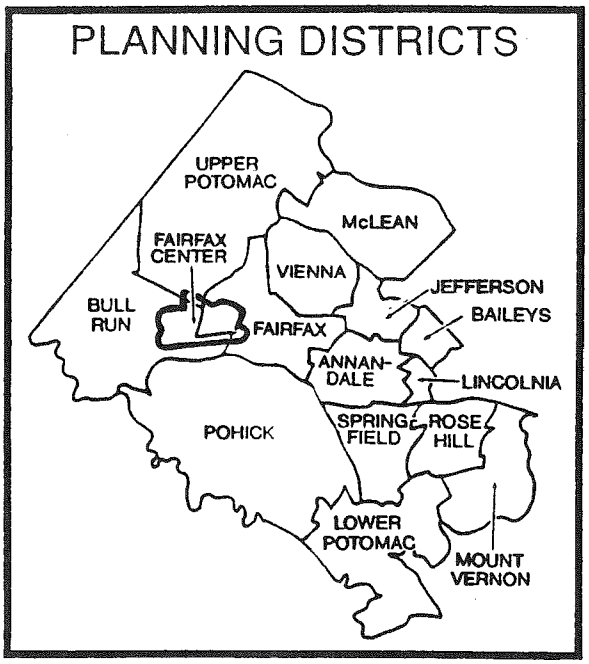
# FAIRFAX CENTER AREA



# FAIRFAX CENTER AREA

## OVERVIEW

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

The Fairfax Center Area is characterized by a mixture of uses including a substantial amount of office space, housing of various types, public facilities, and regional- community- and neighborhood-serving retail uses. High quality, multiple-use developments which include housing as a secondary use have been built and more are anticipated in this area. In addition to the mixed-use areas, there is land planned and developed with low density residential uses and some vacant land.

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

Major institutional uses, in addition to the new Government Center, include a solid waste transfer station, trash disposal and recycling facility, animal shelter, fire department training facility, equipment and maintenance facility, State transportation maintenance facility, and a State correctional unit located west of West Ox Road.

Much of the Fairfax Center Area is within the Occoquan Reservoir watershed. In addition, a portion of the Difficult Run watershed is contained within the area. This has been designated as a critical environmental area by the Commonwealth of Virginia in recognition of 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, character and intensity envisioned for land areas within each Planning District and Fairfax Center although within the planning districts and Fairfax Center, there may be land areas planned for a distinctly different land use than that envisioned by the Concept.

In the context of the Concept, the Fairfax Center Area is classified as a Suburban Center surrounded by Suburban Neighborhoods at its periphery except for the area north of the Route 50/I-66 interchange (in Land Unit C) and the southernmost portion of Land Unit V, which are classified as Low Density Residential Areas. (See Figure 51.) The Suburban Center categorization emphasizes a mix of uses with the primary focus on employment and higher density residential uses; the Suburban Neighborhood categorization emphasizes a range of residential uses as well as neighborhood-serving commercial uses; 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 EQCs contain environmentally sensitive natural and cultural resources necessitating strong protection measures.

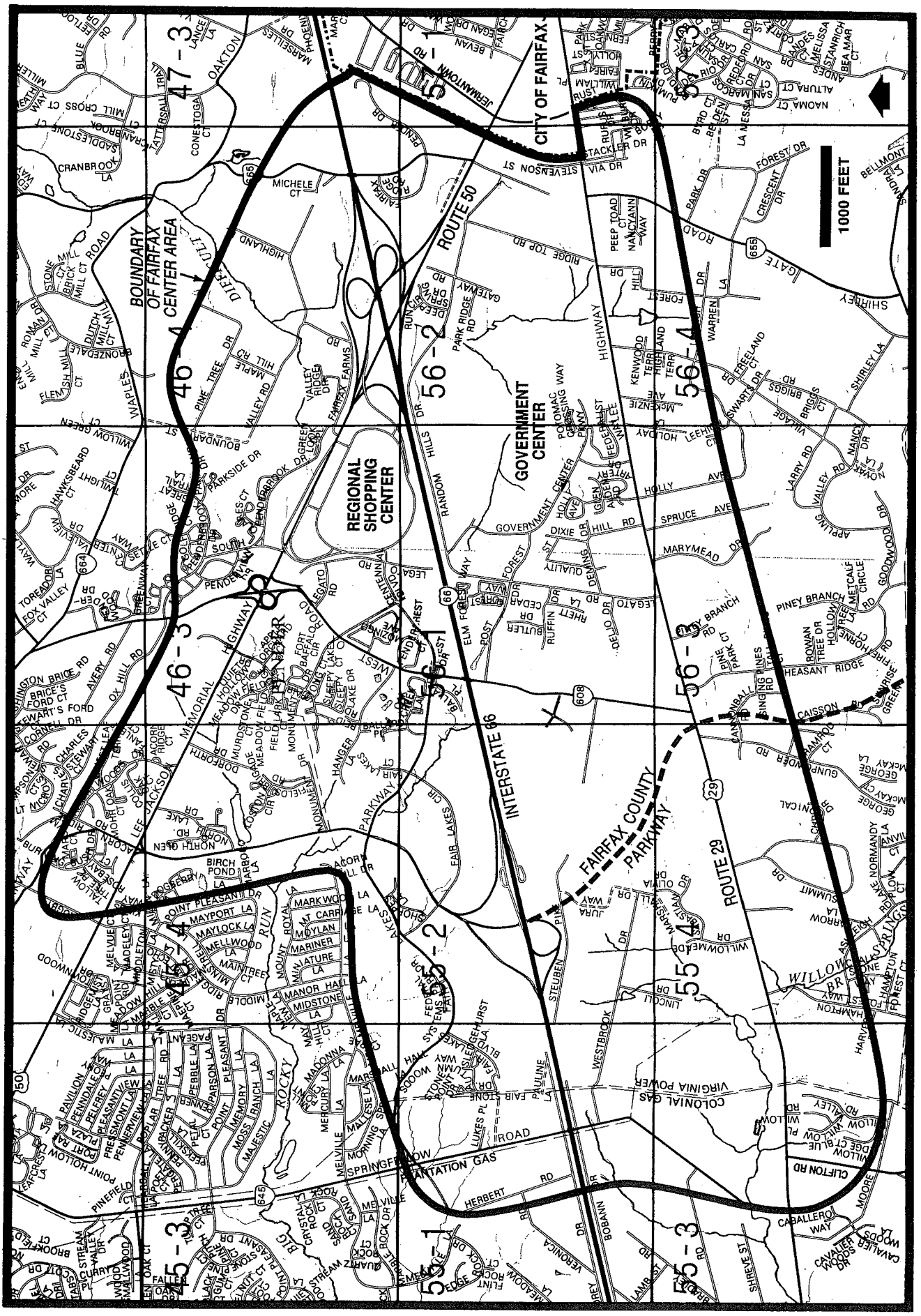



FIGURE 50

FAIRFAX CENTER AREA

FAIRFAX COUNTY

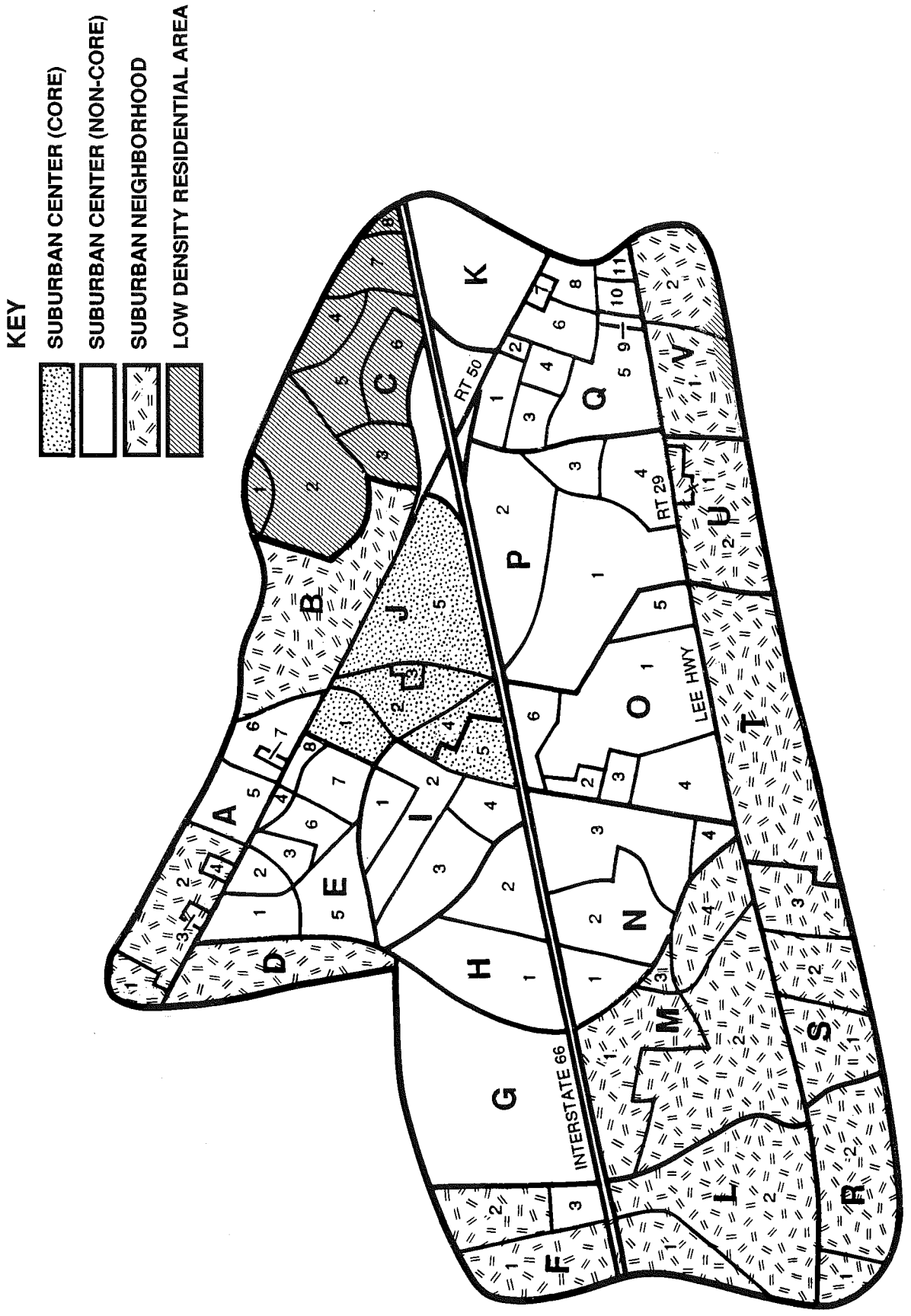



FIGURE 51

FAIRFAX COUNTY

FAIRFAX CENTER AREA
LAND UNITS AND SUB-UNITS

# IMPLEMENTATION OF THE FAIRFAX CENTER PLAN

## Philosophy

The implementation philosophy for the Fairfax Center Area is that a higher quality of life will result from an incentive-based rather than solely a control-based process. Only by encouraging the highest quality development with the necessary public and private support systems can the full potential of the area be attained while preserving its natural systems, historic character, and special qualities. Homes can be located within walking distance of work; energy-efficient and solar design principles that lessen demand for purchased energy can be incorporated into all projects; transportation alternatives can be emphasized; the environmental issues can be addressed in a strong, positive manner; and the entire area can provide a mixed-use focal point for Fairfax County. The Fairfax Center Area should maintain an appropriate balance between residential and employment uses and be substantial enough in size and density to support efficiencies in transportation and public facilities and the provision of substantial amenities that are in the public interest.

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

## Implementation

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

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

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

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

## Method

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

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

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

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

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

Development Elements

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

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

Three categories of development elements have been identified:

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

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

Process

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

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

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

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

   a. All applicable basic elements; plus

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

   c. All essential elements; plus

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

   e. The inclusion of either of the following:

      - three-fourths of the applicable minor elements, or

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

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

   a. All applicable basic elements; plus

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

   c. All essential elements; plus

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

   e. The inclusion of either of the following:

      - three-fourths of the applicable minor elements and one-half of the applicable major elements, or

      - the inclusion of all applicable minor elements and one-third of the major elements.

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

Relationship of Development Levels to the Development Elements

Presented below are general guidelines for use by the County in evaluating the number of development elements required based on the intensity level desired by the applicant. Based on an initial review of the proposal and its location, the County will identify those development elements that are considered essential if the development proposal is to fulfill the desired objectives of the Fairfax Center

Area. The County will also determine those applicable minor or major elements that are essential for the applicant to implement. The remaining applicable elements can be selected at the discretion of the applicant to satisfy the requirements for either the intermediate level or the overlay level. The County shall determine the development elements applicable to each individual case from the following categories.

**Basic Development Elements**

1. Area-Wide Basic Development Elements

a. Transportation System

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

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

- Transit. To provide a balanced transportation network within the Fairfax Center Area and encourage the use of transit as an alternative form of transportation. The individual elements include:

  - bus loading zones with necessary signs and pavement; bus pull-off lanes
  - nonmotorized access to bus or rail transit stations
  - land dedication for transit stations and commuter parking lots

- Nonmotorized Transportation. To provide a coordinated nonmotorized network integrated into the overall transportation system to serve commuting, shopping and recreational uses. The individual elements include:

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

b. Environmental Systems

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

  - preservation of EQCs as public or private open space

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

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

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

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

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

- mitigation of highway-related noise impacts
- siting roads and buildings for increased energy conservation (including solar access)

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

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

c. Provision of Public Facilities

• Park Dedications. To facilitate the implementation of the County's plan for stream valley parks:

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

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

- schools
- police/fire facilities

d. Land Use/Site Planning

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

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

e. Detailed Design

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

- signs
- planting
- lighting
- screened surface parking

• Street Furnishings. To ensure quality development by using:

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

**Minor Development Elements**

1. Area-Wide Minor Development Elements

a. Transportation Systems

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

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

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

  - bus shelters
  - commuter parking

- Nonmotorized Transportation

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

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

  - ridesharing programs
  - subsidized transit passes for employees

b. Environmental Systems

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

  - non-stream valley habitat EQCs
  - increased on-site open space

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

  - protection of aquifer recharge areas

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

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

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

  - provision of energy conscious site plan

c. Provision of Public Facilities

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

  - dedication of parkland suitable for a neighborhood park

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

  - libraries
  - community centers
  - government offices/facilities

d. Land Use/Site Planning

- Parcel consolidation to facilitate good site design and coordinated access

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

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

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

e. Detailed Design

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

  - signs
  - special planting
  - lighting

- Structures. To encourage creative architectural design:

  - architectural design that complements the site and adjacent developments
  - use of energy conservation techniques

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

  - planting--above ordinance requirements
  - lighting

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

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

**Major Development Elements**

1. Area-Wide Major Development Elements

a. Transportation Systems

- Roadways

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

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

- bus or rail transit station parking lots

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

  - local shuttle services
  - parking fees

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

  - grade separated road crossings

b. Environmental Systems

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

c. Provision of Public Facilities

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

  - Community Parks
  - County Parks
  - Historic and Archaeological Parks

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

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

d. Site Planning and Design

- Extraordinary Innovation

  - site design
  - energy conservation

- Detailed Site Design

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

# FAIRFAX CENTER AREA-WIDE RECOMMENDATIONS

## LAND USE

The Fairfax Center Area Plan recommends a range of development levels to guide development within the land units of the area. To obtain the more intense uses and greater densities, applicants must provide commensurate facilities and amenities. To develop the land to its fullest potential at the overlay level, parcel consolidation must be achieved. It is intended that such parcel consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Fairfax Center Area Plan.

Mixed-use developments are encouraged within the Suburban Center area of Fairfax Center. Design review mechanisms are used to implement Plan recommendations in order to assure a standard of excellence for development throughout the area.

All land uses should reinforce the overall goals and objectives of the Plan in both their type and arrangement and should relate positively to the transportation and existing and proposed open space systems, as well as to one another, in order to achieve the highest collective Plan quality.

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. 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, a policy reaffirmed by the Board of Supervisors in May 1989.

Existing spot commercial uses along Routes 29 and 50 are inconsistent with the 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 Route 29, and land planned for office use in Sub-unit U1, no additional land should be used for commercial purposes along Route 29 in Land Units L, M, O, R, S, T, or U. Along Route 50, no additional commercial uses should be allowed west of the Suburban Center Core Area in Land Units E and D along the south side of Route 50, and west of the County Police station in Land Unit A along the north side of Route 50. In addition, retail centers should only be sited in planned retail center locations.

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

Open space definition through the planning of the continuous linear park along Monument Drive and the east-west subconnector and other pedestrian/bicycle systems throughout the area is desirable; these systems buffer development clusters and provide recreational and transportation opportunities. Fairfax County currently encourages the formation of stream valley parks, and actively pursues a policy of the protection of environmental quality corridors.

### Buffers

Buffer needs between potentially incompatible land uses can occur at various scales--area-wide and land unit specific. At the area-wide scale, the buffer mechanism can be land use types and/or intensities planned in positive relationships to one another. It is expected that transitions and buffers will occur so that the peripheral land uses of the area would be compatible in type and intensity to the adjoining areas outside the area confines so that existing residential neighborhoods will be protected. At an individual land unit scale, land use buffering should be encouraged wherever possible. The use of setbacks, berms, and vegetative or structural (walls and fences) screens at this scale is recommended as a buffer treatment.

### Planting and Landscaping

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

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

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

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

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

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

An applicant 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;
- Major plaza/Minor plaza; and
- Other public open spaces.

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

Planting design for parking lots and screening/buffering should be, at a minimum, in accordance with the Landscaping and Screening Ordinance. Shade trees should be used in parking lots for energy conservation purposes.

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

Energy Efficient Planning and Design

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

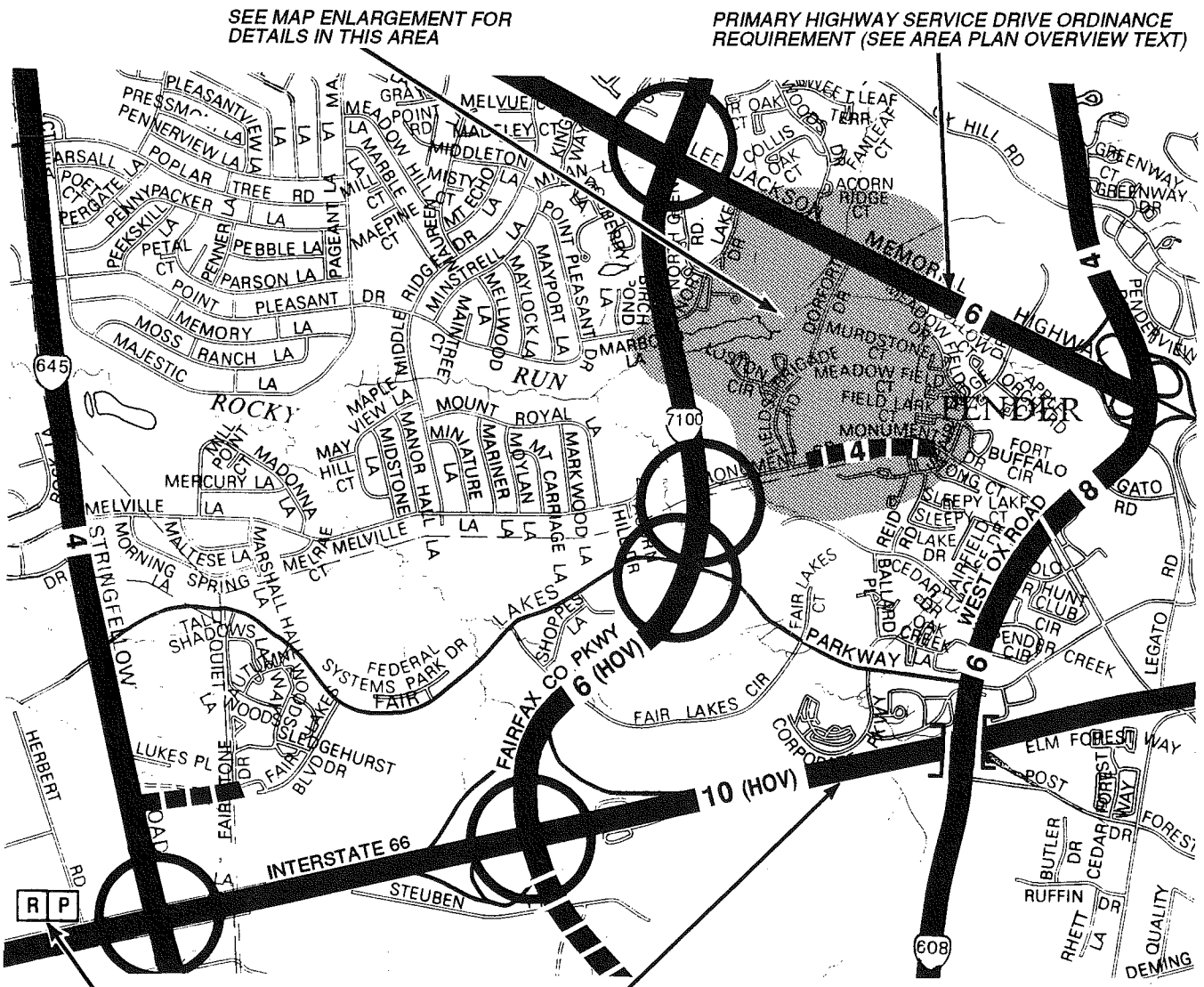
- Encourage greater use of active and passive solar energy. The use of active solar energy equipment, facilities and devices should be encouraged to the extent possible. Their design and location should be well considered so as not to create an unsightly view. Passive architectural design measures such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

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

  - Shading of parking lots and other large paved areas to reduce the cooling demands of adjacent buildings. Shaded parking lots are also welcomed by motorists in the summer.
  - Providing summer shade and winter warmth by using deciduous trees, and protecting the north facade with an evergreen windbreak.

