PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: S11-CW-2CP
April 26, 2012

GENERAL LOCATION: Countywide

SUPERVISOR DISTRICT: All

PLANNING AREA: All

PLANNING DISTRICT: All

SUB-DISTRICT DESIGNATION: All

PARCEL LOCATION: All

PLANNING COMMISSION PUBLIC HEARING:
Thursday, May 10, 2012 @ 8:15 P.M.

BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, June 19, 2012 @ 4:00 P.M.

PLANNING STAFF DOES RECOMMEND THIS ITEM FOR PLAN AMENDMENT

For additional information about this amendment call (703) 324-1210.

Reasonable accommodation is available upon 7 days advance notice. For additional information about accommodation call (703) 324-1334.

MAP NOT APPLICABLE

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STAFF REPORT FOR PLAN AMENDMENT S11-CW-2CP

BACKGROUND

As part of the 2011-2012 Fairfax Forward effort that began in March of 2011, staff is examining the need for greater focus on public outreach, stakeholder engagement and more detailed land use and transportation analysis in the planning process. In addition, there is a concurrent effort to update the Comprehensive Plan Map and the Concept for Future Development (Concept). Since being adopted in 1990, the Concept has been an important element of the County's Comprehensive Plan by putting into place fundamental planning principles to guide future development and preservation of land. This staff report discusses the extent to which these planning principles have been realized, explains the need for an update and recommends revisions to the Concept.

HISTORY AND COMPONENTS OF THE CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development was developed as part of the Fairfax Planning Horizons, a major revision of both the policy and land use recommendations of the County's Comprehensive Plan. During Planning Horizons, six land use concepts that represented possible futures for Fairfax County and three different transportation systems were evaluated to understand the potential impacts of each. A preferred alternative was developed and formed the basis for the Concept for Future Development.

The Policy Plan, which was also adopted as a part of Planning Horizons, explains the underlying goals and rationale for land development and preservation as set forth in the Concept as well as other policies related to public health, safety, welfare, and quality of life. The Policy Plan and Concept for Future Development express the envisioned future of the County. Together, they encourage a balanced and efficient land use pattern, and enhance the ability for the County to achieve this by providing the framework for the review of the Area Plans guidance of the Comprehensive Plan.

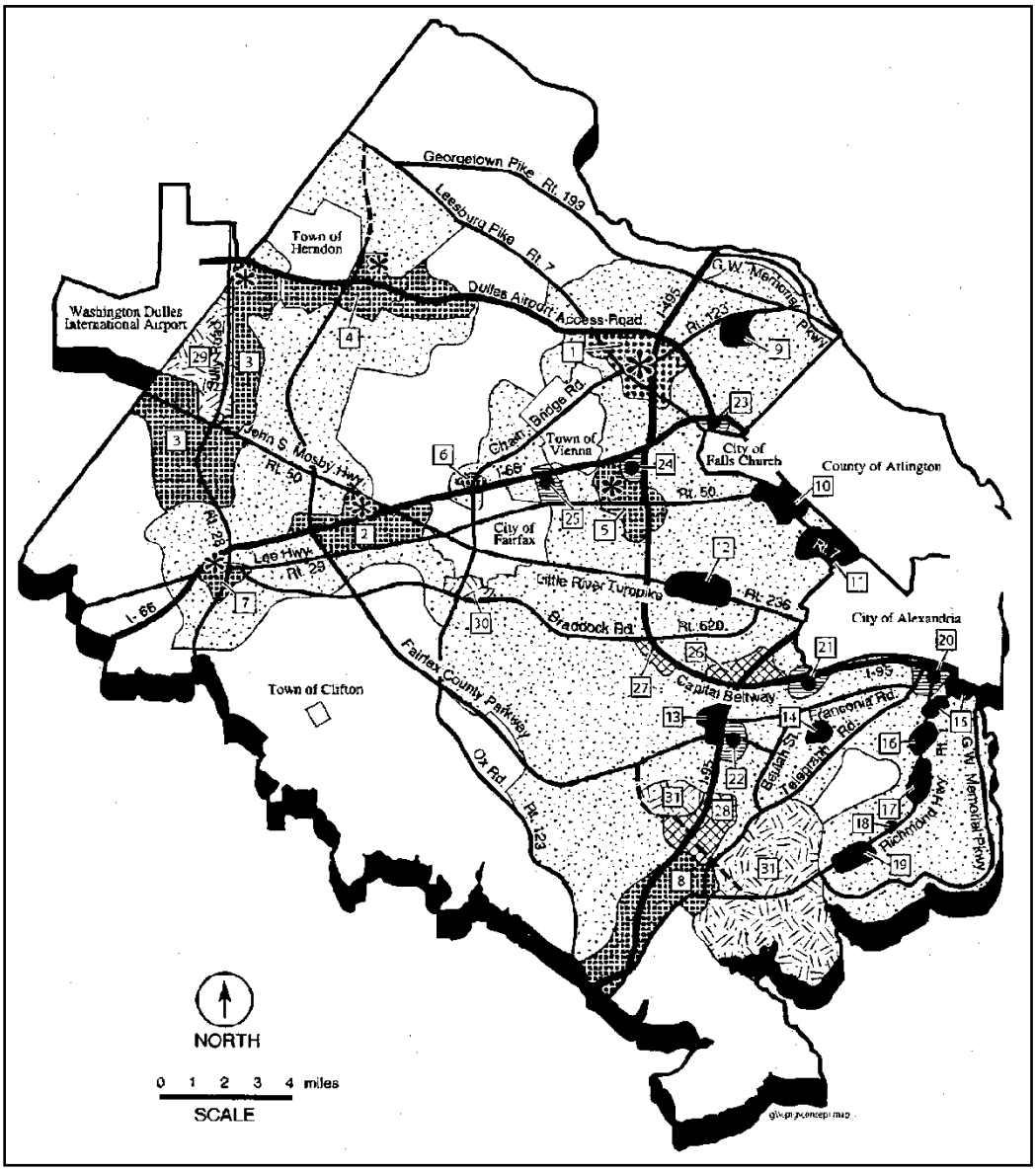
The Concept for Future Development is comprised of the Land Classification System and the Concept Map which divide the County into the categories of Tysons Corner Urban Center, Suburban Centers, Community Business Centers and Transit Station Areas, all of which are characterized as mixed-use centers. There are two types of neighborhoods, Suburban Neighborhoods and Low Density Residential Areas. These neighborhood areas are recommended to be protected and maintained. The remaining two categories are Industrial Areas and Large Institutional Areas. The Large Institutional Areas include Fort Belvoir, George Mason University and the portion of the Washington Dulles International Airport that is within Fairfax County.

The Land Classification System guidelines suggest ranges of development intensity for each planned category and provide guidance regarding the environment, transportation, heritage resources, public facilities, and parks and recreation. The system is intended to give direction for making planning decisions, and is meant to be used in conjunction with the Countywide Objectives and Policies that are in the County's adopted Comprehensive Plan.

ADOPTED CONCEPT MAP AND LAND CLASSIFICATION SYSTEM

Each of the four Area Plan volumes contains a summary of the purpose and policy guidance of the Concept. The "Concept Map for Future Development" and the "Summary: Land Classification System" are shown below through page five.

Fairfax County Comprehensive Plan, 2011 Edition, Areas I, II, III and IV. Area Plan Overview as amended through 7-27-2010, Introduction, Concept Map, Figure 2, pages 4-5:



CONCEPT MAP **FIGURE 2**

CONCEPT MAP FOR FUTURE DEVELOPMENT

CONCEPT MAP FOR FUTURE DEVELOPMENT

LOCATIONS OF MIXED-USE CENTERS

Urban Center

1. Tysons Corner Urban Center

Suburban Centers

2. Fairfax Center
3. Dulles (Route 28 Corridor)
4. Reston-Herndon
5. Merrifield
6. Flint Hill
7. Centreville
8. Lorton-South Route 1

Community Business Centers

9. McLean
10. Seven Corners
11. Baileys Crossroads
12. Annandale
13. Springfield (West)
14. Kingstowne
15. North Gateway and Penn Daw
16. Beacon/Groveton
17. Hybla Valley/Gum Springs
18. South County Center
19. Woodlawn

Transit Station Areas

20. Huntington Metro Station
21. Van Dorn Metro Station
22. Franconia/Springfield Metro Station
23. West Falls Church Metro Station
24. Dunn Loring Metro Station
25. Vienna Metro Station

LOCATIONS OF LARGE INSTITUTIONAL AND INDUSTRIAL AREAS

Industrial Areas

26. Beltway South
27. Ravensworth
28. I-95 Corridor

Large Institutional Land Areas

29. Washington Dulles International Airport
30. George Mason University
31. Fort Belvoir (Main Post and North Area)

LEGEND

Suburban Neighborhoods (Residential density ranges defined in Area Plans; 0.15-0.25 FAR* for neighborhood-serving non-residential use)

Low Density Residential Areas (Residential density of 0.1 to 0.5 du/ac **, specific density ranges in Area Plan; Non-residential use intensity 0.05 to 0.1 FAR)

Tysons Corner Urban Center
- * Core (1.0-1.65 FAR; 35-60 du/ac)
- Non-Core (0.25-1.0 FAR; 8-45 du/ac)

Suburban Centers
- * Core (0.3-0.8 FAR; 15-35 du/ac)
- Non-Core (0.15-0.30 FAR; 5-25 du/ac)

Community Business Centers (0.20-0.50 FAR; 5-25 du/ac; if a core is designated, intensities of up to 0.70 FAR may be allowed)

Transit Station Areas (0.30-1.00 FAR; 8-45 du/ac)

Industrial Areas (0.25-0.50 FAR for Industrial Uses)

Large Institutional Land Areas

* FAR - floor area ratio
** du/ac - dwelling units per acre

Fairfax County Comprehensive Plan, 2011 Edition, Areas I, II, III and IV. Area Plan Overview as amended through 7-27-2010, Summary: Land Classification System, Introduction, page 6:

SUMMARY: LAND CLASSIFICATION SYSTEM

Suburban Neighborhood:
- are the County's stable residential neighborhoods which are to be protected and enhanced by assuring compatible relationships between uses;
- contain a wide range of housing types, as well as supporting neighborhood-serving commercial uses, public facilities, and institutional uses; and
- have a variety of residential densities with the lowest category being 0.5 to 1.0 DU/AC and the greatest 16 to 20 DU/AC, depending upon location, and maximum allowable non-residential intensities of 0.15 to 0.25 FAR; Special Exception and Special Permit Uses may be appropriate at higher intensities provided that such intensities are determined to be compatible with the surrounding area.

Low Density Residential Areas:
- include ecologically significant areas;
- will achieve environmental protection primarily by restricting growth to large lot residential development;
- have allowable residential densities of 0.1 to 0.2 DU/AC or 0.2 to 0.5 DU/AC depending upon location;
- have maximum allowable non-residential intensities of 0.05 FAR to 0.10 FAR, depending on location; Special Exception and Special Permit uses may be appropriate at higher intensities provided that such intensities are determined to be compatible with the surrounding area.

Tysons Corner Urban Center:
- contains a mixture of high intensity office, retail, and residential uses in a pedestrian-oriented, urban environment;
- consists of one or more core areas of highest intensity uses and peripheral areas of somewhat lessening intensities;
- has potential intensity for a core of 0.50 to 1.5 FAR, with intensities above 1.0 FAR limited to commercial/residential mixed-use projects;
- has potential intensities of 0.25 to 1.0 FAR in the non-core areas (with intensities above 0.70 FAR generally limited to commercial/residential mixed use projects);
- areas adjacent to single-family neighborhoods should be generally from 0.25 to 0.50 FAR;
- has potential residential densities of 35 to 60 DU/AC for a core area and densities of 8 to 45 DU/AC for the non-core areas (areas adjacent to single-family neighborhoods should be generally from 8 to 25 DU/AC);
- requires TSM programs which encourage the use of transit, carpools, and vanpools;
- makes planning provisions for transit alternatives.

Suburban Centers:
- encourage a complementary mixture of office, retail, and residential uses in a cohesive, low to moderate-intensity setting;
- contain core areas with a relatively greater intensity and more urban characteristics;
- have potential intensities of 0.30 to 0.80 FAR for cores and 0.15 to 0.30 FAR for non-core areas;
- have potential residential density ranges of 15 to 35 DU/AC for cores and 5 to 25 DU/AC for non-core areas;
- employ TSM programs to minimize traffic congestion.

Community Business Centers:
- include retail, office, cultural and residential uses in a community-scale, pedestrian-oriented setting;
- represent community focal points and include cultural, recreational, and institutional uses;
- have potential intensities of up to 0.70 for designated cores and of 0.20 to 0.50 FAR for non-core areas, and residential densities of 5 to 25 DU/AC (higher residential density may be allowed as part of mixed-use projects within designated cores).

