unit per 10-5 acres)
- .2-.5 DU/AC (1 dwelling unit per 5-2 acres)
- .5-1 DU/AC (1 dwelling unit per 2-1 acres)
- 1-2 DU/AC
- 2-3 DU/AC
- 3-4 DU/AC
- 4-5 DU/AC
- 5-8 DU/AC
- 8-12 DU/AC
- 12-16 DU/AC
- 16-20 DU/AC
- 20+ DU/AC
- Residential Planned Community: A planned community on a minimum of 750 contiguous acres which includes a variety of housing types, employment opportunities and commercial services.

COMMERCIAL

- Office
- Retail and Other Commercial Uses

INDUSTRIAL

- Industrial

LAND USE, continued

OPEN SPACE AND RECREATION

- Public Parks: This includes land planned for public park and open space use.
- Private Recreation: Privately-owned, recreational facilities, which may include golf courses, swim clubs, tennis clubs, and country clubs.
- Private Open Space: Areas planned to remain undeveloped and not otherwise planned for Public Parks or Private Recreation. Boundaries are not intended to be precise or comprehensive. Consult the Comprehensive Plan text, particularly the Environmental Quality Corridor guidance and the Environmental section of the Policy Plan, for further guidance.
- MH Mobile Home Parks

PUBLIC FACILITIES, GOVERNMENTAL AND INSTITUTIONAL

- Public Facilities, Governmental and Institutional

CATEGORY	INCLUDES	SYMBOL EXISTING	SYMBOL PROPOSED
Library	Library		
Governmental and Public Safety Facility	Police Substation and Training Facility Fire and Rescue Station and Training Facility Governmental Center Court-related Facility	G	(G)
Health and Human Services Facility	Senior Center Adult Day Care Facility Human Development Facility Community Center	S	(S)
Schools Elementary Intermediate/ Secondary High College/University	Schools Elementary Intermediate/Middle/ Secondary High College/University	● ■ ▲ C/U	○ □ △ (C/U)
Public Service and Utility Facility	Water Storage Electric Substation Storage Yard Maintenance Facility Sewer Treatment Plant Landfill Water Treatment Plant	U	(U)
Inventory of Historic Sites Property	Inventory of Historic Sites Property or Properties	H	
Historic Overlay District	Historic Overlay District	----------	

LAND USE, continued

OTHER USES

- Mixed Use: A mix of related uses such as office, hotel, residential and/or retail development within a designated area. Consult the Area Plans for detailed land use recommendations.
- Alternative Uses: Areas where the adopted Plan recommends more than one land use option. Consult the Area Plans for detailed land use recommendations.
- Fairfax Center Area: Land Use Summary Charts assigning baseline, intermediate and overlay level recommendations for all land within Fairfax Center are found in the Area III Comprehensive Plan. Additional Plan guidance is found in specific Plan text recommendations.

SPECIAL AREAS

- Mixed-Use Center and Industrial Area Boundaries: Mixed-Use Centers and Industrial Areas are depicted on the Concept for Future Development. Mixed-Use Centers include Tysons Corner Urban Center, Suburban Centers, Transit Station Areas, and Community Business Centers. Detailed Plan recommendations for these areas can be found in the Area Plans.*
- Community Improvement Area Boundary: County agencies are authorized to carry out a Board approved plan for the provision of public improvements in this area.
- Redevelopment Area Boundary: The Redevelopment & Housing Authority is authorized to carry out a Board approved plan for redevelopment in this area.
- Conservation Area Boundary: The Redevelopment & Housing Authority is authorized to carry out a Board approved plan for conservation, development and/or redevelopment in this area.
- Airport Noise Contour: Policies for planning within the Washington Dulles International Airport noise impacted areas appear in the Area III Plan Overview, under the heading "Land Use Planning within the Dulles Airport Noise Impact Area." Additional policies for noise compatible land use appear in the Environment section of the Policy Plan and the Area Plans.
- Allowable Building Height Boundary: Specific policies apply to the height of structures within this boundary as described in the Area III Plan Overview, under the heading "Allowable Height of Structures in the Vicinity of Dulles Airport."
- City and Town Boundary
- Planning Area Boundary

* Due to the limitations of scale, boundary portrayal is generalized. Refer to the Area Plans or a larger scale and more detailed presentation.

TRANSPORTATION

Existing Proposed

- Metrorail Station
- Commuter Parking Lot
- Transit Transfer Station (No Parking)
- Commuter Rail Station
- Rail Station
- Full Interchange Improvement (Study Required)
- Partial Interchange Improvement
- High Occupancy Vehicle (HOV) Lanes
- Widen or Improve Arterial Roadway (Number Indicates Proposed Number of Lanes Including HOV or HOT Lanes)
- Construct Arterial on New Location
- Widen or Improve Collector or Local Street (Number Indicates Proposed Number of Lanes)
- Construct Collector or Local Street on New Location as Development Occurs (Cross sections to be finalized during process of reviewing plans for proposed development)
- Proposed Highway Overpass
- Proposed Cul-de-Sac
- Rail Transit or Bus Rapid Transit (BRT)

Notes:

1. Enhanced Public Transportation Corridor - Major public transportation facility (such as Metrorail, light rail, bus rapid transit, and high occupancy vehicles lanes) will be provided in this corridor based upon the results of a comprehensive alternatives analysis. Final location of component facilities (e.g. rail stations, commuter parking lots) are subject to completion of the area plans or appropriate studies. (See inset map.)
2. Right-of-way requirements are shown in the comprehensive plan text.
3. Final alignment subject to completion of appropriate engineering studies.
4. All roads without lane designations are subject to safety and geometric improvements, as long as such improvements do not result in an increase in the number of through traffic lanes and are with in existing rights-of-way. Should improvements require additional rights-of-way, there would be a public information meeting and/or public hearing as required.
5. Road improvements on the Transportation Plan are based on County level analysis. Further and more detailed study may be conducted to verify designation of number of lanes prior to design of road improvements.
6. Refer to Area Plan text of the Fairfax County Comprehensive Plan for a conceptual enhanced street network (grid of streets) for the following areas:
   a) Tysons Corner Urban Center
   b) Franconia-Springfield Area
   c) Baileys Crossroads Community Business Center

OTHER PLAN INFORMATION

Plan Map and Area Plans Relationship

The Fairfax County Comprehensive Plan includes the Policy Plan, the four Area Plans, and the Comprehensive Plan map.