## TRANSPORTATION

Transportation recommendations for the Fairfax Center Area are shown on Figures 52 through 58. In some instances, more detail is provided in the land use recommendations section. .




## TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)

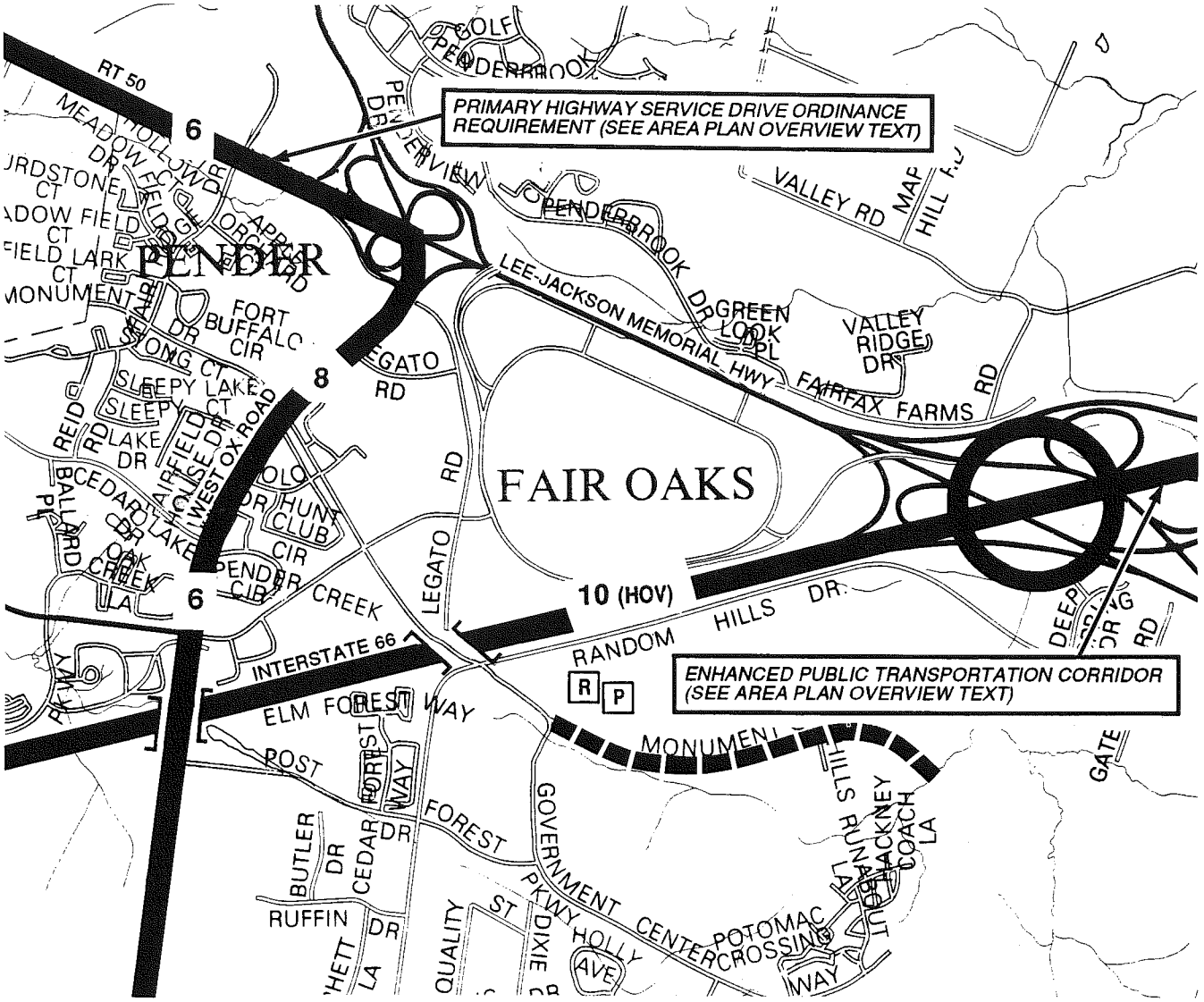
○ CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

→ PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

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

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

| FAIRFAX COUNTY | TRANSPORTATION RECOMMENDATIONS<br>FAIRFAX CENTER AREA (NORTHWEST) | FIGURE<br>52 |
|---|---|---|




TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)

○ CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

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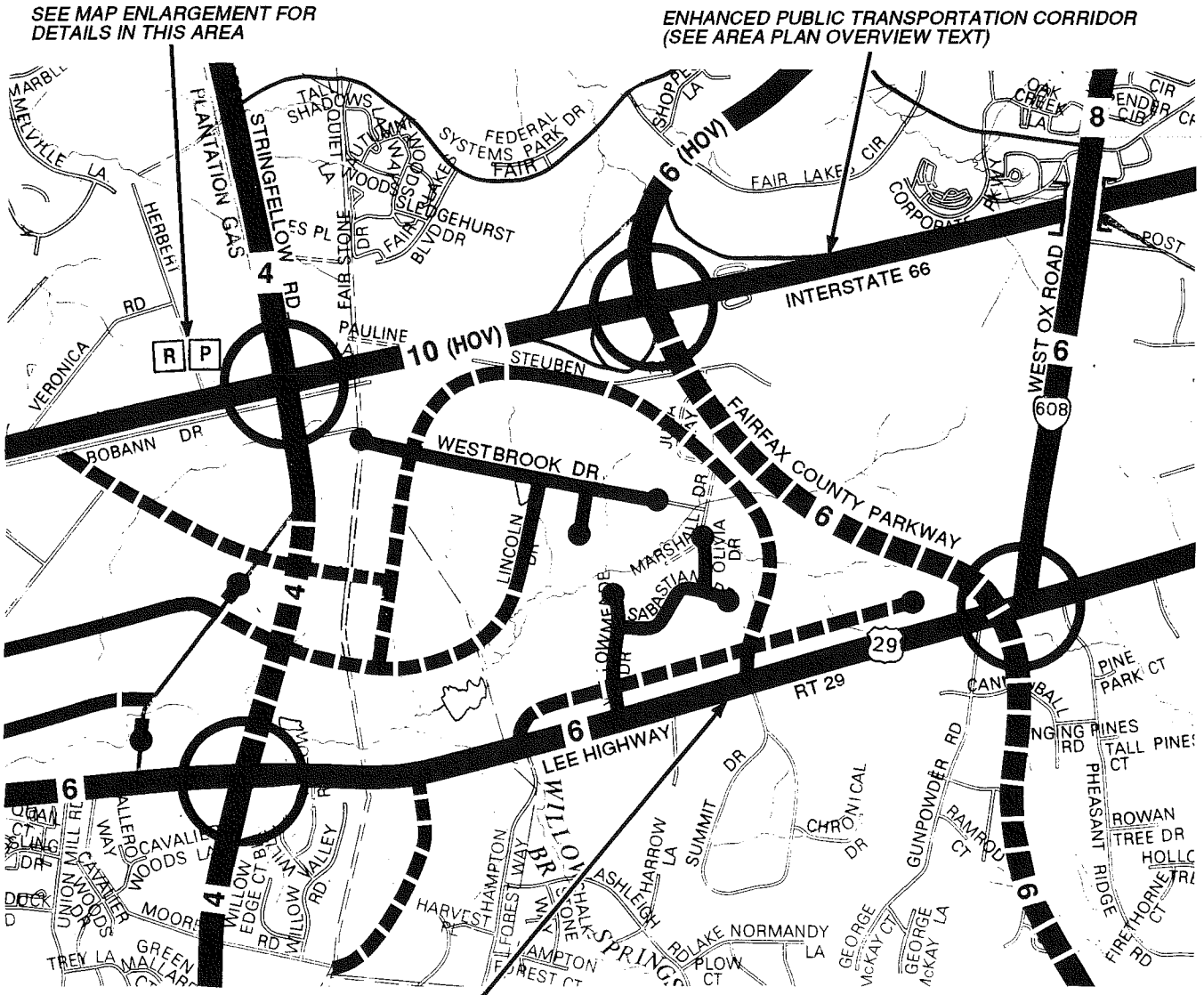
HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

| FAIRFAX COUNTY | TRANSPORTATION RECOMMENDATIONS<br>FAIRFAX CENTER AREA (NORTHEAST) | FIGURE<br>53 |
|---|---|---|




## TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)

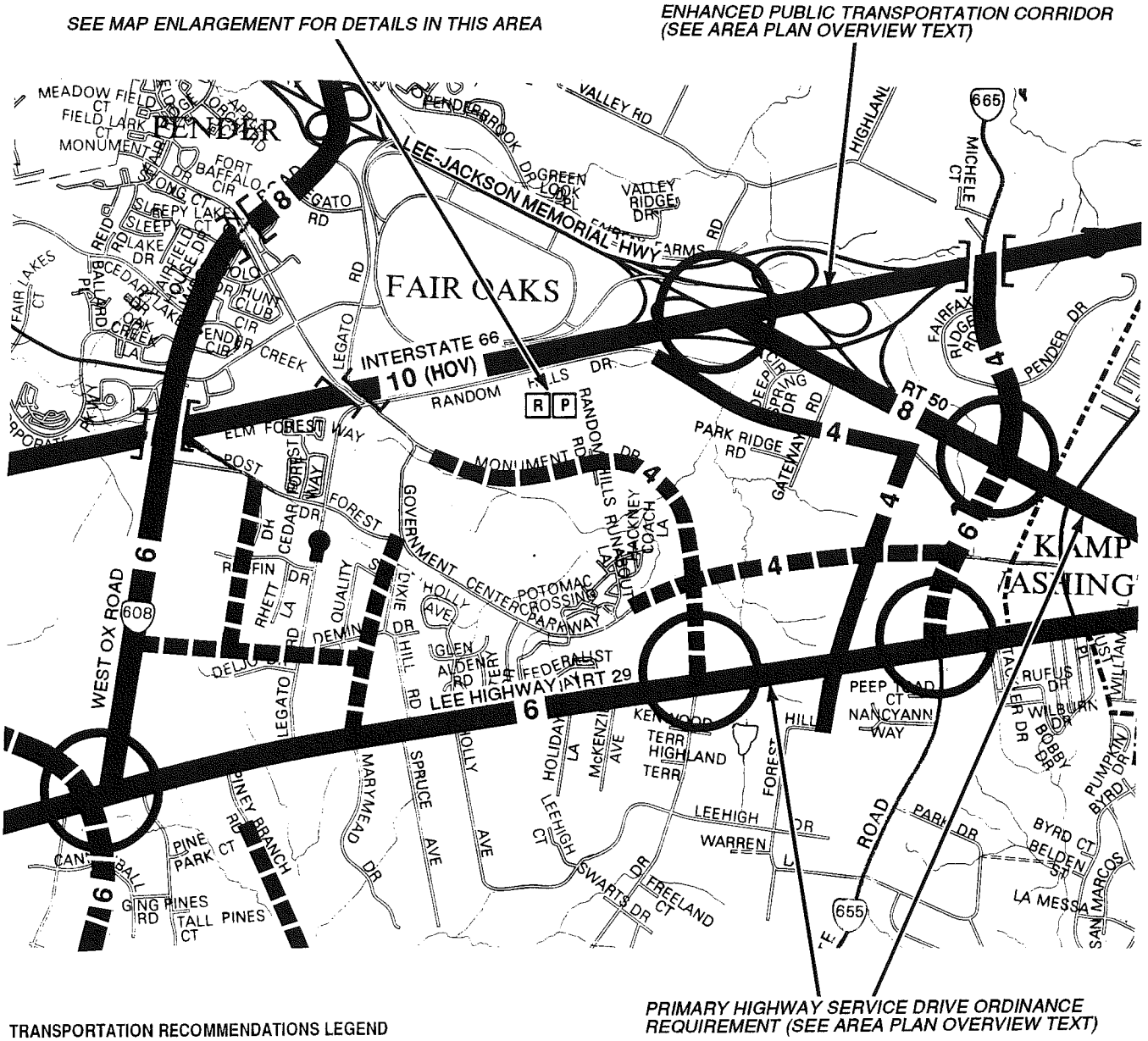
○ CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

→ PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

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

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

| FAIRFAX COUNTY | TRANSPORTATION RECOMMENDATIONS<br>FAIRFAX CENTER AREA (SOUTHWEST) | FIGURE<br>54 |
|---|---|---|




## TRANSPORTATION RECOMMENDATIONS LEGEND

● ROAD AND HIGHWAY FACILITIES

ARTERIAL — COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)

CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

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

● PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)

T — TRANSIT TRANSFER CENTER (NO PARKING)

R — RAIL STATION

P — COMMUTER PARKING LOT

C — COMMUTER RAIL STATION

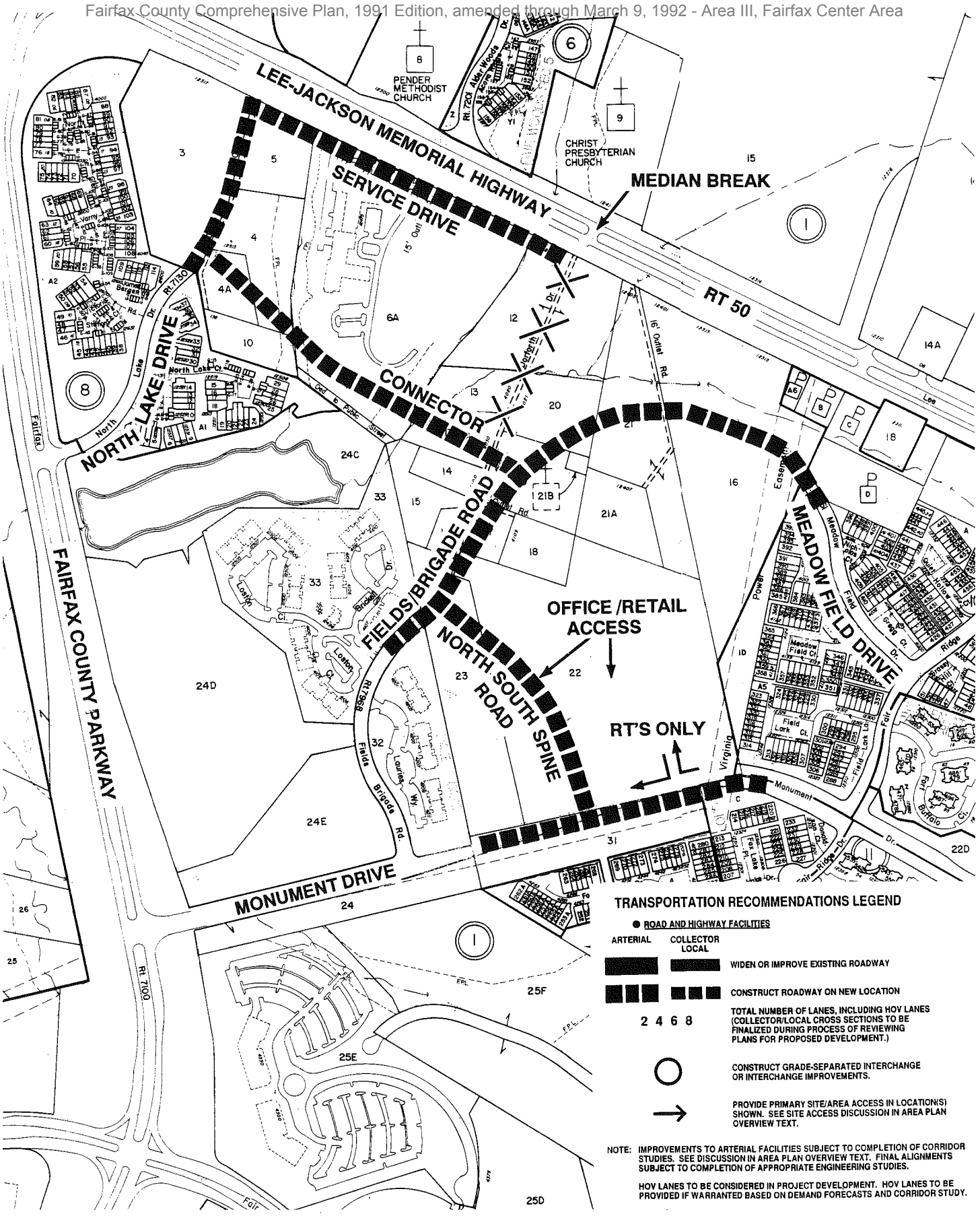
M — METRO STATION

FAIRFAX COUNTY

# TRANSPORTATION RECOMMENDATIONS

## FAIRFAX CENTER AREA (SOUTHEAST)

FIGURE 55

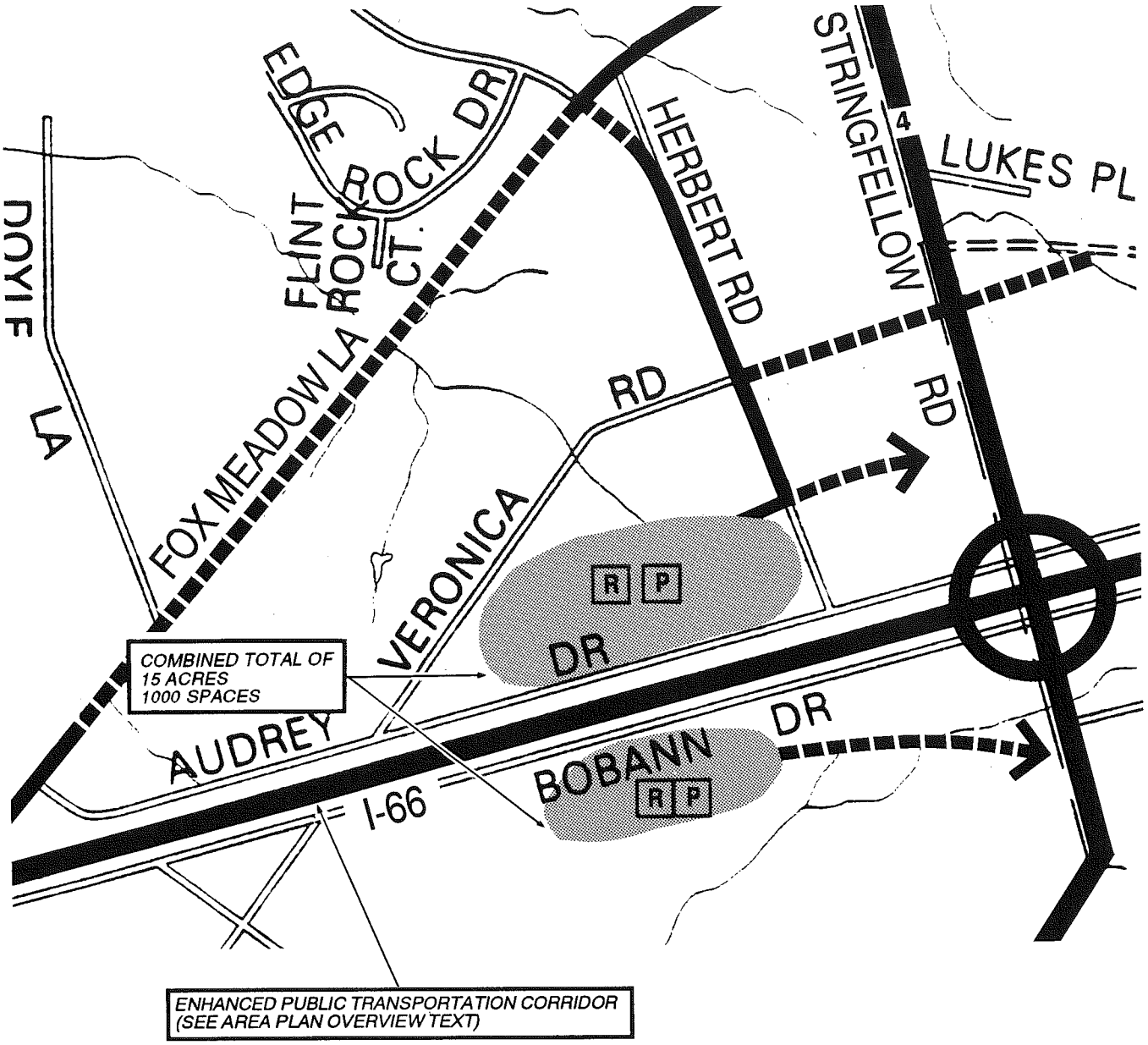



FAIRFAX COUNTY

# CIRCULATION PLAN FOR LAND UNIT E

FAIRFAX CENTER AREA

FIGURE 56




TRANSPORTATION RECOMMENDATIONS LEGEND

● PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)

- T TRANSIT TRANSFER CENTER (NO PARKING)
- R RAIL STATION
- P COMMUTER PARKING LOT
- C COMMUTER RAIL STATION
- M METRO STATION

● ROAD AND HIGHWAY FACILITIES

ARTERIAL COLLECTOR LOCAL

WIDEN OR IMPROVE EXISTING ROADWAY

CONSTRUCT ROADWAY ON NEW LOCATION

2 4 6 8 TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT.)

CONSTRUCT GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS.

→ PROVIDE PRIMARY SITE/AREA ACCESS IN LOCATION(S) SHOWN. SEE SITE ACCESS DISCUSSION IN AREA PLAN OVERVIEW TEXT.