Transit Station Areas:
- TSA boundaries are strongly influenced by the area's access characteristics and the relationship of the station to surrounding stable neighborhoods.
- are intended to optimize the development opportunities associated with rapid rail stations while maintaining the stability of existing, nearby land uses;
- allow a mixture of residential, office, and retail uses in accord with existing Metro Area Plans and future Transit Station Areas Plans; and provide opportunities for joint public-private development within these areas; and
- have potential intensity ranges of 0.30 to 1.0 FAR and potential residential density ranges of 8 to 45 DU/AC.

Industrial Areas:
- are intended primarily to provide suitable locations for industrially-related uses;
- generally limit future office uses to those which are accessory to the area's industrial uses;
- have potential intensity for industrial uses of 0.25 to 0.50 FAR;
- have potential intensity for offices uses of 0.15 to 025 FAR where such areas are specified in the Area Plan;

- consider replanning portions of Industrial Areas to Area Plan residential use designations only when a residential use will be compatible with adjacent existing and future uses.

Large Institutional land Areas:
- include publicly owned – state or federal – holdings;
- are not subject to the normal County review processes; and
- should encourage state and federal agencies to develop or redevelop their holdings only when plans are coordinated with the County.

PROPOSED PLAN AMENDMENT

The purpose of this Plan Amendment is to update and revise the Concept to reflect changes in the county and the Comprehensive Plan, and to ensure that the Concept will continue to be an effective planning tool for the next twenty years. The following sections of the staff report discuss the major principles conveyed by the Concept and characterized by the land classification categories.

ANALYSIS

During Planning Horizons, the Concept in conjunction with the Policy Plan served as tools to assess the suitability of proposed changes to the land use recommendations contained in the four Area Plan volumes. Since that time, an increased understanding of the benefits of strategically planned mixed use development and the on-going commitment to protecting stable neighborhoods, sensitive environmental resources and industrial land suggest a need to refine the Concept, particularly with respect to focusing intensity and the mix of uses envisioned in centers.

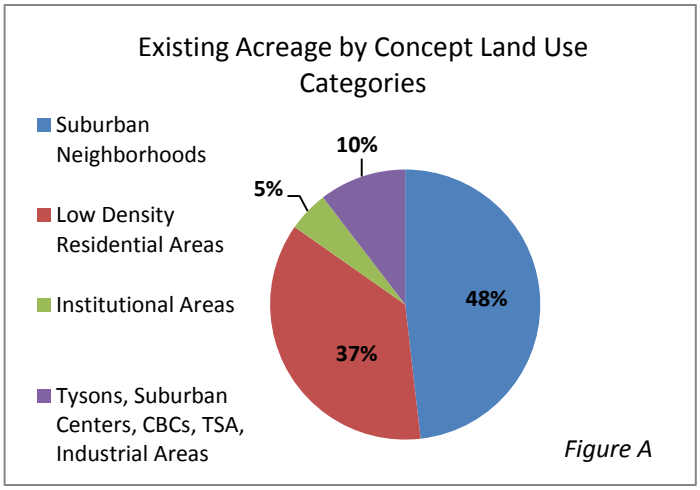


Figure A

An important planning principle expressed by the Concept is that infrastructure investment is most efficient when targeted in compact centers as opposed to large, low intensity areas. This provides the opportunity to put in place a variety of transportation choices, minimize environmental impacts and preserve open space. In 1990, the Concept noted that when combined, the County's mixed use and industrial centers should comprise less than 10 percent of the County's total land area.

Using geographic information systems (GIS) to measure existing acreage by Concept land use category types, mixed-use centers and industrial areas account for about 26,336 acres of Fairfax County's approximately 252,800 acres, or around 10 percent of the County's land area. Therefore, the geographic boundaries of these centers have not experienced significant changes since the inception of the Concept.
The majority of the county consists of residential neighborhoods; Suburban Neighborhoods and Low Density Residential Areas encompass about 85 percent of the County's total acreage, while Institutional Areas comprise roughly five percent of the County's total acreage.

Directing Non-Residential Plan Potential into Mixed-Use Centers and Industrial Areas

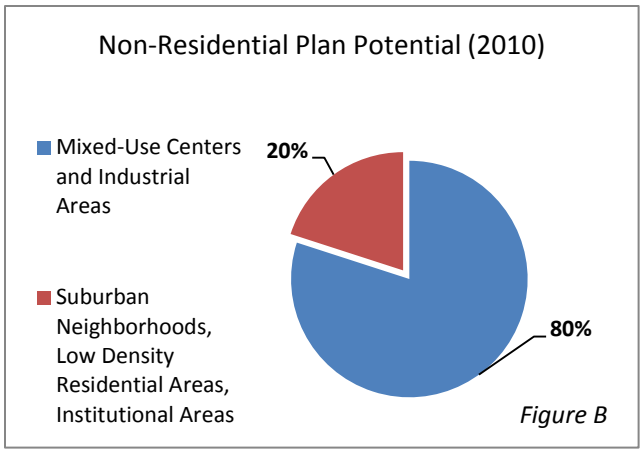


Figure B

In terms of development potential as recommended by the Comprehensive Plan, in 2010 mixed-use centers and industrial areas contain about 80 percent of the County's non-residential Plan potential as illustrated in Figure B. Non-residential Plan potential consists of planned office, retail, industrial and institutional uses. One primary purpose for channeling a majority of planned non-residential development into mixed-use centers is to protect stable neighborhoods.

Residential Development in Mixed-Use Centers

Another important planning principle in the Concept is encouraging higher density residential development in centers. The Policy Plan recommends increasing housing opportunities in proximity to concentrations of employment and notes the importance of supporting regional and other local government efforts to create communities with a diverse housing stock, parks and open space, jobs and retail opportunities in areas connected by transit that also provide a range of transportation choices.

In line with these principles, planning studies over the past twenty years have resulted in substantial increases in multi-family Plan potential in mixed-use centers. For instance, in 2005 the Board of Supervisors established the Tysons Land Use Task Force. Part of their mission statement was to "promote mixed use" and to "increase the residential component of the density mix." The resulting Tysons Corner Urban Center Plan, adopted in 2010, envisions and plans for a future ratio of four jobs for every household in contrast to the previous ratio of thirteen jobs for every household. In Tysons Corner, the planned mix of uses is distributed in such a way as to optimize the area's investment in transit. Similarly, recent planning studies in Baileys Crossroads and Springfield community business centers have emphasized the importance of a residential component in the mix of uses.

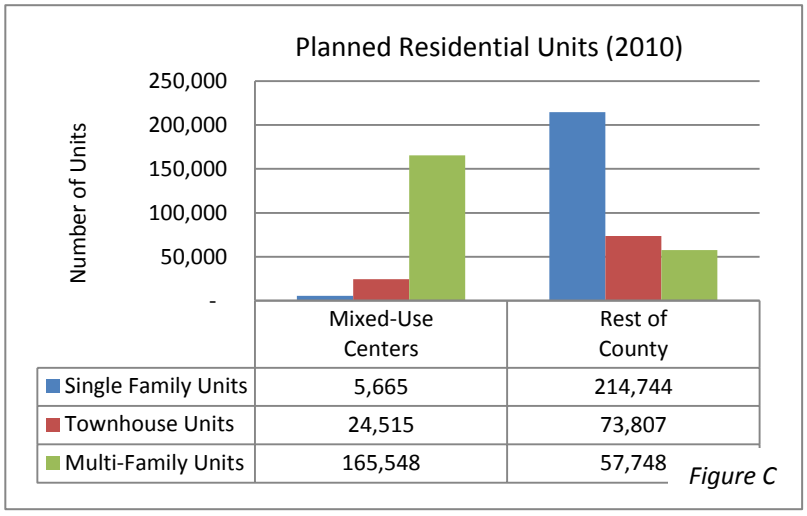


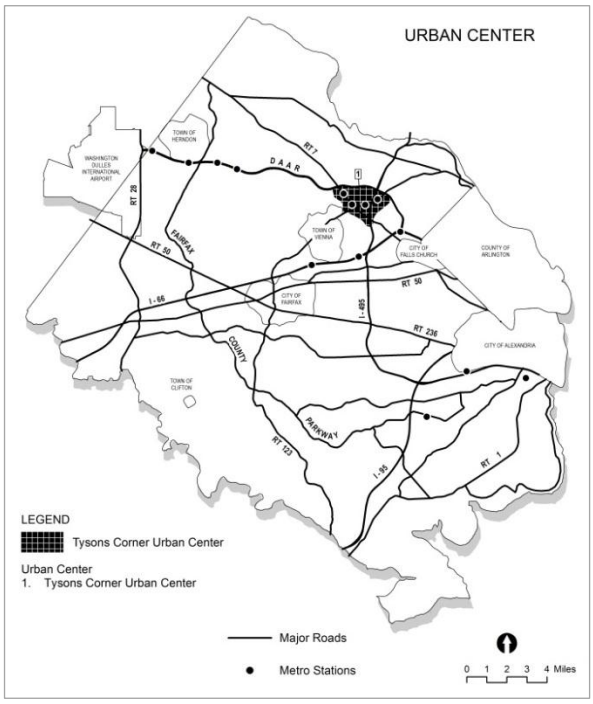
Figure C

Figure C shows the planned distribution of housing types, with most multi-family housing in mixed-use centers. Less than three percent of residential units planned in centers are single

family, compared to 60 percent outside of mixed-use centers. Multi-family units comprise the majority of planned residential units in centers at about 85 percent. Multi-family units outside of mixed-use centers comprise about 17 percent of the share of planned residential units. Townhouses consist of approximately 21 percent of total planned units outside of centers, while they comprise approximately 13 percent of planned residential units within centers.

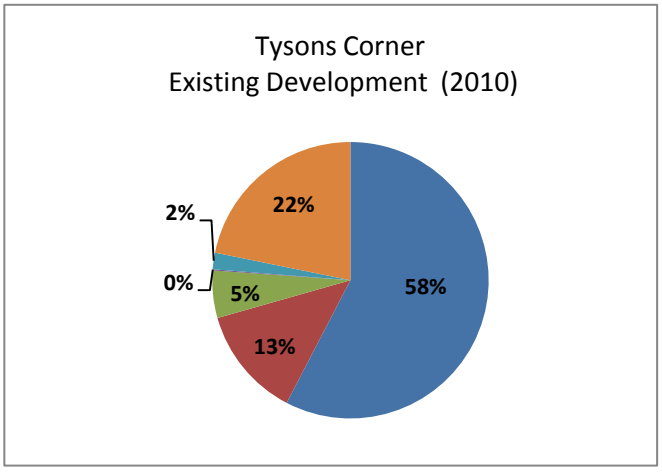
Description of Mixed-Use Centers

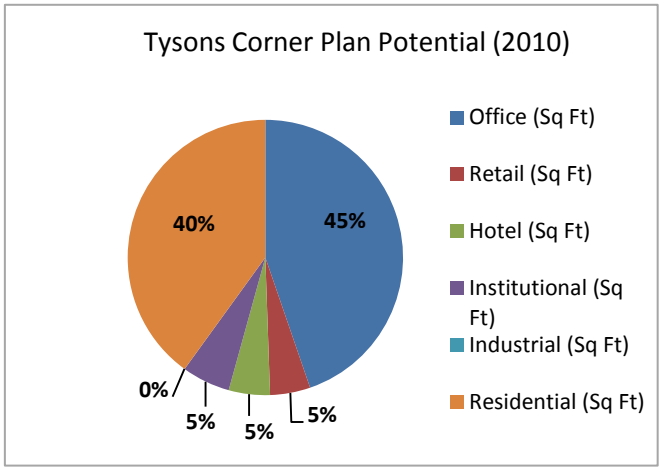
The County's mixed-use centers are generally planned to function as nodes containing the majority of the County's commercial uses and are intended to have the highest planned intensities. Each type of center, such as Community Business Center or Transit Station Area serves a different function and its planned future uses reflect this role.



The following section describes the character of each mixed-use center type. The associated figures illustrate the blend of uses planned for each center type when assuming implementation of the maximum residential opportunities as recommended in the Area Plans volumes of the Comprehensive Plan.

