FAIRFAX CENTER AREA

OVERVIEW

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) (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, it has evolved into an area characterized by a mixture of uses including office space, housing of various types, public facilities, and regional- community- and neighborhood-serving retail uses. High quality, mixed-use developments have been built throughout the area. In addition to the mixed-use areas, there is land planned and developed with low density residential uses and stream valley parks.

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

Major institutional uses, in addition to the Government Center, include a solid waste transfer station, trash disposal and recycling facility, animal shelter, fire department training facility, equipment and maintenance facility, Virginia Department of Transportation (VDOT) and Fairfax Connector transportation maintenance facility, 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. 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.

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.

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 Lee-Jackson Memorial Highway/I-66 interchange (in Land Unit O) and the southernmost portion of Land Unit W, which are classified as Low Density Residential Areas (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-

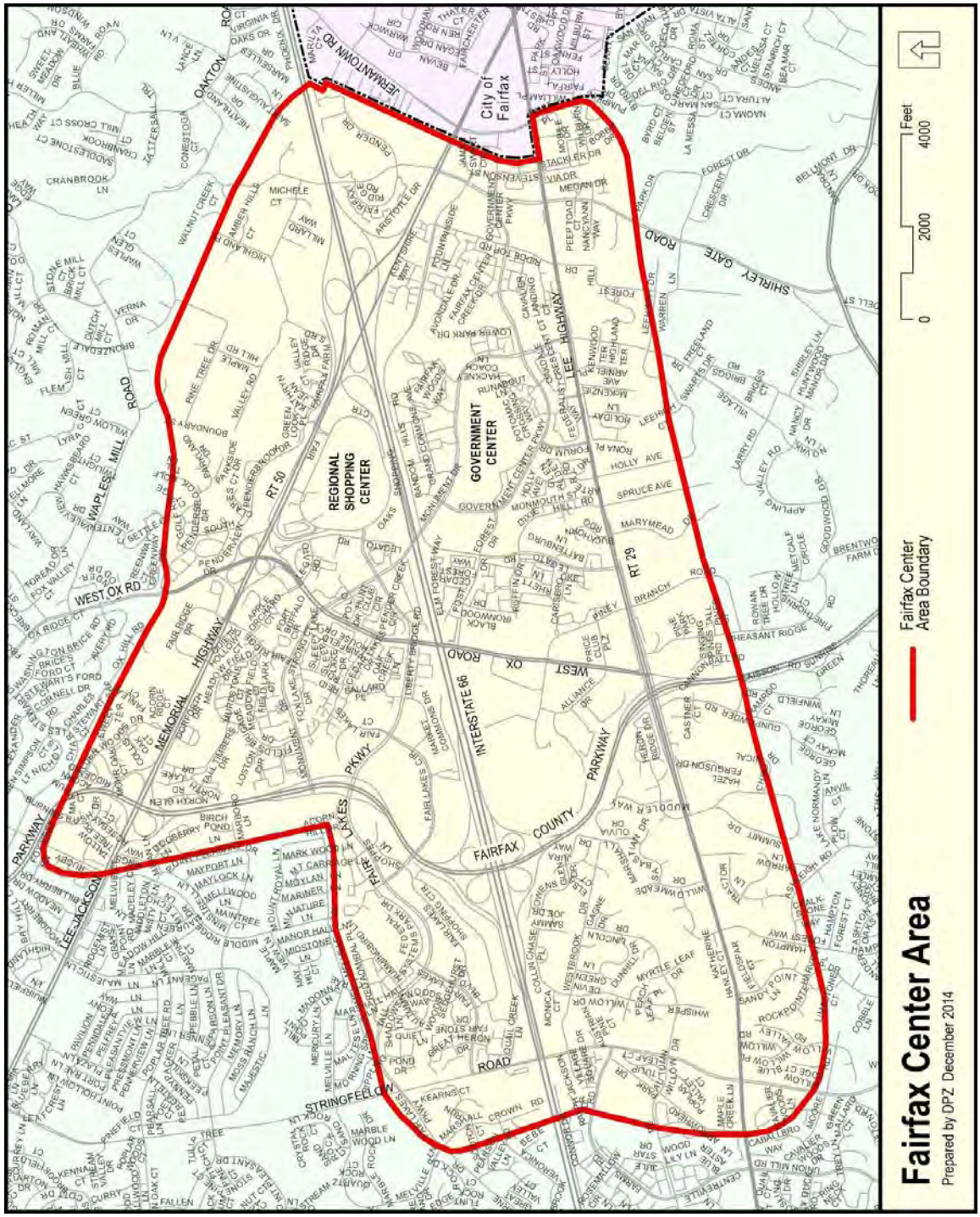
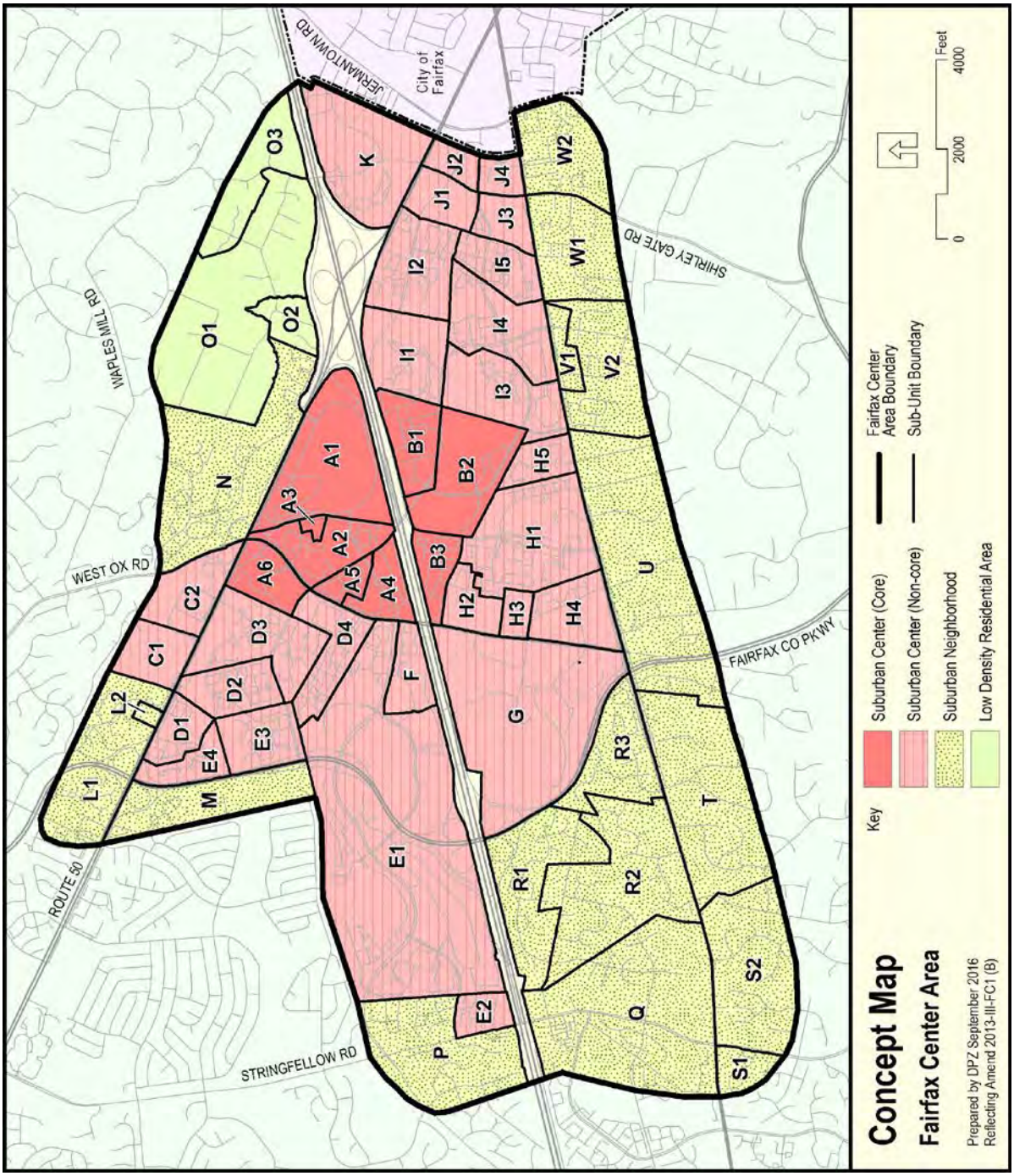


FIGURE 1

FAIRFAX CENTER AREA

FIGURE 2


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
E2
E3
E4
F
G
H1
H2
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H4
H5
I1
I2
I3
I4
I5
J1
J2
J3
J4
K
L1
L2
M
N
O1
O2
O3
P
Q
R1
R2
R3
S1
S2
T
U
V1
V2
W1
W2

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. –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

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 ensures 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”.

FAIRFAX CENTER AREA-WIDE 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. 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. The Use-Specific Performance Criteria serve as the primary design review mechanism 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, should contribute to the transportation network, and should enhance existing and proposed open space systems 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 V1, no additional land should be rezoned for commercial purposes along Lee Highway in Land Units H, Q, R, S, T, U or 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 M along the south side of Lee-Jackson Memorial Highway, and west of Land Unit C along the north side of Lee-Jackson Memorial Highway. 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) should not be allowed, except where noted within options at the overlay level in the Land Unit Recommendations.

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 occurs at various scales, both area-wide and land unit specific. The buffer or transition mechanism can be land use types and/or intensities. Setbacks, berms, and vegetative or structural (walls and fences) screens can also be used 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 and enforcement of the Tree Preservation and Planting requirements of the 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.

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.

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 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.