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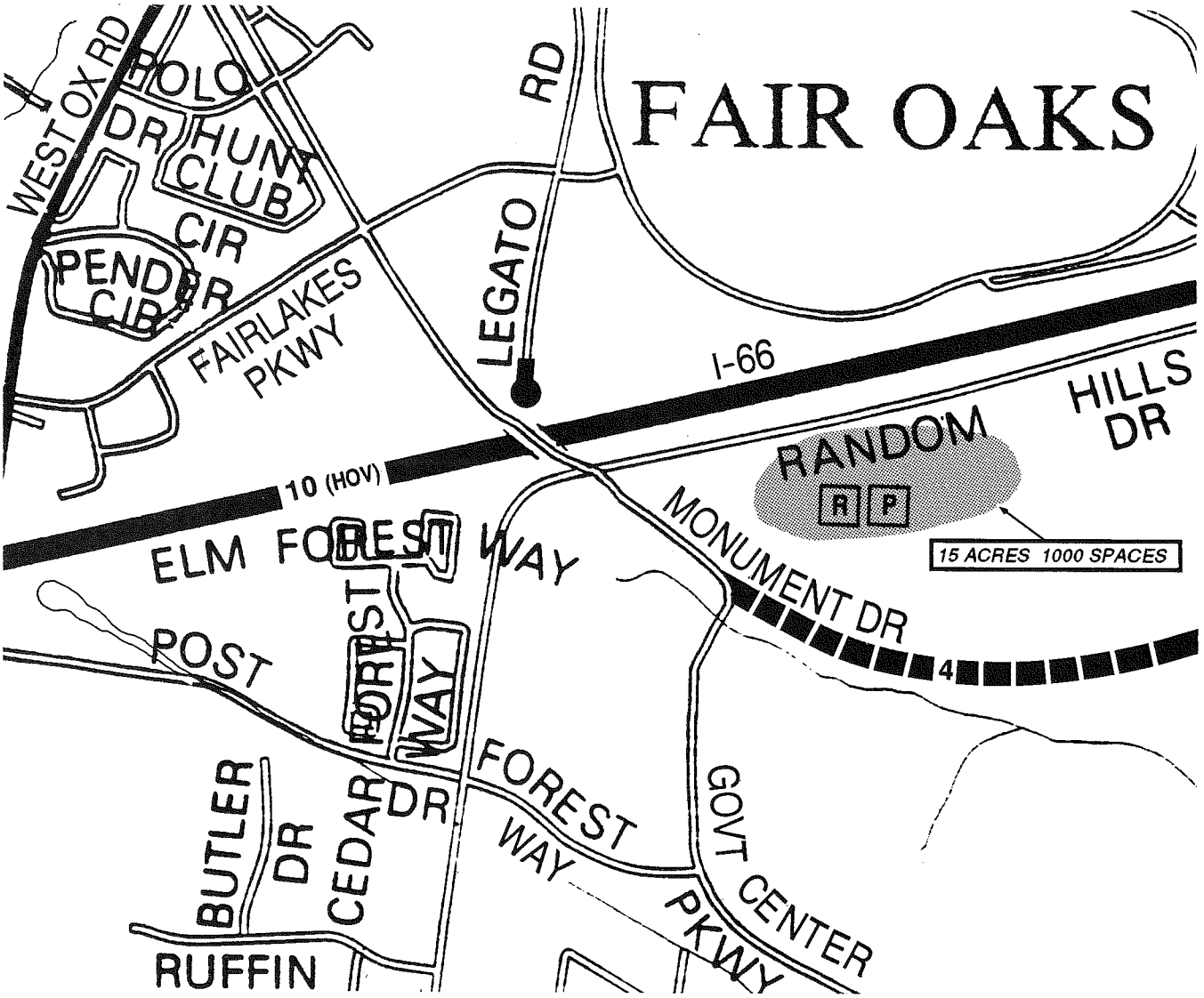
HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

| FAIRFAX COUNTY | TRANSIT FACILITY RECOMMENDATIONS<br>FAIRFAX CENTER AREA | FIGURE<br>57 |
|---|---|---|




TRANSPORTATION RECOMMENDATIONS LEGEND

- PUBLIC TRANSPORTATION FACILITIES (SEE PLAN OVERVIEW TEXT)
  - T TRANSIT TRANSFER CENTER (NO PARKING)
  - R RAIL STATION
  - P COMMUTER PARKING LOT
  - C COMMUTER RAIL STATION
  - M METRO STATION

| FAIRFAX COUNTY | TRANSIT FACILITY RECOMMENDATIONS<br>FAIRFAX CENTER AREA | FIGURE<br>58 |
|---|---|---|

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

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

Fairfax Center Area-wide Elements

Basic to the mixed-use center concept is the provision of various transportation alternatives. Although quality road and pedestrian systems are provided, public transit system development is necessary to complement these systems and to reduce the total volume of vehicular trips within and to and from the area. Mixed land uses in densely clustered arrangements make it attractive to extend the mass transit system from the east, along I-66. As a result of the planned study of the Enhanced Public Transportation Corridor along I-66, additional options may prove to be beneficial to the area. Other private transit modes should be developed such as corporate car/vanpool programs or taxi service, among others.

The expansion of Metrobus service to the area would require commuter transfer areas featuring parking lots, drop-off zones, bus loading zones, shelters, benches, sign and lighting systems, pedestrian systems, landscaping and other amenities (e.g., telephones, restrooms, bike racks, information kiosks, and drinking fountains).

It is expected that bus loading zones and pedestrian access systems to the future Metrorail stations be provided by the developer as well as dedication of land for rail stations and commuter parking lots. Bus shelters and commuter parking lot provisions by developers are considered minor development elements. Major development elements are Metrorail parking lots, and local shuttle bus systems.

Roadway Improvements

Roadway improvements for the Fairfax Center Area are shown on Figures 52-58. The improvements represent countywide elements as well as improvements specific to the Fairfax Center Area. The improvements follow the function classification hierarchy as described in the Policy Plan. The following paragraphs provide additional detail on the planned roadway improvements in the Fairfax Center Area.

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

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

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

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

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

Implementation Aspects

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

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

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

Access Management

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

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

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

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

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

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

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

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

- consolidation of driveways (common driveways, pipestems, etc.) and points of access;
- re-orientation of entrance/access;
- construction of new interparcel roads; and
- redevelopment/consolidation of parcels.

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

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

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

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

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

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

- the preponderance of small parcels under separate ownership located along major roadways;
- the irregular shapes of parcels;
- design constraints (e.g. minimum crossover spacing);
- existing locations of land uses, buildings, and roadway system; and
- topography and/or environmental limitations.

Notwithstanding the objective to minimize the use of service drives, the implementation of these facilities requires guidelines for access planning of development. Except for the collector-distributor road along I-66, there area two types of service drives planned for the Fairfax Center Area:

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

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

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

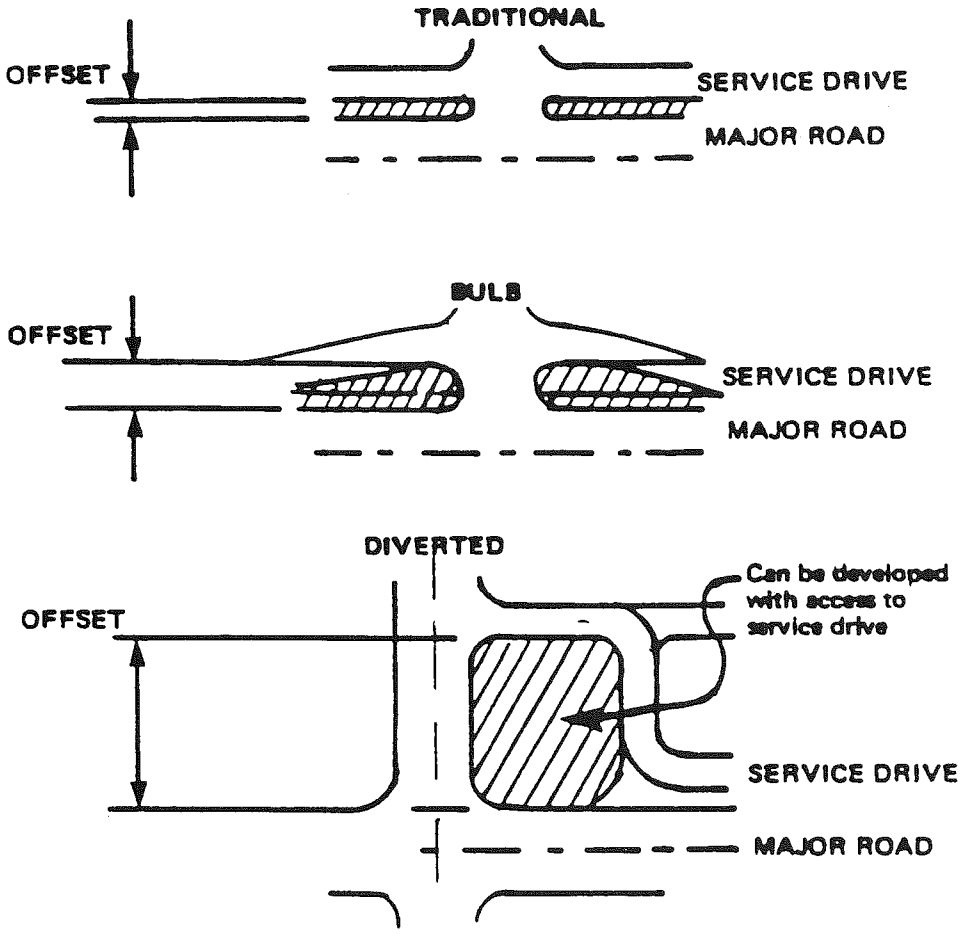
Traditional, bulb, and diverted designs are shown schematically on Figure 59.

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

## Pedestrian and Bicycle Systems

Pedestrian and bicycle travel constitute major forms of transportation in the Fairfax Center Area, providing access to employment, commercial, and community land uses. The relatively compact scale of the area and the use of planned development districts are particularly well suited to nonmotorized transportation. Optimum utilization of pedestrian and bicycle modes provides benefits in fuel savings, reduced air pollution, and reduced traffic congestion.

Coordinated walkway networks are fundamental as well as essential and should be required of all development in the Fairfax Center Area. Comprehensive, coordinated walkway networks shall 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. High volume and high speed roadway intersection control and design should accommodate pedestrians through the use of




FAIRFAX COUNTY

SERVICE DRIVE TYPES
FAIRFAX CENTER AREA

FIGURE 59

pedestrian crossings, walkway incorporation 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. Local roadway networks that are designed to discourage automotive through travel should allow nonmotorized through travel via cul-de-sac connections. Plazas should be located at the focal points of major commercial or high density residential developments where walkways converge. Pedestrian circulation should be provided through and from parking lots, and to transit stops. Walkway width and clearance integrity should not be reduced or comprised by utility poles, mail boxes, etc. These devices should be located on utility strips between curbs or road shoulders and walkways.

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

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

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

### Parking Management Guidelines

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

- On-street parking is not recommended on the arterial roadway system, subconnectors, or service drives;
- Whenever possible, shared parking should be encouraged and applications critically evaluated during the development process;
- Capabilities for future parking expansion (e.g., parking structures which can accommodate additional levels) should be considered during the evaluation of applications for parking reductions due to shared parking;
- Seasonal parking demands and special measures (use of grass open space) should be considered in the review of parking requirements for all non-residential uses; and
- The location of off-street parking should be coordinated with existing public transportation and pedestrian systems.

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

## HOUSING

A list of existing, under construction, and proposed assisted housing for the Fairfax Center Area is shown on Figure 60. Assisted housing includes programs which limit the amount of rent and/or the eligibility of occupants based on income. The following programs are included as "assisted housing":

- Housing units owned by the Fairfax County Redevelopment and Housing Authority (FCRHA) and managed by the Department of Housing and Community Development under the Federal Public Housing program or the locally funded 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. Also, privately owned group homes assisted by grants or loans from the County's Community Development Block Grant or Housing Trust Fund;

# FIGURE 60

## FAIRFAX CENTER AREA

## ASSISTED HOUSING

(Occupied or Under Construction, as of December 31, 1990)

| Location | Land Unit Sub-Unit | Number of Assisted Units | Type of Program |
|---|---|---|---|
| Fairfield<br>West Ox Road | I5 | 12* | Private Rental |
| Fairfield House<br>West Ox Road | I2 | 19* | MIDS |
| Penderbrook<br>Penderbrook Drive | B | 48 | Fairfax County Rental |

### PROPOSED ASSISTED HOUSING

(As of December 31, 1990)

| Location | Land Unit Sub-Unit | Number of Assisted Units | Type of Program |
|---|---|---|---|
| Stevenson Street Site<br>Stevenson Street | Q10 | 100 | Working Singles Housing Program |
| Fairfax Corner<br>Random Hills Road | P2 | 67 | Public Housing/FCRP |
| Price Club<br>West Ox Road | O4 | 6 | Unknown |
| Random Hills<br>Random Hills & Ridgetop Road | Q1 | 40 | Unknown |
| Cedar Lakes<br>Hanger Road | I2 | 39/78 | 39 Private Rental or 78 MIDS (optional purchase by FCRHA) |

* Scattered Units

- Federal Section 8 project based rent subsidy units;
- Units subsidized under Federal mortgage subsidy programs including Section 202, Section 221(d)(3), Section 235 or Section 236. These units may be publicly owned but most are owned by private or nonprofit entities;
- Industrial Development Bond (IDB) units which were subsidized with financing from the FCRHA where a portion of the units must have reduced rents for tenants who meet income eligibility requirements;
- Private Rental program units which have similar restrictions to the IDB subsidized units as a result of zoning proffers, but where no special financing or direct subsidies are received;
- Nonprofit rental units, owned by private entities, which were assisted with loans or grants from the Community Development Block Grant or Housing Trust Fund; and
- 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.

Some development are limited to occupancy by elderly or handicapped persons. 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 rental certificate or voucher 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 generates a set of environmental concerns that should be considered when land proposals are evaluated. Development that has taken place over the last ten years of rapid growth in this area has occurred primarily on sites with few environmental constraints. Future development activity may occur mostly on land less suitable for development due to environmental and market constraints. Environmental policies for the Fairfax Center Area must be tailored to protect the resources on these more difficult sites.

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 these watersheds except Difficult Run are tributaries to the Occoquan Reservoir water supply. Difficult Run has been designated as a critical environmental area by the Commonwealth and the County in recognition of the serious threat that development makes on water quality, wildlife habitats and preservation of flora and fauna. Difficult Run plays an important role in the water quality of the Chesapeake Bay.

Development in the Fairfax Center Area has adversely impacted the ability of the headwaters to fulfill the functional role in maintaining water quality by altering the naturally occurring intermittent streams, changing the natural topography, and replacing porous landscapes with impervious surfaces. The combined effects of these activities has induced increased scouring of stream channels and an influx of water pollutants. Earthwork, reduction in vegetation cover, and increased rate of run-off resulting from the use of impervious surface materials can result in erosion and increased sedimentation of the stream system. Water quality, stream profiles, and vegetated wildlife habitats along stream edges may be adversely affected. There are numerous available techniques of siting, choice of materials, construction methods and water quality management practices, including stormwater best management practices and preservation or restoration of the stream valley Environmental Quality Corridor (EQC) system, that can assure the preservation of the Difficult Run watershed. These techniques must be used in all development projects within the area.

Due to its watershed divide location, the Fairfax Center Area streams are small with intermittent channels predominating. Much of the area is relatively flat with some shallow soils. These conditions suggest the presence of freshwater wetlands, particularly where hydric soils are found. The Fairfax Center Area also has vacant parcels with areas of upland hardwoods. Some of the newly developed areas also have large hardwood stands. Wildlife is evident in the stream channels, the wetlands, forested areas, and meadows. Due to road construction and subsequent development, much of the remaining habitat is fragmented. The ecological resources of this area should be enhanced through the development process by means of restoring an enlarged EQC system that incorporates headwater streams, wetlands, and connected patches of upland hardwoods and other habitat types. All wetlands are to be preserved in their natural state, or their loss fully mitigated 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. 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 runoff should be provided by retention ponds and other Best Management Practices (BMPs). Every effort should be made to assure that streams will not flood and cause damage to neighborhoods and homes due to future construction in undeveloped areas.

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 land use densities. As development becomes more intense and higher percentages of the land surface are paved, pollution concentrations in the urban stormwater runoff increase drastically. This nonpoint source pollution can be reduced by the implementation of BMPs. All projects within the area must abide by the BMPs criteria for nonpoint source pollution control, as adopted by the Board of Supervisors, in an effort to achieve water quality goals. Included in these practices are sedimentation control, stormwater detention (modified as per BMPs), stormwater retention and detention, infiltration trenches, porous pavement usage, paved surface cleaning practices, erosion control, cluster development, grass swales and vegetation filter strips.

There is a need to minimize, if not eliminate, point source pollution within the area. These sources of pollution can have severe effects on water quality, and can become health hazards, particularly when pollutants permeate into the ground water supply. When this occurs in an aquifer, drinking water can be severely affected. The inclusion of facilities which may generate point source pollution must be studied carefully within the planning process. In addition, mitigation methods must be employed for all situations where point source pollution may present a problem within the area.

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

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

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

- Provide for the regional stormwater management ponds according to the Regional Stormwater Management Plan. Discourage the use of on-site stormwater management techniques in lieu of a regional alternative. In headwaters areas with suitable soils, infiltration techniques may be appropriate; and

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

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.

## HERITAGE RESOURCES

The Fairfax Center Area contains both known and potential heritage resources. A list of those heritage resources included on Fairfax County's Inventory of Historic Sites as of March 1991 is listed on Figure 61. The Inventory is open-ended and continues to grow. For information about these and other historic sites, consult the Fairfax County Heritage Resources Office.

Basic countywide heritage resource preservation policies are applicable throughout the Fairfax Center Area. Site designs that minimize the disturbance or destruction of significant heritage resources are desired. In cases in which disturbance or destruction of such resources cannot be avoided, appropriate recovery and recording of the resources is an acceptable alternative.

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

The right-of-way for the pre-Civil War Manassas Gap Railroad transverses portions of the O, P, U, and V Land Units. 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 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.

The historic site commemorating the Ox Hill Memorial Markers should be expanded and dedicated to the Fairfax County Park Authority as an historic park. In addition, 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 on the National or Virginia Landmarks Register are also shown on Figure 61, 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 Historic Overlay Districts promote the recognition of architecturally or historically significant property. 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 architectural or historic 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. Designation does not preclude demolition.

The Virginia Landmarks Register and National Register of Historic Places also officially recognize properties meeting appropriate criteria. Like the County Inventory, recognition does not prohibit demolition. Inclusion on the respective register does, however, require that any State or Federally funded or sanctioned action that would have an adverse effect on a listed property be reviewed by the appropriate State or Federal preservation agency.

The 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.

# FIGURE 61

## INVENTORY OF HISTORIC SITES

## FAIRFAX CENTER AREA

| Name | Address | Parcel Number | Date |
|---|---|---|---|
| Ox Hill Memorial Markers | Monument Drive<br>Fairfax | 46-3 ((1)) 32 | c. 1915 |
| Woodaman House | 12816 Westbrook<br>Fairfax | 55-2 ((3) E2 | c. 1790 + 1880 |

## 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 62. 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 15.1-456 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.

A number of 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 456 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 456 Review public hearing. The following public facilities are identified as future needs in the Fairfax Center Area:

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

2. Provide the necessary County administrative facilities at the new Government Center located at Forum Drive and Route 29 in Sub-unit P1.

3. Construct a fire and rescue station on the north side of Route 29 at Legato Road in Sub-unit O1. This station should contain a Platform on Demand (POD) for storage of specialized equipment.

4. Provide two additional bays at the existing Fair Oaks Fire and Rescue Station located on the north side of Route 50 just west of West Ox Road in Sub-unit A7.

5. Expand the Boys' Probation Home to 22 beds. This facility is located on Parcel 56-4((1))11 on the west side of Shirley Gate Road in Sub-unit V1.

6. Expand the Girls' Probation Home to 24 beds. This facility is located on Parcel 55-4((1))10 on the north side of Route 29 in Sub-unit M2.

7. Expand the I-66 Solid Waste Transfer Station at its existing site on West Ox Road in Sub-unit N3 by adding 11 bays, 27,000 square feet of tipping floor, three loading hoppers and one additional loading lane to meet current and future needs. The expansion should also include an addition to the existing office building. The Citizens Trash Disposal and Recycling Facility must be relocated from its present location to another on this site to accommodate the expansion of the Solid Waste Transfer Station. This citizens facility must be operational prior to the expansion of the Solid Waste Transfer Station to provide uninterrupted service to citizens.

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

## PARKS AND RECREATION

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

The linear park along Monument Drive and the Environmental Quality Corridors radiating outward from the headwaters of several stream valleys within the Fairfax Center Area should form the backbone of a major greenway system centrally located in the County. Major stream valleys within the Fairfax Center Area are Difficult Run, Big Rocky Run, and Little Rocky Run. The boundaries of the linear park along Monument Drive being developed by the private sector should be clearly delineated to show its relationship to other park and recreation elements.

# FIGURE 62

## FAIRFAX CENTER AREA

## EXISTING PUBLIC FACILITIES

| Land Unit | Schools | Libraries | Public Safety | Human Services | Public Utilities | Other Public Facilities |
|---|---|---|---|---|---|---|
| A | | | Fair Oaks Police and Fire Station | | VEPCO Substation | |
| B | | | | | Sanitary Sewage Pumping Station | |
| J | | Fair Oaks Mall Mini | | | | DMV Express |
| K | | | | | Sanitary Sewage Pumping Station | |
| M | | | Girls' Probation Home | | | |
| N | | | Animal Shelter<br>West Ox EMTA<br>Fire Training<br>Police Heliport | | I-66 Transfer Station<br>Recycling Drop-off Facility<br>*VDOT Maint. Yard | *Camp 30 (VA) |
| P | | | | | Sanitary Sewage Pumping Station | |
| V | | | Boys' Probation Home | | | |

*Federal and State facilities are not subject to the 456 review process.