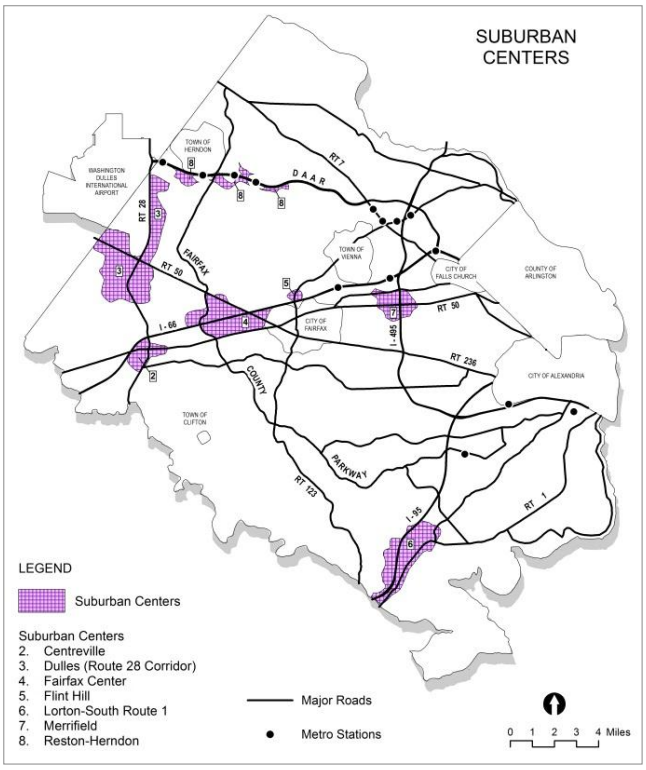
Tysons Corner Urban Center is the employment and retail hub of Fairfax County and covers approximately 2,140 acres. While office development is the predominant existing use, there is a significant amount of residential development planned in the future. Tysons Corner is recommended to have a ratio of four jobs for every household to achieve a more balanced jobs-to-housing ratio. The highest intensity uses are planned within ¼ mile of the four Tysons Metrorail stations. Development within ½ mile of the



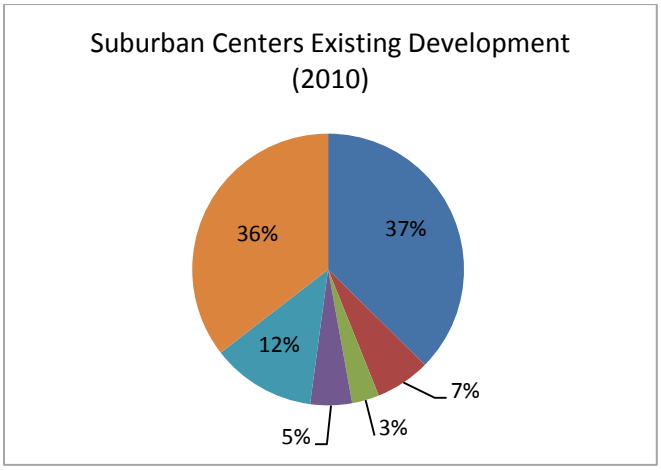


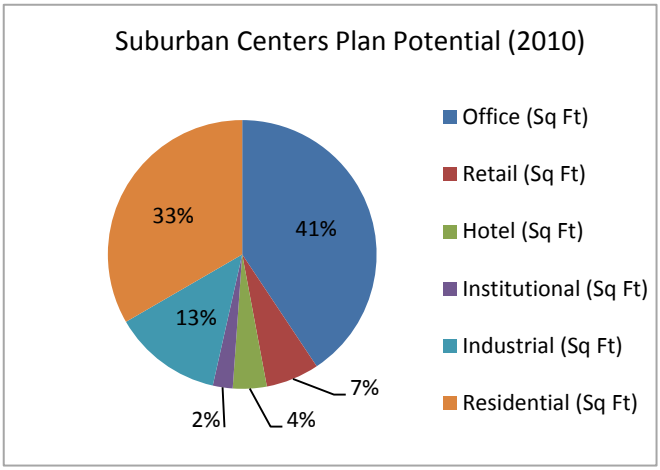
station platforms is recommended to be transit oriented based on building form, height and urban design. Within ¼ mile, intensity is based on the ability to meet transit oriented criteria and other performance standards related to transportation, public facilities, other infrastructure, and public amenities. Areas between ¼ and ½ mile of a Metro station have potential intensity up to 2.5 floor area ratio, or FAR. The Comprehensive Plan envisions that the residential component will almost double as a percentage of the mix of uses over time.

Suburban Centers are major employment areas located along some of the County's expressways and principle arterials. The highest intensity mixed use development is planned to be oriented to transit or designated town centers. Office use is planned to remain the dominant use and absorb a slightly larger share of the planned land use. The areas provide community-serving retail but also can include regional shopping centers. With the exception of Flint Hill and Centreville, Suburban Centers are well over 1,000 acres in size.



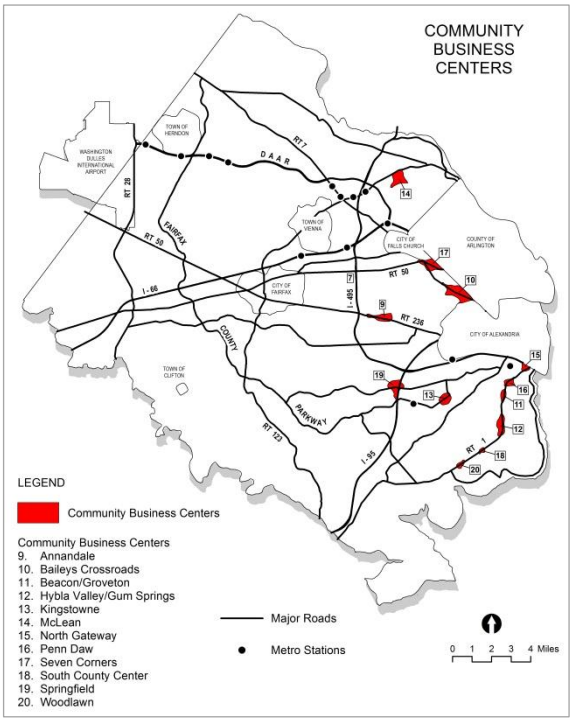
Suburban Centers	Acreage
Centreville	884
Dulles (Route 28 Corridor)	6,764
Fairfax Center	5,527
Flint Hill	149
Lorton-South Route 1	3,519
Merrifield	1,551
Reston- Herndon	2,034

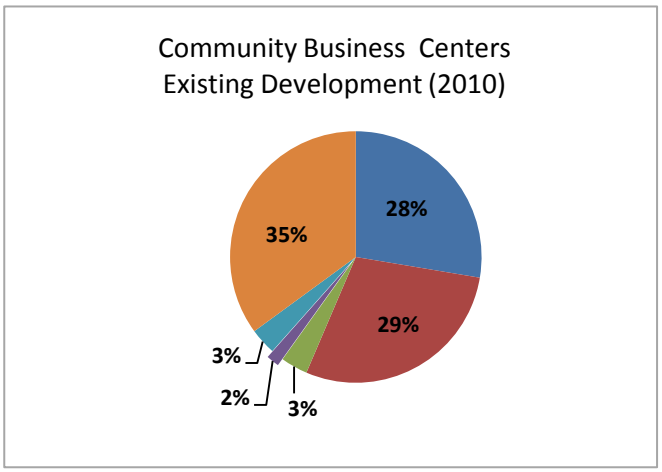


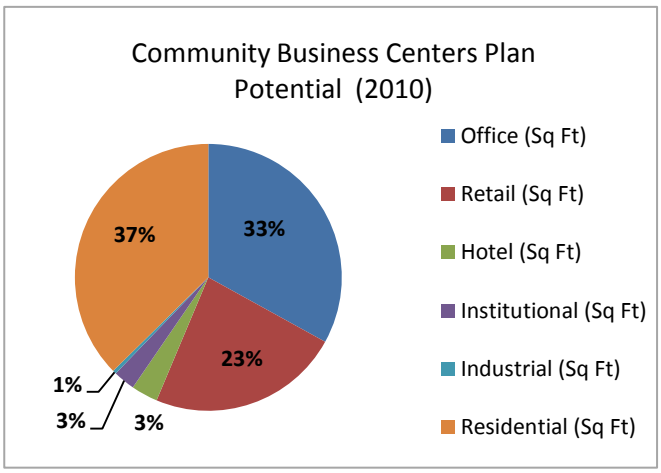


Community Business Centers (CBCs) are generally considered the County's older community-serving commercial areas. Significantly smaller in land area than Suburban Centers, Community Business Centers range in size from about 50 to 450 acres. Retail uses will continue to serve a significant function within CBCs, although medium to high intensity office and housing are planned to represent a significant percentage of development as well. In terms of the character of development, mixed use is clustered on smaller sites in core areas and in the future will consist of taller buildings within CBCs, as compared to lower building heights and a campus style of development that is common in suburban centers.

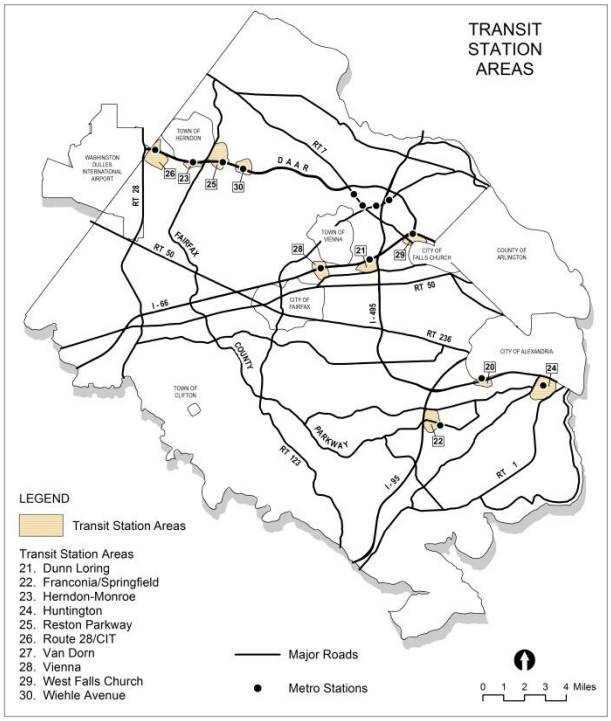
Community Business Center	Acreage
Annandale	237
Baileys Crossroads	453
Beacon/Groveton	93
Hybla Valley/Gum Springs	239
Kingstowne	192
McLean	265
North Gateway	58
Penn Daw	89
Seven Corners	255
South County Center	52
Springfield	251
Woodlawn	75



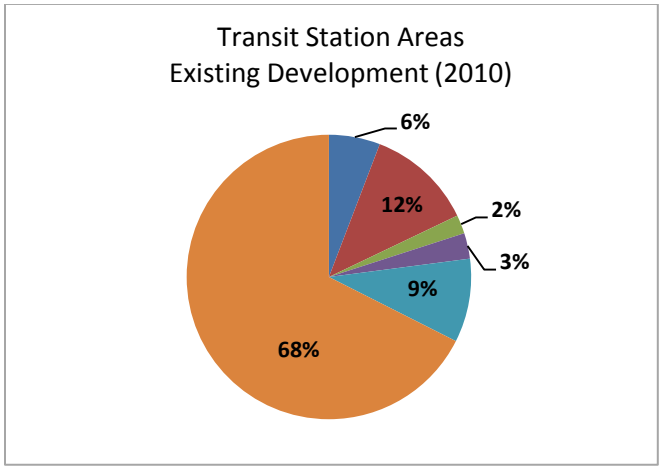


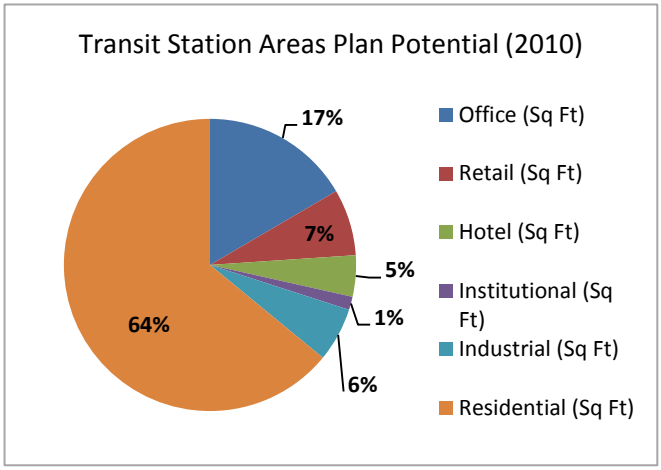


Transit Station Areas (TSAs) promote a land use pattern that supports Metrorail by encouraging a mix of uses in a compact urban form that is pedestrian-friendly and within walking distance of the rail station. Within the region, Metrorail provides a vital public transportation choice that enhances accessibility and minimizes reliance upon automobiles. The mix of uses is designed to optimize the use of transit. Residential and office are planned to be the primary uses with support retail and hotel as appropriate shares of the mix.