The Policy Plan, as adopted by the Board of Supervisors, contains objectives, policies, and guidelines to guide planning and development review considerations toward implementing County goals. The goals address the future development pattern of Fairfax County, and protection of natural and cultural resources for present and future generations.

The Area Plans are key elements for implementing the Policy Plan's goals and objectives at the more detailed Planning District and Community Planning Sector levels.

The Comprehensive Plan map illustrates planned land uses, planned transportation systems and public facilities. The Policy Plan, Area Plans, and Comprehensive Plan map used together guide land use, transportation and public facility decision making.

The Plan map indicates the primary land use recommendations. The Area Plans should be consulted in conjunction with the Plan map because the Area Plans may supply more detailed recommendations than generally illustrated on the Plan map, including provision for optional land use recommendations.

In the event of a discrepancy between the specific recommendations of the Area Plans and the map, the Area Plans take precedence.

The Plan map shows the adopted land use recommendation when there is no reference in the Area Plans for a specific location.

Criteria for Assignment of Appropriate Development Density/Intensity

For residential development, appropriate density ranges in terms of dwelling units per acre are recommended in the Area Plans and are shown on the Comprehensive Plan Map. The process and factors used in evaluating the appropriate density level are outlined in the "Residential Development Criteria" contained in Appendix 9 of the Land Use section of the Policy Plan.

For non-residential uses, each rezoning application for such non-residential uses will also be evaluated using pertinent development criteria as found in "Non-Residential Development Criteria," Appendix 9 of the Land Use section of the Policy Plan, as a basis for such evaluation.

Incorporated Towns and Cities

The towns of Clifton, Herndon and Vienna and the City of Fairfax have jurisdiction over their own comprehensive planning processes. Planned land use is not shown on the Fairfax County Comprehensive Plan Land Use Map. Certain public facilities, e.g. schools and libraries, parks, may be provided by Fairfax County. Other public facilities, e.g. sanitary and water, are provided by agreement with various jurisdictions and service authorities. Selected public facilities features inside the towns of Clifton, Herndon, and Vienna and the City of Fairfax are shown on this map.

Transportation and Trails

For additional detail on transportation and trails guidance, refer to the Countywide Transportation Plan Map, the Countywide Trails Map, and the Comprehensive Plan text.

ATTACHMENT 1

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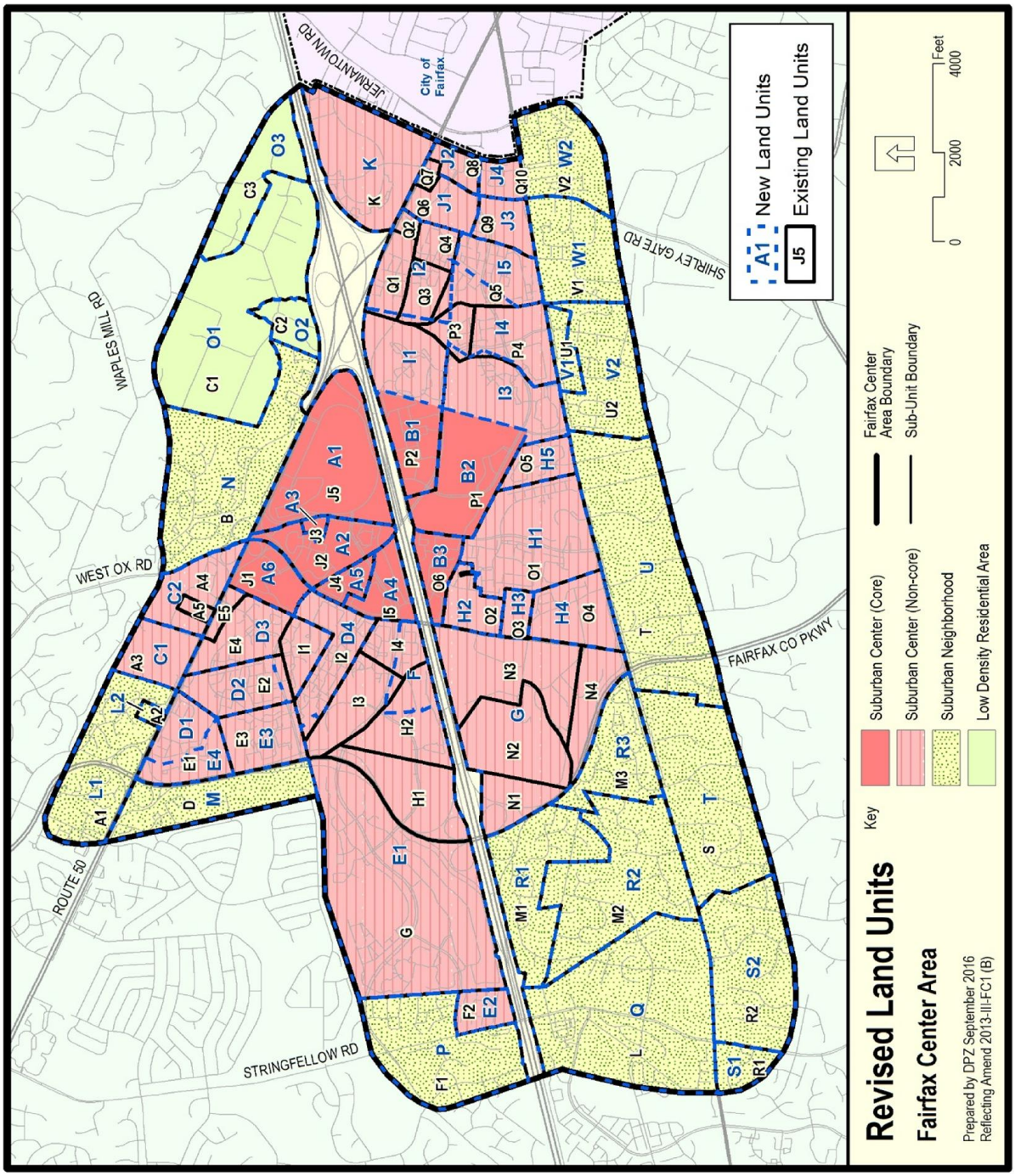
Table of Proposed Changes to Land Unit Organization – Fairfax Center Area