Development of the Countywide Trail System will eventually provide 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. Provision of safe pedestrian and bike crossing at major roads is therefore essential.

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.

Neighborhood Parks

On-site Neighborhood Park facilities should be provided as part of all planned residential development. In addition to the linear park along Monument Drive, other urban parks in the form of plazas at major road intersections and other locations are recommended as integral features of the Fairfax Center Area to be developed primarily by the private sector. Planning and program support should be provided by public agencies.

Community and District Parks

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

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

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

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

Countywide Parks

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

- Ox Hill Park, the site of the Ox Hill Memorial Markers, should be administered by the Fairfax County Park Authority and developed to commemorate this major Civil War engagement; and
- Penderbrook Golf Course, a privately operated facility open to the public.

## TRAILS

Trails planned for this area are delineated on Figure 63 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the sector. In addition, the map specifies either a pedestrian, bicycle or equestrian classification for each segment which represents the desired ultimate function of that trail. Specific construction requirements are detailed in the Public Facilities Manual.

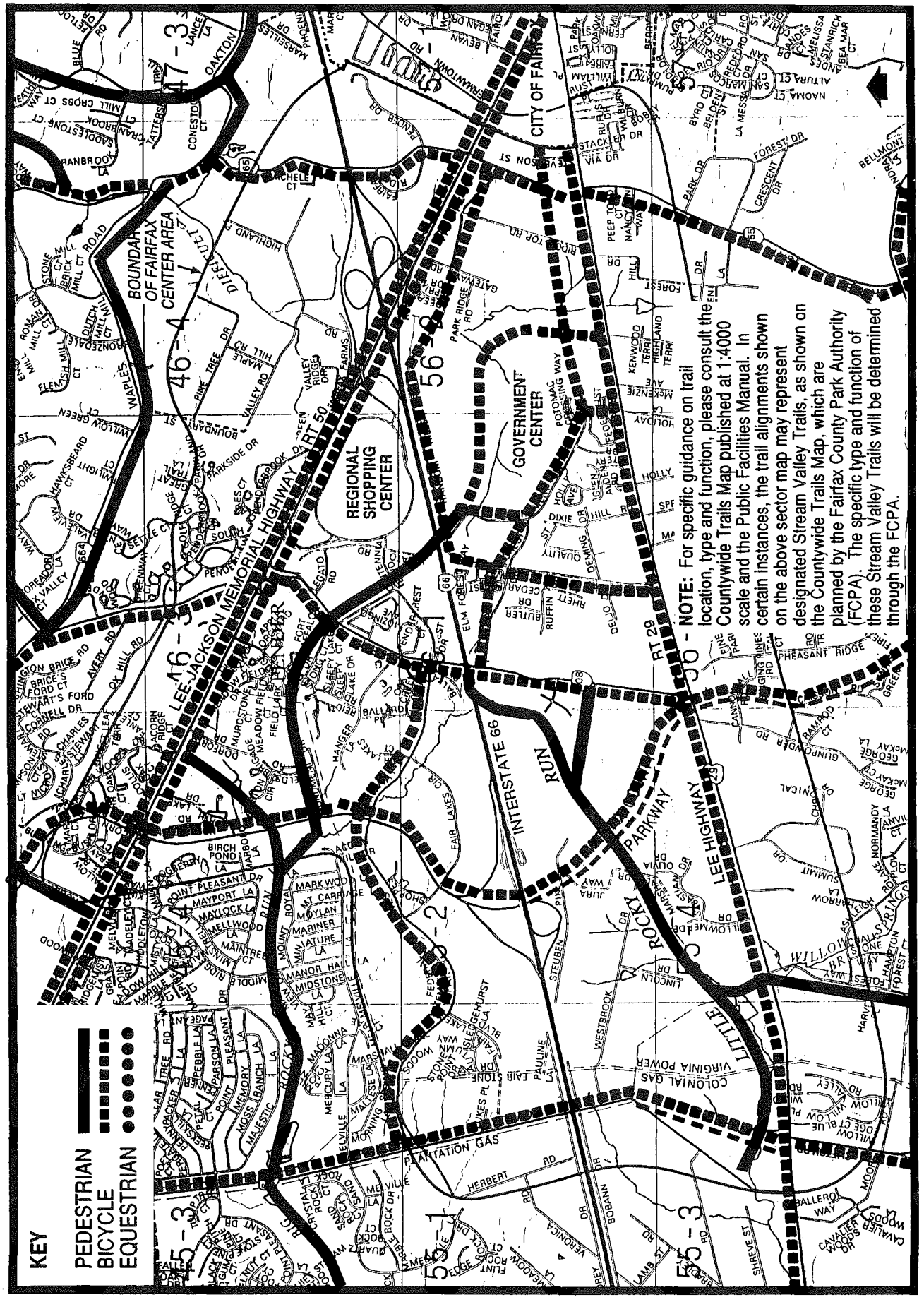



FIGURE 63

FAIRFAX CENTER AREA
RECOMMENDED TRAILS PLAN

FAIRFAX COUNTY

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. High volume and high speed roadway intersection control and design should accommodate pedestrians through the use of separate pedestrian grade-separated crossings, walkway incorporation into roadway grade separations, pedestrian activated signals and crosswalks. Local roadway networks that are designed to discourage automotive through travel should allow nonmotorized through travel via cul-de-sac connections. Plazas should be located at the focal points of major commercial or high density residential developments where walkways converge. Pedestrian circulation should be provided through and from parking lots, and to transit stops.

# LAND USE PLAN RECOMMENDATIONS - THE OVERLAY LEVEL

## LAND USE

The land use assignments and intensities at the overlay level represent the preferred option for development if the major development conditions, particularly provision of substantial transportation improvements, are satisfied. The overlay level is based upon a single core concept. In this concept the core area contains the most intense mixed-use development. The core area includes all of Land Unit J and Sub-unit I5. This core area is located west of the 50/I-66 interchange, south of Route 50, and north of I-66. The core consists of the 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 overlay level represents a level of intensity achievable only in conjunction with the provision of substantial development elements. As such, it is a planning goal, rather than a prediction of the level of development that will be realized in the area. The intensity incentive philosophy is the underlying premise for setting development levels within the area.

The baseline level represents the minimum level of density/intensity in the three-tiered implementation approach. The baseline level is substantially low density residential in character. All development at the baseline level should satisfy the applicable baseline development elements.

The intermediate level represents a possible mid-range of intensity achievable through the provision of applicable development elements. The intermediate level depicted in the land use summary chart is illustrative of only one of many potential development scenarios.

The overlay level recognizes the potential of the Fairfax Center Area to develop into a major mixed-use center in the County. Concentrations of multi-family 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 lettered A through V (See Figure 64). The following recommendations are presented on an individual land unit and sub-unit basis. To describe these recommendations fully, each unit is described through the use of the following elements:

1. Plan Text: Specific Plan text recommendations and considerations for the development of each specific land unit are included. The Plan text for each land unit refers to the maximum intensity allowed with the overlay level.

2. Land Use Summary Chart: This chart represents the key linkage mechanism between the Plan and the proposed performance criteria for the development of that Plan. The charts summarize the use and density/intensity recommendations for each land unit.

   Office/mix: Predominantly office mixed with other associated commercial activities limited to those allowed in the County's PDC 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 mixed with supporting retail and service activities within the limits set forth in the County's PDH 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

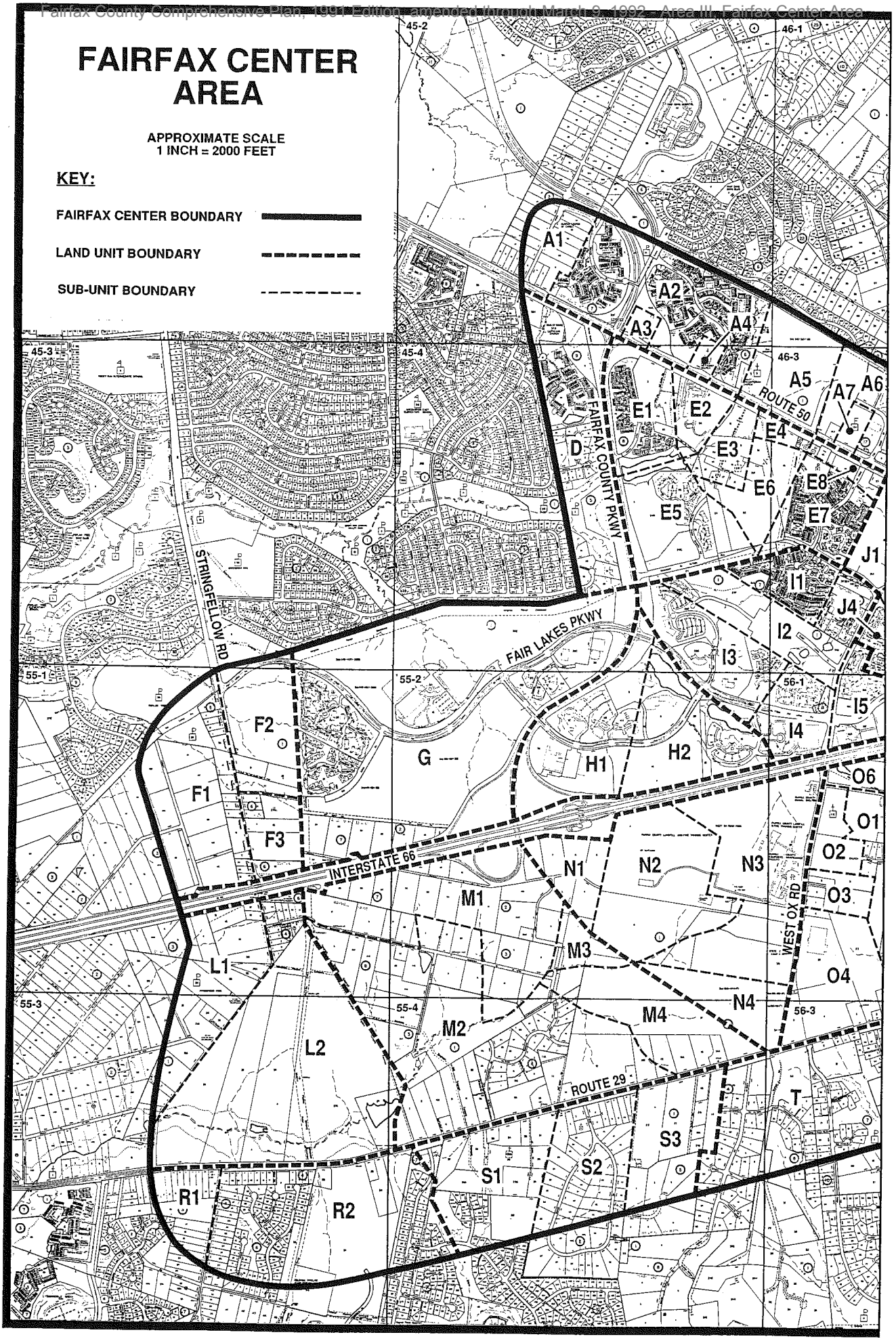
APPROXIMATE SCALE
1 INCH = 2000 FEET

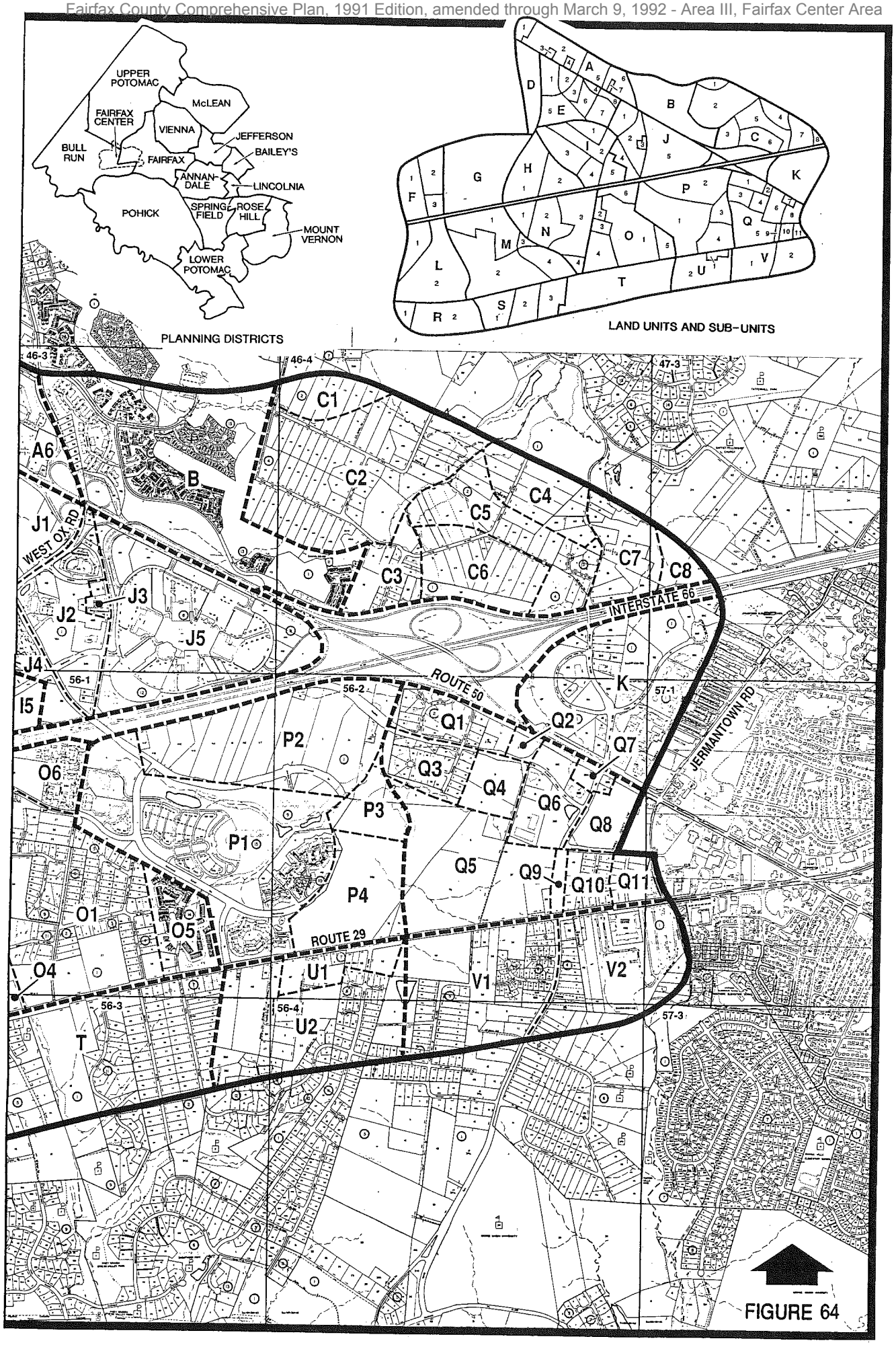
**KEY:**

FAIRFAX CENTER BOUNDARY

LAND UNIT BOUNDARY

SUB-UNIT BOUNDARY




UPPER POTOMAC
McLEAN
FAIRFAX CENTER
VIENNA
JEFFERSON
BULL RUN
FAIRFAX
BAILEY'S
ANNAN-DALE
LINCOLNIA
POHICK
SPRING-FIELD
ROSE HILL
MOUNT VERNON
LOWER POTOMAC
PLANNING DISTRICTS
LAND UNITS AND SUB-UNITS
WEST OX RD
INTERSTATE 66
ROUTE 50
ROUTE 29
JERMANTOWN RD
46-3
46-4
47-3
56-1
56-2
56-3
56-4
57-1
57-3
FIGURE 64

# LAND UNIT A

## CHARACTER

This land unit is located in the northwest quadrant of West Ox Road and Route 50. It extends northward toward Ox Hill Road and westward beyond the Fairfax Parkway to just west of Rugby Road. The eastern portion of the land unit contains the Fifty West office buildings and the Police and Fire Station; the central portion contains the Virginia Power office building, transmission lines, and substation and a service station; and the western portion contains the stable Fairwoods townhouse subdivision with a density of approximately 5 dwelling units per acre. This subdivision is bisected by the Fairfax County Parkway. Further west is part of the Murray Farms single-family detached subdivision. This land unit also contains institutional uses.

## RECOMMENDATIONS

### Land Use

**Sub-unit A1**

This sub-unit contains the portion of the 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. Development of this land unit should be compatible with the stable Fairwoods subdivision immediately to the east. Substantial parcel consolidation is a primary condition for developing the Murray Farms area at the overlay level.

**Sub-unit A2**

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

**Sub-unit A3**

The majority of this sub-unit will be used to accommodate the interchange at the Fairfax County Parkway and Route 50. Any remaining land is planned for 3 dwelling units per acre at the overlay level.

**Sub-unit A4**

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.

**Sub-unit A5**

This sub-unit contains the Virginia Power offices, substation, transmission lines and a church. It is planned for low intensity office development not to exceed a .15 FAR at the overlay level. The existing Virginia Power office building is substantially set back from Route 50 with open space buffers to the north and west. These buffers should not be diminished. The area to the north of this sub-unit along the south side of Ox Hill Road is planned for residential use at 2-3 dwelling units per acre.

**Sub-unit A6**

This sub-unit is planned for low intensity office use at .25 FAR at the overlay level. The area to the north along the south side of Ox Hill Road is planned for residential use at 2-3 dwelling units per acre.

**Sub-unit A7**

This sub-unit is planned for public facilities. The Fair Oaks Fire and Rescue and Police Station is located here.

Public Facilities

Expand the existing Fair Oaks Fire and Rescue Station to meet the future demands for these services.

**LAND UNIT SUMMARY CHART - LAND UNIT A**

| Sub-units | Approximate Acreage |
|---|---|
| A1 | 22 |
| A2 | 79 |
| A3 | 4 |
| A4 | 4 |
| A5 | 35 |
| A6 | 44 |
| A7 | 5 |

| Sub-units | Recommended Land Use | Intensity/Density FAR | Units/Acre |
|---|---|---|---|
| **Baseline Level** | | | |
| A1, A2 | RES | | 2 |
| A3, A4 | RES | | 2 |
| A5, A6 | RES | | 2 |
| A7 | PUBLIC FACILITIES | | |
| **Intermediate Level** | | | |
| A1, A2 | RES | | 3.5 |
| A3, A4 | RES | | 2.5 |
| A5 | OFF | .07 | |
| A6 | OFF | .15 | |
| A7 | PUBLIC FACILITIES | | |
| **Overlay Level** | | | |
| A1 | RES | | 5 |
| A2 | RES/MIX | | 5 |
| A3, A4 | RES | | 3 |
| A5 | OFF | .15 | |
| A6 | OFF | .25 | |
| A7 | PUBLIC FACILITIES | | |

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

## LAND UNIT B

### CHARACTER

This land unit is located in the northeast quadrant of West Ox Road and Route 50. 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

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 B was substantially consolidated to develop a unified residential development that includes a mixture of townhouses and low-rise multi-family 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 Route 50 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 SUMMARY CHART - LAND UNIT B**

| Land Unit | Approximate Acreage |
|---|---|
| B | 163 (322 including the entire golf course) |

| Land Unit | Recommended Land Use | Intensity/Density FAR | Intensity/Density Units/Acre |
|---|---|---|---|
| **Baseline Level** | | | |
| B | RES; GOLF COURSE | | 1 |
| **Intermediate Level** | | | |
| B | RES; GOLF COURSE | | 4 |
| **Overlay Level** | | | |
| B | RES; GOLF COURSE | | 6.6 |

## LAND UNIT C

## CHARACTER

This land unit is located north of the Route 50/I-66 interchange and contains the stable Fairfax Farms residential subdivision and other low density residential development.

# RECOMMENDATIONS

## Land Use

### Sub-units C1, C2, C3, C4, C5, C6, C7, C8

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

## 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 USE SUMMARY CHART - LAND UNIT C**

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

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

## LAND UNIT D

### 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

The Big Rocky Run EQC, including 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.

Parks and Recreation

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

**LAND UNIT SUMMARY CHART - LAND UNIT D**

| Land Unit | Approximate Acreage |
|---|---|
| D | 78 |

| Land Unit | Recommended Land Use | Intensity/Density FAR | Intensity/Density Units/Acre |
|---|---|---|---|
| **Baseline Level** | | | |
| D | RES; PUBLIC PARK | | 2 |
| **Intermediate Level** | | | |
| D | RES; PUBLIC PARK | | 2.5 |
| **Overlay Level** | | | |
| D | RES; PUBLIC PARK | | 3 |

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

## LAND UNIT E

### CHARACTER

This land unit is located between Route 50, the Fairfax County Parkway, Monument Drive and the J1 Sub-unit. It contains part of the stable Fair Ridge residential development, the Manor Care facility for senior citizens, an office building, some older single-family detached homes and the Franklin Bus Company. Residential townhouses that are part of the Fair Lakes development and some additional vacant land are located in the western portion.

# RECOMMENDATIONS

## Land Use

### Sub-units E1, E2, E3, E4, E5, E6, E7

Development in compliance with a substantial number of the following development conditions will be necessary to exceed the baseline level, and development in compliance with all the adopted development conditions will be necessary to exceed the intermediate level. As it will be difficult if not impossible to achieve the required conditions of the intermediate level on individual parcels, any proposed development which does not incorporate adequate consolidation to meet development conditions will need to proceed at or near the baseline level.