Transit Station Area	Acreage
Dunn Loring Metro Station	287
Franconia/Springfield	676
Herndon-Monroe	120
Huntington	604
Reston Parkway	501
Route 28/CIT	46
Van Dorn	191
Vienna	352
West Falls Church	234
Wiehle Avenue	260



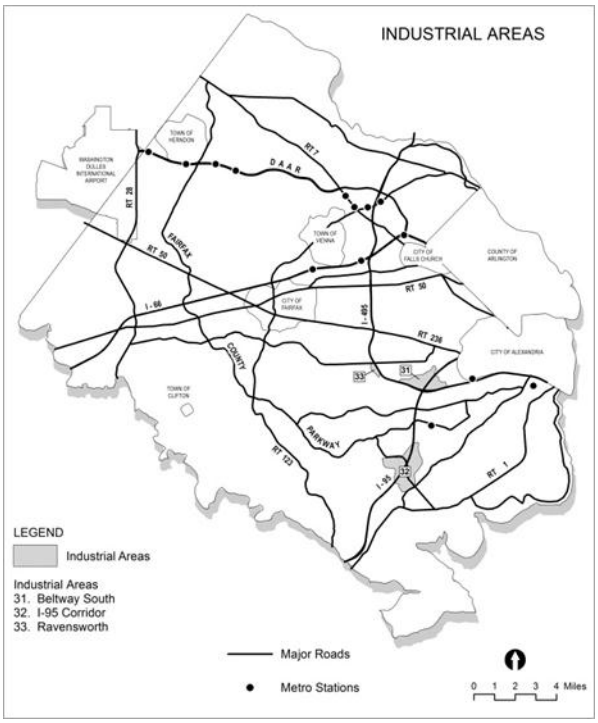


Industrial Areas and Large Institutional Areas

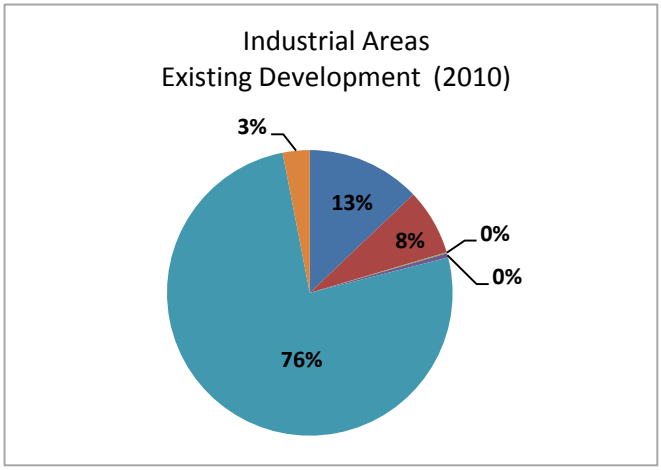
The following section describes the character of the industrial areas and large institutional land areas.

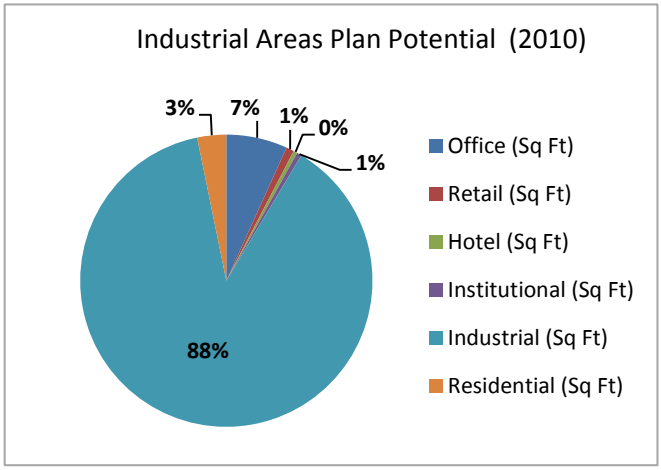
Industrial Areas are intended primarily to provide suitable locations for manufacturing, storage, distribution, and other similar uses. This category is not intended to support residential development and generally limits future offices to those which are ancillary or complementary to an area's industrial uses.

Large Industrial Areas	Acreage
Beltway South	702
I-95 Corridor	1,495
Ravensworth	94

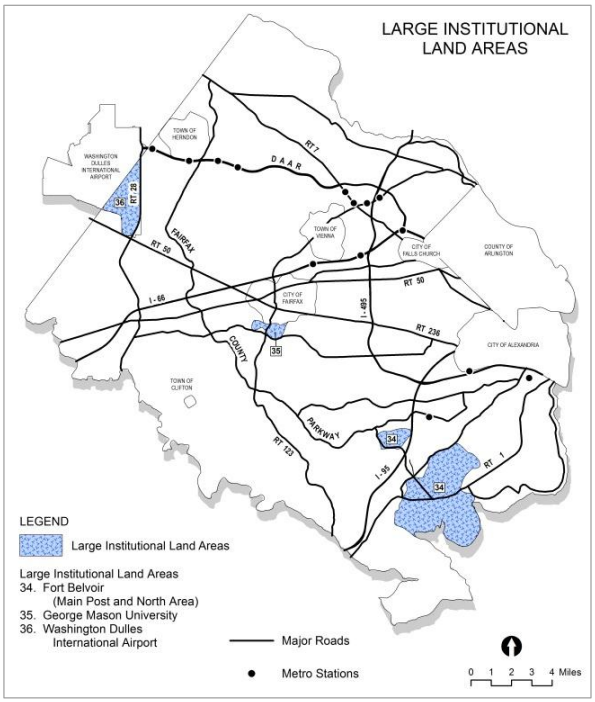


Industrial areas are recommended to be located near major transportation corridors such as interstate highways and railways that are capable of transporting a high volume of goods and contribute to overall regional accessibility. The direct accessibility of these areas to major transportation corridors helps ensure that industrial traffic will not be routed through neighborhoods. The difference between existing and planned development is attributable to some zoning districts that allow office use in industrial areas. Preserving existing industrial uses, providing opportunities in the future to allow for an adequate supply of industrially-related uses and maintaining a balance of land uses are recommended by County policy.



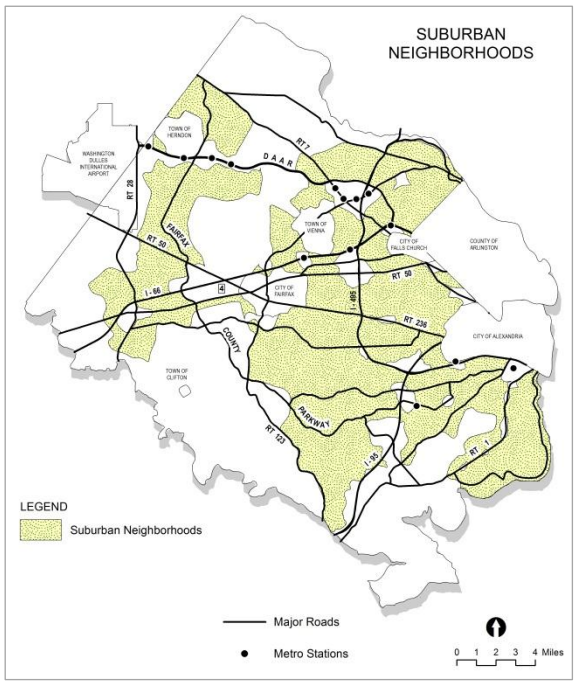


Large Institutional Land Areas include publicly-owned state or federal land holdings that are not subject to the normal County development review processes. These include Washington Dulles International Airport, George Mason University and Fort Belvoir. State and federal agencies and regional authorities are encouraged to develop or redevelop their holdings only when plans are coordinated with the County.



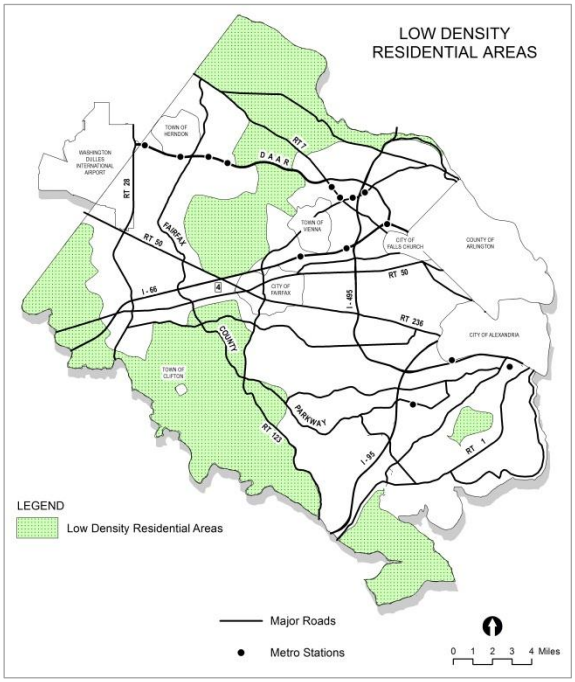
Description of Neighborhoods

The following section describes the two types of neighborhoods in the Concept.



Suburban Neighborhoods often act as a transition between higher intensity mixed use centers and low to very low density residential neighborhoods. Suburban neighborhoods contain a broad mix of residential densities and styles, and are considered to be stable areas of little to no change in land use. Where appropriate, supporting neighborhood-serving commercial services, public facilities, and institutional uses are encouraged.

Low Density Residential Areas are the most rural in the county and primarily consist of single family detached housing on large lots and open space. These are generally located along the Potomac River and the Difficult Run and Occoquan watersheds. Policies emphasize preservation of significant and sensitive natural resources, especially protection of the County's water resources. These are stable areas of little or no change other than residential development under existing zoning.



Planned Intensity

The current Concept provides guidelines for intensity ranges expressed in terms of FAR that are specific to each land classification category, with the exception of institutional areas. The ranges convey a hierarchy of intensity to express the character and scale of development. For instance, the current Concept envisions the highest intensities in the County for the Tysons Corner Urban Center, with lesser intensities planned for Suburban Centers and Community Business Centers. Although planned intensities exceed the ranges now, Tysons Corner continues to be planned for the most intense development with decreasing intensity further away from the planned transit station areas.

The County's mixed use centers have been subject to planning studies over the past two decades. These studies have resulted in Plan guidance that generally concentrates the highest planned intensity in core areas located in a planned town center or transit station as recommended by the Concept. The Plan recommendations for each of these areas includes decreased intensities further from the core and guidance about appropriate transitions to surrounding uses particular to each area's unique characteristics. The intensity ranges meant to guide the relative variations in character for different areas in the County are outdated and intensity guidance is now articulated by tailored guidance for individual centers in the Area Plans.

The Concept for Future Development Map

The Concept Map boundaries have not changed significantly over the past twenty years. The map that was initially hand drawn will be digitized using the County's GIS resources. Some of the most significant changes include the addition of new transit stations in Tysons Corner and along the Dulles Toll Road. Other stylistic changes are being made such as different shading and addition of color. The changes to the Concept Map are listed in the following Recommendation section, and the revised map is shown in Appendix 1.

RECOMMENDATION

The original purpose of the Concept for Future Development was to serve as a framework for future land use in the County. This is reflected throughout the Comprehensive Plan in policies and specific guidance in the Area Plans. The Concept should continue to guide the County's land use pattern and be updated to reflect the results of planning studies that have incorporated the vision established in the Concept, and the evolution of Plan policies as reflected in the current Comprehensive Plan. The Concept's intensity guidance has been superseded by the specific Plan guidance in the Area Plans. By updating the Concept to emphasize the character envisioned for mixed-use centers and neighborhoods, it can continue to be a framework to guide the County's land use pattern over the next twenty years. Additionally, the Concept Map should be updated to reflect existing conditions. The proposed revisions to the Area Plans and Policy Plan text are shown in Appendix 2.

Revisions to the Summary of the Land Classification System

The summary contained in the Overview of the Area Plans Volumes provides intensity ranges for Mixed-Use Centers and Industrial Areas. As described in the staff report, in most Mixed-Use Centers, the intensity ranges have been superseded by guidance for individual mixed-use centers and industrial areas as a result of planning studies. Therefore, the intensity ranges in the Concept

expressed in terms of floor area ratio (FAR) are recommended to be removed. Similarly, planning studies have resulted in the adoption of detailed guidance for core and non-core areas within individual Suburban Centers and Tysons Corner Urban Center. Staff recommends removing the core and non-core designations in the Concept.

Revisions to the Concept for Future Development Map

These changes are intended to bring clarity to the map and improve its readability and accuracy. The following are the proposed revisions:

- Retitle the map from "Concept Map for Future Development" to "Concept for Future Development Map."
- Alphabetize each Mixed-Use Center, Industrial Area, and Institutional Area within the land classification type.
- Rearrange the left and right columns so the order of the land classification types match.
- Change the patterns for all land classification categories.
- Produce both a color and black and white version.
- Update major roads. Refine the boundaries of some of the mixed-use centers based on digitized shapes using GIS.
- Assign separate numbers to the North Gateway and Penn Daw CBCs.
- Include the Herndon-Monroe, Reston Parkway, Route 28/CIT and Wiehle Avenue Transit Station Areas which were formerly shown as Suburban Center , and were designated as a part of the Dulles Suburban Center Plan Amendment in 2004.
- Include the four Transit Station Areas in the Tysons Corner Urban Center which resulted from the Plan Amendment adopted in 2011.