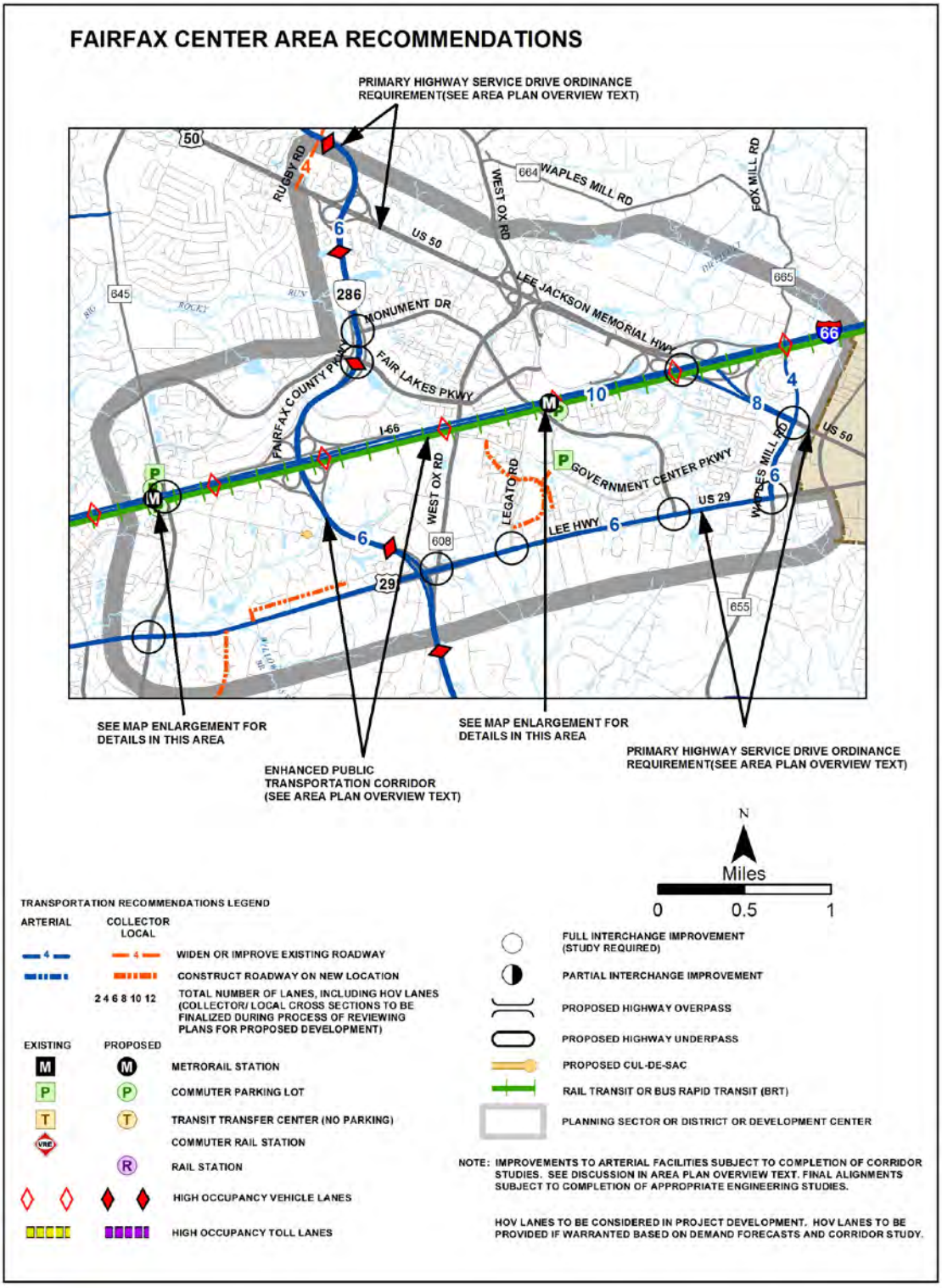
Planting design for parking lots and screening/buffering should be, at a minimum, in accordance with the Zoning Ordinance. Planting above the requirements of the Zoning Ordinance is expected for development above the baseline level, and the use of native plants is encouraged. Shade trees should be used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

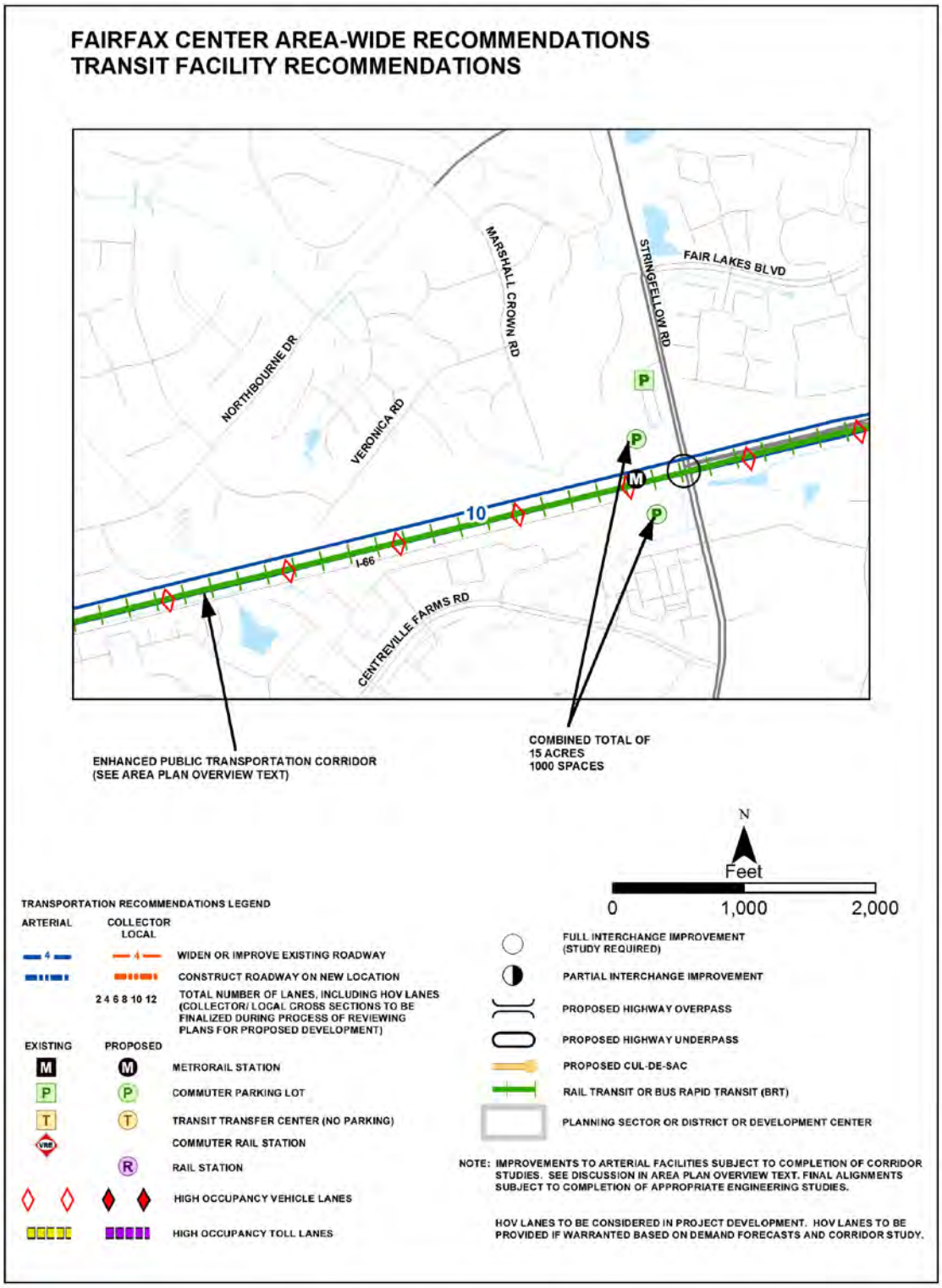
TRANSPORTATION

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

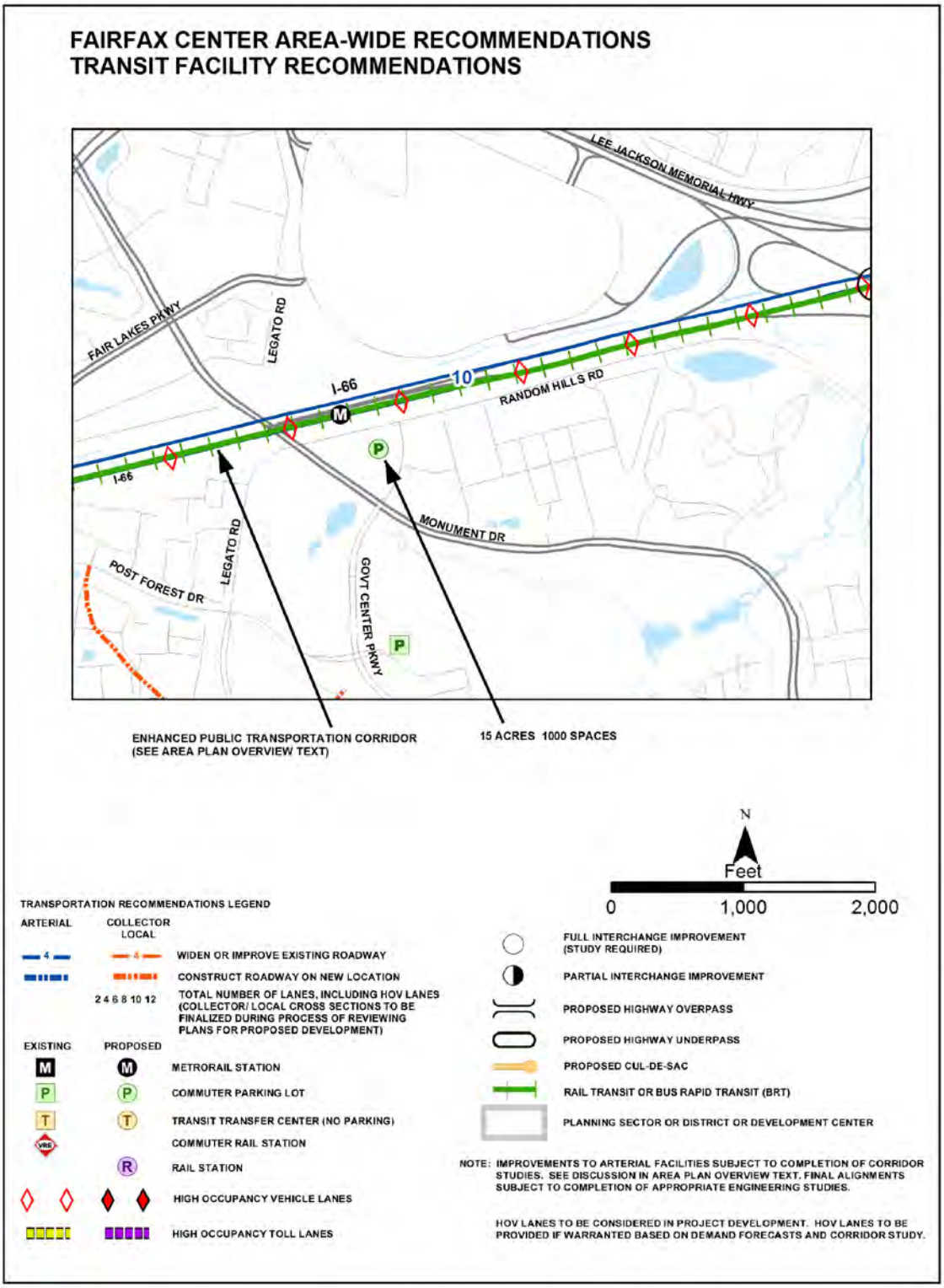
Travel within and through the Fairfax Center Area is affected by land uses and transportation facilities in adjacent planning districts, as well as throughout the Northern Virginia region. Therefore, the transportation network affecting the Fairfax Center Area is comprised of several elements, many of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



TRANSPORTATION RECOMMENDATIONS **FIGURE 3**
FAIRFAX CENTER AREA



TRANSIT FACILITY RECOMMENDATIONS **FIGURE 4**
FAIRFAX CENTER AREA



TRANSIT FACILITY RECOMMENDATIONS **FIGURE 5**
FAIRFAX CENTER AREA

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 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 is the provision of an interconnected multi-modal transportation system. Multimodal transportation systems are best suited to support 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.

Future High-Quality Transit

The concentration of land uses planned within the Fairfax Center Area makes it logical to extend Metrorail from the east, 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. The expansion of existing bus service would be needed to support this future Metrorail service and stations. Future Metrorail stations should be supported by pedestrian and bicycle facilities, drop-off zones, bus loading zones, bus shelters, benches, signs and lighting systems, landscaping and other amenities (e.g., 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 to the future Metrorail stations near the Fair Oaks Mall and Stringfellow Road park and ride. These facilities should be provided by future developers, and will require the dedication of land. 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

Roadway improvements for the Fairfax Center Area are shown on Figures 3 through 5. The improvements represent countywide elements as well as improvements specific to the Fairfax Center Area.