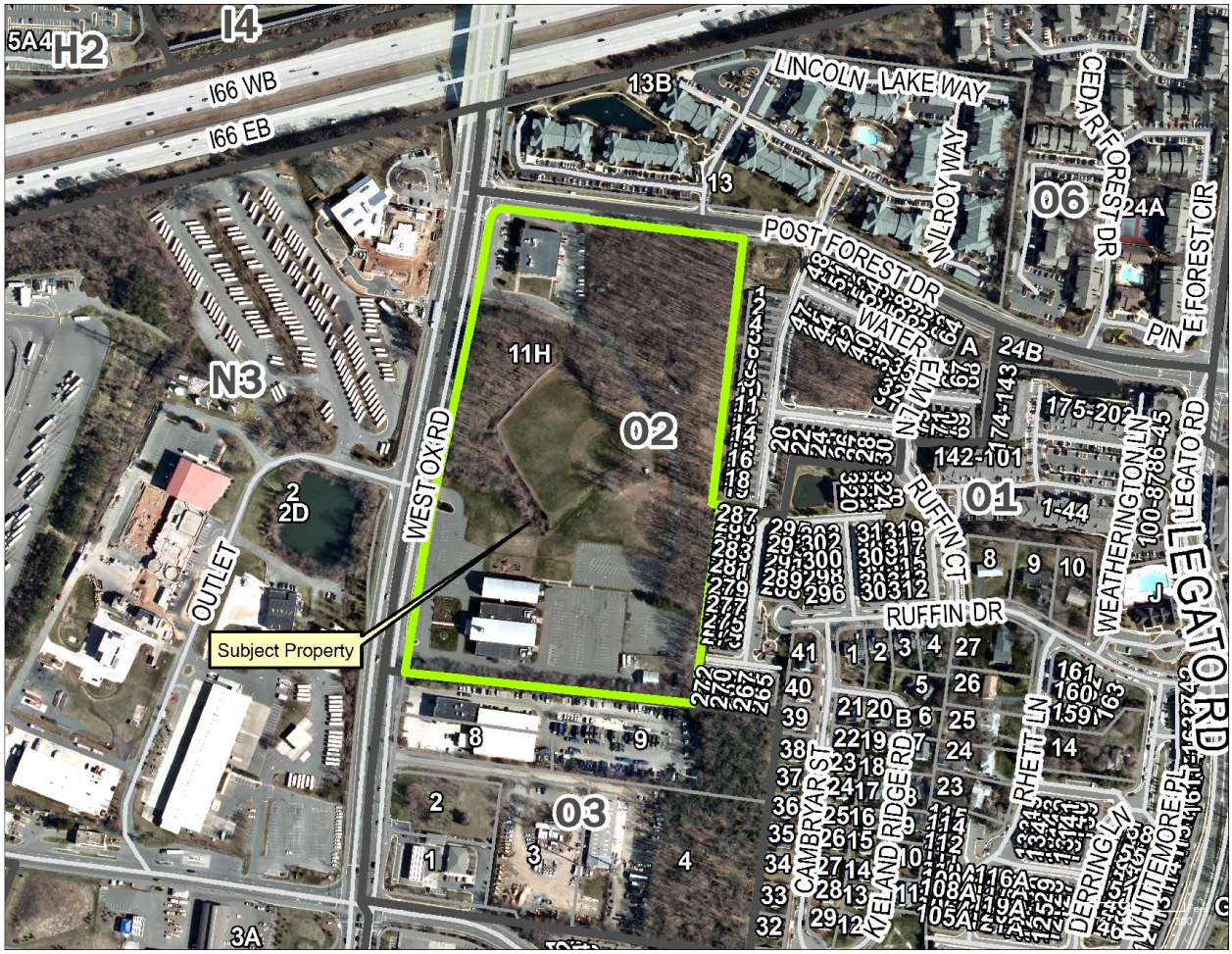
Current Sub-unit	Proposed Sub-unit
A1	L1
A2	L2
A3	C1
A4	C2
A5	C2
B	N
C1	O1
C2	O2
C3	O3
D	M
E1	D1 (east portion), E4 (west portion)
E2	D2 (majority), D3 (southern edge)
E3	E3
E4	D3
E5	D3
F1	P
F2	E2
G	E1
H1	E1
H2	E1 (west portion), F (east portion)
I1	D3
I2	D4 (majority), E1 (western edge)
I3	E1 (majority), F (southern edge)
I4	D4 (north portion), F (south portion)
I5	A4
J1	A6
J2	A2
J3	A3
J4	A5
J5	A1
K	K
L	Q
M1	R1
M2	R2
M3	R3

Current Sub-unit	Proposed Sub-unit
N1	G
N2	G
N3	G
N4	G
O1	H1
O2	H2
O3	H3
O4	H4
O5	H5
O6	H6
P1	B2 (west portion), I3 (east portion)
P2	B1 (west portion), I1 (east portion)
P3	I1 (NW portion), I2 (NE portion), I3 (western edge), I4 (southern portion)
P4	I4
Q1	I1 (western edge), I2 (majority)
Q2	I2
Q3	I1 (western edge), I2 (majority)
Q4	I2
Q5	I2 (northern edge), I4 (west portion), I5 (east portion)
Q6	J1
Q7	J1 (west portion), J2 (east portion)
Q8	J2
Q9	J3
Q10	J4
R1	S1
R2	S2
S	T
T	U
U1	V1
U2	V2
V1	W1
V2	W2


Revised Land Units
Fairfax Center Area
Prepared by DPZ September 2016
Reflecting Amend 2013-III-FC1 (B)
Key
Suburban Center (Core)
Suburban Center (Non-core)
Suburban Neighborhood
Low Density Residential Area
Fairfax Center Area Boundary
Sub-Unit Boundary
0
2000
4000
Feet
A1 New Land Units
J5 Existing Land Units
ROUTE 50
WAPLES MILL RD
WEST OX RD
STRINGFELLOW RD
JERMANTOWN RD
City of Fairfax
SHIRLEY GATE RD
FAIRFAX CO PKWY

Impact Analysis for Proposed Land Use Changes – Fairfax Center Area

Fair Oaks Church (Submission SS1)



Current and Proposed Plan

TMP	Size	Existing Use
56-1 ((1)) 11H	21.66 ac (943,674 SF)	74,174 SF institutional use

Maximum Plan Recommendation	Current Plan Potential	Proposed Plan	Proposed Plan Potential
institutional use up to .15 FAR	142,000 SF institutional use	residential use at 8 du/ac	173 townhouse units

Land Use

- The current institutional land use recommendation serves as a transition between residential uses to the east and the industrial/public facility uses to the south and west.