Revisions to the Policy Plan and Area Plans

Refer to Appendix 2 for proposed changes to the Policy Plan and Area Plans Volumes of the Comprehensive Plan.

Follow-on considerations

A few follow-on actions have been identified and are recommended to occur subsequent to this update to the Concept. The first follow-on item is an evaluation of Suburban Centers to assess whether this term accurately reflects the envisioned future character of these areas. While the Suburban Center characterization may accurately reflect existing conditions, in the future these areas are planned to evolve and contain locations of focused growth which may not be reflected by this name. The evaluation could consider renaming Suburban Centers and removing or reclassifying existing ones.

The Fairfax Countywide Transit Network Study is underway and its purpose is to establish a network of high quality transit corridors in a cost-effective manner to serve the county's need to accommodate planned growth over the long term. The results of this study could bring about future revisions to the Concept. For instance, the implementation of a planned light rail or streetcar line could result in the need to update characterizations of areas located along these transit lines or within station areas.

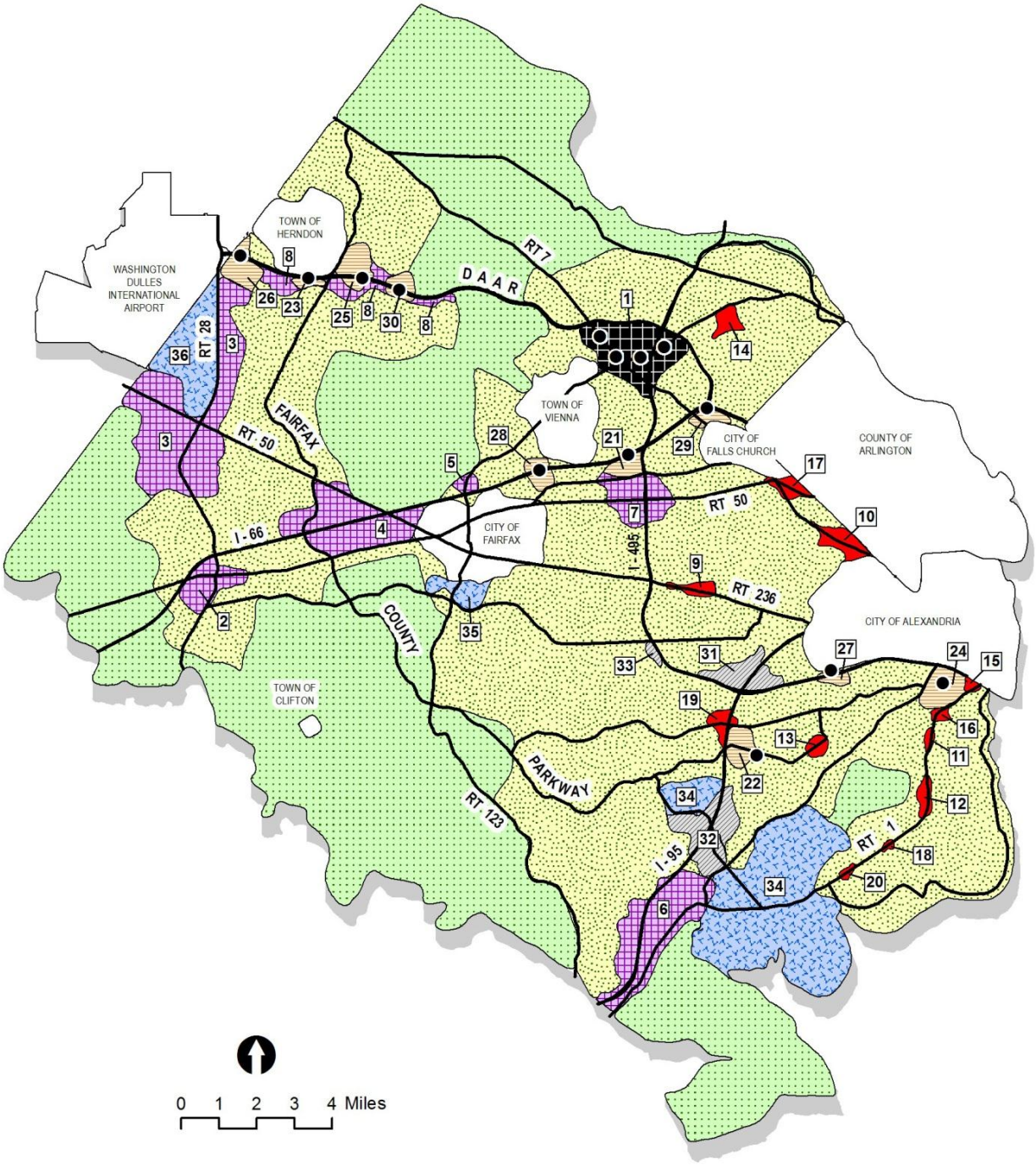
The last recommended follow-on consideration is the addition of the Lincolnia area as a Community Business Center. As a historically older commercial area, it shares many of the

attributes associated with Community Business Centers. This consideration should be conducted in concert with a planning study to determine if Lincolnia would benefit from plan guidance to encourage a mix of uses focused around a core area such as a town center or main street.

FUTURE STEPS

The next phase of the Fairfax Forward effort will involve public outreach and community meetings to gather ideas and feedback about the new Plan amendment process. Recommendations for this process will then be finalized and brought forward to the Planning Commission and Board of Supervisors for consideration. Editorial updates to the Area Plans volumes are anticipated to be completed prior to implementing a new planning process. These proposed editorial updates include removing outdated population figures and dates and verifying descriptions of existing land use.

Appendix 1: Revised Concept for Future Development Map



CONCEPT FOR FUTURE DEVELOPMENT MAP

LOCATIONS OF MIXED-USE CENTERS

Urban Center
1. Tysons Corner Urban Center

Suburban Centers
2. Centreville
3. Dulles (Route 28 Corridor)
4. Fairfax Center
5. Flint Hill
6. Lorton-South Route 1
7. Merrifield
8. Reston-Herndon

Community Business Centers
9. Annandale
10. Baileys Crossroads
11. Beacon/Groveton
12. Hybla Valley/Gum Springs
13. Kingstowne
14. McLean
15. North Gateway
16. Penn Daw
17. Seven Corners
18. South County Center
19. Springfield
20. Woodlawn

Transit Station Areas
21. Dunn Loring
22. Franconia/Springfield
23. Herndon-Monroe
24. Huntington
25. Reston Parkway
26. Route 28/CIT
27. Van Dorn
28. Vienna
29. West Falls Church
30. Wiehle Avenue

LOCATIONS OF LARGE INSTITUTIONAL AND INDUSTRIAL AREAS

Industrial Areas
31. Beltway South
32. I-95 Corridor
33. Ravensworth

Large Institutional Land Areas
34. Fort Belvoir (Main Post and North Area)
35. George Mason University
36. Washington Dulles International Airport

LEGEND

- Tysons Corner Urban Center
- Suburban Centers
- Community Business Centers
- Transit Station Areas
- Industrial Areas
- Large Institutional Land Areas
- Suburban Neighborhoods
- Low Density Residential Areas
- Major Roads
- Metro Stations

Appendix 2: Proposed Revisions to the Policy Plan and Area Plans Volumes of the Comprehensive Plan

Additions shown with underline, deletions shown with ~~strikethrough.~~

PROPOSED CHANGES TO POLICY PLAN VOLUME

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Policy Plan, Preface, History of Comprehensive Planning as amended through 5-11-2010, pages 17-19:

The Fairfax Planning Horizons and Beyond

…

The major product of Phase I of the Planning Horizons process was the Policy Plan, which contained a hierarchy of goals, objectives and policies for each functional area, such as land use, transportation, the environment and public facilities. Another, separate document was the Concept for Future Development, containing both text and maps, which highlighted a generalized land use pattern to guide future development for the County. Particularly distinctive was the new Land Classification System, an element of the Concept for Future Development which identified those areas that were expected to share similar characteristics by the year 2010. The Concept and the Land Classification System were accepted by the Board of Supervisors on August 6, 1990, to be used as a guide for the update of the Area Plans during Phase II of the Planning Horizons process. ~~The Land Classification System is a revision of that used during the last major revision of the Comprehensive Plan PLUS, when the County was divided into stable areas, option areas, complex areas, planned development centers, and economic growth centers.~~ The Concept for Future Development was revised in 2012 to update the character descriptions and the map.

The Concept for Future Development comprises ~~three~~ two elements: the Concept Map which shows the general location and character of future land uses and the Land Classification System which divides the County into eight broad categories that describe the desired future character for each area~~, and the Land Classification System Guidelines that give explicit direction for each land category in terms of land use, transportation, environment, public facilities, and parks and recreation~~.

The Concept Map shows the general character of the County with respect to the location of each area type, metro stations and major roads. ~~appropriate land uses that should be encouraged~~. The Land Classification System, when graphically illustrated by the Concept Map, presents a future policy direction for Fairfax County.

The Concept's ~~Map's~~ policy direction ~~indicates~~ is that almost all employment and high density residential growth should occur within designated Mixed-Use Centers and Industrial Areas. ~~Development Centers, Transit Station Areas,~~ When combined, these centers and Industrial Areas encompass ~~less than 10%~~ about 10% of the County's land area. With the exception of the Industrial Areas, some degree of mixed-use development is encouraged for each of these employment areas. This emphasis on mixed-use development is designed to introduce a residential component into these employment areas. Mixed-use development is generally defined

as two or more uses designed to be functionally, economically and aesthetically integrated. The boundaries shown for these non-residential/mixed use areas coincide with the current boundaries of commercial, industrial, and mixed-use areas as generally defined by existing non-residential zoning and/or the non-residential/mixed-use boundaries traditionally identified in the Area Plans.

Within some of these employment and mixed-use oriented centers and areas, limited areas ~~portions~~ have been planned ~~designated~~ as "core" or "transit development" areas. Medium to high density development intensities within these core and transit development areas ~~may be~~ are planned to take advantage of transportation and other functional opportunities and are often centered around a transit station or planned town center. Lower intensities are encouraged outside the "core" and "transit development" areas in the remaining portions of these employment and mixed-use centers. Transitions are planned between core and non-core areas. These transitions are created through the tapering down of development intensity and building heights, changes in use, and through landscaping, screening and buffering treatments.

The remainder of the County is composed of Suburban Neighborhoods and Low Density Residential Areas. In general, non-residential development is not encouraged within the Low Density Residential Areas; when appropriate, neighborhood-serving commercial services and institutional uses are encouraged within the Suburban Neighborhoods.

In summary, the Concept for Future Development established a vision and direction for guiding Fairfax County's future growth and development. The Concept for Future Development generally describes the types of land uses that are appropriate throughout the County and the character envisioned for them. It has been used in conjunction with the countywide objectives and policies contained in the adopted Policy Plan and provided a foundation and framework for the Area Planning process.

The four Area Plans adopted in 1991 contain detailed recommendations for land use, transportation, housing, the environment, heritage resources, public facilities and parks and recreation. These recommendations refine the guidance provided in the Policy Plan and were developed within the framework of the Concept for Future Development.

Each Area Plan is subdivided into Planning Districts, which, in turn, are subdivided into Community Planning Sectors, the smallest geographical components of the Plan. The Community Planning Sector text provides details on existing development and planned land use. For purposes of development review and other land-use related decisions it is emphasized that the planning guidance for each Planning District is contained in the Area Plan text; on the Area Plan map; in the Policy Plan; and in the land use guidelines contained in the Concept for Future Development and Land Classification System.