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 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. 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 consistent with such designs.

Implementation Aspects

The ability to implement transportation improvements is critical to the success of the Fairfax Center Area. A key factor in the implementation process is the ability to acquire or generate funding for these improvements. Applications for development within the Fairfax Center Area need to address specifically the health, safety, and welfare of its residents and employees. 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 is established by the Board of Supervisors and reviewed periodically through a public process. This concept is used in other areas in Fairfax County and is critical in developing a funding plan for those urban centers.

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

Pedestrian and Bicycle Systems

Pedestrian and bicycle travel constitute major forms of transportation in the Fairfax Center Area, providing access among residential, employment, commercial, and community land uses. Walking and biking as modes of transportation provide benefits for both the user and the larger community, including improved health, 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.

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 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. Intersection control and design should accommodate pedestrians through the use of signalized pedestrian crossings, walkways incorporated 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. The transportation network should facilitate nonmotorized 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. Walkways should not be reduced or comprised by utility poles, roadway signs, mail boxes, etc. These features should be located on utility strips between curbs or road shoulders and walkways.

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.

Bicycle parking or storage should be provided at employment, school, shopping and recreational areas, and commuter and 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

The following guidelines for parking management in the Fairfax Center Area are recommended:

- On-street parking is not recommended on the arterial roadway system 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.
- 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.

HOUSING

A list of existing, under construction, and proposed assisted housing for the Fairfax Center Area is shown in Figure 6. 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;

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

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

(Continued from previous page)

Location	Land/ Sub-Unit	Number of Assisted Units	Type of Ownership And Program
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 Community	W1	7	Private/ADU Rental Program
Wesley Agape House (Lee Highway)	W2	12 beds	Private/Section 811
<u>Homeownership</u>			
		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

- 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;

- 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 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. 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 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 are tailored to protect remaining high-quality environmental resources in this area.

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.

Development in the Fairfax Center Area has 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, 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 support the preservation and enhancement of water resources. One or more of these techniques 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. 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 areas of upland hardwoods. Wildlife is evident in the stream channels, the wetlands, forested areas, and meadows. Due to road construction and land development, much of the habitat is fragmented. The ecological resources of this area should be enhanced through the development process by 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. 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. 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 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.

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. The following guidelines are suggested to achieve this objective:

- 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 above minimum requirements.

- 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.

- 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.

- 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 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.

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, and a map of those resources is shown in the Bull Run Planning District on Figure 5 and in the Fairfax Planning District on Figure 5. The Inventory is open-ended and continues to grow. For information

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

Name	Location	Land/ Sub-unit	Parcel Number	Date
Ox Hill Battlefield Park	4134 West Ox Road, Fairfax	D4	46-3 ((1)) 28A, 31B, 32, 32A; 46-3 ((5)) 5, 6	1862, 1915
Woodaman House	12816 Westbrook Drive, Fairfax	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

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.

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 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, 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. 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.

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.

1. Expand the Girls' Probation Home to 24 beds. This facility is located on Parcel55-4((1))10 on the north side of Lee Highway in Sub-unit R2.

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.

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 for providing park and recreation facilities in an urban environment. The opportunity is to enhance the quality of life by locating these facilities in 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 recreate should therefore be a major priority in the development of the Fairfax Center Area.

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 form the backbone of the park 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, supplement the public park and recreation elements.

Continued development of the Countywide Trail and Bikeway System 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 provision 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.

Local Parks

Public local parks in close proximity to residents are deficient in the Fairfax Center Area. On-site 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. Urban parks 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 be developed and managed primarily by the private sector in accordance with the Urban Parks Framework with planning and program support 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

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				

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.

District Parks

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. In addition to the stream valley parks, Ox Hill Battlefield Park, the site of the Ox Hill Memorial Markers and interpretive trail and features, is a significant cultural resource-based park that commemorates a major Civil War engagement.

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. 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.

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.

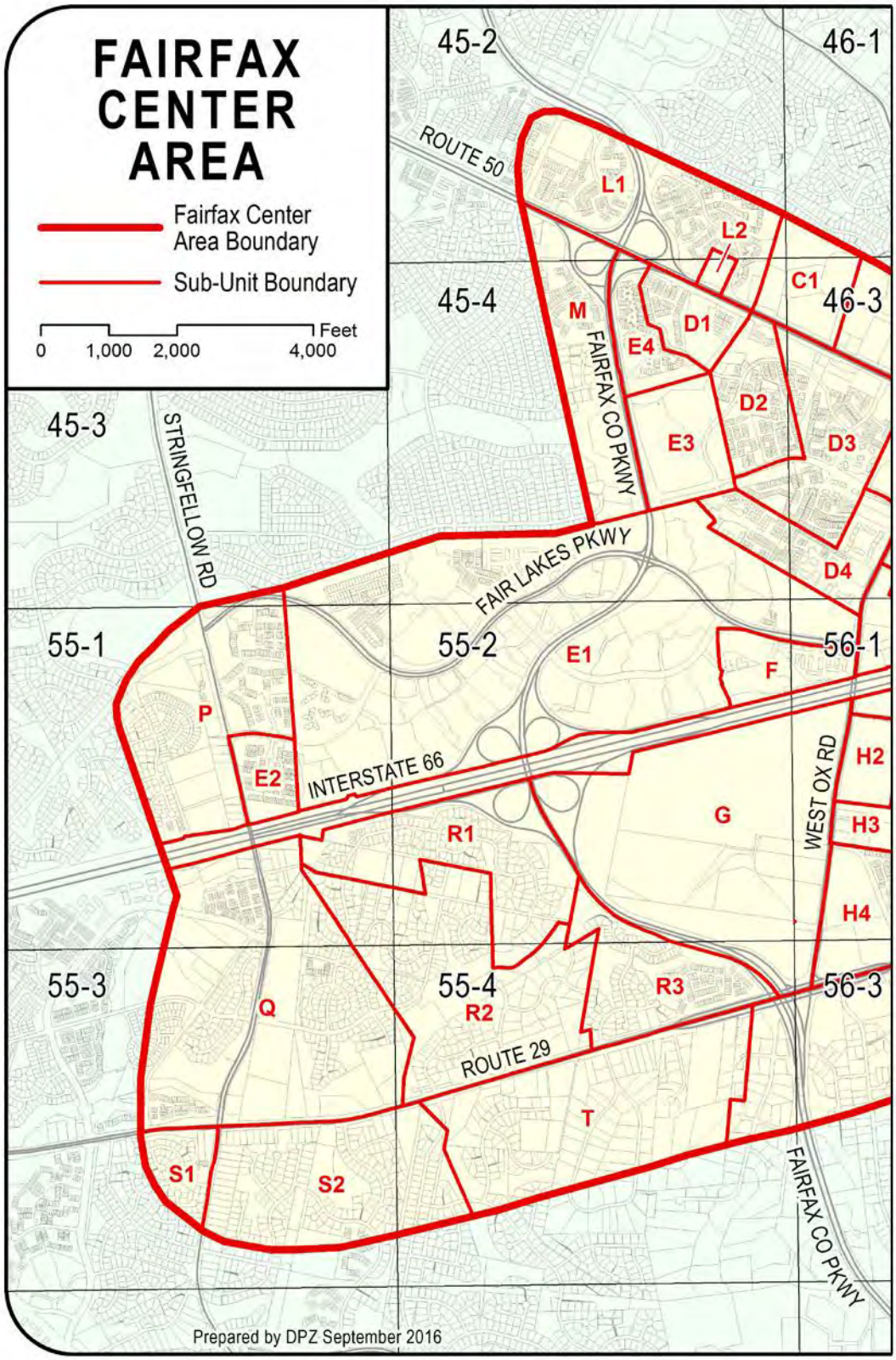
Land Use Recommendations - By Land Unit

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
D1
E4
D2
E3
D3
D4
E1
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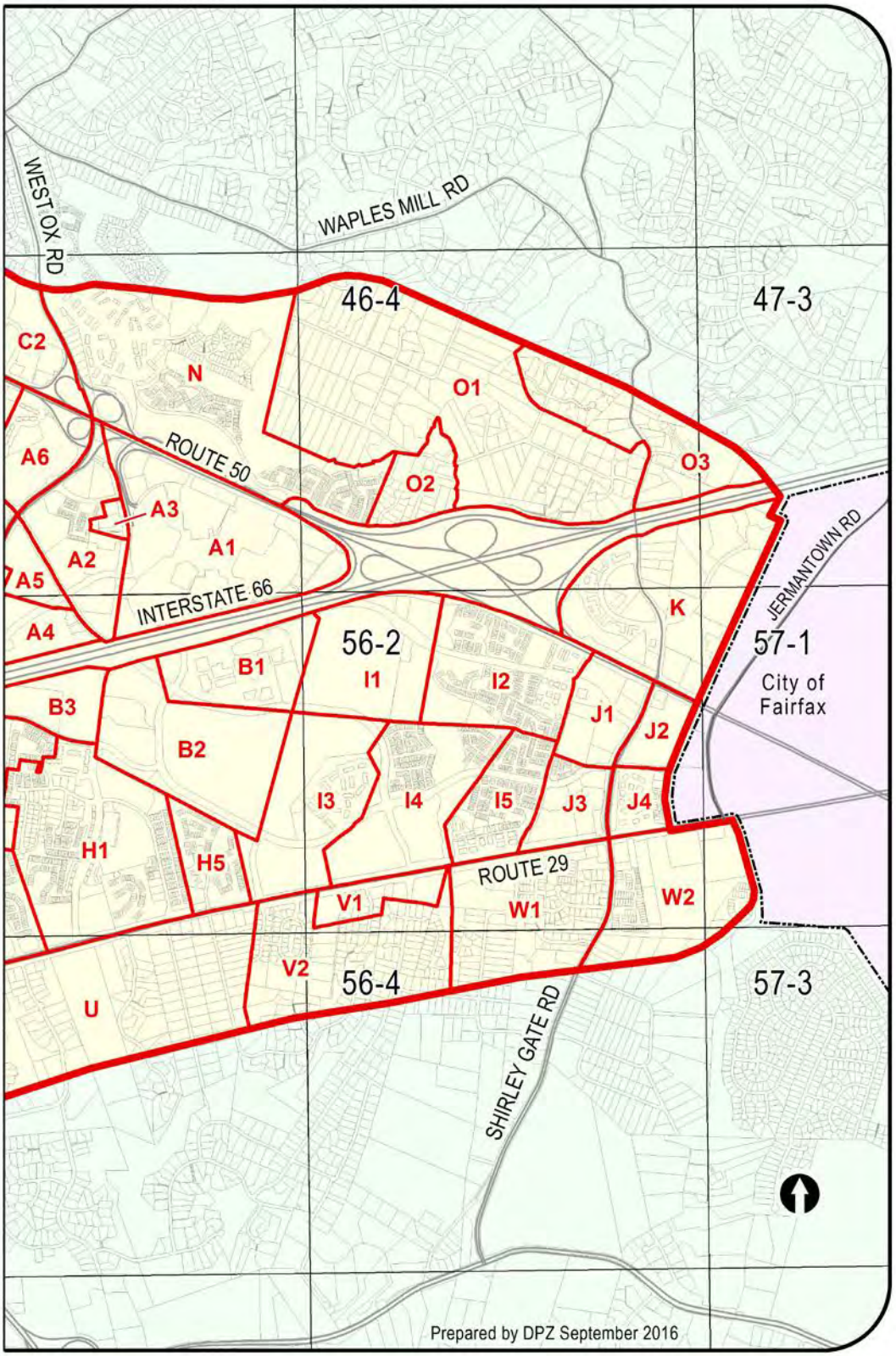
S2
Prepared by DPZ September 2016