- The proposed density of 8 du/ac is consistent with the residential development to the east in Sub-unit O2, which is also planned for residential use 8 du/ac. Any proposed site layout should provide an opportunity for pedestrian connectivity to the adjacent residential development.
- Industrial and public facility uses are located to the south and west of the subject property. These uses would not be compatible with the proposed residential development. To mitigate this, a substantial buffer would be necessary along West Ox Road and the southern edge of the property. Access should be oriented to Post Forest Drive so as to not create a break in the buffering along West Ox Road.

Transportation

- *Trip Generation:* The proposed plan would reduce the daily trips generated by the current Plan recommendations for the site. Changes proposed would generate 258 fewer gross daily trips compared with the current Plan recommendation. There is no change in the AM peak hour trips, and the PM peak hour trips would increase by 16 trips.
- *Access:* The site is adjacent to West Ox Road and Post Forest Drive. In 2013, the intersection operated at an acceptable level of service, however, this LOS was not based on current traffic count data.
- *Transit:* This section of West Ox Road is served by Metro Bus Routes 1C and 2B, with service to the Fair Oaks Mall and Vienna Metrorail Station. Post Forest Drive is served by Fairfax Connector Routes 605, 621 and 623, connecting to Reston and the Vienna Metrorail Station.
- *Pedestrian and Bicycle Facilities:* West Ox Road has an existing trail adjacent to the site. The Bicycle Network Plan Map recommends bicycle lanes along Post Forest Drive. The proposed plan option recommends residential development, which requires quality bike and pedestrian connections to regional bike/pedestrian facilities and local transit and bus stops.

Parks and Recreation

- The proposed land use scenarios would add approximately 467 new residents to the Fairfax Center Area, which is deficient in park space and facilities. New residents will increase the need for park space and recreational facilities. Impacts on park resources and service levels would need to be mitigated through monetary and/or land contributions to the Park Authority. Impacts to natural and cultural resource would need to be mitigated through best practice design, protections, and restoration methods.
- Half of the subject site is presently developed with for institutional uses, with much of the remaining area undeveloped and wooded. Development of undisturbed areas has potential for natural, archaeological, and historical resource impacts.
- There is an opportunity to preserve the green corridor connection from this site south to the Warhurst-Williams site (2016-III-FC1). Doing so will preserve a vital greenway connection for both wildlife and pedestrians if a trail connection is included.

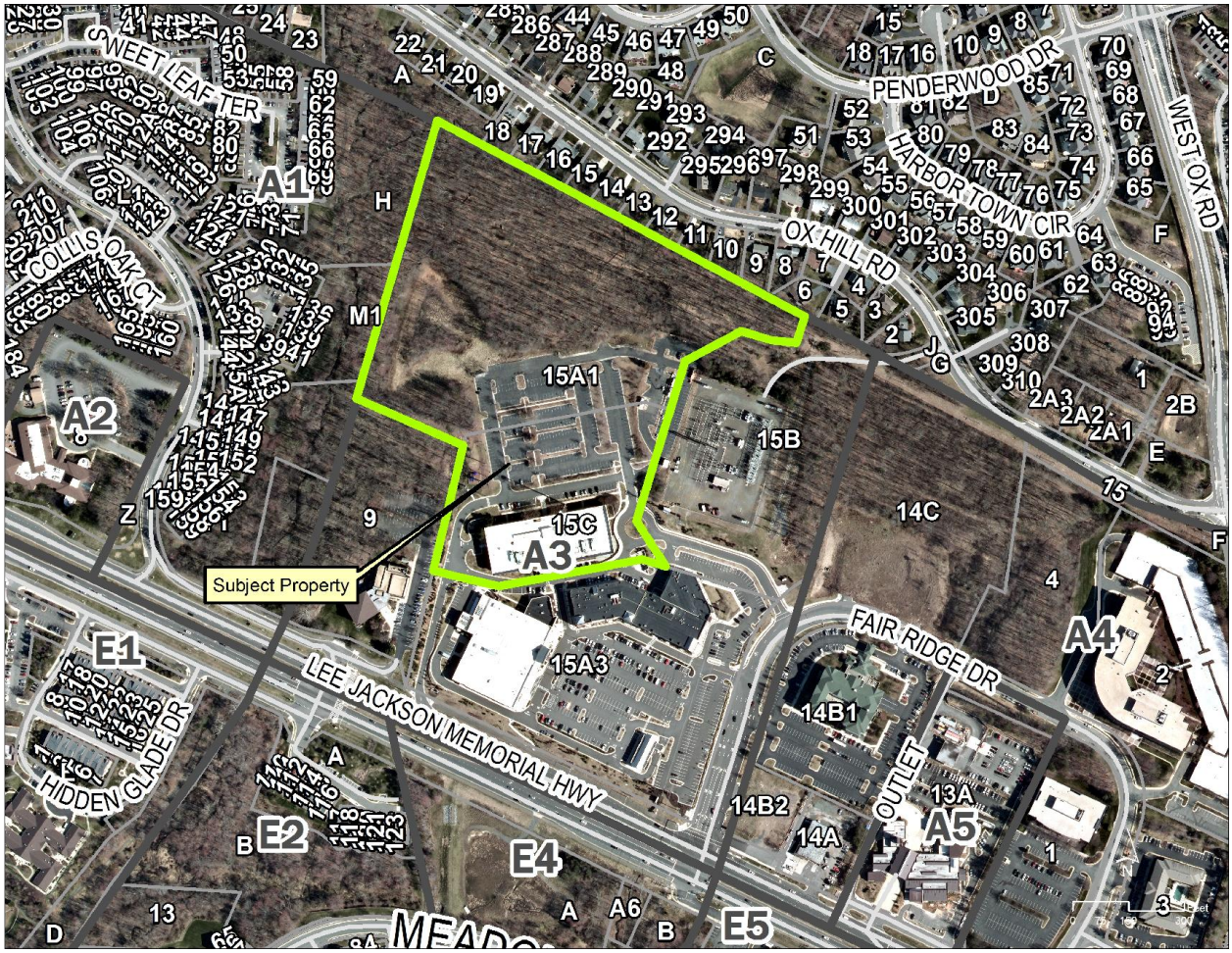
Schools

- This land use scenario would yield a net increase of 77 students (44 elementary, 11 middle, and 22 high) over the current Plan recommendations. These students are in the attendance areas of Eagle View Elementary, Lanier Middle, and Fairfax High School.