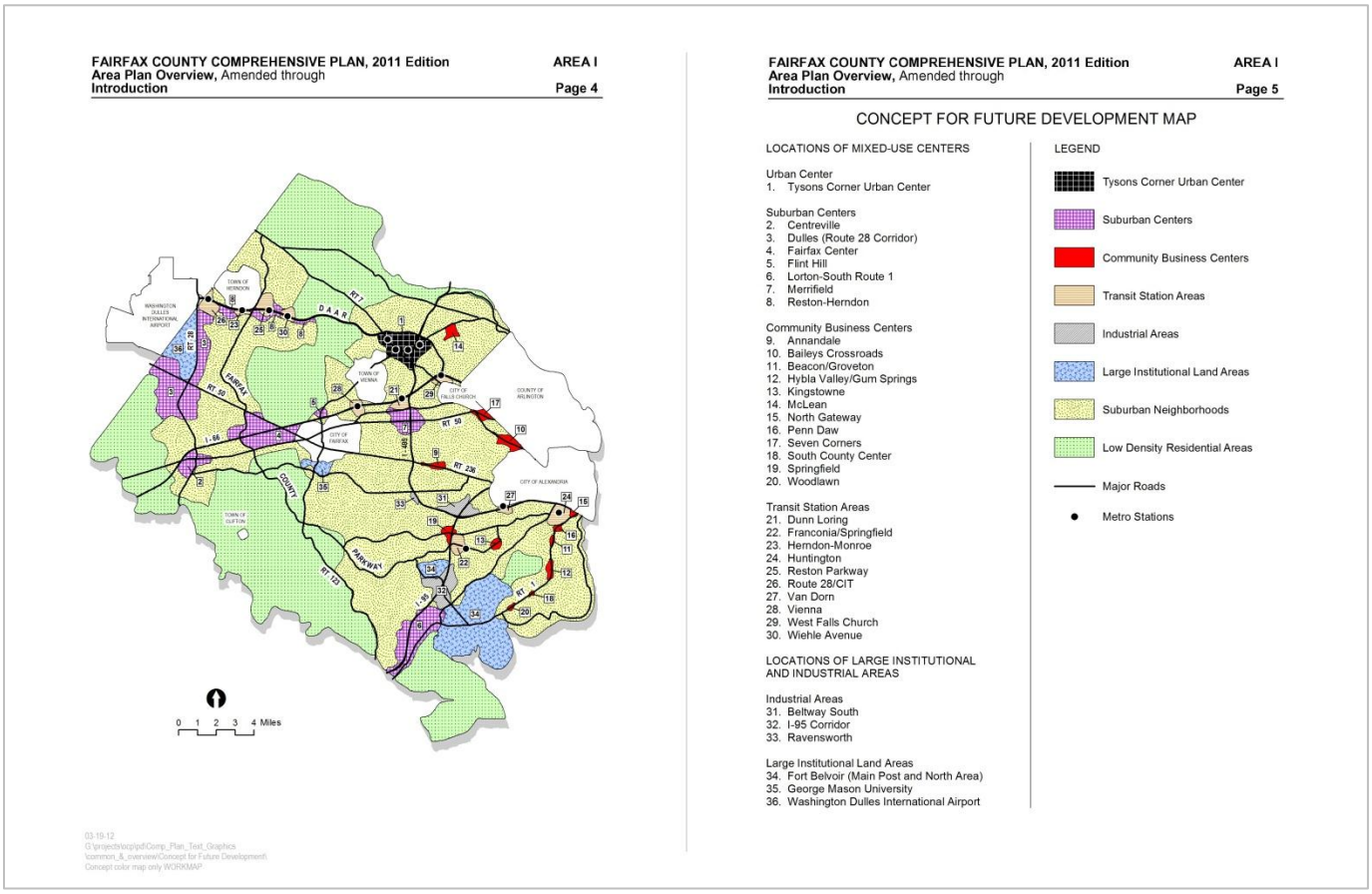
The primary planning objectives in all Area Plans are to:

- Realize the objectives and policies of the Policy Plan in planning and development decisions;

- Utilize the Concept for Future Development as a guide to land use planning decisions when Plan amendments are considered~~, and as guidance for non-residential development intensity in situations where there is no guidance in the Area Plans~~ and;
- Employ site-specific guidance to review and formulate recommendations for development requests in furtherance of the public health, safety and welfare as provided in the *Code of Virginia*.

PROPOSED CHANGES TO AREA PLANS I - IV

Replace: Fairfax County Comprehensive Plan, 2011 Edition, Areas I, II, III and IV. Area Plan Overview as amended through 7-27-2010, Introduction, Concept Map, Figure 2, pages 4-5:



FAIRFAX COUNTY COMPREHENSIVE PLAN, 2011 Edition — AREA I
Area Plan Overview, Amended through
Introduction — Page 4

FAIRFAX COUNTY COMPREHENSIVE PLAN, 2011 Edition — AREA I
Area Plan Overview, Amended through
Introduction — Page 5

CONCEPT FOR FUTURE DEVELOPMENT MAP

LOCATIONS OF MIXED-USE CENTERS

Urban Center
1. Tysons Corner Urban Center

Suburban Centers
2. Centreville
3. Dulles (Route 28 Corridor)
4. Fairfax Center
5. Flint Hill
6. Lorton-South Route 1
7. Merrifield
8. Reston-Herndon

Community Business Centers
9. Annandale
10. Baileys Crossroads
11. Beacon/Groveton
12. Hybla Valley/Gum Springs
13. Kingstowne
14. McLean
15. North Gateway
16. Penn Daw
17. Seven Corners
18. South County Center
19. Springfield
20. Woodlawn

Transit Station Areas
21. Dunn Loring
22. Franconia/Springfield
23. Herndon-Monroe
24. Huntington
25. Reston Parkway
26. Route 28/CIT
27. Van Dorn
28. Vienna
29. West Falls Church
30. Wiehle Avenue

LOCATIONS OF LARGE INSTITUTIONAL AND INDUSTRIAL AREAS

Industrial Areas
31. Beltway South
32. I-95 Corridor
33. Ravensworth

Large Institutional Land Areas
34. Fort Belvoir (Main Post and North Area)
35. George Mason University
36. Washington Dulles International Airport

LEGEND
- Tysons Corner Urban Center
- Suburban Centers
- Community Business Centers
- Transit Station Areas
- Industrial Areas
- Large Institutional Land Areas
- Suburban Neighborhoods
- Low Density Residential Areas
- Major Roads
- Metro Stations

Replace: Fairfax County Comprehensive Plan, 2011 Edition, Areas I, II, III and IV. Area Plan Overview as amended through 7-27-2010, Introduction, Summary: Land Classification System, pages 6:

SUMMARY: LAND CLASSIFICATION SYSTEM

Refer to the Areawide and District Recommendations for guidance on specific areas.

Tysons Corner Urban Center:

- *Tysons Corner is a significant economic engine to the region. The vision for Tysons Corner includes a dynamic urban center marked by the socioeconomic diversity of residents and workers; a wide range of opportunities and activities; the quality of buildings, aesthetics, and open spaces; and connections and accessibility for all. Tysons Corner includes four transit-oriented development (TOD) areas surrounding four Metrorail stations*. Elements of the framework for the future development of Tysons Corner include: encouraging transit-oriented development, improving the jobs/housing balance, providing diverse and affordable housing, incorporating community benefits, and creating excellence in the public realm.
- A strong implementation strategy should provide the flexibility, accountability, and resources necessary to achieve the vision for Tysons Corner.

Suburban Centers:

Suburban centers are employment centers located along major arterials. These areas are evolving to include mixed-use cores such as transit station areas and town centers that are more urban in character. The core areas are generally surrounded by transitional areas of lesser intensity.

- Encourage a complementary mix of office, retail and residential uses in a cohesive moderate to high-intensity setting.
- A grid of streets and well-designed pedestrian connectivity should be established in core areas. The transitional areas outside of the core should have connectivity to core area amenities. Similarly, connectivity should be provided between transitional area amenities and core areas.
- A balance of transportation and land use in core areas is important as suburban centers evolve to be less dependent on the personal vehicle as a result of transit accessibility.

Community Business Centers:

Historically older community-serving commercial areas that emerged along major roadways, Community Business Centers (CBCs) are areas where redevelopment should encourage a mix of uses focused around a core area of higher intensity, such as a town center or main street in a pedestrian-oriented setting. Transitions in intensity and compatible land uses should protect surrounding stable residential neighborhoods.

- Appropriate revitalization and selected redevelopment advance the goal of sustaining the economic vitality in older commercial centers and adjacent neighborhoods. Revitalization efforts should also seek reinvestment in these communities and aim to foster a sense of place. There may be a particular need to address aging infrastructure.
- CBC's should emphasize design that advances pedestrian amenities and circulation.
- Given limited transportation infrastructure, a balance of retail, residential and office uses should optimize the generally older road networks that provide access to CBCs. Where appropriate, a mix of uses is encouraged to create a more vibrant environment throughout the day.

Transit Station Areas:

These areas adjacent to Metrorail Stations are directly influenced by the presence of access points to the Metrorail system. Transit station areas promote a land use pattern that supports Metrorail by encouraging a mix of uses in a compact, pedestrian-friendly urban form within walking distance of the rail station. Within the region, Metrorail provide a vital public transportation choice that enhances accessibility and reduces the reliance upon single occupancy vehicle use. Transit Station Area boundaries are strongly shaped by the area's access characteristics and the relationship of the station to surrounding stable neighborhoods.

- Refer to Appendix 11 in the Land Use section of the Policy Plan for the sixteen principles for transit-oriented development in Fairfax County.
- Generally, Transit Station Areas constitute those lands within a primary and a secondary development area. The primary development area is approximately a 5-7 minute walk of a station entrance. The secondary development area is approximately a 15 minute walk of a station entrance.
- A balance of uses and implementation of design guidelines should be achieved to create desirable neighborhoods.

Industrial Areas:

The types of uses intended for industrial areas are generally regulated more strictly due to their anticipated impacts to adjacent areas. This category is not appropriate for residential uses and limits future office uses to those which are ancillary to industrial use.

- Industrial Areas should be located near major transportation corridors such as interstate highways, railways and airports which are capable of transporting a high volume of goods and contribute to overall regional accessibility. The direct accessibility to major transportation corridors will help ensure that industrial traffic will not be routed through neighborhoods.
- Development of non-industrial uses should be discouraged. Office use generally should be limited to those parcels which as specifically designated for office use in the Area Plans.
- Development near the edges of industrial areas should include effective buffering from surrounding uses. Substantial setbacks and/or berms may be necessary in addition to vegetative screening, particularly where these areas abut residential uses. Uses that generate a minimum level of noise, glare, odors or truck traffic are preferable in transition areas and edges.

Suburban Neighborhoods:

These areas contain a broad mix of allowable residential densities and styles and contain the County's established residential neighborhoods. Suburban neighborhoods are considered to be stable areas of little or no change. Where appropriate, supporting neighborhood-serving commercial services, public facilities, and institutional uses are encouraged provided that the proposed intensities and character are compatible with the surrounding area.

- Parks and recreation facilities should be distributed throughout suburban neighborhoods as needed to serve residents.
- Access and internal circulation for non-residential and higher density residential uses should be designed to prevent adverse traffic impacts on nearby lower-density residential uses. Reliance on the automobile should be diminished by encouraging the provision of pedestrian accessible community-serving retail and support uses.
- For development within or adjacent to suburban neighborhoods that propose either a significantly higher intensity or a change in land use, primary access should be from major or secondary roadways which do not traverse adjacent stable residential areas. Transit service, generally bus service, should be provided to those portions of the suburban neighborhoods that are most likely to generate substantial ridership.

Low Density Residential Areas

The primary purpose of Low Density Residential Areas is to ensure the preservation of environmental resources by limiting development primarily to low density, large lot residential and open space uses. The loss of natural habitat coupled with the vital role that portions of these areas serve in protecting water quality dictates that development in these areas be minimized. These are stable areas of little or no change.

- Low Density Residential Areas typically contain large lot single family detached housing and open space. They are generally located along the Potomac River and the Difficult Run and Occoquan watersheds. Policies emphasize the preservation of significant and sensitive natural resources, especially protection of the County's water resources.
- Institutional or other neighborhood serving uses should be of a compatible scale and intensity.
- Public facilities infrastructure is to be provided at an acceptable level of service without substantial negative impacts to the natural environment. Public facilities in low density residential neighborhoods should be limited to those which are required to be located in these areas. Public water and sanitary sewer service are generally not to be provided in these areas.

Large Institutional Land Areas:

Includes publicly-owned state or federal land holdings that are not subject to the normal County development review processes. The County should encourage state and federal agencies and regional authorities to develop or redevelop their holdings only when plans are coordinated with the County. The cumulative effect of institutional uses should be considered before additional institutional and governmental uses or expansion of existing uses is developed.

PROPOSED CHANGES TO AREA I VOLUME

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Area Plan Overview amended through 7-27-2010, Concept for Future Development, pages 1-3:

CONCEPT FOR FUTURE DEVELOPMENT

On August 6, 1990, the Board of Supervisors adopted the countywide objectives and policies of the Policy Plan for Fairfax County to replace the Introduction/Countywide volume of the Comprehensive Plan. At the same time, the Board adopted ~~in concept,~~ the Concept for Future Development and the Land Classification System, to be used as guidance during the review of the Area Plans. In 2012, the Board of Supervisors adopted updates to the Concept for Future Development so it could continue to guide review of the Comprehensive Plan in the future.