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
J2
B2
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I5
J3
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H1
H5
ROUTE 29
V1
W1
W2
V2
56-4
57-3
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 level. As an interim

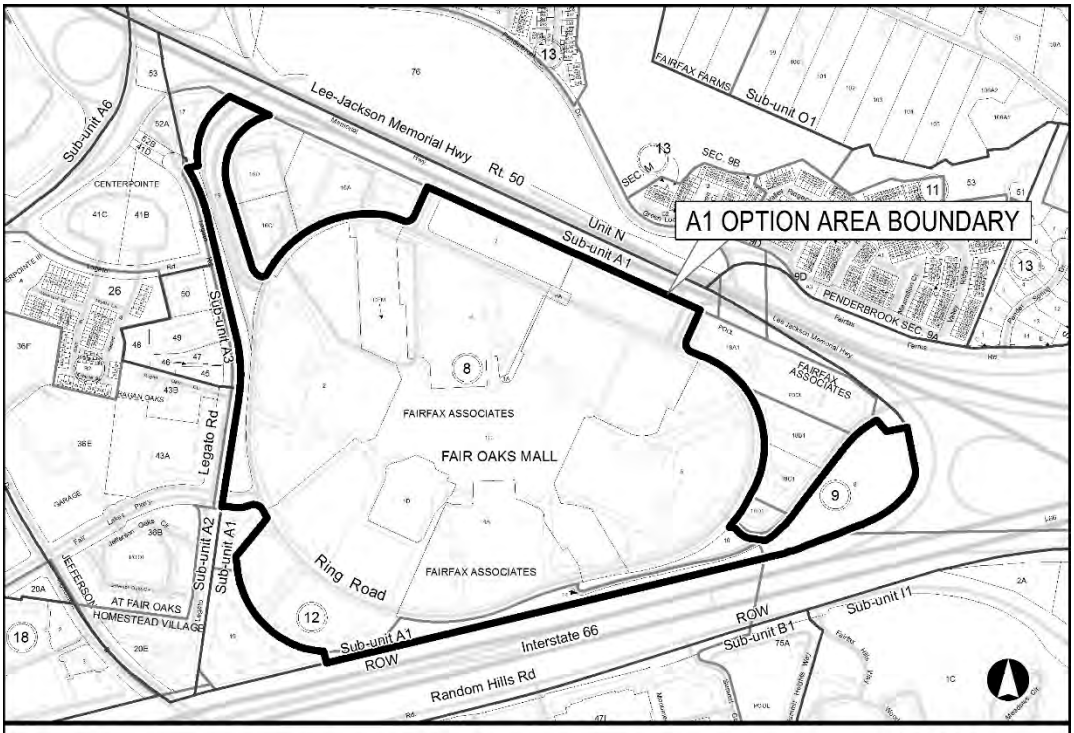


FIGURE 11

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, 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. An urban-style design is encouraged. 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 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:

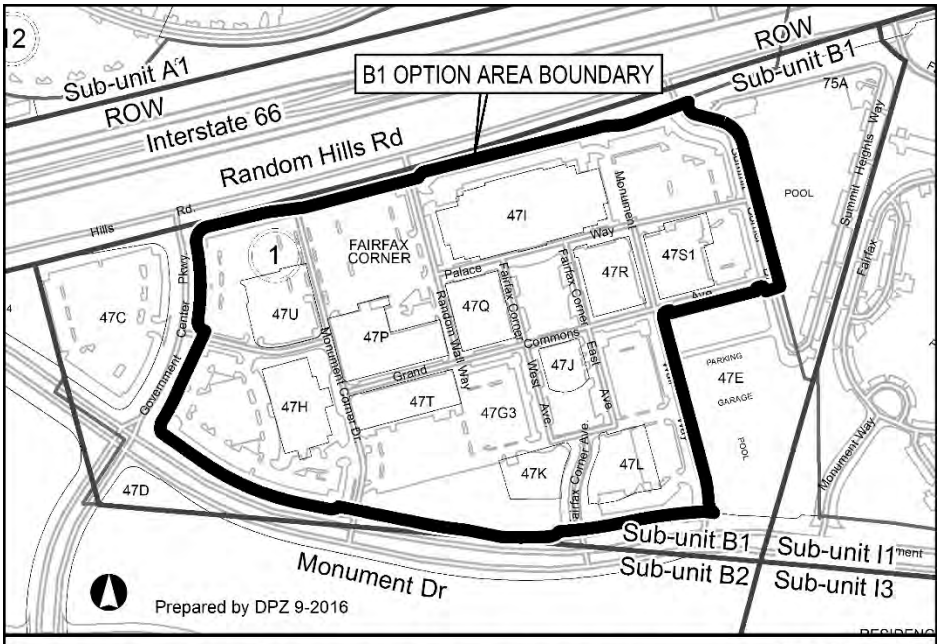


FIGURE 12

- 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.

Design

- 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 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 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 sub-unit 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.

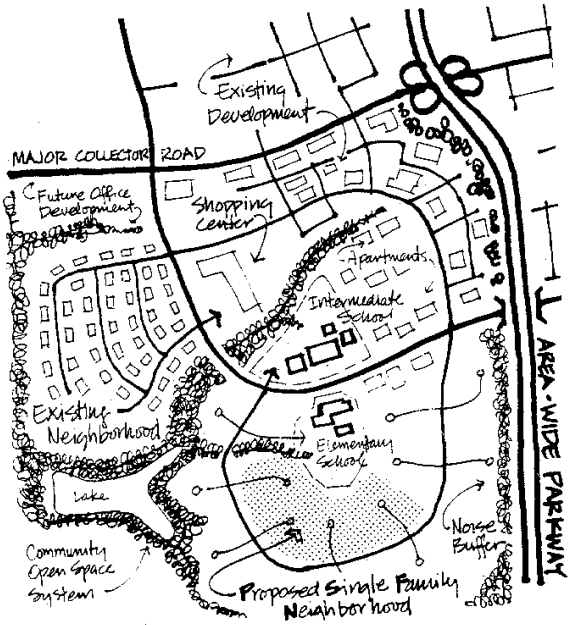
USE-SPECIFIC PERFORMANCE CRITERIA

The following performance criteria for specific uses are guidelines used to evaluate development plans for the Fairfax Center Area.

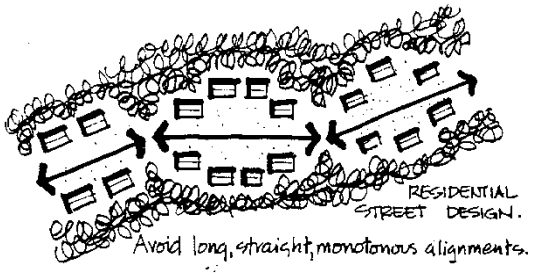
Residential/Single-Family Detached Housing Criteria

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 green building techniques in planning and design.
  - Preserve or recover and record significant heritage resources.

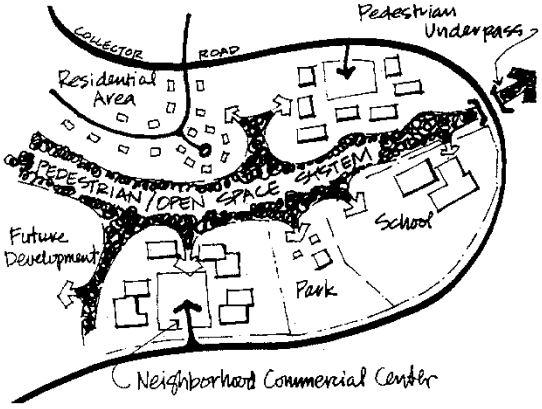


- Access/Roads/Parking
  - Provide adequate, safe auto access to neighborhoods from appropriate level roadways.
  - Use a hierarchical system of internal roadways; do not access homes directly onto major collector roads.
  - Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) 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.



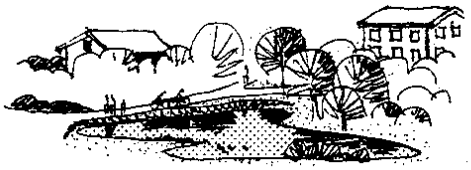
- Reduce amount of impervious surfaces (roads, parking, buildings, etc.) through use of cluster design techniques.

- 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.



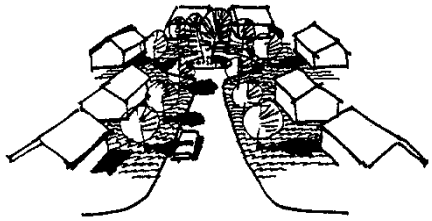
- Buffers
  - Use varying types and density/intensity of development as buffers for incompatible uses.
  - Take advantage of natural landscape edges and elements in buffering and defining neighborhood units.

- 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

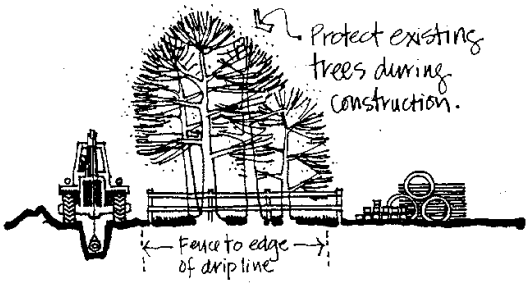
- Scale/Mass/Form
  - Provide general consistency in residential dwelling scale within each neighborhood.
  - Create interest through sensitive detailing and use of basic geometric forms for dwelling units.
  - Use varied setbacks to create interesting architectural (mass) relationships to the street.
  - Cluster units around courtyard-like areas to reinforce neighborhood scale.

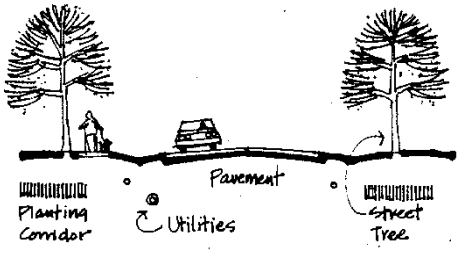


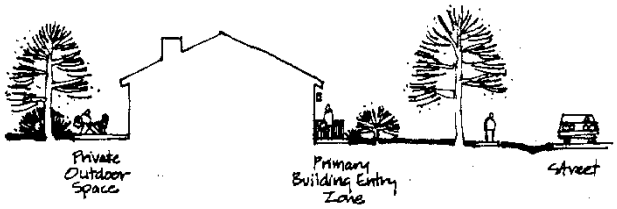
- Functional Relationships/Facade Treatment
  - Select and site appropriate building types with respect to natural topography
  - When units are in close proximity, locate windows/doors for maximum privacy between units.
  - Site units to maximize potential for shared or paired driveway entrances.
  - Segregate primary building entries from service-type entries.
  - 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.