Staff Recommendation

- Residential use at 8 du/ac could be appropriate at this site as an extension of the established development pattern to the east with the following conditions:
    - There should be significant buffering to the industrial and public facilities uses to south and west.
    - Access to the site should be provided via Post Forest Drive, with the layout of the site oriented to this access point.
    - The green corridor connection to the southeast should be preserved.

Pender Professional Center (Submission SS2)



Current and Proposed Plan

TMP	Size	Existing Use
46-3 ((1)) 15A1,15C	18.07 ac (787,024 SF)	76,577 SF office use

Maximum Plan Recommendation	Current Plan Potential	Proposed Plan – Option 1	Proposed Plan Potential – Option 1	Proposed Plan – Option 2	Proposed Plan Potential – Option 2
Office/institutional use up to .25 FAR; option for 100 units elderly housing	76,577 SF office/institutional use* and 100 units elderly housing	Residential use at 6.8 du/ac and office/ institutional use up to .25 FAR	88 townhomes and 76,577 SF office/institutional use*	Residential use 11.15 du/ac	72 multifamily dwelling units 42 stacked townhomes 88 townhomes

*Plan potential based on implementation of larger rezoning application that includes a larger portion of Sub-unit A3

**Note: At the request of the property owner and the concurrence of the working group, these scenarios are an update to the original scenarios that were tested in Spring 2016.

Land Use

- The area to the west of the subject property is planned for and developed with townhouses at a density of 5 du/ac. Based on the existing development pattern, there would not be an ability to connect the proposed residential development on the subject property with the neighborhood to the west. Development on this site would be isolated from any adjacent residential development, and would instead be oriented toward the rear of the existing shopping center to the south.
- The existing recommendation for elderly housing is a compatible use in this area; however, conditions associated with the current recommendation have made it difficult to implement.
- The subject property is bordered on the east by an electrical substation, creating compatibility concerns. Any residential development should provide a buffer to this substation.
- The current buffering recommendations within the Plan were developed as the result of public input when the Plan was previously reviewed for this site.

Transportation

- *Trip Generation:* Changes proposed in Plan Option 1 would generate 257 more gross daily trips compared with the current Plan recommendation. The AM and PM peak hours would both increase by 27 trips. Changes proposed in Plan Option 2 would generate 23 fewer gross daily trips compared with the current Plan recommendation. The AM peak hour would decrease by 72 trips and the PM peak hour would decrease by 58 trips.
- *Access:* The intersection of Lee-Jackson Memorial Highway and Fair Ridge Drive provides full access to the site. The site can also be accessed from a right-in access point from Lee-Jackson Memorial Highway, west of the Fair Ridge Drive intersection. Any development on this site should focus its access on the intersection of Fair Ridge Drive and Lee-Jackson Memorial Highway. The proposed changes in use should not negatively impact access to the site. The new access point should be coordinated with the existing office under Plan Option 1.
- *Transit:* The Fairfax Connector 600 series routes run on Lee-Jackson Memorial Highway in proximity to this site, but do not stop close enough to have a significant impact on accessibility of the site. These routes stop at the full access intersection of Fair Ridge Drive and Lee-Jackson Memorial Highway, approximately 2,000 feet from the subject property. These routes connect the Vienna Metrorail Station to Chantilly and Franklin Farm. Improvements to on-site bicycle and pedestrian circulation should be considered to provide enhanced access to area transit.
- *Pedestrian and Bicycle Facilities:* If the property is redeveloped, adequate inter-parcel pedestrian connectivity to the nearby retail should be provided. Pedestrian walkways connecting to Fair Ridge Drive should also be provided. The major increase in residents from the residential uses in both Plan Options will require enhanced connections and circulation and improvements to the bicycle and pedestrian network on the site.

Environmental

- The western portion of the site contains Resource Protection Area (RPA), constraining buildable area on this site.

Parks and Recreation

- The subject property currently consists of an office building, with half the site remaining undeveloped and wooded. The proposed land use scenarios would add a maximum of approximately 282 new residents to the Fairfax Center Area, which is deficient in park space and facilities. New residents will increase the need for park space and recreational facilities. Impacts on park resources and service levels would need to be mitigated through monetary and/or land contributions to the Park Authority. Impacts to natural and cultural resource would need to be mitigated through best practice design, protections, and restoration methods.
- Development of undisturbed areas has potential for natural, archaeological, and historical resource impacts.

Schools

- Option 1 would yield a net increase of 38 students (22 elementary, 5 middle, and 11 high) over the current Plan recommendations. Option 2 would yield a net increase of 81 students (39 elementary, 11 middle, and 31 high) over the current Plan recommendations. These students are in the attendance areas of Navy Elementary, Franklin Middle, and Oakton High School.

Staff Recommendation

- Support residential density of 8-12 du/ac as an option to planned office use.
    - Residential uses should be integrated with the nonresidential uses to the south through the use of park and plaza spaces, building layout, and provision of physical connections.
- Provide guidance for buffering to the north and west.
- Development should also provide a buffer to the electrical substation to the east.

NRA (Submission SS3)

Current and Proposed Plan

TMP	Size	Existing Use
46-4 ((1)) 33A,33B	1.43 ac (62,417 SF)	20,232 SF office use

Maximum Plan Recommendation	Current Plan Potential	Proposed Plan	Proposed Plan Potential
office use up to .50 FAR	31,000 SF office use	museum use at .70 FAR	44,000 SF museum use

Land Use

- Museums are a special exception use within certain industrial zoning districts. The subject property is currently zoned I-5, General Industrial District, which does not allow for museums as a special exception use. Rezoning to a less intense industrial district, such

as I-4, Medium Intensity Industrial District, would provide an opportunity for a museum use with a special exception.

- The Land Use Element of the Policy Plan encourages development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems. This would be among the criteria used to evaluate a museum as a special exception use on this site.

Transportation

- *Trip Generation:* A change in land use from office to museum would result in a decrease of trips. However, there are very few samples from which to draw comparison to in the Institute of Transportation Engineers (ITE) Trip Generation Manual. Any transition to museum use would need more consideration given to the possible changes in traffic patterns in the area. Changes proposed would generate 416 fewer gross daily trips compared with the current Plan recommendation. The AM peak hour would decrease by 63 trips and the PM peak hour would decrease by 105 trips.
- *Access:* The main access to the subject property is from Waples Mill Road. While the trip generation indicates that there would be a decrease in daily trips, more information about how and when the museum would operate is needed to understand its transportation impact.
- *Transit:* This section of Waples Mill Road does not have transit services. Any new uses on this site should consider how to implement additional transportation services and investigate how they can provide better transportation options to their employees and visitors, including possible shuttle service to and from the Vienna Metrorail Station.
- *Pedestrian and Bicycle Facilities:* There are no planned bicycle facilities in proximity to this site. However, museum uses generate trips that can be made during leisure time. If this use is considered on the site, quality bike and pedestrian connections should be made to the adjacent multimodal transportation network to facilitate visits to the museum by non-motorized users.