The Concept for Future Development consists of two ~~three~~ elements: the Concept Map which shows the general location and character of future land uses~~; the~~ and the Land Classification System which describes the desired future character for each area of the County in terms of eight broad categories as shown on the Concept Map. ~~which divides the county into eight broad categories that describe the desired future character for each area; and the Land Classification System Guidelines that give explicit direction for each land category in terms of land use, transportation, environment, public facilities, and parks and recreation.~~

~~The Concept Map shows the general character of the county with respect to the types of appropriate land uses that should be encouraged. The Land Classification System, when graphically illustrated by the Concept Map, represents a clear future policy direction for Fairfax County.~~

The Concept for Future Development's ~~Map's~~ policy direction indicates that almost all employment growth should occur within designated Mixed-Use Centers ~~Development Centers, Transit Station Areas,~~ and Industrial Areas. When combined, these centers and areas encompass about ~~less than~~ 10 percent of the County's land area. With the exception of the Industrial Areas, some degree of mixed-use development is encouraged for each of these employment areas. This emphasis on mixed-use development is designed to introduce a substantial residential component into these employment areas. Mixed use development is generally defined as three or more different types of uses designed to be functionally, economically and aesthetically integrated. The boundaries shown for these non-residential/ mixed-use areas coincide with the current boundaries of commercial, industrial, and mixed-use areas as generally defined by existing non-residential zoning and/or the non-residential/mixed-use boundaries traditionally identified in the Area Plans.

Within some of these employment and mixed-use oriented centers and areas, limited portions have been planned ~~designated~~ as "core" or "transit development" areas. Medium to high density development intensities within these core and transit development areas may be planned to take advantage of transportation and other functional opportunities. Lower intensities are encouraged outside the core and transit development areas in the remaining portions of these employment and mixed-use centers. Transitions are planned between core and non-core areas. These transitions are created through the tapering down of development intensity and building heights, changes in use, and through landscaping, screening and buffering treatments.

The remainder of the County is composed of Suburban Neighborhoods and Low Density Residential Areas. In general, non-residential development is not encouraged within the Low Density Residential Areas; when appropriate, neighborhood-serving commercial services and institutional uses are encouraged within the Suburban Neighborhoods. The Concept Map is included on Figure 2. ~~A full explanation of the Concept for Future Development is contained in the document Concept for Future Development and Land Classification System, August 6, 1990.~~

In summary, the Concept for Future Development sets forth a vision and direction for guiding Fairfax County's future growth and development. This Concept for Future Development generally describes the types ~~and intensity~~ of land uses that are appropriate throughout the County. It has been used in conjunction with the countywide objectives and policies contained in the adopted Policy Plan to provide a foundation and framework for the Area Planning process.

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Area Plan Oveview as amended through 7-27-2010, Introduction, page 7:

PURPOSE OF THE AREA PLANS

The four Area Plans contain detailed recommendations for land use, transportation, housing, the environment, heritage resources, public facilities and parks and recreation. These recommendations refine the guidance provided in the Policy Plan and were developed within the framework of the Concept for Future Development.

Each Area Plan is subdivided into Planning Districts, which, in turn, are subdivided into Community Planning Sectors, the smallest geographical components of the Plan. The Community Planning Sector text provides details on existing development and planned land use. For purposes of development review and other land use related decisions it is emphasized that the planning guidance for each Planning District is contained in the Area Plan text; on the Area Plan map; in the Policy Plan; and in the land use guidelines contained in the Concept for Future Development and Land Classification System.

The primary planning objectives in all Area Plans are to:

- Realize the objectives and policies of the Policy Plan in planning and development decisions;

- Utilize the Concept for Future Development as a guide to land use planning decisions when Plan amendments are considered ~~and as guidance for non-residential development intensity in situations where there is no guidance in the Area Plans~~;

- Employ site-specific guidance to review and formulate recommendations for development requests in furtherance of the public health, safety and welfare as provided in the Code of Virginia.

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Annandale, Baileys, Jefferson Planning Districts as amended through 7-27-2010, Overview, page 1:

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 ~~and intensity~~ envisioned for land areas within each planning district although within the Planning District, there may be land areas planned for a distinctly different land use than that envisioned by the Concept."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area I, Jefferson Planning District, Amended through 3-9-2010, Overview, page 1:

CONCEPT FOR FUTURE DEVELOPMENT

…

"The Merrifield Suburban Center is generally…"~~The Concept for Future Development shows two core areas~~ There are two core areas for the Merrifield Suburban Center, with one focusing development at/near the transit station and the other core area, located north of Luther Jackson Intermediate School, planned to evolve into a "town center," with the two core areas to be linked by a new "Main Street.""

PROPOSED CHANGES TO THE AREA II VOLUME

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Area Plan Overview as amended through 7-27-2010; Concept for Future Development, pages 3-6:

CONCEPT FOR FUTURE DEVELOPMENT

On August 6, 1990, the Board of Supervisors adopted the countywide objectives and policies of the Policy Plan for Fairfax County to replace the Introduction/Countywide volume of the Comprehensive Plan. At the same time, the Board adopted ~~in concept,~~ the Concept for Future Development and the Land Classification System, to be used as guidance during the review of the Area Plans. In 2012, the Board of Supervisors adopted updates to the Concept for Future Development so that it could continue to guide review of the Comprehensive Plan in the future.

The Concept for Future Development consists of two ~~three~~ elements: the Concept Map which shows the general location and character of future land uses~~; the~~ and the Land Classification System which describes the desired future character for each area of the County in terms of eight broad categories as shown on the Concept Map. ~~which divides the county into eight broad categories that describe the desired future character for each area; and the Land Classification System Guidelines that give explicit direction for each land category in terms of land use, transportation, environment, public facilities, and parks and recreation~~.

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The Concept for Future Development's ~~Map's~~ policy direction ~~indicates~~ is that almost all employment growth should occur within designated Mixed-Use Centers ~~Development Centers, Transit Station Areas,~~ and Industrial Areas. When combined, these centers and areas encompass about ~~less than~~ 10 percent of the County's land area. With the exception of the Industrial Areas,

some degree of mixed-use development is encouraged for each of these employment areas. This emphasis on mixed-use development is designed to introduce a substantial residential component into these employment areas. Mixed-use development is generally defined as three or more different types of uses designed to be functionally, economically and aesthetically integrated. The boundaries shown for these non-residential/ mixed-use areas coincide with the current boundaries of commercial, industrial, and mixed-use areas as generally defined by existing non-residential zoning and/or the non-residential/mixed-use boundaries traditionally identified in the Area Plans.

Within some of these employment and mixed-use oriented centers and areas, limited portions have been planned ~~designated~~ as "core" or "transit development" areas. Medium to high density development intensities within these core and transit development areas may be planned to take advantage of transportation and other functional opportunities. Lower intensities are encouraged outside the core and transit development areas in the remaining portions of these employment and mixed-use centers. Transitions are planned between core and non-core areas. These transitions are created through the tapering down of development intensity and building heights, changes in use, and through landscaping, screening and buffering treatments.

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In summary, the Concept for Future Development sets forth a vision and direction for guiding Fairfax County's future growth and development. This Concept for Future Development generally describes the types ~~and intensity~~ of land uses that are appropriate throughout the County. It has been used in conjunction with the countywide objectives and policies contained in the adopted Policy Plan to provide a foundation and framework for the Area Planning process.

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Area Plan Overview as amended through 7-27-2010; Introduction, p 7:

PURPOSE OF THE AREA PLANS

The four Area Plans contain detailed recommendations for land use, transportation, housing, the environment, heritage resources, public facilities and parks and recreation. These recommendations refine the guidance provided in the Policy Plan and were developed within the framework of the Concept for Future Development.

Each Area Plan is subdivided into Planning Districts, which, in turn, are subdivided into Community Planning Sectors, the smallest geographical components of the Plan. The Community Planning Sector text provides details on existing development and planned land use. For purposes of development review and other land use related decisions it is emphasized that the planning guidance for each Planning District is contained in the Area Plan text; on the Area Plan map; in the Policy Plan; and in the land use guidelines contained in the Concept for Future Development and Land Classification System.

The primary planning objectives in all Area Plans are to:

- Realize the objectives and policies of the Policy Plan in planning and development decisions;

- Utilize the Concept for Future Development as a guide to land use planning decisions when Plan amendments are considered and ~~as guidance for non-residential development intensity in situations where there is no guidance in the Area Plans~~;

- Employ site-specific guidance to review and formulate recommendations for development requests in furtherance of the public health, safety and welfare as provided in the Code of Virginia.

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Overview as amended through 3-9-2010; Fairfax Planning District page 3, Vienna Planning District page 1, McLean Planning District page 1:

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 ~~and intensity~~ envisioned for land areas within each planning district although within the Planning District, there may be land areas planned for a distinctly different land use than that envisioned by the Concept."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through 7-27-2010; West Falls Church Transit Station Area, Page 76:

"The Concept for Future Development recommends the West Falls Church Transit Station Area as one of several specialized planning areas that are located around the ~~six~~ fourteen Metrorail stations in Fairfax County."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area II, Fairfax Planning District as amended through 3-9-2010; Vienna Transit Station Area, Vienna Planning District, page 18:

"The Vienna Transit Station Area is recommended by the Concept for Future Development as one of several mixed-use centers located around the ~~six~~ fourteen Metrorail stations in Fairfax County. They are shown as part of the Adopted Regional System for Metrorail."

PROPOSED CHANGES TO AREA III VOLUME

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Area Plan Overview as amended through 7-27-2010; Introduction, page 3:

CONCEPT FOR FUTURE DEVELOPMENT

On August 6, 1990, the Board of Supervisors adopted the countywide objectives and policies of the Policy Plan for Fairfax County to replace the Introduction/Countywide volume of the Comprehensive Plan. At the same time, the Board adopted ~~in concept,~~ the Concept for Future Development and the Land Classification System, to be used as guidance during the review of the Area Plans. In 2012, the Board of Supervisors adopted updates to the Concept for Future Development so that it could continue to guide review of the Comprehensive Plan in the future.

The Concept for Future Development consists of two ~~three~~ elements: the Concept Map which shows the general location and character of future land uses~~; the~~ and the Land Classification System which describes the desired future character for each area of the County in terms of eight broad categories as shown on the Concept Map. ~~which divides the county into eight broad categories that describe the desired future character for each area; and the Land Classification System Guidelines that give explicit direction for each land category in terms of land use, transportation, environment, public facilities, and parks and recreation~~.

~~The Concept Map shows the general character of the county with respect to the types of appropriate land uses that should be encouraged. The Land Classification System, when graphically illustrated by the Concept Map, represents a clear future policy direction for Fairfax County.~~

The Concept for Future Development's ~~Map's~~ policy direction ~~indicates~~ is that almost all employment growth should occur within designated Mixed-Use Centers ~~Development Centers, Transit Station Areas,~~ and Industrial Areas. When combined, these centers and areas encompass about ~~less than~~ 10 percent of the County's land area. With the exception of the Industrial Areas, some degree of mixed-use development is encouraged for each of these employment areas. This emphasis on mixed-use development is designed to introduce a substantial residential component into these employment areas. Mixed-use development is generally defined as three or more different types of uses designed to be functionally, economically and aesthetically integrated. The boundaries shown for these non-residential/ mixed-use areas coincide with the current boundaries of commercial, industrial, and mixed-use areas as generally defined by existing non-residential zoning and/or the non-residential/mixed-use boundaries traditionally identified in the Area Plans.

Within some of these employment and mixed-use oriented centers and areas, limited portions have been planned ~~designated~~ as "core" or "transit development" areas. Medium to high density development intensities within these core and transit development areas may be planned to take advantage of transportation and other functional opportunities. Lower intensities are encouraged outside the core and transit development areas in the remaining portions of these employment and mixed-use centers. Transitions are planned between core and non-core areas. These transitions are created through the tapering down of development intensity and building heights, changes in use, and through landscaping, screening and buffering treatments.

The remainder of the County is composed of Suburban Neighborhoods and Low Density Residential Areas. In general, non-residential development is not encouraged within the Low Density Residential Areas; when appropriate, neighborhood-serving commercial services and institutional uses are encouraged within the Suburban Neighborhoods. The Concept Map is included on Figure 2. ~~A full explanation of the Concept for Future Development is contained in the document Concept for Future Development and Land Classification System, August 6, 1990.~~

In summary, the Concept for Future Development sets forth a vision and direction for guiding Fairfax County's future growth and development. This Concept for Future Development generally describes the types ~~and intensity~~ of land uses that are appropriate throughout the County. It has been used in conjunction with the countywide objectives and policies contained in the adopted Policy Plan to provide a foundation and framework for the Area Planning process.