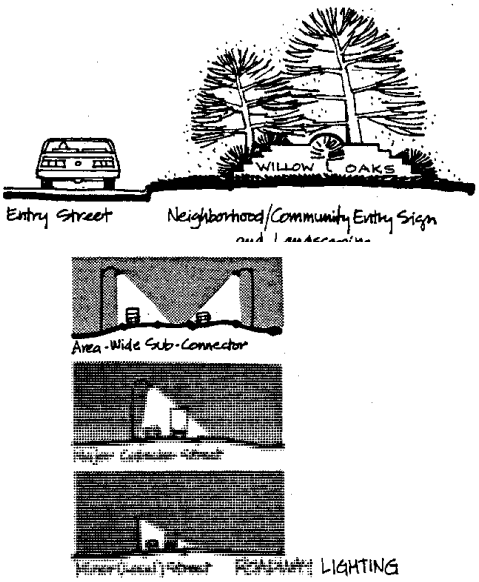


- Select low-maintenance landscape materials for large neighborhood common areas not likely to receive consistent maintenance.

- 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.

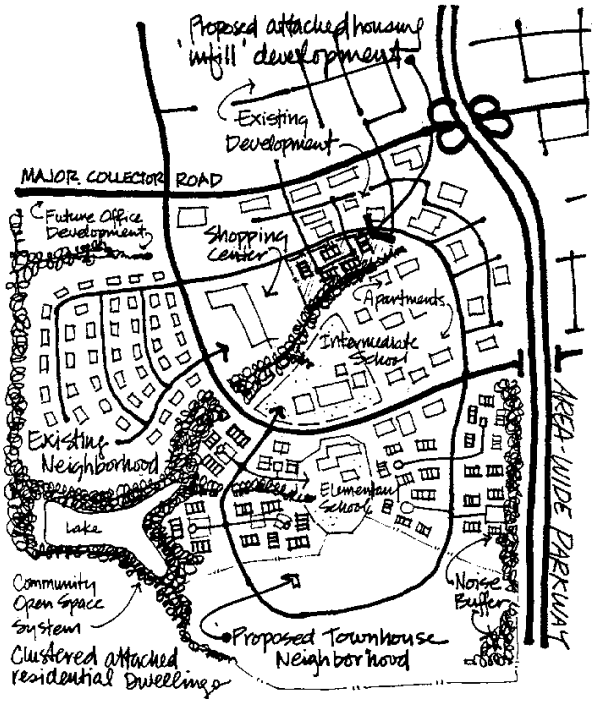
- Site Furnishings/Minor Structures
  - Outdoor utility sheds/buildings should relate to dwelling architecture and style.



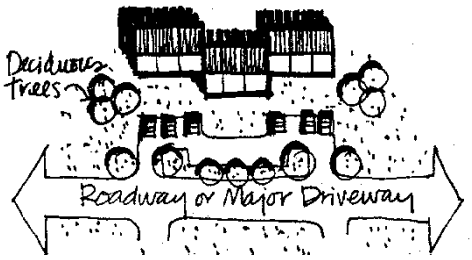
Residential/Single-Family Attached/Multifamily Low-Rise Housing Criteria

Site Planning

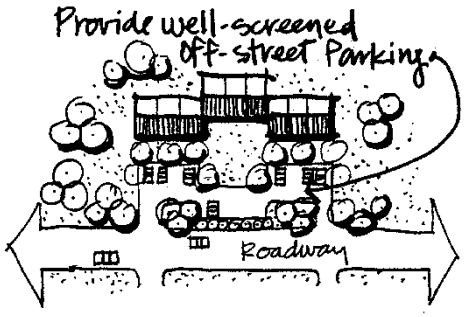
- General
  - Integrate new development with existing and future adjacent land uses.
  - Plan development in reasonably-scaled neighborhood modules.
  - Provide appropriate level, scale and location of support services/ facilities (e.g., convenience commercial).
  - Provide pedestrian linkages to community-wide 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.



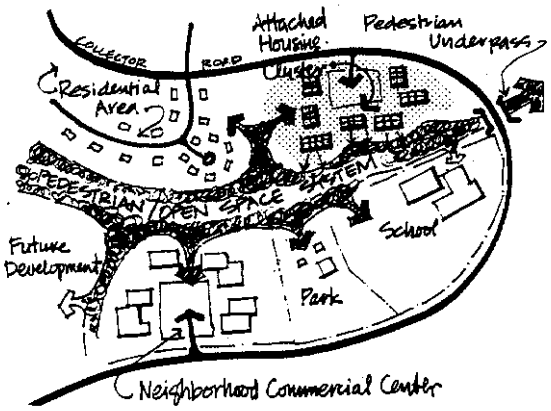
- Access/Roads/Parking
  - Provide adequate, safe auto access to the neighborhoods from appropriate level roadways.
  - Use a hierarchical system of internal roadways and drives; do not access units directly onto major collector roads.
  - Minimize natural site amenity disturbance (e.g., quality trees, 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.

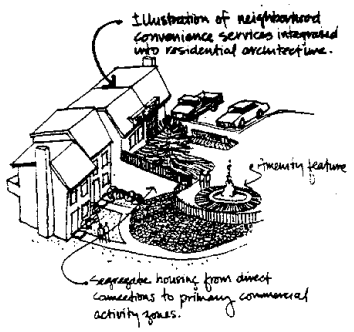


- Provide off-street, screened parking areas for special vehicle storage (e.g., recreation vehicles, boats, trailers, etc.).
- Establish distinct utility and landscaping corridors within street rights-of-way.
- Reduce impervious surfaces (roads, parking, buildings, etc.) through use of cluster design 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).

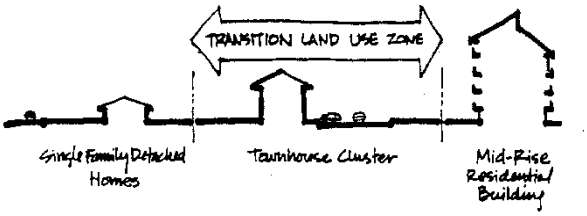


- Open Space/Community Facilities
  - Integrate natural open space amenities into overall neighborhood design.
  - Provide a continuous pedestrian/ open space system linking neighborhood activity nodes internally and externally.
  - Provide courtyard, park and recreational areas/facilities (e.g., swimming pools, tennis courts, tot lots, etc.) for use of residents; link to the open space system.
  - Design safe pedestrian system crossings at roads.
  - 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.





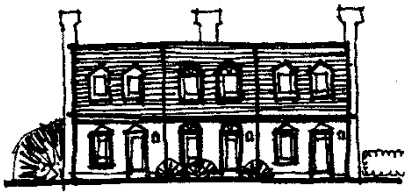
- Buffers
  - Use varying types and density/intensity of development as buffers for incompatible uses.
  - Take advantage of natural landscape edges and elements in buffering and defining neighborhood units.
  - Promote privacy between units with setbacks, plant materials, fences and grade changes.



- 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.

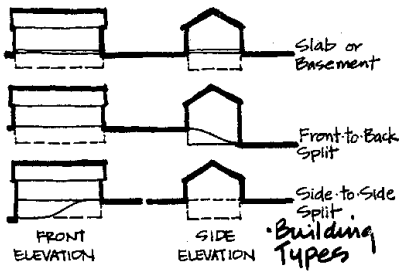
Architectural Design

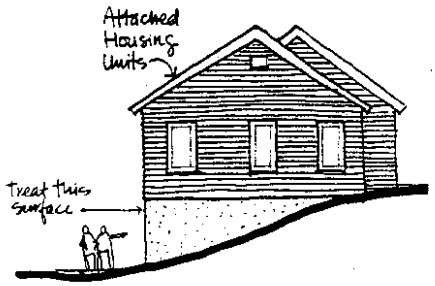
- Scale/Mass/Form
  - Provide general consistency in residential dwelling scale within each neighborhood.
  - Create interest through sensitive detailing and use of basic geometric forms for dwelling units.
  - Use varied setbacks to create interesting architectural (mass) relationships to the street.
  - 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.

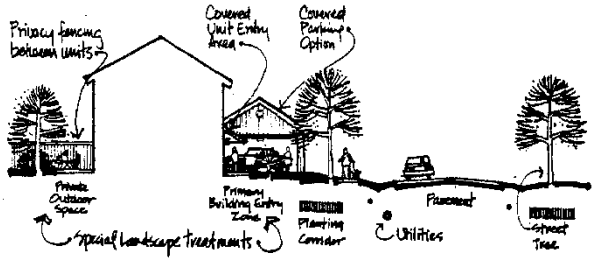
- Functional Relationships/Facade Treatment
  - Select and site appropriate building types with respect to natural topography (e.g., split level vs. slab, etc.)
  - When end units are in close proximity, locate windows/doors for maximum privacy between units.
  - Segregate primary building entries from service-type entries.
  - 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.



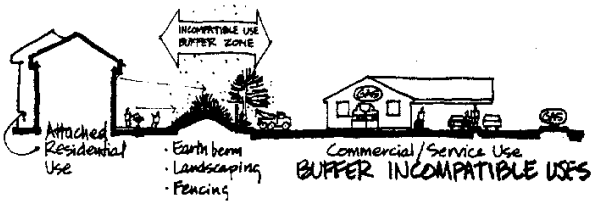


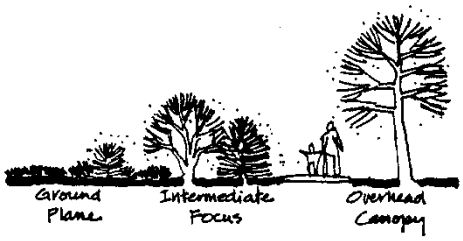
Landscape Architectural Design

- 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.

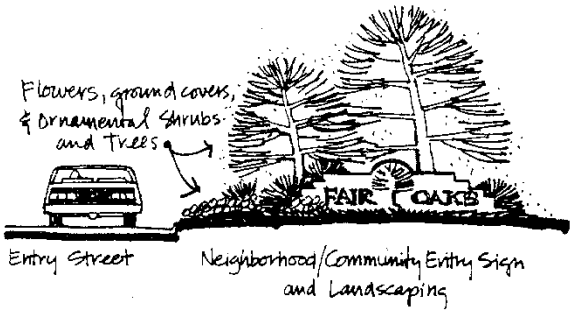


- Buffer incompatible uses with land forms and/or landscape materials as needed.
- Use overhead canopy, intermediate focus and ground cover type plants to achieve functional goals.
- Provide well-landscaped special use areas for neighborhood residents (e.g., pool areas, parks, etc.).
- Promote seasonal 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.

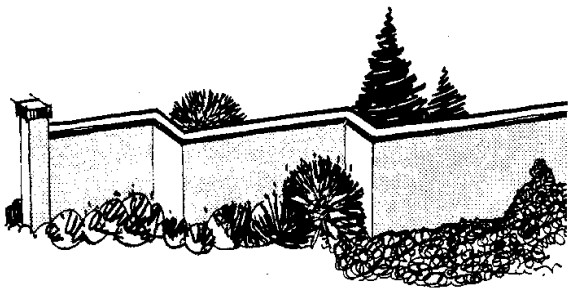




- Site Furnishings/Signing and Lighting
  - Provide a well-designed signage system to identify and direct safe movement throughout the community-vehicular and pedestrian.
  - Provide well-designed neighborhood entry signs at major auto/pedestrian entry areas.
  - Provide roadway and pedestrian lighting 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).