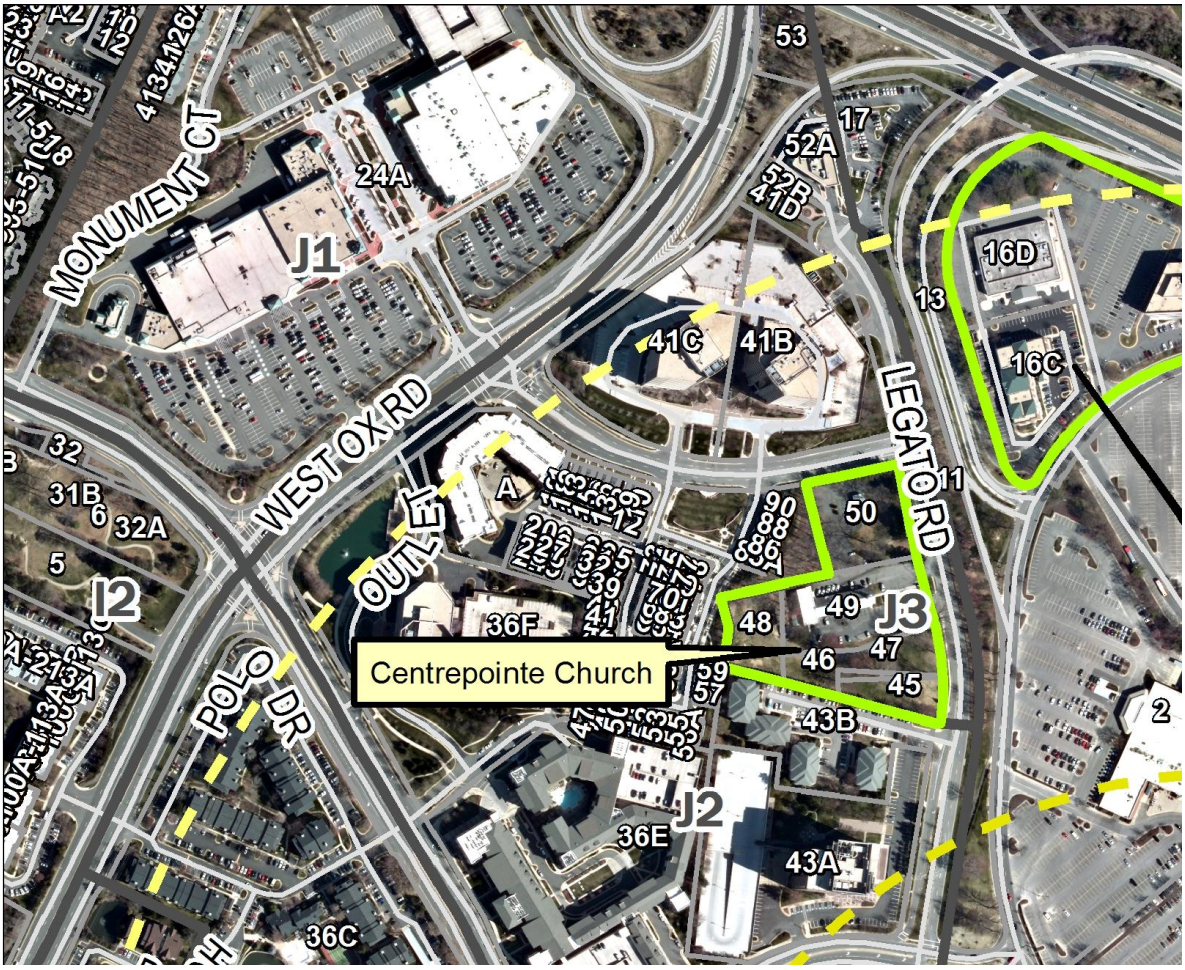
Environmental

- This area contains rock formations in which naturally occurring fibrous asbestos may occur. Any future development on this site should detail how constraint will be mitigated.

Staff Recommendation

- No site specific language is recommended, but guidance related to museums and cultural centers as alternatives to office use should be added to areawide land use recommendations for the Fairfax Center Area.

Centerpointe Church (Submission SS4)



TMP	Size	Existing Use
46-3 ((1)) 45,46,47,48,49,50	3.85 ac (167,624 SF)	16,208 SF institutional use

Current and Proposed Plan

Land Use

- The subject property is currently planned for office use at the overlay level, and is well-

Maximum Plan Recommendation	Current Plan Potential	Proposed Plan - Mid-level	Proposed Plan Potential - Mid-level	Proposed Plan - High End	Proposed Plan Potential - High End
office use up to 1.0 FAR	168,000 SF office	multifamily residential use up to 1.25 FAR	190 multifamily units	multifamily residential use up to 2.5 FAR	380 multifamily units

located for this use within the core. However, this site is outside of the ¼ mile radius of the planned Metrorail station, where a substantial mix of office uses would be most desired.

- An intensity of 2.5 FAR, as proposed in the high-level land use scenario, is not consistent with surrounding existing and planned uses in the core. Previous conversions of planned office use to residential use within the core have been of similar development intensity to current Plan recommendations; however, the proposed high-end intensity would more than double the existing planned intensity for the subject property. If redevelopment of the church is to occur prior to the extension of Metrorail, the mid-level intensity of 1.25 FAR would be more consistent with the existing residential development to the south and west.

Transportation

Trip Generation

The two proposed plan potentials would have different impacts on trip generation, but both would reduce number of trips generated in both AM and PM peak hour when compared to the current plan.

- **Mid-Level vs. Current Plan:** Changes proposed would generate 672 fewer gross daily trips compared with the current Plan recommendation. The AM peak hour would decrease by 193 trips and the PM peak hour would decrease by 145 trips. This reduction can be attributed to the change in land use from office to residential, as residential uses generate fewer trips than office at the same level of density.
- **High-End vs. Current Plan:** Changes proposed would generate an additional 479 gross daily trips over the current Plan recommendation. However, there would be an overall reduction in the AM and PM peak hour trips by 100 and 40, respectively. While the number of trips generated decrease in the AM and PM peak hours, the trip patterns would change. The AM peak hour outbound and PM peak hour inbound trips would increase with a change from office to residential at a 2.5 FAR.