#### General Development Conditions

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

- 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. Its dedication to the County is necessary in any related site plan submission. 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, including the shopping center, 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 the E Sub-units should be based upon the following text and is depicted on Figure 56:

- A service drive along Route 50 through Sub-units E1, E2, and E3 west of Dorforth Drive.

- The extension of North Lake Drive through Sub-unit E1 to the service drive along Route 50.

- The extension of Meadow Field Drive to the west, to connect with an extension of Fields Brigade Road.

- The provision of a road from Fields Brigade Road/Meadow Field Drive along the southern boundary of Sub-unit E2 to provide direct interparcel access to Sub-unit E1, allowing for a future connection with North Lake Drive. This right-of-way shall be to the northeast of and entirely outside of the dedicated open space for Fair Lakes Village. At the time of design of this road, appropriate buffers and screening between the roadway and the existing townhouses in the Village of Fair Lakes shall be provided within the right-of-way.

- Two points of access along Monument Drive, including the Fields Brigade Road intersection and a north-south spine road intersection midway between Fields Brigade Road and Fair Ridge Drive.

- A north-south spine road between Monument Drive and the Fields Brigade Road/Meadow Field Drive extension in Sub-unit E6, which serves the support commercial use and minimizes crossing of the EQCs.

- No provision for a direct roadway connection from Route 50 to Fields Brigade Road/Meadow Field Drive in order to discourage cut through traffic desiring to reach the office employment and retail center.

Monument Drive should be completed and open as a public thoroughfare between the Fairfax County Parkway and West Ox Road coincident with any development in these sub-units. Prior to occupancy of the retail center, the following portions of the circulation system should be open to public travel:

- Monument Drive between the Fairfax County Parkway and West Ox Road;
- The interconnection of Fields Brigade Road and Meadow Field Drive;
- The north-south spine road between Monument Drive and the Fields Brigade Road/Meadow Field Drive facility; and
- The roadway connecting the Field Brigade Road/Meadow Field Drive facility to Sub-unit E1 as far west as the western boundary of Sub-unit E2.

In addition to the facilities open for public travel, Dorforth Drive should be discontinued north of the Fields Brigade Road/Meadow Field Drive facility before the retail center is occupied.

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 in a timely manner 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 E1**

To exceed the baseline level, North Lake Drive should be connected both to the service drive along Route 50 and to the western boundary of Sub-unit E2 to align with the planned public road extending westward from the Fields Brigade Road/Meadow Field Drive facility. Any development proposal for this area should incorporate full protection of EQC areas in a natural condition. Any development above the baseline level of development should provide neighborhood park facilities including a playground or tot lot, fitness trail stations, and picnic and open areas.

In the eastern segment of Sub-unit E1, in order to be considered for development at the overlay level of 7 dwelling units per acre, tax map 45-4((5))A, located in Land Unit D, should be dedicated to the Fairfax County Park Authority to meet the need for parkland and to conserve ecological resources. If Parcel A is not dedicated to the Park Authority, then development at the overlay level of 6 dwelling units per acre is appropriate.

**Sub-unit E3 North of the EQC**

To exceed the baseline level, Dorforth Drive should be connected to the service drive along Route 50 to the west in Sub-unit E2. Also, provision for interparcel access should be made to permit Dorforth Drive to be discontinued to the north of the major EQC extending from Sub-unit E1 through Sub-unit E8. A substantial landscaped area should be located along Route 50 consistent with the need for noise attenuation for residential units and the substantial setbacks of developments to the east and west.

**Sub-unit E3 South of the EQC, Western Segment of E6, Southeastern Portion of E5 and Western Segment of E7**

Sufficient land consolidation should be achieved to permit interparcel access such that Dorforth Drive can be discontinued north of the new roads planned for the area.

Adequate land for an active recreation facility, i.e., a ballfield and associated parking (approximately three acres) should be dedicated which is well-sited and well-accessed, preferably along the northern side of the Rocky Run EQC and adjacent to Fair Ridge Park, and which will meet other Fairfax County standards.

A 50-foot wide linear park should be provided along the north side of Monument Drive. This park is essential to the achievement of the Plan objectives for this area.

If all development conditions are met, the overlay level for the area could appropriately include a shopping center adjoining Monument Drive. The shopping center should contain from 120,000 to 130,000 gross square feet, no more than 15 percent of which would be permitted in office use. A site of 11 to 15 acres, which would accommodate a center this size, should be located on the north side of Monument Drive with primary access oriented to the north-south spine road that intersects with Monument Drive. The center, because of its residential setting, should have no freestanding pads unless the applicable design elements of the Fairfax Center Area are met, the pads are substantially landscaped, and the pads are coordinated and integrated into the overall shopping center site through pedestrian walkways, landscape design, and traffic circulation design. The center should also provide the planned linear park along Monument Drive, and adequate transitional screening on its other sides.

**Sub-units E4, E7, E8**

Sub-unit E7 is planned for residential mixed-use at 8 dwelling units per acre at the overlay level and contains the northern section of the stable townhouse and multi-family subdivision of Fair Ridge built at a density of approximately 8 dwelling units per acre.

Sub-units E4 and E8 along Route 50 contain public park and private open space that should be maintained in open space or developed for recreational use. Additional commercial uses beyond the existing office building at the southeast quadrant of the intersection of Fair Ridge Road and Route 50 in Sub-unit E8 should not be permitted.

**LAND USE SUMMARY CHART - LAND UNIT E**

| Sub-units | Approximate Acreage |
|---|---|
| E1 | 34 |
| E2 | 16 |
| E3 | 20 |
| E4 | 5 |
| E5 | 60 |
| E6 | 49 |
| E7 | 39 |
| E8 | 8 |

| Sub-units | Recommended Land Use | Intensity/Density FAR | Units/Acre |
|---|---|---|---|
| **Baseline Level** | | | |
| E1 | RES | | 2 |
| E2, E3, E4, E5, E6 | RES | | 2 |
| E7 | RES | | 2 |
| E8 | RES | | 2 |
| **Intermediate Level** | | | |
| E1 | RES/MIX | | 3 |
| E2, E3, E4, E5, E6 | RES/MIX | | 4 |
| E7 | RES/MIX | | 5 |
| E8 | RES/MIX | | 5 |
| **Overlay Level** | | | |
| West Segment of E1 | RES/MIX | | 4 |
| East Segment of E1 | RES | | 6,7 |
| E2, E4 | RES | | 6 |
| E3, East Segment of | RES | | 9 |
| E5, E6 | RETAIL | .25** | |
| West Segment of E5 | OFF/MIX | .25 | |
| E7 | RES | | 8 |
| E8 | RES/MIX | | 8 |

** The retail use attributable to these sub-units will be satisfied by a neighborhood shopping center of approximately 120,000-130,000 square feet to be located along the north side of Monument Drive.

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

# LAND UNIT F

## CHARACTER

This land unit is located north of I-66 on either side of Stringfellow Road. The Fair Lakes Parkway and the planned 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. Potential facilities could include a rail station, express bus and kiss-and-ride facilities, or a park-and-ride lot.

## RECOMMENDATIONS

### Land Use

**Sub-unit F1**

This sub-unit is planned for residential use at 3 dwelling units per acre at the overlay level. In addition, land in this sub-unit is proposed for use as a public transportation rail/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 57.

**Sub-unit F2**

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

**Sub-unit F3**

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

**LAND USE SUMMARY CHART - LAND UNIT F**

| Sub-units | Approximate Acreage |
|---|---|
| F1 | 99 |
| F2 | 54 |
| F3 | 23 |

| Sub-units | Recommended Land Use | Intensity/Density FAR | Intensity/Density Units/Acre |
|---|---|---|---|
| **Baseline Level** | | | |
| F1, F2, F3 | RES | | 1 |
| **Intermediate Level** | | | |
| F1, F2 | RES | | 2 |
| F3 | OFF/MIX | .14 | |
| **Overlay Level** | | | |
| F1, F2 | RES | | 3 |
| F3 | OFF/MIX | .25 | |

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

## LAND UNIT G

### CHARACTER

This land unit is located west of the Fairfax County Parkway, north of I-66 and south of the stable Greenbriar residential community. To the west is Land Unit F. This land unit contains part of the Fair Lakes mixed-use development and includes a small retail center, several office buildings, and the Autumn Woods and Stonecroft multi-family residential developments. Fair Lakes Parkway and Fair Lakes Boulevard traverse this area.

### RECOMMENDATIONS

Land Use

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.

Parks and Recreation

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

**LAND USE SUMMARY CHART - LAND UNIT G**

| Land Unit | Approximate Acreage |
|---|---|
| G | 309 |

| Land Unit | Recommended Land Use | Intensity/Density FAR | Intensity/Density Units/Acre |
|---|---|---|---|
| **Baseline Level** | | | |
| G | RES | | 1 |
| **Intermediate Level** | | | |
| G | OFF/MIX | .14 | |
| **Overlay Level** | | | |
| G | OFF/MIX | .25 | |

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

## LAND UNIT H

### CHARACTER

This land unit is located east of the Fairfax County Parkway, north of I-66, and south and west of Land Unit I. It contains part of the Fair Lakes mixed-use development including office buildings, a hotel, and the Oaks multi-family residential subdivision.

RECOMMENDATIONS

Land Use

**Sub-units H1, H2**

These sub-units are planned for office mixed-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.

The eastern portion of Sub-unit H2 is planned for office mixed-use at a maximum intensity of .45 FAR. It should be part of a unified development with the entire Government Center tract. (See text under Sub-unit P1.) The .45 FAR intensity of the development on this portion of the Government Center complex should be compensated for by a concurrent square footage reduction on the remaining portion of the property located south of I-66 for an overall FAR of .35. As an option, residential use not to exceed .45 FAR may be considered for this portion of the sub-unit. If the residential alternative is exercised, the two-to-one ratio of primary to residential uses recommended within office mixed-use areas may be modified for the Government Center complex, including this portion of Sub-unit H2, to include a greater proportion of residential uses to encourage increased housing opportunities in this area.

**LAND USE SUMMARY CHART - LAND UNIT H**

| Sub-units | Approximate Acreage |
|---|---|
| H1 | 96 |
| H2 | 62 |

| Sub-units | Recommended Land Use | Intensity/Density FAR | Units/Acre |
|---|---|---|---|
| **Baseline Level** | | | |
| H1, H2 | RES | | 1 |
| **Intermediate Level** | | | |
| H1, H2 | OFF/MIX | .14 | |
| **Overlay Level** | | | |
| H1, West Portion H2 | OFF/MIX | .25 | |
| East Portion H2 | OFF/MIX | .45 | |

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

## LAND UNIT I

CHARACTER

This land unit is located north of I-66 on either side of West Ox Road and generally south of Monument Drive. It contains the Fair Oaks Gables, the Oaks, and the Fairfield House multi-family residential developments, the southern portion of the Fair Ridge townhouse development, and part of the Fair Lakes mixed-use development. A small park is planned to preserve and highlight the Ox Hill Memorial Markers, located in the southwestern quadrant of Monument Drive and West Ox Road.

RECOMMENDATIONS

Land Use

**Sub-unit I1**

This sub-unit is planned for residential mixed-use at 8 dwelling units per acre at the overlay level and contains part of the stable townhouse and multi-family subdivision of Fair Ridge built at a density of approximately 8 dwelling units per acre. Development is oriented to Monument Drive and the linear park along it.

**Sub-unit I2**

This sub-unit is planned for 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. To achieve the overlay level, development should reflect the following recommendations:

- Parcels should be consolidated to the greatest extent possible and developed in a cohesive unified design;
- Multi-family 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 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.

**Sub-units I3, I4**

Sub-unit I3 contains low-rise office buildings and is part of Fair Lakes, developed under the same criteria as Land Units G and H. Office mixed-use development is planned for these sub-units. Architectural excellence, preservation and enhancement of natural features, uniform signing, lighting and landscaping systems and quality roadway entry treatments are expected.

The portion of Sub-unit I4 located north of Fair Lakes Parkway contains the Oaks multi-family residential subdivision and is part of the Fair Lakes mixed-use development.

The portion of Sub-unit I4 located south of Fair Lakes Parkway is planned for office mixed-use at a maximum intensity of .45 FAR. It should be part of a unified development with the entire Government Center tract. (See text under Sub-unit P1.) The .45 FAR intensity of the development on this portion of the Government Center complex should be compensated for by a concurrent square footage reduction on the remaining portion of the property located south of I-66 for an overall FAR of .35. As an option, residential use not to exceed .45 FAR may be considered for this portion of the sub-unit. If the residential alternative is exercised, the two-to-one ratio of primary to residential uses recommended within office mixed-use areas may be modified for the Government Center complex, including this portion of Sub-unit I4, to include a greater proportion of residential uses to encourage increased housing opportunities in this area.

**Sub-unit I5**

This sub-unit is planned for office mixed-use at .50 FAR and is part of the core area of Fairfax Center. As the primary mixed-use development in the area, this area should exemplify the overall planning philosophy of the Fairfax Center Area. The highest quality of site and architectural design is expected for the proposed development in this area. In addition, landscaping, lighting, and sign design should be well-integrated. Urban plazas must be accommodated in development plans for this area.

Parks and Recreation

A park is the most appropriate use for the northeastern corner of Sub-unit I2. Land for the park should be dedicated to the Fairfax County Park Authority. The Ox Hill Memorial Markers shall remain undisturbed and be designed as the focal point for this park. Particular attention should be given to the relationship of the historic park to Monument Drive. Design should ensure that the park is visible from the roadway, but at the same time not negatively impacted by vehicular traffic. This park should be designed with adequate linkages to the linear park along the north side of Monument Drive and the multi-family residential uses to the south.

**LAND USE SUMMARY CHART -LAND UNIT I**

| Sub-units | Approximate Acreage |
|---|---|
| I1 | 24 |
| I2 | 58 |
| I3, I4 | 93 |
| I5 | 26 |

| Sub-units | Recommended Land Use | Intensity/Density FAR | Units/Acre |
|---|---|---|---|
| **Baseline Level** | | | |
| I1 | RES | | 2 |
| I2 | RES | | 2 |
| I3, I4 | RES | | 1 |
| I5 | RES | | 8 |
| **Intermediate Level** | | | |
| I1 | RES/MIX | | 5 |
| I2 | RES | | 10 |
| I3, I4 | RES | | 10 |
| I5 | OFF/MIX | .35 | |
| **Overlay Level** | | | |
| I1 | RES/MIX | | 8 |
| I2 | RES | | 20 |
| I3, North Portion I4 | OFF/MIX | .25 | |
| South Portion I4 | OFF/MIX | .45 | |
| I5 | OFF/MIX | .50 | |

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

## LAND UNIT J

### CHARACTER

This land unit is located west of the Route 50/I-66 interchange and includes the Fair Oaks regional mall, surrounding commercial and residential development. The J Land Unit encompasses the highest planned intensities in Fairfax Center and is part of the core area.

### RECOMMENDATIONS

Land Use

**General Development Conditions**

As the primary mixed-use development in the area, the J Land Unit 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 architectual design is expected for proposed development in this area. In addition, landscaping, lighting, and sign design should be well-integrated. A 24-hour activity cycle is recommended through a mixture of office, retail, hotel, entertainment, and housing opportunities.

**Sub-unit J1**

This sub-unit is planned for office mixed-use development. The planned linear park on the southern edge will be a major amenity and pedestrian corridor for the area and must be preserved. 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.

**Sub-unit J2**

This sub-unit is planned for office mixed-use at an FAR of 1.0 at the overlay level. A hotel may also be an appropriate use. All development plans must include provisions for the linear park, planned for the north side of Monument Drive. This linear park will be a major amenity and pedestrian corridor for the area and must be preserved.

**Sub-unit J3**

The church that currently occupies this area is a viable land use within the context of the Plan. The building is attractive and in good repair. It is located on a high point topographically and presents a quality image for the area.

**Sub-unit J4**

This sub-unit is planned for office mixed-use development at .50 FAR at the overlay level.

**Sub-unit J5**

This sub-unit contains the Fair Oaks regional mall at its center and several office buildings, a multi-screen movie theater, and a hotel around it perimeter. It is planned for mixed-use retail and office use not to exceed .50 FAR overall. Approximately 70 percent of the total development should be in retail use with the remainder in office use.

**LAND USE SUMMARY CHART - LAND UNIT J**

| Sub-units | Approximate Acreage |
|---|---|
| J1 | 41 |
| J2 | 42 |
| J3 | 3 |
| J4 | 23 |
| J5 | 131 |

| Sub-units | Recommended Land Use | Intensity/Density FAR | Intensity/Density Units/Acre |
|---|---|---|---|
| **Baseline Level** | | | |
| J1, J4 | RES | | 2 |
| J2 | OFF; | .25 | |
| | RES | | 5 |
| J3 | RES | | 1 |
| J5 | MIXED-USE** | .15 | |
| **Intermediate Level** | | | |
| J1, J4 | OFF/MIX | .35 | |
| J2 | OFF/MIX | .55 | |
| J3 | INSTITUTN; | .10 | |
| | RES | | 1.5 |
| J5 | MIXED-USE** | .25 | |
| **Overlay Level** | | | |
| J1 | OFF/MIX | .45 | |
| J2 | OFF/MIX; | 1.0 | |
| | HOTEL | 300 Room | |
| J3 | INSTITUTN; | .15 | |
| | RES | | 2 |
| J4 | OFF/MIX | .50 | |
| J5 | MIXED-USE** | .50 | |

** See text for the recommended mixture of uses for this sub-unit.
Note: Part of these sub-units are within the Water Supply Protection Overlay District.

## LAND UNIT K

### CHARACTER

This land unit is located in the area north of Route 50, west of the City of Fairfax, south of I-66, and east of the Route 50/I-66 interchange.

### RECOMMENDATIONS

Land Use

This area contains office uses and a hotel. These uses are expected to remain. Undeveloped parcels are planned for medium intensity office use at .50 FAR at the overlay level to be compatible with the overall intensity of this area. Particular attention should be given to the presentation of a high-quality image from I-66 and Route 50. The planned roadway improvements for this area are shown on Figure 55.

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.

**LAND USE SUMMARY CHART - LAND UNIT K**

| Land Unit | Approximate Acreage |
|---|---|
| K | 113 |

| Land Unit | Recommended Land Use | Intensity/Density FAR | Intensity/Density Units/Acre |
|---|---|---|---|
| **Baseline Level** | | | |
| K | OFF | .25 | |
| **Intermediate Level** | | | |
| K | OFF | .35 | |
| **Overlay Level** | | | |
| K | OFF | .50 | |

## LAND UNIT L

### CHARACTER

This land unit is located south of I-66, north of Route 29 on either side of Stringfellow Road. This area is sparsely 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. Potential facilities could include a rail station, express bus and kiss-and-ride facilities, or a park-and-ride lot.

### RECOMMENDATIONS

Land Use

**Sub-unit L1**

Arrowhead Park is located in this sub-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. Noise and visual mitigation methods should be employed in portions of this sub-unit adjacent to I-66. In addition, land in this sub-unit is proposed for use as a public transportation rail/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 57.

**Sub-unit L2**

This area is planned for low density residential use at 2 dwelling units per acre at the overlay level. Sensitivity in site planning is required in areas affected by utility easements and rights-of-way that traverse this sub-unit. Noise and visual mitigation methods should be employed in portions adjacent to I-66. The planned roadway improvements for this area are shown on Figure 54.

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

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.

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

**LAND USE SUMMARY CHART - LAND UNIT L**

| Sub-units | Approximate Acreage |
|---|---|
| L1 | 59 |
| L2 | 205 |

| Sub-units | Recommended Land Use | Intensity/Density FAR | Intensity/Density Units/Acre |
|---|---|---|---|
| **Baseline Level** | | | |
| L1 | RES; PUBLIC PARK | | 1 |
| L2 | RES | | 1 |
| **Intermediate Level** | | | |
| L1 | RES; PUBLIC PARK | | 1.5 |
| L2 | RES | | 1.5 |
| **Overlay Level** | | | |
| L1 | RES; PUBLIC PARK | | 2 |
| L2 | RES | | 2 |

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

# LAND UNIT M

## CHARACTER

This land unit is located south of I-66, north of Route 29, and west of planned extension of the Fairfax County Parkway. It contains the sparsely developed Anna Mohr and Marshall Farms residential subdivisions. The stable Willowmeade single-family, residential community is located in Sub-unit M2. A Fairfax County Girls' Probation Home is also located in this land unit.

## RECOMMENDATIONS

### Land Use

**Sub-unit M1**

This sub-unit is planned for low density residential use. Noise mitigation methods must be employed to buffer impacts from I-66. Visual buffering should also be incorporated into development plans for parcels adjacent to I-66.

**Sub-units M2, M3**

These sub-units are 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. Visual buffering should be provided in any development plan for parcels fronting on Route 29.

Existing spot commercially-zoned parcels along Route 29 should not be expanded or intensified. Redevelopment to uses which are more compatible to the adjacent planned residential areas should be encouraged.

**Sub-unit M4**

Sub-unit M4 is planned for residential use at 4 dwelling units per acre at the overlay level. Visual buffering should be provided in any development plan for parcels fronting on Route 29.

### Transportation

The roadway circulation for Land Unit M should be based upon the following text and is depicted on Figure 54.

1. All roads in Land Unit M 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 M shall be designed and constructed in a manner consistent with the residential character of the area.

3. The intersection at Westbrook Drive of the North/South connector between Jura Way and Leland Road (extended) should be aligned as far as possible to the west as practical.