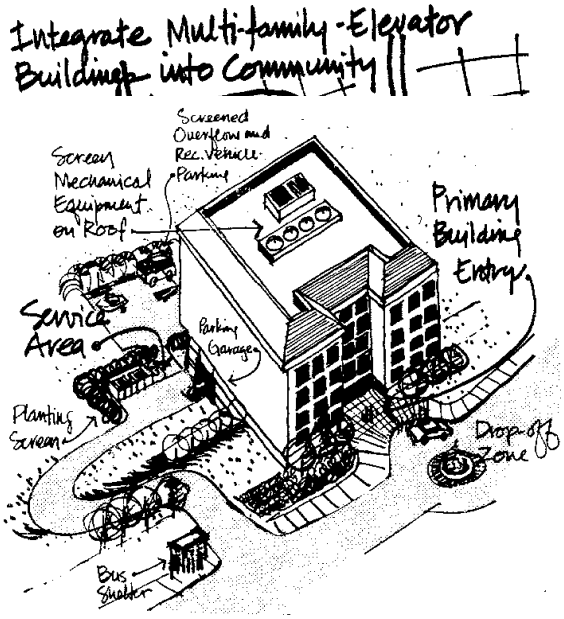
- Use wall or fencing materials and style consistent with dwelling architectural materials and style and in a manner which does not prevent solar access.
- Avoid long, monotonous solid fence lines by using jogs or setbacks for visual interest.
- If curbside mailboxes are used, provide multibox units 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

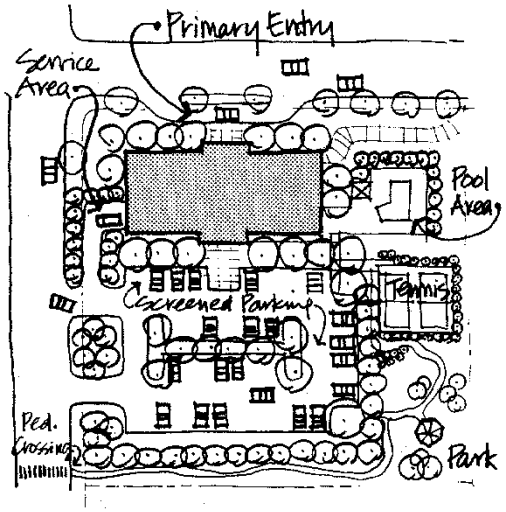
Site Planning

• 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 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

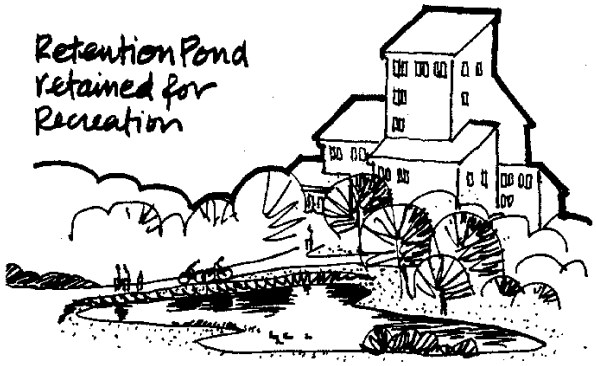


parking areas.
- Adhere to existing Fairfax County development standards for minimum parking space and drive dimensions, etc.

- 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.
  - 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.

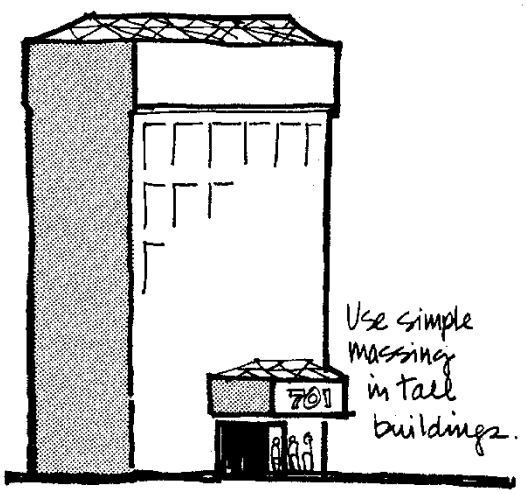
- Buffers
  - Use varying scale and arrangements of structures on-site to act as buffers for incompatible use relationships.
  - Take advantage of natural landscape edges and elements in buffering and defining architectural elements.
  - Use architectural elements (walls, buildings, etc.) as visual and 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.

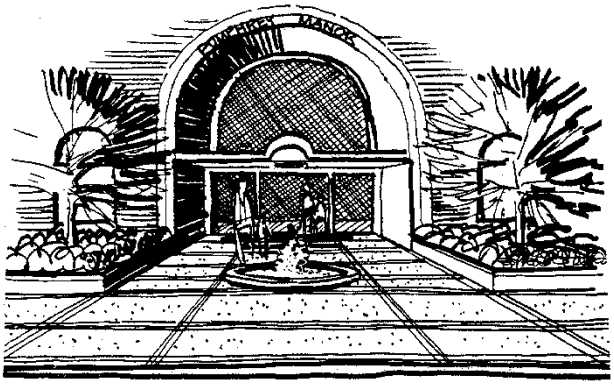


- Functional Relationships/Facade Treatment
  - Select and site appropriate building types with respect to natural topography.
  - When buildings are adjacent, orient primary facades for maximum privacy between buildings.
  - Segregate primary building entries from service-type entries.
  - Dwelling 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.

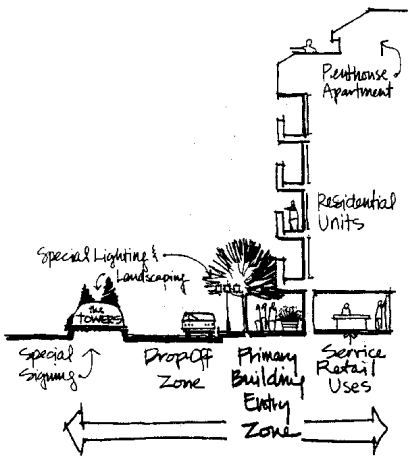
Landscape Architectural Design

- 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.

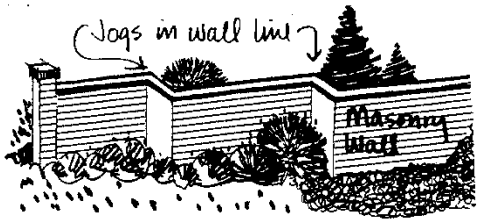
- Provide street trees along all roadways and shade trees in parking areas; encourage the use of groupings which reinforce the residential development character and identity.
- Provide well-landscaped special use areas for neighborhood residents (e.g., pool areas, parks, etc.).
- Use special landscape 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.

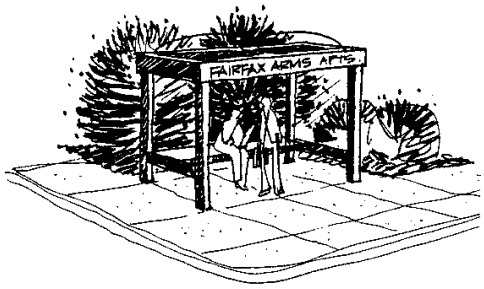


- Site Furnishings/Signing and Lighting
  - Provide a well-designed signage system to identify and direct safe vehicular and pedestrian movement throughout the site.
  - Provide well-designed site entry signs at major auto/pedestrian entry areas.
  - Provide street, parking and pedestrian lighting systems 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.).

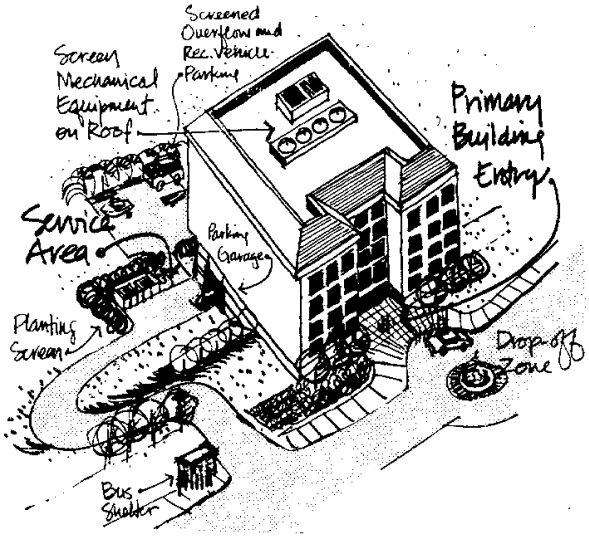




Mixed Use Criteria

Site Planning

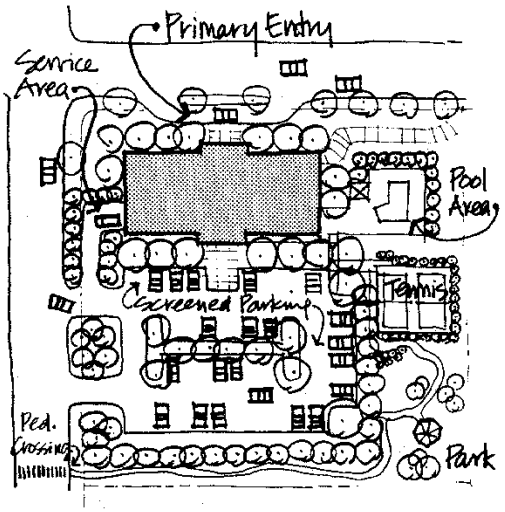
- General
  - Integrate new development with existing and future adjacent land uses appropriately; locating it within cores and near mass transit access points with quality pedestrian access.
  - Select type and scale of commercial office uses within each development which will serve local area needs.
  - 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.

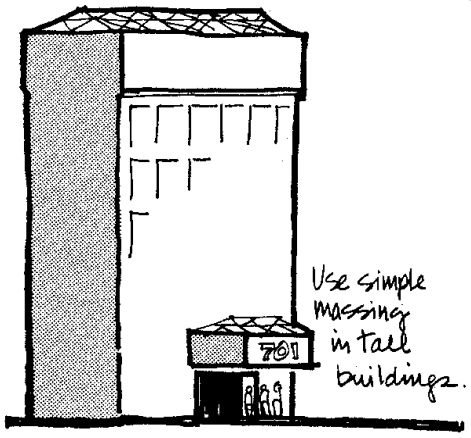
Architectural Design

- 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.

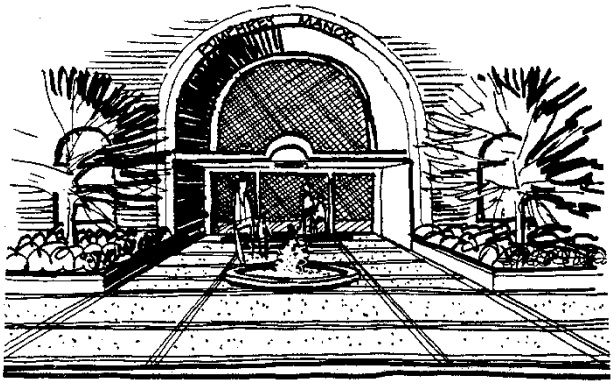
- Functional Relationships/Facade Treatment
  - Select and site appropriate building types with respect to natural topography.
  - Segregate primary building entries from service-type entries.
  - Dwelling unit number and arrangement for each building should reinforce feeling of security and neighborhood 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

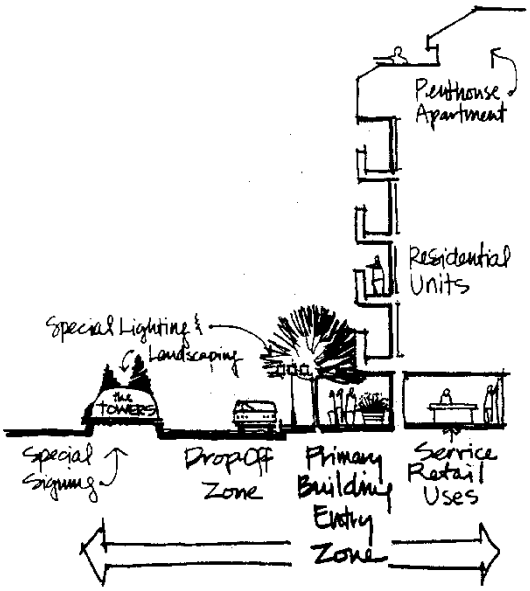
- Landscaping
  - Preserve existing quality vegetation to the greatest extent possible, integrating it into new designs.
  - Restore disturbed areas to a visually appealing landscape character through landscape architectural treatment.