Access

- West Ox Road, Fair Lakes Parkway, Monument Drive, Legato Road, and the Fair Oaks Mall Ring Road would all experience an increase in daily trips due to the increase in intensity within the proposed high-end scenario for the Core Focus Area. Currently, all the intersections adjacent to the independent sites are operating at an acceptable LOS for the both the AM and the PM peak hours. Plan Amendment (PA) 2014-III-FC2 (Fairfax Towne Center) included a traffic analysis that shows that currently, the intersections on West Ox Road, Monument Drive, and Fair Lakes Parkway, within the Core Focus Area, operate at an acceptable Level of Service (LOS). Additional analysis would be required to study the impact of the proposed land use intensity on these intersections' performance.

Transit

- The core area is served by Fairfax Connector's 600 series and Metrobus services 1C and 2B. These routes provide service within the core area, and to and from the Vienna

Metrorail Station during the week. Connections are also available to Reston, the City of Fairfax, Oakton, and Merrifield.

- The Fairfax County Transit Development Plan (TDP), adopted by the Fairfax County Board of Supervisors on March 15, 2016, recommends additional services to this area.
    - A new Connector Route 624 will open in approximately June 2016. This route will serve Fair Lakes Parkway, Fair Lakes Boulevard, and West Ox Road, from the Vienna Metrorail Station.
    - The TDP recommends additional routes in the Fairfax Center Area, connecting the Core Focus Area to the Franconia-Springfield Metrorail Station and the planned Herndon Metrorail Station.

Pedestrian and Bicycle Facilities

- Planning and development within this area should accommodate and provide for planned bicycle facilities and for safe bicycle connections with nearby retail, office complexes and residential areas. The Fairfax County Bicycle Master Plan contains the following recommendations for roadways in the vicinity of this site:
    - Buffered bike lanes are recommended on West Ox Road, from Fair Lakes Parkway to Franklin Drive. These lanes would supplement the existing trail along West Ox Road, from Lee Highway to Monument Drive.
    - Buffered bike lanes are recommended on Fair Lakes Parkway, from Stringfellow Road to Monument Drive. There is an existing trail on Fair Lakes Parkway, from Fair Lakes Circle to West Ox Road.
    - Bike lanes are recommended on Monument Drive, from Fairfax County Parkway to Government Center Parkway, with a shared use path extending from Government Center Parkway to Lee Highway. The Fairfax County Trails Plan recommends a minor paved trail on Monument Drive.
    - Buffered bike lanes are recommended along Government Center Parkway.
- The proposed land use scenario adds to a mix of uses in the core, including office, retail and residential development. This combination of uses necessitates safe pedestrian facilities in the area. The Fairfax County Trails Plan recommends major paved trails along West Ox Road, Fair Lakes Parkway and Lee-Jackson Memorial Highway (Route 50). It also recommends a minor paved trail on Monument Drive. Pedestrian facilities should have direct access to nearby trails and bus stops. There should be good interparcel connectivity to expand the existing pedestrian network. Enhanced and safe pedestrian crossings on Legato Road, and all access points, are also essential.

Parks and Recreation

- Centerpointe Church proposes to redevelop its site to residential use that would add 412 to 825 new residents to the Fairfax Center Area, which is deficient in park space and facilities. These new residents increase the need for recreational facilities. New residents will increase the need for park space and recreational facilities. Impacts on park resources and service levels would need to be mitigated through monetary and/or land contributions to the Park Authority. Impacts to natural and cultural resource would need to be mitigated through best practice design, protections, and restoration methods.

- While some of the site has been developed, there are areas that remain relatively undisturbed and forested. Development of undisturbed areas has potential for natural, archaeological, and historical resource impacts.