### Public Facilities

Expand the Girls' Probation Home to 24 beds. This facility is located on Parcel 55-4((1))10 on the north side of Route 29.

### 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 USE SUMMARY CHART - LAND UNIT M**

| Sub-units | Approximate Acreage |
|---|---|
| M1 | 102 |
| M2 | 273 |
| M3 | 7 |
| M4 | 69 |

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

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

## LAND UNIT N

### CHARACTER

This land unit is located south of I-66, west of West Ox Road and east of the future extension of the Fairfax County Parkway. Public facilities uses that are located here include the landfill site, solid waster transfer station and citizens' trash disposal and recycling facilities, Fairfax County Animal Shelter, County Fire Training Center, West Ox Road Park, an Equipment and Maintenance Facility, a State maintenance yard, and a State correctional facility. It is anticipated that these land uses will remain.

### RECOMMENDATIONS

Land Use

**Sub-unit N1**

This sub-unit is located between the landfill site and the future Fairfax County Parkway extension and is planned for public facilities. Should access to the Fairfax County Parkway be provided to this sub-unit, it may be an appropriate site for car and vanpool staging, coordinated with express bus service and possible HOV lanes on I-66. Pedestrian access from the car/van pool area to West Ox Road Park should be provided.

**Sub-unit N2**

This sub-unit is planned for public facilities.

**Sub-unit N3**

This sub-unit is planned for public facilities except for the West Ox Road Park area, which is planned for public park use.

**Sub-unit N4**

This sub-unit is located north of the planned interchange of the Fairfax County Parkway and Route 29 on the west side of West Ox Road and consists of approximately 20 acres. Due to its location, this site is planned for low intensity office use. Public facility uses may also be appropriate at this location if the following conditions are met:

- Access must be coordinated with the State corrections facility of Camp 30 to the north; and
- Traffic generated by the public facility use should not adversely affect the operations of the Fairfax County Parkway/West Ox Road/Route 29 interchange and the surrounding roadway network.

A bus maintenance facility for the Fairfax Connector is an appropriate use for this sub-unit if, in addition to the conditions stated above, the following conditions are met:

- 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, Route 29, and the Fairfax County Parkway;
- Environmental impacts, particularly with respect to air quality, should be considered; and
- This facility should not become operational until after the widening of the segment of West Ox Road from Route 50 to Route 29 to at least two lanes in each direction.

Public Facilities

Expand the I-66 Solid Waste Transfer Station by adding 11 bays, 27,000 square feet of tipping floor, three loading hoppers and one additional loading lane. The expansion should also include an addition to the existing office building. The Citizens' Trash Disposal and Recycling Facility must be relocated from its present location to another on this site to accommodate the expansion of the Solid Waste Transfer Station. This citizens facility must be operational prior to the expansion of the Solid Waste Transfer Station to provide uninterrupted service to citizens.

Construct a bus maintenance facility for the Fairfax Connector north of the Fairfax County Parkway at West Ox Road.

Parks and Recreation

Develop West Ox Road Park with a complex of lighted athletic fields oriented for use by the adult workforce.

**LAND USE SUMMARY CHART - LAND UNIT N**

| Sub-units | Approximate Acreage |
|---|---|
| N1 | 11 |
| N2 | 45 |
| N3 | 148 |
| N4 | 20 |

| Sub-units | Recommended Land Use | Intensity/Density FAR | Intensity/Density Units/Acre |
|---|---|---|---|
| **Baseline Level** | | | |
| N1, N2 | PUBLIC FACILITIES | | |
| N3 | PUBLIC FACILITIES; PUBLIC PARK | | |
| N4 | RES; PUBLIC FACILITIES | | 1 |
| **Intermediate Level** | | | |
| N1, N2 | PUBLIC FACILITIES | | |
| N3 | PUBLIC FACILITIES; PUBLIC PARK | | |
| N4 | OFF; PUBLIC FACILITIES | .10 | |
| **Overlay Level** | | | |
| N1, N2 | PUBLIC FACILITIES | | |
| N3 | PUBLIC FACILITIES; PUBLIC PARK | | |
| N4 | OFF; PUBLIC FACILITIES | .15 | |

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

## LAND UNIT O

### CHARACTER

This land unit is located north of Route 29 between the Government Center and West Ox Road. It contains several residential subdivisions including the Post Forest apartments, Alden Glen townhouse development, and the single-family, detached neighborhoods of Dixie Hills, Legato Acres, and Centennial Hills. The Price Club discount retail use, a hauling company, institutional uses and some vacant parcels are also located in this land unit.

### RECOMMENDATIONS

Land Use

**Sub-unit O1**

At the overlay level, this sub-unit is planned for mixed-use residential and office development not to exceed .35 FAR overall. At least 60 percent of the total development should be residential and include a mixture of housing types including single-family attached and multi-family units. Development intensities should taper down from the northern edge of the area near the Fairfax Governmental Center toward Route 29 and the existing or planned residential areas.

Development in compliance with all the adopted development conditions will be necessary to exceed the intermediate level. Eighty-five percent of Sub-unit O1 must be consolidated and developed in a coordinated manner under a single development plan in order to reach the overlay level. Any proposed development that does not incorporate 85 percent consolidation should only proceed at the baseline or intermediate level.

In order to develop at the overlay level the following conditions should be met in addition to total consolidation:

- Residential development generally should be located in the southern portion of the area and should include a mix of unit types; multi-family units should be located adjacent to the office development and townhouses should be located adjacent to the Alden Glen townhouse development and along Route 29. Townhouse uses should be compatible in density to the existing and planned townhouse development;

- Office uses should be sited at the northern portion of the site, on approximately 40 acres of land, in proximity to the office portion of the Fairfax County Governmental Center. No commercial uses should be located adjacent to Route 29. All retail uses should be contained within the office buildings and should not be located in free-standing structures;

- 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 townhouse development;

- The necessary roadway improvements for this sub-unit will be provided with access to the Government Center. These improvements must be provided concurrent with development of this sub-unit. Any proposed roadway and access designs must be approved by the County;

- Adequate land should be dedicated to the Fairfax County Park Authority to enlarge Dixie Hills Park to at least ten acres or another appropriate ten acre on-site location for a park should be provided. In addition to the parkland dedication, Neighborhood Park facilities should be provided to serve this development and 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 Route 29. This site should be dedicated to the County. The station should contain a Platform on Demand (POD) storage facility to meet the County's growing need for specialized equipment. 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 Route 29. A combination of adequate berming and landscaping consistent with that provided by other properties fronting on Route 29 in this area will emphasize a parkway-like character along Route 29 and serve to complement the low density residential area to the south of the roadway.

Existing spot commercially-zoned parcels along Route 29 should not be expanded or intensified. Redevelopment to uses which are more compatible to the adjacent planned residential areas should be encouraged.

**Sub-unit O2**

This sub-unit is planned for institutional uses. It contains a church and private school.

**Sub-unit O3**

This sub-unit contains a small warehouse and outside vehicle storage and maintenance areas of a hauling company. Should the area redevelop, townhouse-style office use not to exceed 40 feet in height and a maximum intensity of .25 FAR is appropriate. Any development at this site should provide an effective landscaped buffer area at the eastern edge adjacent to residential uses and along West Ox Road.

**Sub-unit O4**

At the overlay level, this sub-unit is planned for community level retail and single-family, attached residential uses. Retail uses within Sub-unit O4 should not exceed 367,000 square feet, or an overall FAR of .23, including the existing retail warehouse building. Retail use should be generally oriented to the western portion of Sub-unit O4, while residential use should be generally located on the eastern portion of Sub-unit O4. Residential use within Sub-unit O4 should be single-family attached units at a density not to exceed 8 dwelling units per acre.

Any retail development in Sub-unit O4 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 O4 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 Route 29 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 Route 29, be clustered around centralized parking, and be accessed internally to avoid the appearance of strip commercial use along Route 29 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 Office of Transportation.

**Sub-unit O5**

This sub-unit contains the Alden Glen residential townhouse community. It is a stable neighborhood that is planned for a residential mixed-use development at 6 dwelling units per acre.

**Sub-unit O6**

This sub-unit is planned for residential use at 20 dwelling units per acre. It consists of the Post Forest apartments developed at approximately 20 dwelling units per acre and a 13-acre parcel that is largely undeveloped.

**LAND USE SUMMARY CHART - LAND UNIT O**

| Sub-units | Approximate Acreage |
|---|---|
| O1 | 134 |
| O2 | 17 |
| O3 | 15 |
| O4 | 66 |
| 05 | 29 |
| O6 | 28 |

| Sub-units | Recommended Land Use | Intensity/Density FAR | Units/Acre |
|---|---|---|---|
| **Baseline Level** | | | |
| O1, O3, O4, O5 | RES | | 1 |
| O2 | INSTITUTN | .05 | |
| O6 | RES | | 8 |
| **Intermediate Level** | | | |
| O1, O3, O4 | RES | | 4 |
| O2 | INSTITUTN | .10 | |
| O5 | RES/MIX | | 3.5 |
| O6 | RES/MIX | 14 | |
| **Overlay Level** | | | |
| O1 | MIXED-USE* | .35 | |
| O2 | INSTITUTION | .15 | |
| O3 | OFFICE | .25 | |
| O4 | RETAIL; | .23 | |
| | RES | | 8 |
| O5 | RES/MIX | | 6 |
| O6 | RES/MIX | 20 | |

* See Text for recommended mixture of uses for this sub-unit.
Note: Part of these sub-units are within the Water Supply Protection Overlay District.

## LAND UNIT P

### CHARACTER

This land unit is located north of Route 29, east of the Alden Glen townhouse development, south of I-66 and west of Land Unit Q. This land unit contains the Fairfax County Government Center, the Fairfax Corner development site, and several large vacant tracts. Transit improvements are proposed for the area adjacent to I-66. Potential facilities could include a rail station, express bus and kiss-and-ride facilities, or a park-and-ride lot.

### RECOMMENDATIONS

Land Use

**Sub-unit P1**

This sub-unit contains the Fairfax County Government Center. It also contains the mixed-use development planned in conjunction with the southern portion of Sub-unit I4 and the eastern portion of Sub-unit H2. Sub-unit P1 together with those portions of Sub-units I4 and H2 mentioned above 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 Government Center and Fairfax Center core area are essential to the achievement of the objectives of the Plan.

**Sub-unit P2**

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

The overlay level may be adjusted to .70 FAR office mixed-use for a portion of Sub-unit P2 not to exceed 33 acres (including the approximately six acres to be dedicated to the County for a public transit facility). This 33-acre area should be centrally located, adjacent to I-66 and west of Random Hills Road Extended. To achieve an intensity above .50 FAR for these 33 acres, dedication upon request of the County of at least six acres for a transit facility at a location determined suitable by the County and generally located adjacent to I-66 and west of Random Hills Road Extended should occur. In addition, dedication of sufficient roadway right-of-way to provide access to the site should occur upon request of the County. The construction of any intensity related to the increase in FAR from .50 to .70 on the 33-acre portion of the sub-unit shall be phased with the actual operation of adequate transit service to the transit facility area. The area for the transit facility must be dedicated when the applicant is ready to develop this portion of Sub-unit P2 or when the County requests that the land be dedicated, whichever first occurs. If land is not dedicated to the County as specified above, then this portion of the sub-unit is planned for .50 FAR at the overlay level.

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 EQC;
- Potential sharing of amenities with proposed Fairfax County Government Center;
- Mitigation of potential negative traffic impacts on surrounding areas;
- Mitigation of impacts on the adjacent, existing residential neighborhoods of Dixie Hills and Alden Glen;
- 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 P2.

**Sub-unit P3**

Sub-unit P3 is planned for residential mixed-use at 10 dwelling units per acre at the overlay level. An open space buffer should be preserved along Monument Drive and the planned subconnector.

**Sub-unit P4**

Sub-unit P4 is planned for office mixed-use at a maximum intensity of .40 FAR. The linear park along the north and west side of Monument Drive must be accommodated in development plans for the area. In addition, an open space buffer should be preserved along the north side of the planned east-west subconnector road.

Public Facilities

Provide the necessary County administrative facilities at the new Government Center located at Forum Drive and Route 29.

Parks and Recreation

A proposed Community Park should be located in Sub-unit P4 or in conjunction with Sub-unit Q5. Land for this Community Park should be dedicated to the Fairfax County Park Authority. This park should be developed by the Fairfax County Park Authority to include athletic fields as well as additional active and passive facilities.

**LAND USE SUMMARY CHART - LAND UNIT P**

| Sub-units | Approximate Acreage |
|---|---|
| P1 | 183 |
| P2 | 121 |
| P3 | 24 |
| P4 | 52 |

| Sub-units | Recommended Land Use | Intensity/Density FAR | Units/Acre |
|---|---|---|---|
| **Baseline Level** | | | |
| P1 | OFF; PUBLIC FACILITIES | .25 | |
| P2 | OFF; RES | .25 | 4,8 |
| P3 | RES | | 5 |
| P4 | OFF; RES | .25 | 5 |
| **Intermediate Level** | | | |
| P1 | OFF/MIX; PUBLIC FACILITIES | .28 | |
| P2 | OFF/MIX | .28 | |
| P3 | RES/MIX | | 8 |
| P4 | OFF/MIX | .30 | |
| **Overlay Level** | | | |
| P1 | OFF/MIX; PUBLIC FACILITIES | .35 | |
| P2 | OFF/MIX; HOTEL | .35 | 300 Rooms |
| P3 | RES/MIX | | 10 |
| P4 | OFF/MIX | .40 | |

## LAND UNIT Q

### CHARACTER

This land unit is located south of I-66, north of Route 29, west of the City of Fairfax and east of Land Unit P. It contains a mixture of uses including office, residential, retail, and warehousing.

# RECOMMENDATIONS

## Land Use

### Sub-units Q1, Q2, Q3, Q4

This area is planned for office mixed-use development and residential development at 16 dwelling units per acre. In addition, hotel, office and support retail uses are appropriate within the area. The office-mix development should not exceed a total of approximately 300,000 square feet of gross floor area of non-retail commercial use and approximately 30,000 square feet of gross floor area of retail use.

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.

No commercial free-standing buildings or drive-through facilities are recommended in Sub-units Q1 and Q2 along Route 50.

Development of these sub-units 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 the Office of Comprehensive Planning 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.

### Sub-unit Q5

This sub-unit is planned for office mixed-use at a maximum FAR of .40 at the overlay level. An open space buffer should be preserved along the north side of the planned east-west subconnector road. The southeastern-most portion of this sub-unit contains an EQC and should be retained as open space.

### Sub-unit Q6

This area contains office uses. The remaining undeveloped parcels are planned for medium/high intensity office use at .70 FAR to be compatible with the existing overall intensity of this sub-unit.

### Sub-unit Q7

A portion of this sub-unit may be used to accommodate the planned interchange at Waples Mill Road and Route 50. This area should be dedicated. Any remaining area east of Waples Mill Road should be developed in conjunction with Sub-unit Q8; and any remaining land west of Waples Mill Road should be developed in conjunction with Sub-unit Q6.

### Sub-unit Q8

This sub-unit is planned for community-serving retail use at a maximum FAR of .35 at the overlay level and contains the Montgomery Ward shopping center development site.

### Sub-unit Q9

Most of the area in Sub-unit Q9 will be used to accommodate the extension of Waples Mill Road to Route 29 and the planned subconnector between Monument Drive and Waples Mill Road extended. Any remaining area in this sub-unit should be developed in office mixed-use development in concert with the parcels to the west in Sub-unit Q5 or in residential development with the parcels to the east in Sub-unit Q10.

### Sub-unit Q10

Should this sub-unit be redeveloped, it is planned for residential use at 20 dwelling units per acre at the overlay level. Residential development on 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 Route 29 and the east-west subconnector road.

**Sub-unit Q11**

This sub-unit includes the K-Mart shopping center and is located within the City of Fairfax. The City of Fairfax' internal planning issues are handled by the City government. The City of Fairfax has planned this area for commercial use.

Parks and Recreation

A proposed Community Park should be located in Sub-unit Q5 or in conjunction with Sub-unit P4. Land for this Community Park should be dedicated to the Fairfax County Park Authority. This park should be developed by the Fairfax County Park Authority to include athletic fields as well as additional active and passive facilities.

**LAND USE SUMMARY CHART - LAND UNIT Q**

| Sub-units | Approximate Acreage |
|---|---|
| Q1 | 21 |
| Q2 | 4 |
| Q3 | 24 |
| Q4 | 21 |
| Q5 | 76 |
| Q6 | 27 |
| Q7 | 4 |
| Q8 | 17 |
| Q9 | 5 |
| Q10 | 20 |

| Sub-units | Recommended Land Use | Intensity/Density FAR | Units/Acre |
|---|---|---|---|
| **Baseline Level** | | | |
| Q1, Q2, Q5, Q9, Q10 | RES | | 1 |
| Q3, Q4 | RES | | 2 |
| Q6 | OFF | .15 | |
| Q7 | OFF; | .15 | |
| | RETAIL | .15 | |
| Q8 | RETAIL | .15 | |
| **Intermediate Level** | | | |
| Q1, Q2, Q2, Q4 | RES | | 5 |
| Q5, | OFF/MIX | .30 | |
| Q6 | OFF | .35 | |
| Q7 | OFF; | .35 | |
| | RETAIL | .25 | |
| Q8 | RETAIL | .25 | |
| Q9 | OFF/MIX; | .30 | |
| | RES | | 10 |
| Q10 | RES | | 10 |
| **Overlay Level** | | | |
| Q1,Q2 | OFF/MIX** | | |
| Q3,Q4 | RES | | 16 |
| Q5 | OFF/MIX | .40 | |
| Q6 | OFF | .70 | |
| Q7 | OFF; | .70 | |
| | RETAIL | .35 | |
| Q8 | RETAIL | .35 | |
| Q9 | OFF/MIX; | .40 | |
| | RES | | 20 |
| Q10 | RES | | 20 |

** The non-residential portion of the office mixed-use development should not exceed 300,000 gross square feet (GSF) of non-retail commercial use and 30,000 GSF of retail use.
Note: Part of these sub-units are within the Water Supply Protection Overlay District.

## LAND UNIT R

### CHARACTER

This land unit is located south of Route 29 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 R1**

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 Route 29.

Existing spot commercially-zoned parcels along Route 29 should not be expanded or intensified. Redevelopment to uses which are more compatible to the adjacent planned residential areas should be encouraged.

**Sub-unit R2**

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 Route 29.

**LAND USE SUMMARY CHART - LAND UNIT R**

| Sub-units | Approximate Acreage |
|---|---|
| R1 | 22 |
| R2 | 140 |

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

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

## LAND UNIT S

### CHARACTER

This land unit is located on the south side of Route 29 opposite the Willowmeade subdivision. Existing development includes portions of the stable Crystal Springs and Hampton Forest subdivisions.

## RECOMMENDATIONS

Land Use

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

These sub-units are planned for low density residential use at 2 dwelling units per acre at the overlay level and contain large-lot single-family homes and vacant tracts. New development in this area must be compatible with the existing stable Crystal Springs subdivision in Sub-unit S2. Buffering along Route 29 should be incorporated in development plans for this area. Existing spot commercially-zoned parcels along Route 29 should not be expanded or intensified. Redevelopment to uses which are more compatible to the adjacent planned residential areas should be encouraged.

**LAND USE SUMMARY CHART - LAND UNIT S**

| Sub-units | Approximate Acreage |
|---|---|
| S1 | 70 |
| S2 | 60 |
| S3 | 50 |

| Sub-units | Recommended Land Use | Intensity/Density FAR | Intensity/Density Units/Acre |
|---|---|---|---|
| **Baseline Level** | | | |
| S1, S2, S3 | RES | | 1 |
| **Intermediate Level** | | | |
| S1, S2, S3 | RES | | 1.5 |
| **Overlay Level** | | | |
| S1, S2, S3 | RES | | 2 |

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

## LAND UNIT T

## CHARACTER

This land unit is located south of Route 29 in the area south of the intersection of West Ox Road and Route 29. This land unit contains portions of the Lee Pines, Piney Branch, Glen Alden, Marymead, Cannon Ridge, and Buckner Forest subdivisions. The Fairfax County Parkway will extend through the western portion of this land unit.

## RECOMMENDATIONS

Land Use

This land unit is planned for low density residential use at 2 dwelling units per acre at the overlay level. Buffering along Route 29 should be provided.

Existing spot commercially-zoned parcels along Route 29 should not be expanded or intensified. Redevelopment to uses which are more compatible to the adjacent planned residential areas should be encouraged.

**LAND USE SUMMARY CHART - LAND UNIT T**

| Land Unit | Approximate Acreage |
|---|---|
| T | 215 |

| Land Unit | Recommended Land Use | Intensity/Density FAR | Units/Acre |
|---|---|---|---|
| **Baseline Level** | | | |
| T | RES | | 1 |
| **Intermediate Level** | | | |
| T | RES | | 1.5 |
| **Overlay Level** | | | |
| T | RES | | 2 |

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

## LAND UNIT U

### CHARACTER

This land unit is located south of Route 29 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 U1**

This sub-unit contains retail, auto repair, and office uses in addition to vacant land and a cemetery. The retail uses should not be expanded or intensified. Redevelopment to office use at a maximum FAR of .25 is appropriate to be more compatible with the adjacent residentially planned areas. Any commercial development in this sub-unit should provide effective screening and buffering to adjacent residential uses through landscaping and other measures including architectural treatments on all sides of the structures. Adequate landscaping should also be provided along Route 29. 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 Route 29.

**Sub-unit U2**

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 Route 29.

Existing spot commercially-zoned parcels along Route 29 should not be expanded or intensified. Redevelopment to uses which are more compatible to the adjacent planned residential areas should be encouraged.