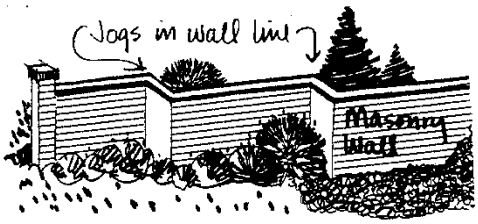
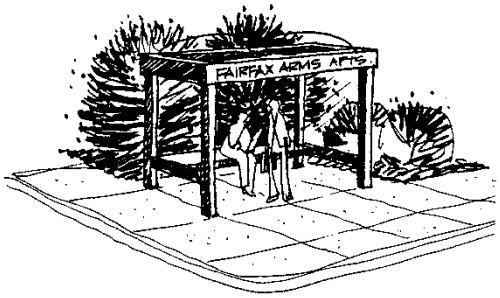


- Provide street trees along all roadways and shade trees in parking areas; use consistent species groupings to reinforce development character.
- Provide well-landscaped special use areas for neighborhood residents (e.g., pool areas, parks, etc.).
- Use special landscape treatments to define primary 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.

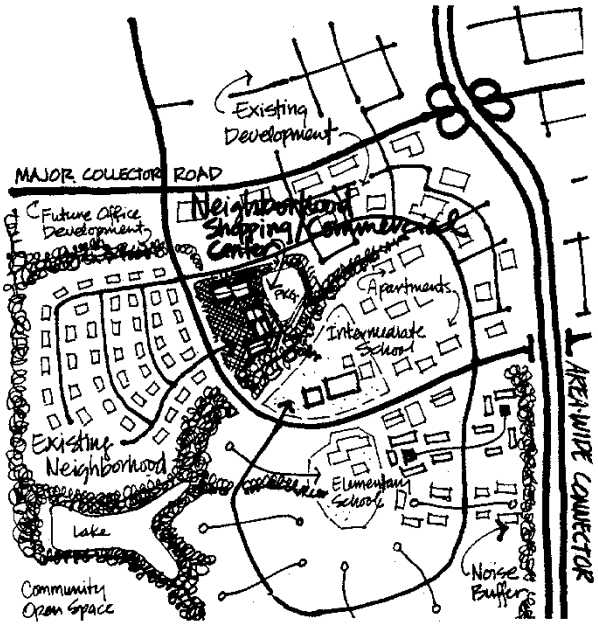


• Site Furnishings/Walls and Minor Structures - Use concrete or masonry walls in conjunction with building style and materials for screening and grade-change accommodation. - Use materials which relate to the proposed function of the fence or wall (e.g., solid for privacy). - Use wall and fence materials 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.	 

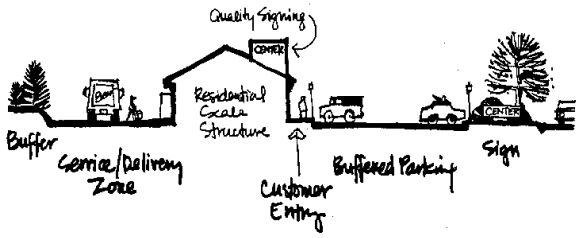
Commercial/Low Density Office and Neighborhood Center Criteria

Site Planning

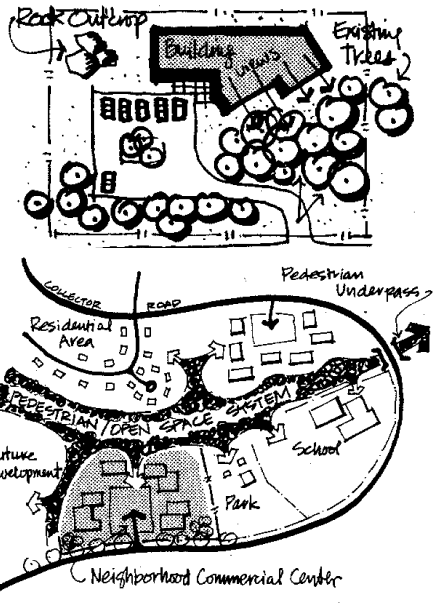
- General
  - Integrate new development with existing and future adjacent land uses appropriately; locate new centers with quality vehicular and pedestrian access.
  - Select type and scale of commercial office uses within each development which will serve local area needs.
  - Use criteria for shared 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 green building techniques in planning and design.
  - Preserve or recover and record significant heritage resources.



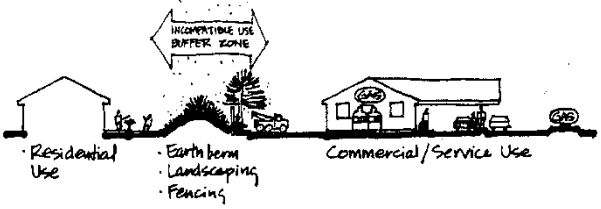
- Access/Roads/Parking
  - Provide adequate, safe auto access into the center from appropriate-level roadways.
  - Provide well-screened off-street parking areas for customers; keep these parking lots in scale with the development and neighborhood.
  - Minimize natural site amenity disturbance (e.g., 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.
  - Use natural (especially wooded) open space corridors/areas as transition areas, visual amenities and buffers.



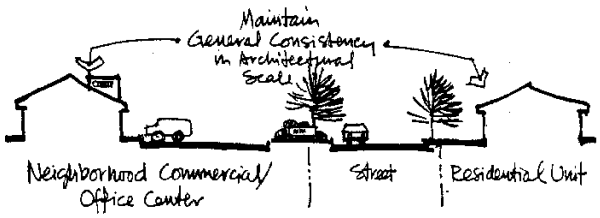
- Buffers
  - Use varying scales and arrangement of buildings on-site as buffers for incompatible use relationships.
  - Take advantage of natural landscape edges and elements in buffering and defining neighborhood center components.
  - Use architectural elements (walls, buildings, etc.) as visual and 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

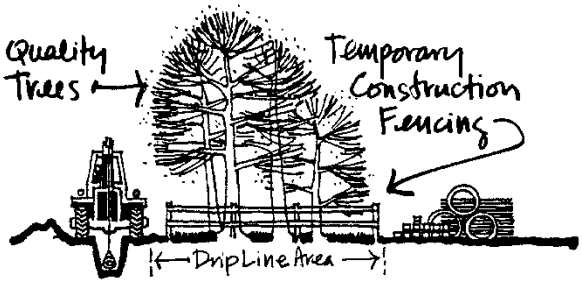
- Scale/Mass/Form
  - Provide general consistency between neighborhood residential unit scale and proposed neighborhood/commercial/ office complex scale.
  - Create interest through sensitive detailing and use of basic geometric forms for commercial structures.
  - Use varied building facade setbacks to create interesting architectural (mass) relationships to the street.
  - Cluster buildings around courtyard-like areas to reinforce neighborhood scale.



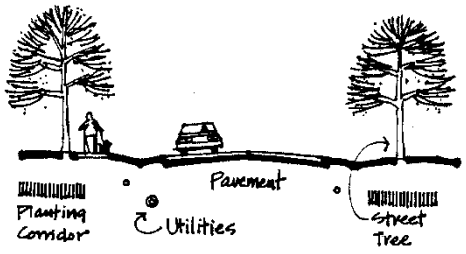
- Functional Relationships/Facade Treatment
  - Select and site appropriate building types with respect to natural topography.
  - Use current energy conservation technology in architectural and heating/cooling systems design.
  - Minimize solar heat gain for cooling and maximize solar heat gain/retention for heating by sensitive design treatment.
  - Establish center-wide architectural theme consistency.
  - Use similar architectural materials within the center development.

Landscape Architectural Design

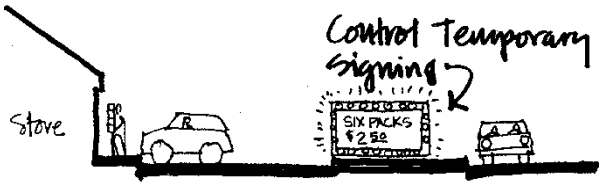
- Landscaping
  - Preserve existing quality vegetation to the greatest extent possible, integrating it into new designs.
  - Restore disturbed areas to a visually appealing landscape character through landscape architectural treatment.
  - Provide shade trees in all parking lots; use consistent species 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



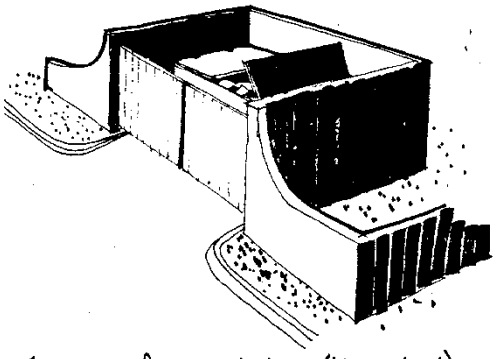
- Buffer incompatible uses with land forms and/or landscape materials as needed.
- Use overhead canopy, intermediate focus and ground cover type plants to achieve functional goals.
- Promote seasonal visual interest at major neighborhood focal points by using flowers and ornamental shrubs, trees, etc.
- Select low-maintenance landscape materials for areas not likely to receive consistent maintenance.



- 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.

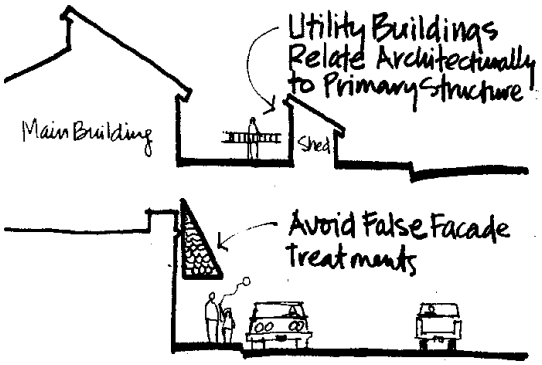


- Site Furnishing/Fencing/Walls/Minor Structures
  - Use materials which relate to the proposed function of the fence or wall (e.g., solid for privacy).
  - Use wall and fence materials and style consistent with the center's architectural materials and style.
  - Avoid long, monotonous solid wall or 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.



Screen refuse container ('dumpster') areas.

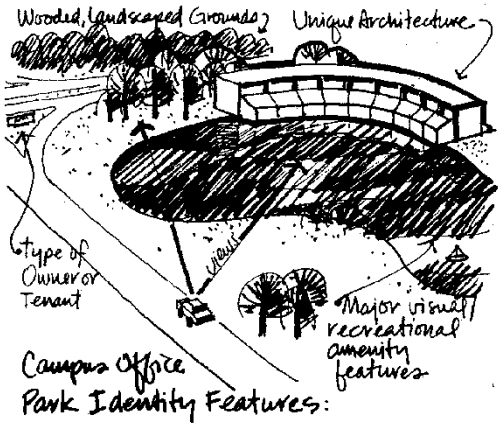
- Keep architectural facade material types to a minimum on any single building facade.
- Carry all attached facade materials (such as wood siding) down to a finished grade elevation, or paint exposed walls to match such facades.
- Avoid false facade treatments which are unrelated to building form/function.
- Carefully select and restrict the variety of architectural facade materials for each building.