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Area Plan Overview as amended through 7-27-2010; Introduction, page 7:

PURPOSE OF THE AREA PLANS

The four Area Plans contain detailed recommendations for land use, transportation, housing, the environment, heritage resources, public facilities and parks and recreation. These recommendations refine the guidance provided in the Policy Plan and were developed within the framework of the Concept for Future Development.

Each Area Plan is subdivided into Planning Districts, which, in turn, are subdivided into Community Planning Sectors, the smallest geographical components of the Plan. The Community Planning Sector text provides details on existing development and planned land use. For purposes of development review and other land use related decisions it is emphasized that the planning guidance for each Planning District is contained in the Area Plan text; on the Area Plan map; in the Policy Plan; and in the land use guidelines contained in the Concept for Future Development and Land Classification System.

The primary planning objectives in all Area Plans are to:

- Realize the objectives and policies of the Policy Plan in planning and development decisions;

- Utilize the Concept for Future Development as a guide to land use planning decisions when Plan amendments are considered and ~~as guidance for non-residential development intensity in situations where there is no guidance in the Area Plans~~;

- Employ site-specific guidance to review and formulate recommendations for development requests in furtherance of the public health, safety and welfare as provided in the Code of Virginia.

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Bull Run Planning District, page 3; Fairfax Center Area, page 1, Pohick Planning District page 3, Upper Potomac Planning District, pages 2-3:

"The Concept and its associated land use guidance recommend the predominant use~~,~~ and character ~~and intensity~~ 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."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area III, Upper Potomac Planning District amended through 7-27-2010, Overview, pages 2-3:

"The Reston-Herndon Suburban Center is recommended in the Concept for Future Development for a mixture of office, retail and residential uses, with ancillary institutional uses in a low to moderate intensity range. ~~A core area is designated at the Reston Town Center~~."

PROPOSED CHANGES TO AREA IV VOLUME

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Area Plan Overview as amended through 7-27-2010; Concept for Future Development, pages 3-7:

CONCEPT FOR FUTURE DEVELOPMENT

On August 6, 1990, the Board of Supervisors adopted the countywide objectives and policies of the Policy Plan for Fairfax County to replace the Introduction/Countywide volume of the Comprehensive Plan. At the same time, the Board adopted ~~in concept,~~ the Concept for Future Development and the Land Classification System, to be used as guidance during the review of the Area Plans. In 2012, the Board of Supervisors adopted updates to the Concept for Future Development so that it could continue to guide review of the Comprehensive Plan in the future.

The Concept for Future Development consists of two ~~three~~ elements: the Concept Map which shows the general location and character of future land uses~~; the~~ and the Land Classification System which describes the desired future character for each area of the County in terms of eight broad categories as shown on the Concept Map. ~~which divides the county into eight broad categories that describe the desired future character for each area; and the Land Classification System Guidelines that give explicit direction for each land category in terms of land use, transportation, environment, public facilities, and parks and recreation~~.

~~The Concept Map shows the general character of the county with respect to the types of appropriate land uses that should be encouraged. The Land Classification System, when graphically illustrated by the Concept Map, represents a clear future policy direction for Fairfax County.~~

The Concept for Future Development's ~~Map's~~ policy direction ~~indicates~~ is that almost all employment growth should occur within designated Mixed-Use Centers ~~Development Centers, Transit Station Areas,~~ and Industrial Areas. When combined, these centers and areas encompass about ~~less than~~ 10 percent of the County's land area. With the exception of the Industrial Areas, some degree of mixed-use development is encouraged for each of these employment areas. This emphasis on mixed-use development is designed to introduce a substantial residential component into these employment areas. Mixed-use development is generally defined as three or more different types of uses designed to be functionally, economically and aesthetically integrated. The boundaries shown for these non-residential/ mixed-use areas coincide with the current boundaries of commercial, industrial, and mixed-use areas as generally defined by existing non-residential zoning and/or the non-residential/mixed-use boundaries traditionally identified in the Area Plans.

Within some of these employment and mixed-use oriented centers and areas, limited portions have been planned ~~designated~~ as "core" or "transit development" areas. Medium to high density development intensities within these core and transit development areas may be planned to take advantage of transportation and other functional opportunities. Lower intensities are

encouraged outside the core and transit development areas in the remaining portions of these employment and mixed-use centers. Transitions are planned between core and non-core areas. These transitions are created through the tapering down of development intensity and building heights, changes in use, and through landscaping, screening and buffering treatments.

The remainder of the County is composed of Suburban Neighborhoods and Low Density Residential Areas. In general, non-residential development is not encouraged within the Low Density Residential Areas; when appropriate, neighborhood-serving commercial services and institutional uses are encouraged within the Suburban Neighborhoods. The Concept Map is included on Figure 2. ~~A full explanation of the Concept for Future Development is contained in the document Concept for Future Development and Land Classification System, August 6, 1990.~~

In summary, the Concept for Future Development sets forth a vision and direction for guiding Fairfax County's future growth and development. This Concept for Future Development generally describes the types ~~and intensity~~ of land uses that are appropriate throughout the County. It has been used in conjunction with the countywide objectives and policies contained in the adopted Policy Plan to provide a foundation and framework for the Area Planning process.

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Area Plan Overview as amended through 7-27-2010; Introduction, p 7:

PURPOSE OF THE AREA PLANS

The four Area Plans contain detailed recommendations for land use, transportation, housing, the environment, heritage resources, public facilities and parks and recreation. These recommendations refine the guidance provided in the Policy Plan and were developed within the framework of the Concept for Future Development.

Each Area Plan is subdivided into Planning Districts, which, in turn, are subdivided into Community Planning Sectors, the smallest geographical components of the Plan. The Community Planning Sector text provides details on existing development and planned land use. For purposes of development review and other land use related decisions it is emphasized that the planning guidance for each Planning District is contained in the Area Plan text; on the Area Plan map; in the Policy Plan; and in the land use guidelines contained in the Concept for Future Development and Land Classification System.

The primary planning objectives in all Area Plans are to:

- Realize the objectives and policies of the Policy Plan in planning and development decisions;

- Utilize the Concept for Future Development as a guide to land use planning decisions when Plan amendments are considered and ~~as guidance for non-residential development intensity in situations where there is no guidance in the Area Plans~~;

- Employ site-specific guidance to review and formulate recommendations for development requests in furtherance of the public health, safety and welfare as provided in the Code of Virginia.

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Overview as amended through 9-13-2011; Lower Potomac Planning District, page 1; Mount Vernon Planning District Part 1 (Overview Richmond Highway), page 1; Rose Hill Planning District page 1; Springfield Planning District, page 1:

"The Concept and its associated land use guidance recommend the predominant use~~,~~ and character ~~and intensity~~ 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."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District Part 2 (Planning Sectors) amended through 6-21-2011, MV1-Huntington Community Planning Sector, page 92:

CONCEPT FOR FUTURE DEVELOPMENT

"The Huntington Transit Station Area is recommended by the Concept for Future Development as one of several mixed-use centers that are located around the ~~six~~ fourteen Metrorail stations in Fairfax County."

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District amended through 9-13-2011, Overview, Concept for Future Development, Pages 1-3:

"Two mixed-use centers are envisioned in the district: a Transit Station Area focused on the Van Dorn Metro station, and a Community Business Center (CBC) where the Town Center is planned in Kingstowne. Like other mixed-use centers in the County, these classifications are general descriptions of the predominant character of the areas, recognizing that each development area has its own individual set of characteristics. In the case of the Van Dorn Transit Station Area, access and environmental problems present constraints on the development opportunities normally associated with lands adjacent to Metrorail stations. ~~Until adequate access is provided, the types of densities recommended in the Concept for Future Development are not generally planned in the Van Dorn Transit Station Area.~~"

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV Rose Hill Planning District, Van Dorn Transit Station Area, page 21:

"Land Unit D
Contingent upon provision of adequate roadway and transit access and (dependent primarily on non-automobile forms of transportation), a mix of office/hotel/retail uses at overall intensities up to 1.0 FAR, ~~consistent with the guidelines for Transit Station Areas in the Concept for Future Development,~~ may be considered for this land unit."

PROPOSED CHANGES TO COMPREHENSIVE PLAN GLOSSARY

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Glossary as amended through 9-22-08, page 3:

COMMUNITY BUSINESS CENTERS (CBC): ~~The Land Classification System category for Centers that contain retail, office, residential uses, and parks (including Urban Parks and active recreational/cultural facilities) in a community-scale, pedestrian-oriented setting.~~ These centers typically ~~contain~~ are planned for over 1,000,000 sq. ft. of commercial space. Historically older community-serving commercial areas that emerged along major roadways, Community Business Centers are areas where redevelopment should encourage a mix of uses focused around a core area of higher intensity, such as a town center or main street in a pedestrian-oriented setting. Transitions in intensity and compatible land uses should protect surrounding stable residential neighborhoods.

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Glossary as amended through 9-22-08, page 8:

INDUSTRIAL AREAS: ~~The Land Classification System category for areas that are intended to provide suitable locations for industrially-related uses. The category does not allow~~ ~~is not intended for~~ ~~residential uses and generally limits future office uses to those which are ancillary to an area's industrial uses.~~ The types of uses intended for industrial areas are generally regulated more strictly due to their anticipated impacts to adjacent areas. This category is not appropriate for residential uses and limits future office uses to those which are ancillary to industrial use.

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Glossary as amended through 9-22-08, page 9:

LOW DENSITY RESIDENTIAL AREAS: ~~The Land Classification System category for ecologically significant areas of the County currently characterized by low density development within which environmental protection will be achieved primarily by restricting growth to large lot residential development.~~ The primary purpose of Low Density Residential Areas is to ensure the preservation of environmental resources by limiting development primarily to low density, large lot residential and open space uses. The rapidly decreasing supply of land in the County, coupled with the loss of natural habitat, plus the vital role that portions of these areas serve in protecting water quality~~,~~ dictates that development in these areas be minimized.

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Glossary as amended through 9-22-08, page 15:

SUBURBAN CENTERS: ~~The Land Classification System category for Centers that contain a complementary mixture of office, retail, residential uses and parks (including Urban Parks and active recreation facilities) in a cohesive, moderate-intensity setting.~~ Suburban centers are employment centers located along major arterials. These areas are evolving to include mixed-use cores such as transit station areas and town centers that are more urban in character. The core areas are generally surrounded by transitional areas of lesser intensity.

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Glossary as amended through 9-22-08, page 15:

SUBURBAN NEIGHBORHOODS: ~~The Land Classification System category for areas that comprise the majority of land in the County devoted primarily to residential use. In addition to the predominantly residential use, this category includes the community-serving retail, service and office uses required by residents, as well as associated institutional and public facility uses~~

~~such as churches, schools, parks and libraries.~~ Suburban Neighborhoods contain a broad mix of allowable residential densities and styles. Where appropriate, supporting neighborhood-serving commercial services, public facilities, and institutional uses are encouraged provided that the proposed intensities and character are compatible with the surrounding area.

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Glossary as amended through 9-22-08, page 15:

TRANSIT STATION AREAS (TSAs): ~~The Land Classification System category for areas adjacent to Metrorail Stations (or other future rapid rail stations) which are directly influenced by the presence of access points to the regional rail system. Generally, Transit Station Areas constitute those lands within a primary and a secondary development area. The primary development area is approximately a 5-7 minute walk of a station entrance. The secondary development area is approximately a 15 minute walk of a station entrance. In addition to these general guidelines, Transit Station Area boundaries are strongly influenced by the area's access characteristics and the relationship of the station to surrounding stable neighborhoods.~~ These areas adjacent to Metrorail Stations are directly influenced by the presence of access points to the Metrorail system. Transit station areas promote a land use pattern that supports Metrorail by encouraging a mix of uses in a compact, pedestrian-friendly urban form within walking distance of the rail station. The primary development area is an approximately 5-7 minute walk (approximately ¼ mile) of a station entrance. The secondary development area is an approximately 15 minute walk (approximately ½ mile) of a station entrance. Within the region, Metrorail provide a vital public transportation choice that enhances accessibility and reduces the reliance upon single occupancy vehicle use. Transit Station Area boundaries are strongly influenced by the area's access characteristics and the relationship of the station to surrounding stable neighborhoods.

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Glossary as amended through 9-22-08, page 16:

TYSONS CORNER URBAN CENTER: ~~The Land Classification System category for the Center that contains a mixture of high intensity office, retail, residential uses and parks (including Urban Parks and active recreation facilities) in a pedestrian-oriented urban environment.~~ Tysons Corner is a significant economic engine to the region. The vision for Tysons Corner includes a dynamic urban center marked by the socioeconomic diversity of residents and workers; a wide range of opportunities and activities; the quality of buildings, aesthetics, and open spaces; and connections and accessibility for all. Tysons Corner includes four transit-oriented development (TOD) areas surrounding four Metrorail stations.