**LAND USE SUMMARY CHART - LAND UNIT U**

| Sub-units | Approximate Acreage |
|---|---|
| U1 | 17 |
| U2 | 68 |

| Sub-units | Recommended Land Use | Intensity/Density FAR | Intensity/Density Units/Acre |
|---|---|---|---|
| **Baseline Level** | | | |
| U1, U2 | RES | | 1 |
| **Intermediate Level** | | | |
| U1 | OFF | .15 | |
| U2 | RES | | 1.5 |
| **Overlay Level** | | | |
| U1 | OFF | .25 | |
| U2 | RES | | 2 |

Note: Part of this sub-unit is within the Water Supply Protection Overlay District.

## LAND UNIT V

### CHARACTER

This land unit is located south of Route 29 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 V1**

Parcels north of the right-of-way for the Manassas Gap Railroad or north of the Kiel Gardens subdivision are planned for residential use at 3 dwelling units per acre at the overlay level to provide for infill development that is compatible with the Deerfield Forest subdivision. The only exceptions to this recommendation are the commercially-zoned properties at the southwestern quadrant of Shirley Gate Road and Route 29, 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 Route 29. Any development of this area should not preclude the construction of the interchange.

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 V2**

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

Parcel 56-2((1))52, located at the southeastern quadrant of Shirley Gate Road and Route 29 contains a self-storage facility. Should it redevelop, it is planned for office use at .25 FAR at the overlay level. In addition, Parcels 56-2((1))50 and 51, and the northern portion of 47, not to exceed a depth from Route 29 that corresponds to the southern boundary of Parcel 50, are planned for office use at a maximum FAR of .25 at the overlay level.

Parcel 56-2((1))45B and the C-8-zoned portion of Parcel 46 fronting on Route 29, not to exceed a depth from Route 29 that corresponds to the southern boundary of Parcel 45B, are planned for community-serving retail uses at a maximum FAR of .35 at the overlay level. A portion of the mobile home park is located in this area. If redevelopment to retail uses occurs, the property owner should accommodate the displaced mobile home units on adjacent property in accordance with the Guidelines for Mobile Home Retention in the Policy Plan.

The remainder of this sub-unit is planned for residential use at 1-3 dwelling units per acre as an appropriate transition to the lower density residential uses to the south.

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. 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.

A substantial vegetative buffer in excess of Zoning Ordinance requirements should be provided between different uses and intensities.

Public Facilities

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

**LAND USE SUMMARY CHART - LAND UNIT V**

| Sub-units | Approximate Acreage |
|---|---|
| V1 | 95 |
| V2 | 80 |

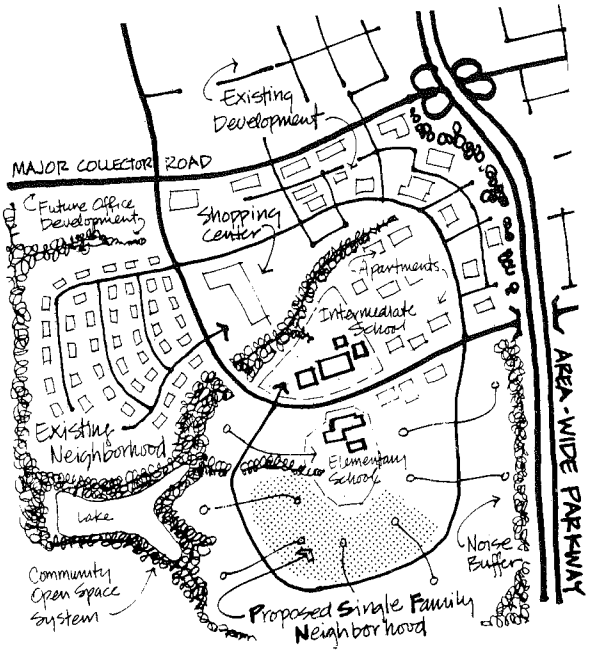
| Sub-units | Recommended Land Use | | Intensity/Density FAR Units/Acre |
|---|---|---|---|
| **Baseline Level** | | | |
| V1 | RES; | | .1, 1 |
| | OFFICE | .15 | |
| V2 | RES; | | .1, 1 |
| | RETAIL; | .15 | |
| | OFFICE | .15 | |
| **Intermediate Level** | | | |
| V1 | RES; | | .15, 1.5, 2 |
| | OFFICE | .20 | |
| V2 | RES; | | .15, 2 |
| | RETAIL; | .25 | |
| | OFFICE | .20 | |
| **Overlay Level** | | | |
| V1 | RES; | | .2, 2, 3 |
| | OFFICE | .25 | |
| V2 | RES; | | .2, 3 |
| | RETAIL; | .35 | |
| | OFFICE | .25 | |

Note: Part of this sub-unit is within the Water Supply Protection Overlay District.

## USE-SPECIFIC PERFORMANCE CRITERIA

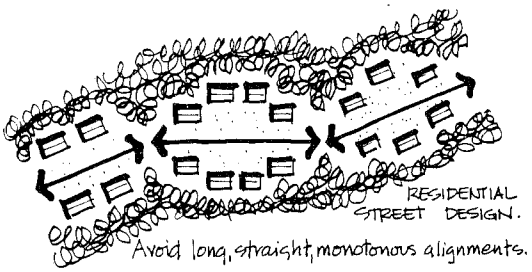
The following performance criteria for specific uses are guidelines used to evaluate development plans for the Fairfax Center Area.

### Residential/Single-Family Detached Housing Criteria



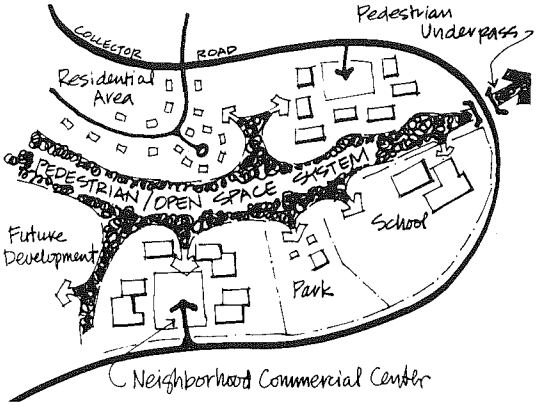

Site Planning

- General
  - Integrate new development with existing and future adjacent land uses.
  - Plan development in reasonably-scaled neighborhood modules.
  - Provide appropriate level, scale and location of support services/facilities (e.g., convenience commercial).
  - Provide pedestrian linkages to community-wide amenity areas, services and facilities.
  - Consider potential highway noise impacts in community, neighborhood and dwelling unit design.
  - Use energy conservation criteria in planning and design.
  - Preserve or recover and record significant heritage resources.



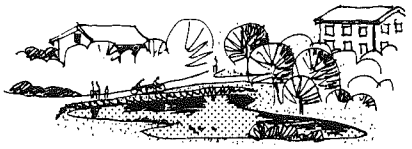

- Access/Roads/Parking
  - Provide adequate, safe auto access to neighborhoods from appropriate level roadways.
  - Use a hierarchical system of internal roadways; do not access homes directly onto major collector roads.
  - Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) 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.
  - Orient roadways to maximize southern (solar) exposure for frontage residences, when possible.
  - Reduce amount of impervious surfaces (roads, parking, buildings, etc.) through use of cluster design techniques.

- Open Space/Community Facilities
  - Integrate natural open space amenities into overall neighborhood design.
  - Provide continuous pedestrian/open space system linking neighborhood activity nodes internally and externally.
  - Provide public park and recreational areas/facilities for residents' use; link to the open space system.
  - Design safe pedestrian system crossings at roads; provide grade-separated intersections when possible.
  - Use natural (especially wooded) open space corridors/areas as transition zones, visual amenities and buffers.



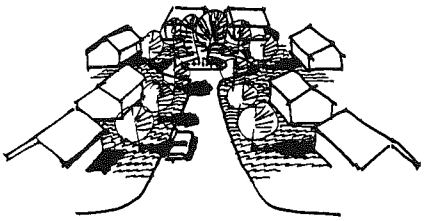

- Buffers
  - Use varying types and density/intensity of development as buffers for incompatible uses.
  - Take advantage of natural landscape edges and elements in buffering and defining neighborhood units.

- Utility/Service Areas
  - Use grass swales for surface drainage, when possible.
  - Provide stormwater detention/retention structures which can be retained as open space amenities.
  - Place all electrical utility lines underground; screen utility substations and service areas from public view.

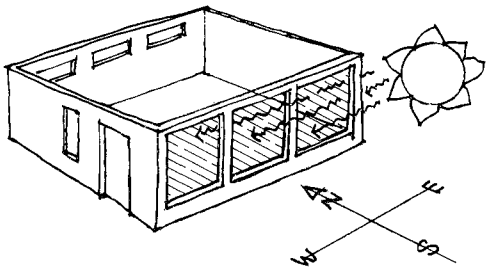


Architectural Design

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

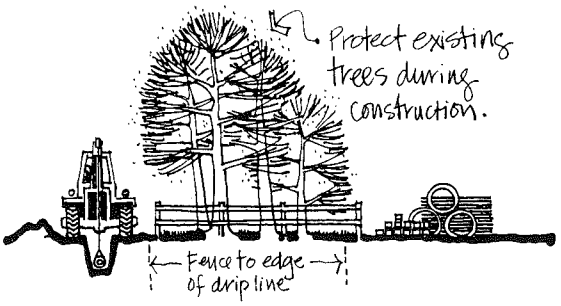


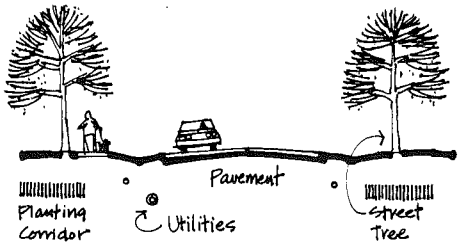
- Functional Relationships/Facade Treatment
  - Select and site appropriate building types with respect to natural topography (e.g., split level vs. slab, etc.)
  - When units are in close proximity, locate windows/doors for maximum privacy between units.
  - Site units to maximize potential for shared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

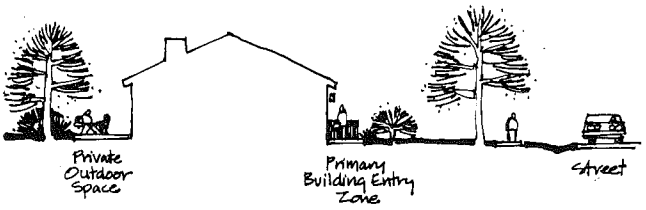



- Minimize solar heat gain in warm weather and maximize solar heat gain retention in cold weather through sensitive design treatment.
- Minimize solar heat gain for cooling and maximize solar heat gain/retention for heating by sensitive design treatment.
- Establish dwelling cluster architectural theme consistency, while avoiding literal facade repetition.
- Use similar architectural materials within a given cluster of dwellings.
- Keep architectural facade material types to a minimum on any single dwelling.
- Carry all attached facade materials (such as wood siding) down to a finished grade elevation or paint to match adjoining facade.

Landscape Architectural Design

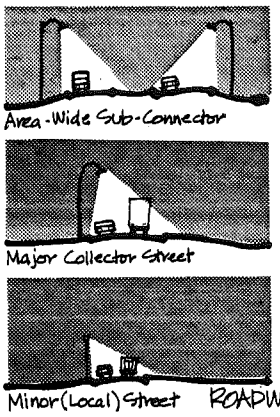



- Landscaping
  - Preserve existing quality vegetation to the greatest extent possible, integrating it into new designs.
  - Restore disturbed areas to a visually appealing landscape character through landscape architectural treatment.
  - Provide street trees along all roadways; use consistent species groupings to reinforce neighborhood character.
  - Locate street trees along roadways in landscape corridors away from underground utilities.
  - Use special landscape treatments to define primary building entry zones.
  - Use plant materials to define private outdoor social spaces for each unit, as needed.
  - Use overhead canopy, intermediate focus and ground cover type plants to achieve functional goals.
  - Provide well-landscaped special use areas for neighborhood residents (e.g., pool areas, parks, etc.).
  - Promote seasonal visual interest at major neighborhood focal points by using flowers and ornamental shrubs, trees, etc.
  - Select low-maintenance landscape materials for large neighborhood common areas not likely to receive consistent maintenance.
  - Protect solar access to buildings when incorporating landscape materials: (1) Use deciduous tree plantings near glass so that the foliage does not obstruct the heat gain in winter; (2) Use evergreen plantings on the north to protect against the wind; and (3) Orient plantings around buildings to allow wind flow during warm weather.

- Site Furnishings/Signing and Lighting
  - Provide a well-designed signage system to identify and direct safe movement throughout the community--vehicular and pedestrian.
  - Provide well-designed neighborhood entry signs at major auto/pedestrian entry areas.
  - Provide roadway and pedestrian lighting systems consistent in style/intensity with each system hierarchy.
  - Provide special neighborhood entry area and identification sign lighting.
  - Ensure neighborhood architectural theme and light fixture style consistency.
  - Provide individual dwelling unit entry zone and street number illumination lighting.



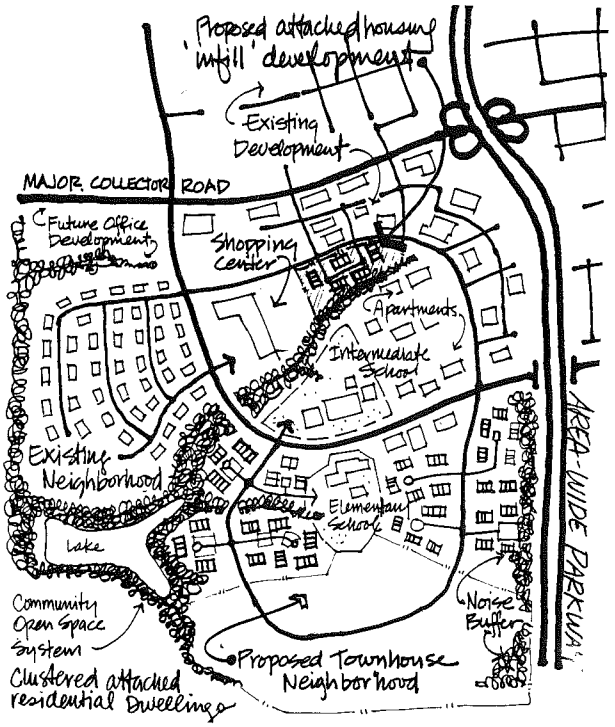

- Site Furnishing/Fencing/Mailboxes
  - Avoid fencing along lot lines between homes; this practice reduces the visual depth and width of individual properties.
  - Use fencing materials which relate to the proposed function of the fence (e.g., solid for privacy).
  - Use fencing materials and style consistent with dwelling architectural materials and style.
  - Avoid long, monotonous solid walls or fence lines by using jogs or setbacks for visual interest.
  - If roadside mailboxes are used, provide units consistent to neighborhood or cluster architecture/style.

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

**Residential/Single-Family Attached/Multi-Family Low-Rise Housing Criteria**

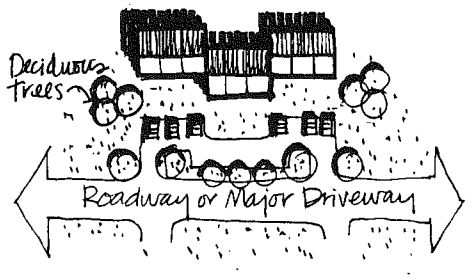
Site Planning

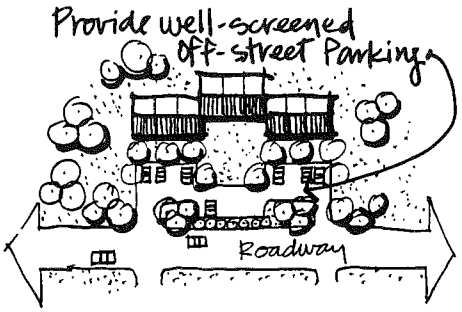
- General
  - Integrate new development with existing and future adjacent land uses.
  - Plan development in reasonably-scaled neighborhood modules.
  - Provide appropriate level, scale and location of support services/facilities (e.g., convenience commercial).
  - Provide pedestrian linkages to community-wide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



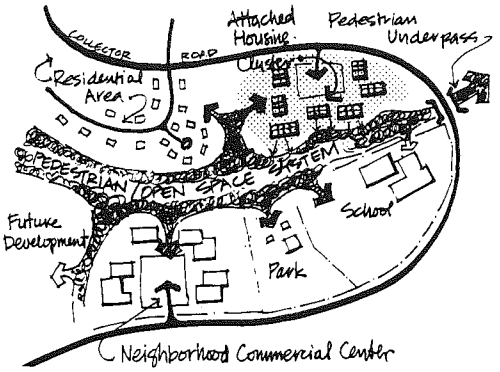
- Emphasize the placement of clusters of multi-family buildings sensitively in the existing landscape context.
- Incorporate neighborhood convenience service structures into the development architecturally, spatially and functionally.
- Preserve or recover and record significant heritage resources.

• Access/Roads/Parking
- Provide adequate, safe auto access to the neighborhoods from appropriate level roadways.
- Use a hierarchical system of internal roadways and drives; do not access units directly onto major collector roads.
- Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) through sensitive street/parking design/construction.
- Road alignments should reinforce neighborhood scale; avoid long, straight, monotonous residential streets.
- Avoid on-street parking; provide adequate off-street parking areas in scale with architectural masses.
- Provide off-street, screened parking areas for special vehicle storage (e.g., recreation vehicles, boats, trailers, etc.).
- Establish distinct utility and landscaping corridors within street rights-of-way.
- Orient roadways to maximize southern (solar) exposure for frontage residences, where possible.
- Reduce impervious surfaces (roads, parking, buildings, etc.) through use of cluster design techniques.
- Provide adequate, convenient parking, buffered from primary views from streets and dwelling units by setbacks, landscaping, fencing or other architectural elements.
- Provide adequate emergency vehicle turn-around space in close proximity to dwelling units; incorporate into parking, drive and street layout.
- Adhere to existing Fairfax County development standards for minimum parking space and driveway dimensions, etc.
- Consider use of special paving materials for small-scale parking areas in harmony with site and architectural design materials.
- Consider use of covered parking for primary car spaces in front of units (carports and garages).

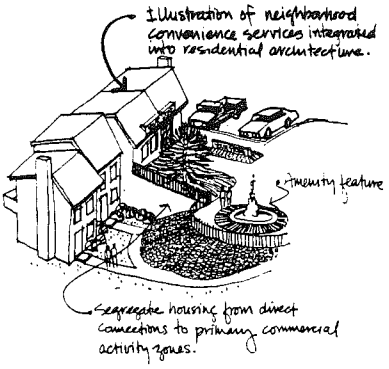


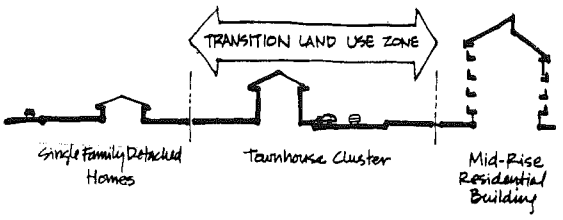
- Open Space/Community Facilities
  - Integrate natural open space amenities into overall neighborhood design.
  - Provide a continuous pedestrian/open space system linking neighborhood activity nodes internally and externally.
  - Provide courtyard, park and recreational areas/facilities (e.g., swimming pools, tennis courts, tot lots, etc.) for use of residents; link to the open space system.
  - Design safe pedestrian system crossings at roads; provide grade-separated intersections when possible.
  - Use natural (especially wooded) open space corridors/areas as transition areas, visual amenities and buffers.
  - Relate community and neighborhood-wide facilities functionally (access, proximity, etc.) to other uses within the development.




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

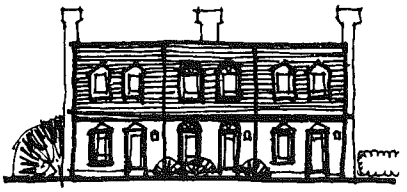



- Utility/Service Areas
  - Use grass swales for surface drainage whenever possible.
  - Provide stormwater detention/retention structures which can be retained as open space amenities.
  - Place all electrical utility lines underground; screen utility substations, service areas and heating/ventilation equipment from public view.
  - Screen refuse container (dumpster) areas from view, but maintain good service vehicle access.



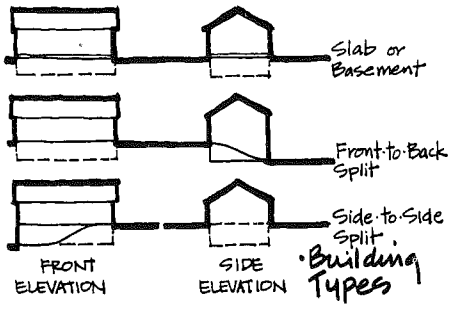
Architectural Design

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

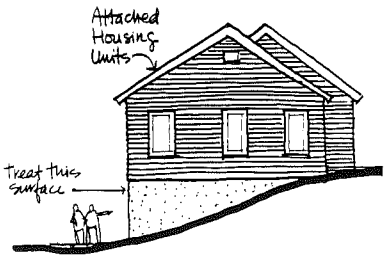


Consistency of unit scale with varied detailing in Attached Unit design.

- Create generally low-scaled masses for buildings; do not make buildings excessively long.