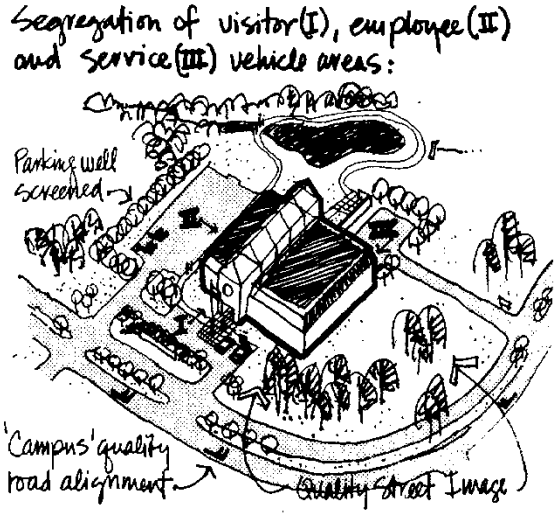
Commercial/Campus Style Office Park Criteria

Site Planning

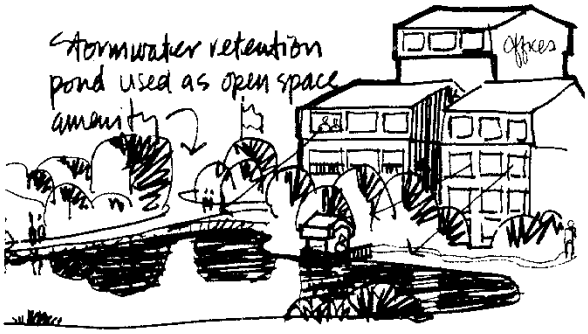
- General
  - Integrate new development with existing and future adjacent land uses appropriately.
  - Plan development in relatively large-scaled tracts to assure substantial open space provision.
  - Establish a strong sense of identity for each particular office campus or park.
  - Provide appropriate level, scale and location of support services/facilities (e.g., eating establishments, business support and convenience commercial) to serve employees/businesses locally.
  - Use green building techniques in planning and design.
  - Preserve or recover and record significant heritage resources.



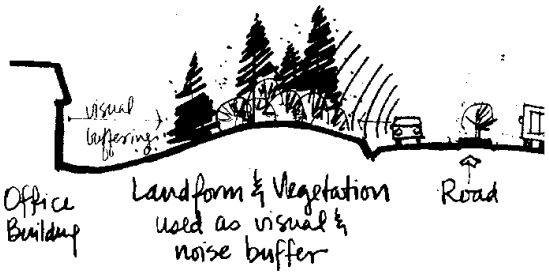
- Access/Roads/Parking
  - Provide adequate, safe auto access into the development from appropriate-level roadways.
  - Use a hierarchical system of internal drives and roadways; do not access parking directly onto major collector roads.
  - Minimize natural site amenity disturbance (e.g., quality trees, 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.
  - 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.
  - Use natural (especially wooded) open space corridors/areas as transition zones, visual amenities and buffers.



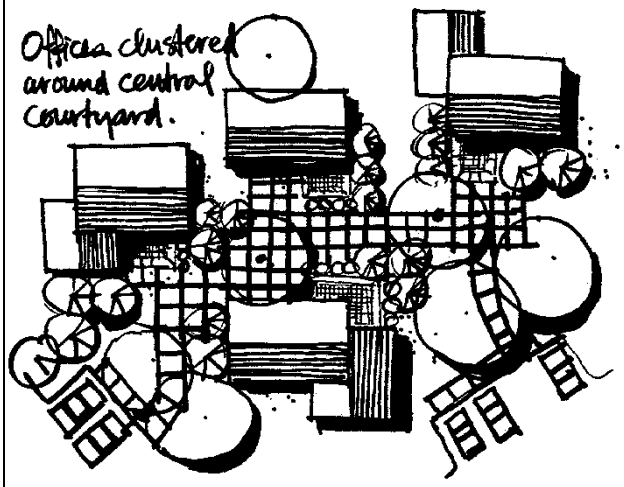
- Buffers
  - Use varying scales and arrangements of building masses as buffers for incompatible use relationships.
  - Take advantage of natural landscape edges and elements in buffering and defining building and parking zones.
  - Use existing vegetation masses along with earth berms and architectural 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.

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.

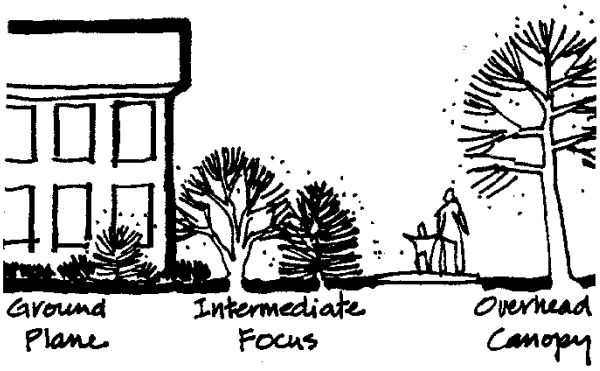


- Functional Relationships/Facade Treatment
  - Select and site appropriate building types with respect to natural topography.
  - Segregate primary building entries from service-type entries.
  - Establish architectural theme consistency throughout each office complex.

- 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.

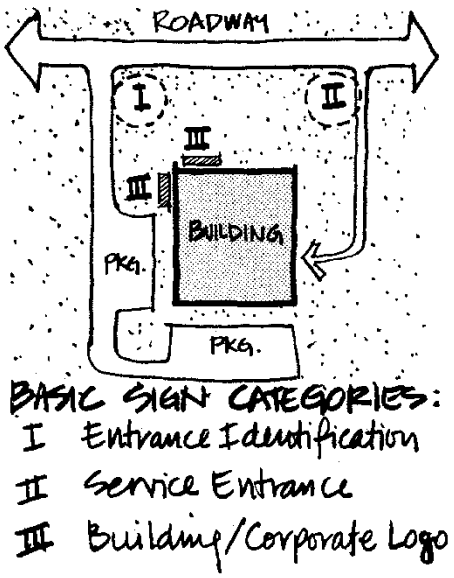
Landscape Architectural Design

- 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.



- 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.

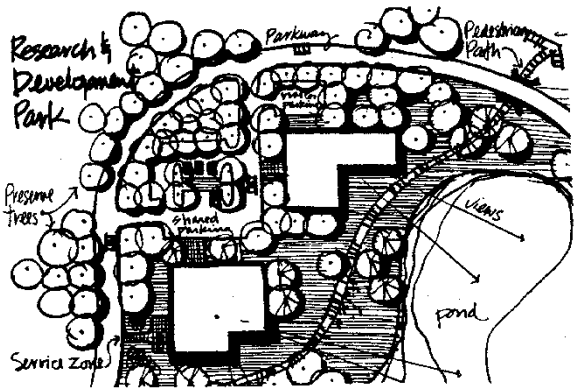


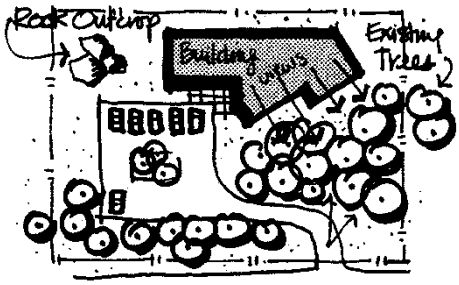
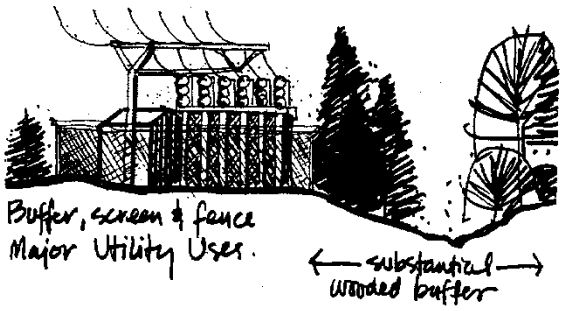
Research and Development/Utility and Light Industrial Criteria

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 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



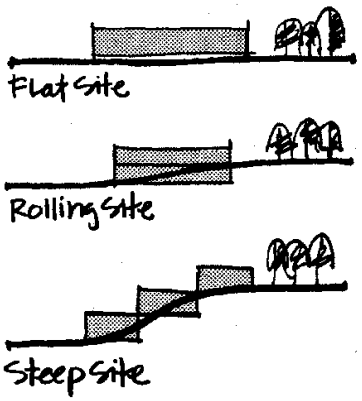
corridors within street rights-of-way and parking areas. - Segregate service, utility equipment, maintenance and loading zones from employee/visitor vehicle areas. - Reduce impervious surfaces (roads, parking, buildings, etc.) through use of cluster design techniques. - Adhere to existing Fairfax County 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.

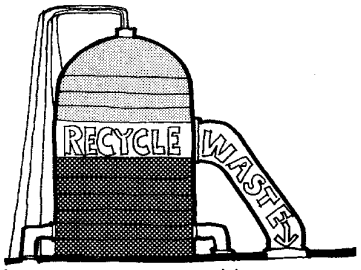
Architectural Design

- 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
  - Select and site appropriate building types with respect to natural topography.
  - Segregate primary building entries from service-type entries, when applicable.
  - 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.

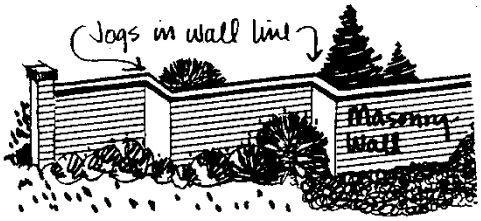


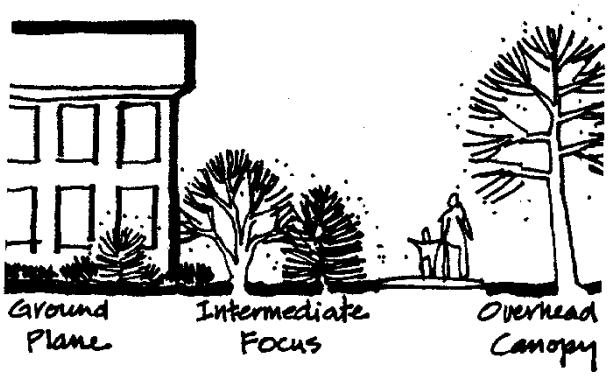
'Super-graphics' utilized on Utility Structures

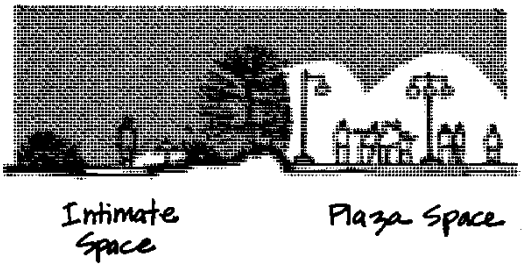
Landscape Architectural Design

- 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.

• 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.