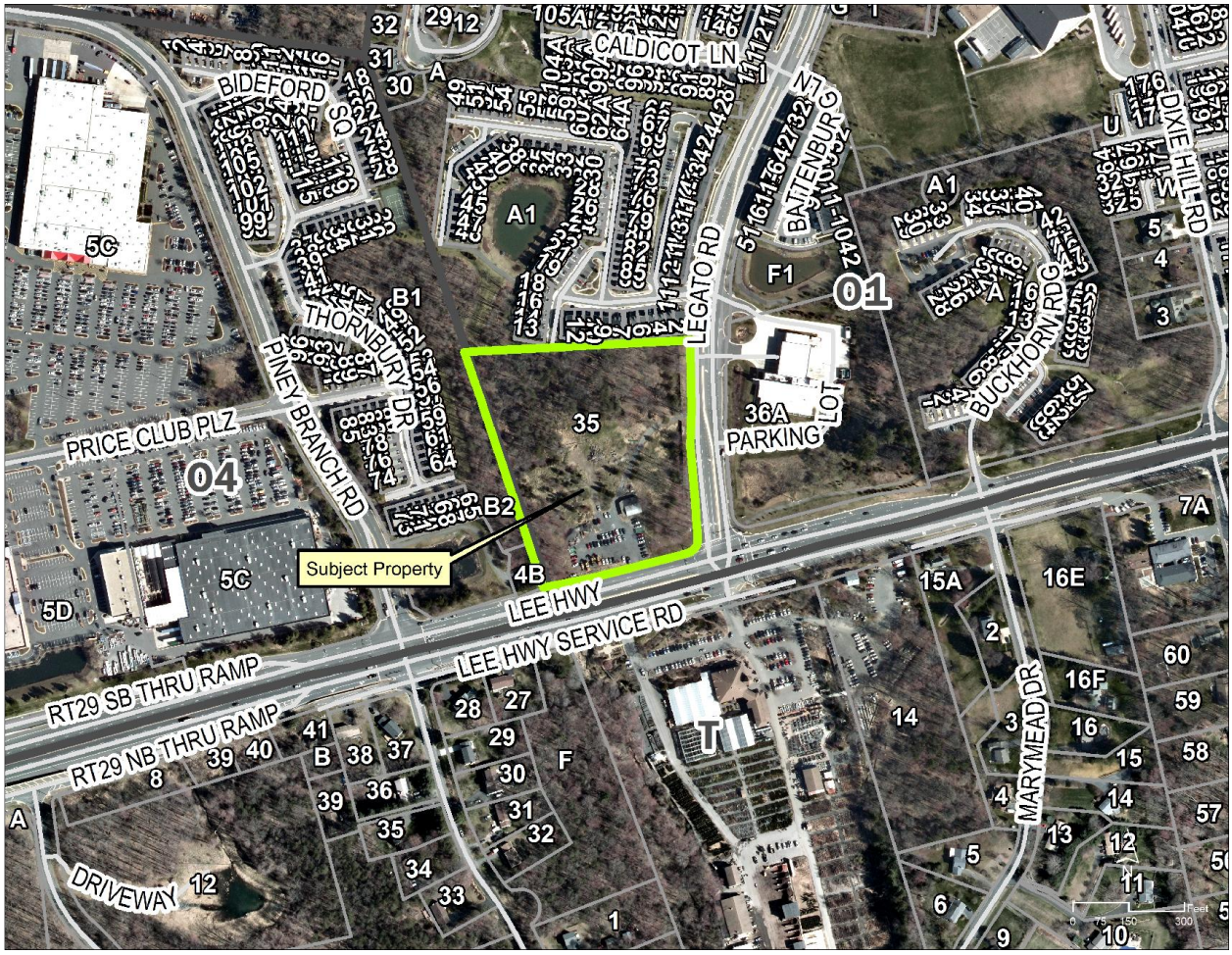
Schools

- The mid-level land use scenario would yield a net increase of 62 students (37 elementary, 9 middle, 16 high) over the current Plan recommendations. The high-end land use scenario would yield a net increase of 123 students (74 elementary, 17 middle, 32 high) over the current Plan recommendations. These students are in the attendance areas of Eagle View Elementary, Lanier Middle, and Fairfax High School.

Staff Recommendation

- Support an option for residential use at the Centerpointe Church site. As there is a near-term interest in development at this site, development intensity should be consistent with existing development in this part of the core, generally ranging from .80 FAR to 1.25 FAR.

Williams-Warhurst Property (PA 2016-III-FC1)



Current and Proposed Plan

TMP	Size	Existing Use
56-1 ((1)) 35	7.16 ac (311,820 SF)	vacant land

Maximum Plan Recommendation	Plan Potential	Proposed Plan	Proposed Plan Potential
residential use at 6 du/ac*	43 townhouse units	residential use at 12 du/ac	86 townhouse and stacked townhouse units

*Maximum density for this parcel is at the intermediate level, as it cannot meet consolidation recommendations to develop at overlay level of 12 du/ac

Land Use

- The subject property is a part of a larger Plan recommendation for residential use at 12 du/ac at the overlay level within Sub-unit O1. The consolidation focused the densest development along the northern portion of the sub-unit, and included the dedication of a school site and transportation network. This property was not included within the initial consolidation at the overlay level, and is recommended to develop at the intermediate level.
- The current Plan recommendation for development at the intermediate level of 6 du/ac represents a deliberate transition to planned lower density uses along Lee Highway. Due to the presence of RPA on the western portion of the site, the effective intensity that could result from 12 du/ac could be higher than the adjacent development to the north and the west. This would disrupt the pattern of development along this portion of Lee Highway, where planned density is generally 6 to 8 du/ac.

Transportation

- *Trip Generation:* Changes proposed would generate an additional 255 gross daily trips over the current Comprehensive Plan. The AM peak hour trips would increase by 15 trips, and the PM peak hour trips would increase by 23 trips. Since the proposed plan is the same use with a slightly higher density, this change would generate relatively few additional trips during the peak hours and would not significantly impact the network.
- *Access:* The Comprehensive Plan Transportation Plan Map recommends an interchange at the intersection of Legato Road and Lee Highway (Route 29). The subject property is situated in close proximity to this intersection. Any development of this site would need to reserve adequate right-of-way for the interchange. Specific guidance is incorporated in the Policy Plan requiring additional analyses for these recommendations.
    - A design concept for Lee Highway was developed and approved by the Board of Supervisors in 1992. The plans recommend the reconstruction of Lee Highway with grade separated interchanges at Waples Mill Road/Shirley Gate Road, Monument Drive/Village Drive, and Legato Road. Lee Highway would be a six-lane divided highway, with access to local properties and roads via a system of collector/distributor roads. However, there is no timeframe for when the interchange project will move forward.
    - Roadway connections to the development north of the subject property should be made, with access to Legato Road provided via Bridgend Run. No new access points should be oriented towards Lee Highway.
- *Pedestrian and Bicycle Facilities:* The Fairfax County Bicycle Network Plan Map shows a shared bicycle roadway on Legato Road and a shared use bike path on Lee Highway. There is a trail on Legato Road from Lee Highway to Post Forest Drive. New pedestrian facilities should be built with the development to connect to the adjacent existing residential areas to allow for a more robust pedestrian network.
- *Transit:* There are presently no transit connections or services for this site.

Environmental

- The impacts of roadway noise should be considered when designing new residential development. The subject property is immediately adjacent to Lee Highway, presenting a significant potential for noise impacts at or above 75 dBA LDN. It is likely that measures would be required to address exterior and interior noise impacts in these areas for residential and other noise sensitive uses.
- The western portion of the subject property contains RPA, presenting a significant constraint in buildable area for this site.

Parks and Recreation

- The subject property currently contains a building with parking lot, a field, and the majority of the site being treed. The proposed land use scenario would add approximately 232 new residents to the Fairfax Center Area, which is deficient in park space and facilities. New residents will increase the need for park space and recreational facilities. Impacts on park resources and service levels would need to be mitigated through monetary and/or land contributions to the Park Authority. Impacts to natural and cultural resource would need to be mitigated through best practice design, protections, and restoration methods.
- Development of undisturbed areas has potential for natural, archaeological, and historical resource impacts.
- There is an opportunity to preserve the green corridor connection from this site north to the Fair Oaks Church site (Submission SS1). Doing so would preserve a vital greenway connection for both wildlife and pedestrians if a trail connection is included.

Schools

- This land use scenario would yield a net increase of 19 students (11 elementary, 3 middle, and 5 high) over the current Plan recommendations. These students are in the attendance areas of Eagle View Elementary, Lanier Middle, and Fairfax High School.

Staff Recommendation

- Retain the adopted Plan recommendation of 6 du/ac for this site and consider this the overlay level. Add a recommendation to preserve the green corridor connection to the northwest.