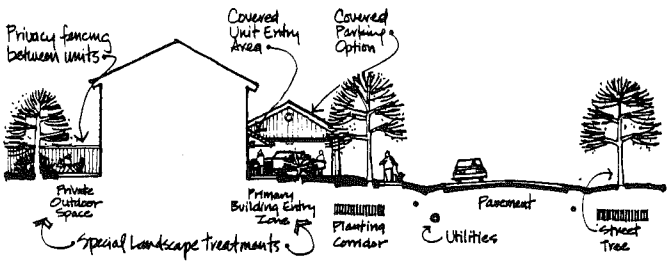



- Functional Relationships/Facade Treatment
  - Select and site appropriate building types with respect to natural topography (e.g., split level vs. slab, etc.)
  - When end units are in close proximity, locate windows/doors for maximum privacy between units.
  - Segregate primary building entries from service-type entries.
  - Use current energy conservation technology in architectural and heating/cooling systems design.
  - Minimize solar heat gain for cooling and maximize solar heat gain/retention for heating by sensitive design treatment.
  - Establish dwelling cluster architectural theme consistency while avoiding literal facade repetition among units.
  - Use similar architectural materials within a given cluster of dwellings.
  - Keep architectural facade material types to a minimum on any single dwelling.
  - Carry all attached facade materials (such as wood siding) down to a finished grade elevation, or paint to match adjoining facade.
  - Incorporate special, landscaped transition areas at dwelling unit entry areas into building/site design.
  - Consider the inclusion of covered unit entry areas in architectural design.

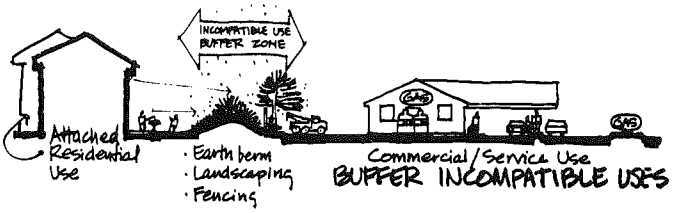


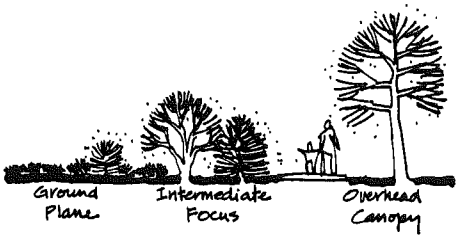

Landscape Architectural Design

- Landscaping
  - Preserve existing quality vegetation to the greatest extent possible, integrating it into new designs.
  - Restore disturbed areas to a visually appealing landscape character through landscape architectural treatment.
  - Provide street trees along all roadways; use consistent species selection per street to reinforce neighborhood character.
  - Locate street trees along roadways in landscape corridors away from underground utilities.
  - Use special landscape treatments to identify and reinforce community, neighborhood and building cluster entry areas.
  - Use special landscape treatments to define primary building entry zones.



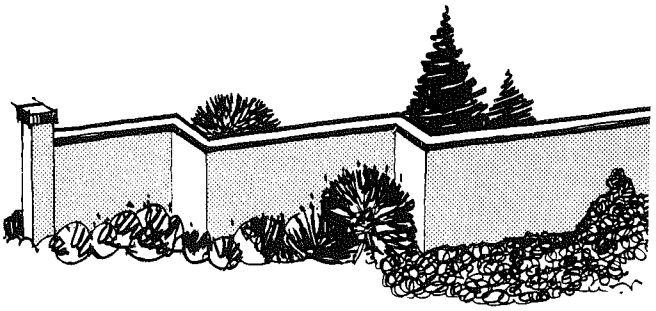
- Use plant materials to define private outdoor social spaces for each unit, as needed.
- Buffer incompatible uses with land forms and/or landscape materials as needed.
- Use overhead canopy, intermediate focus and ground cover type plants to achieve functional goals.
- Provide well-landscaped special use areas for neighborhood residents (e.g., pool areas, parks, etc.).
- Promote seasonal visual interest at major neighborhood focal points by using flowers and ornamental shrubs, trees, etc.
- Select low-maintenance landscape materials for large neighborhood common areas not likely to receive consistent maintenance.
- Shade and visually break up large parking areas by planting canopy shade trees in planting islands.
- Protect solar access to buildings when incorporating landscape materials.




- Site Furnishings/Signing and Lighting
  - Provide a well-designed signage system to identify and direct safe movement throughout the community--vehicular and pedestrian.
  - Provide well-designed neighborhood entry signs at major auto/pedestrian entry areas.
  - Provide roadway and pedestrian lighting systems consistent in style/intensity with each system hierarchy.
  - Provide special neighborhood entry area and identification sign lighting.
  - Ensure neighborhood architectural theme and light fixture style consistency.
  - Provide individual dwelling unit entry zone and street number illumination lighting.

- Site Furnishing/Fencing/Mailboxes
  - Use walls and fencing along lot lines between units to provide privacy for outdoor activity areas in front and rear of units when possible. This should be done in a manner which does not prevent solar access.
  - Use fencing materials which relate to the proposed function of the fence (e.g., solid for privacy).
  - Use wall or fencing materials and style consistent with dwelling architectural materials and style and in a manner which does not prevent solar access.



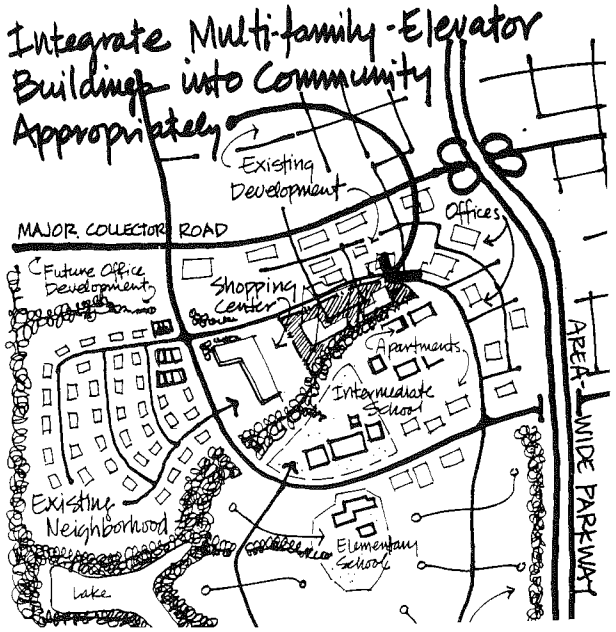
- Avoid long, monotonous solid fence lines by using jogs or setbacks for visual interest.
- If curbside mailboxes are used, provide multibox units consistent to the building cluster architecture/style.

- Site Furnishings/Minor Structures/Seating
  - Outdoor utility sheds/buildings should relate to dwelling architectural materials and style.
  - Provide bus shelters at major roadway entries as needed to serve residents utilizing existing or proposed transit services.
  - Consider the provision of gazebos or other outdoor shelters with architectural design compatible to residential building design.
  - Consider provision of other outdoor architectural elements, such as trellises or kiosks.
  - Provide outdoor seating at appropriate activity areas (e.g., tot lots, pool area, etc.).
  - Provide hard-surfaced landscaped recreational areas, especially around swimming pool/clubhouse areas.

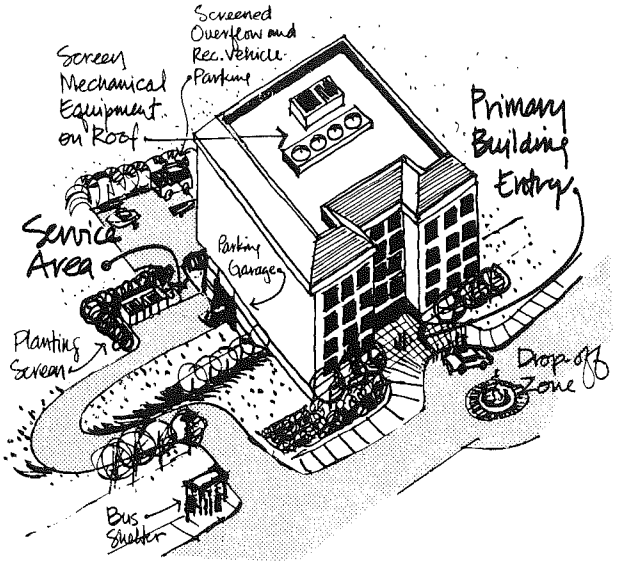
**Residential/Multi-Family-Elevator Housing Criteria**

Site Planning

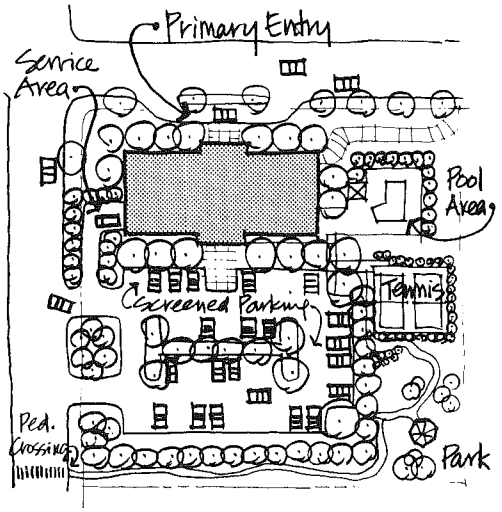
- General
  - Integrate new development with existing and future adjacent land uses appropriately; locating it near employment/shopping cores and mass transit access points.
  - Plan development using reasonably-scaled architectural masses, which relate positively to site and adjacent use conditions through siting, setbacks and landscaping.
  - Provide appropriate level, scale and location of support services/facilities (e.g., convenience commercial) integrated into overall architectural design.
  - Provide pedestrian linkages to community-wide amenity areas, services and facilities.
  - Consider potential highway noise impacts in community, neighborhood and dwelling unit design.
  - Use energy conservation-based criteria in planning and design.
  - Provide a quality visual image to all (off-site) public views, as the structure will be considered an area-wide visual amenity.



- Take care in siting tall structures to avoid (sun) shading of structures on adjacent lots.
- Preserve or recover and record significant heritage resources.




- Access/Roads/Parking
  - Provide adequate, safe auto access into the site from appropriate level roadways.
  - Use a hierarchical system of internal streets and drives; do not access buildings directly onto major roads.
  - Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) through sensitive street/parking lot design/construction.
  - Segregate resident and service entry areas; provide adequate area for service/emergency vehicle access and operation.
  - Avoid on-street parking; provide high-image off-street parking areas in scale with pedestrians.
  - In dense developments, provide off-street, screened parking areas for special vehicle storage (e.g., recreation vehicles, boats, trailers, etc.).
  - Use structured parking whenever possible; integrate parking decks into overall building architecture.
  - Provide a well-landscaped, high-image auto passenger drop-off zone at major residential building entry.
  - Reduce impervious surfaces (roads, parking, buildings, etc.) through use of cluster design techniques and deck parking provision.
  - Establish distinct utility and landscaping corridors within street rights-of-way and parking areas.
  - Adhere to existing Fairfax County development standards for minimum parking space and drive dimensions, etc.




- Open Space/Community Facilities
  - Integrate natural open space amenities into overall site plan development.
  - Provide a continuous pedestrian/open space system linking on- and off-site activity nodes.
  - Provide courtyard, park and recreational areas/facilities (e.g., pools, tennis courts, tot lots, etc.) for use of residents; link to the open space system.
  - Design safe pedestrian system crossings at roads; provide grade-separated intersections when possible.
  - Use natural (especially wooded) open space corridors/areas as transition zones, visual amenities and buffers.

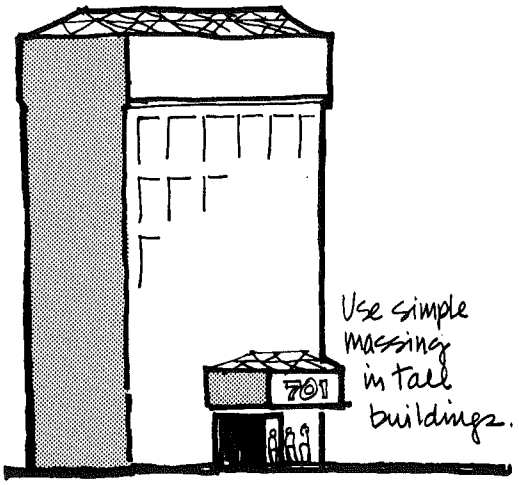
- Integrate on-site service and amenity features into overall functional and design scheme.

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

- Utility/Service Areas
  - Use curb and gutter systems within the primary building and parking zone for auto and drainage control.
  - Away from the major architectural/parking core, use grass swales for surface drainage whenever possible.
  - Provide stormwater detention/retention structures which can be retained as open space amenities.
  - Place all electrical utility lines underground; screen utility substations and service areas from public view.

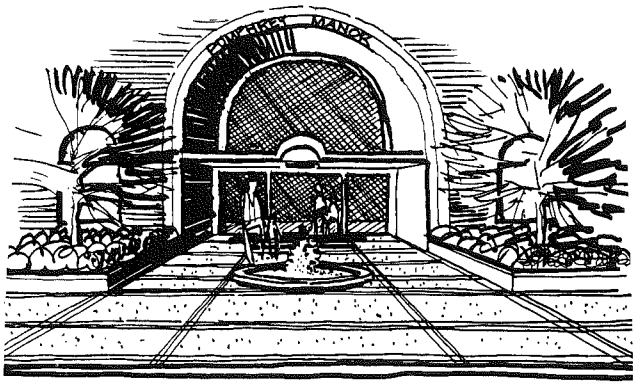
Architectural Design

- Scale/Mass/Form
  - Maintain relatively simple massing in tall structures, with openings and entries clearly articulated through building offsets and texture/material changes.
  - Adhere to established Fairfax County building bulk and setback requirements.
  - Use varied setbacks to create interesting architectural (mass) relationships to the street.
  - Cluster buildings around courtyard-like areas to reinforce neighborhood scale.
  - Integrate architectural masses/forms into natural topography of site.



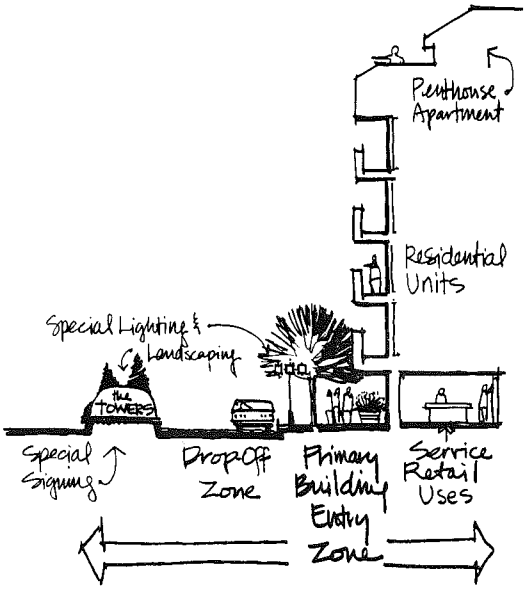

- Functional Relationships/Facade Treatment
  - Select and site appropriate building types with respect to natural topography.
  - When buildings are adjacent, orient primary facades for maximum privacy between buildings.
  - Segregate primary building entries from service-type entries.
  - Use current energy conservation technology in architectural and heating/cooling systems design.
  - Minimize solar heat gain for cooling and maximize solar heat gain/retention for heating by sensitive design treatment.

- Dwelling unit number and arrangement for each building should reinforce feeling of security and neighborhood among residents.
- Avoid false facade treatments which are unrelated to building form/ function.
- Carefully select and restrict the variety of architectural facade materials for each building, but avoid monolithic facade treatments.
- Integrate community and resident service uses into building architecture.
- Incorporate major landscaped plazas at major building entrances, featuring special paving, seating, plantings and water features such as fountains.

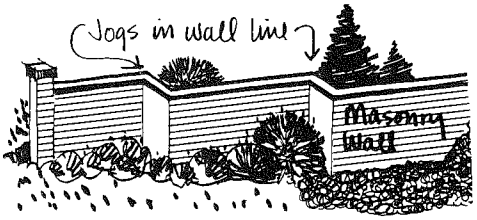


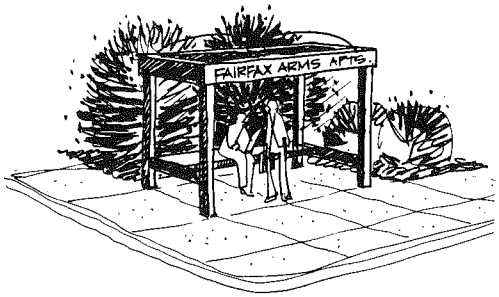

Landscape Architectural Design

- Landscaping
  - Preserve existing quality vegetation to the greatest extent possible, integrating it into new designs.
  - Restore disturbed areas to a visually appealing landscape character through landscape architectural treatment.
  - Provide street trees along all roadways and shade trees in parking areas; encourage the use of groupings which reinforce the residential development character and identity.
  - Provide well-landscaped special use areas for neighborhood residents (e.g., pool areas, parks, etc.).
  - Use special landscape treatments to define primary building entry zones.
  - Buffer incompatible uses with land forms and/or landscape materials as needed.
  - Use overhead canopy, intermediate focus and ground cover type plants to achieve functional goals.
  - Locate street trees along roadways and parking areas in landscape corridors away from underground utilities.
  - Use special landscape treatments to identify and reinforce community and neighborhood entry areas.
  - Promote seasonal visual interest at major neighborhood focal points by using flowers and ornamental shrubs, trees, etc.
  - Select low-maintenance landscape materials for common areas not likely to receive consistent maintenance.
  - Protect solar access to buildings when incorporating landscape materials.



- Site Furnishings/Signing and Lighting
  - Provide a well-designed signage system to identify and direct safe vehicular and pedestrian movement throughout the site.
  - Provide well-designed site entry signs at major auto/pedestrian entry areas.
  - Provide street, parking and pedestrian lighting systems consistent in style/intensity with each system's needs.
  - Ensure site-wide architectural theme and light fixture style consistency.
  - Use special lighting techniques, such as up-lighting, to accentuate primary entry plazas and high-image architectural elements.




- Site Furnishings/Walls and Minor Structures
  - Use concrete or masonry walls in conjunction with building style and materials for screening and grade-change accommodation.
  - Avoid long, monotonous walls by incorporating jogs or setbacks for visual interest.
  - If entry gates are used, ensure that design is high quality and integrated into adjacent wall architecture.
  - Provide bus shelters at major site entries as needed to serve residents utilizing existing or proposed transit services; integrate structure design into project architectural theme, if possible.
  - Consider the provision of gazebos, information kiosks or other outdoor structures for use of residents.
  - Provide outdoor seating, some covered, at major on-site activity areas.
  - Provide hard surfaced recreational areas on-site (e.g., tennis courts, play courts, pool-side areas, etc.).

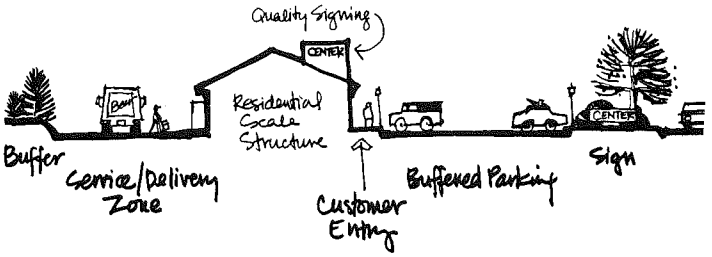
**Commercial/Low Density Office and Neighborhood Center Criteria**

Site Planning

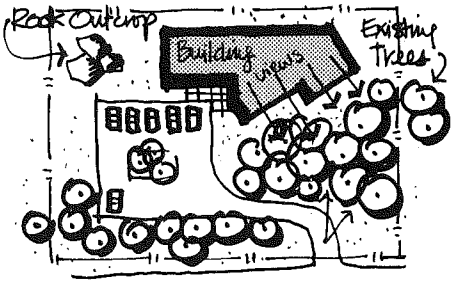
- General
  - Integrate new development with existing and future adjacent land uses appropriately; locate new centers with quality vehicular and pedestrian access.
  - Select type and scale of commercial office uses within each development which will serve local area needs.
  - Use criteria for shared parking and open space between uses in site development, if feasible.

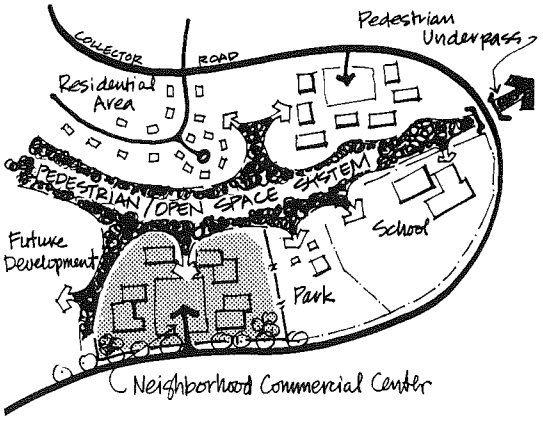
- Provide pedestrian linkages to residential neighborhoods and community-wide amenity areas, services and facilities.
- Use energy conservation based criteria in planning and design.
- Preserve or recover and record significant heritage resources.

- Access/Roads/Parking
  - Provide adequate, safe auto access into the center from appropriate-level roadways.
  - Provide well-screened off-street parking areas for customers; keep these parking lots in scale with the development and neighborhood.
  - Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) through sensitive parking and building design/construction.
  - Establish distinct utility and landscaping corridors within street rights-of-way and parking areas.
  - Segregate service and maintenance drives and parking areas from customer entry and parking zones.
  - Reduce impervious surfaces (drives, parking, buildings, etc.) through use of cluster design techniques.
  - Provide a well-landscaped, high-quality image toward the street, and buffer service areas from public view.
  - Adhere to existing Fairfax County development standards for minimum parking space and driveway dimensions.

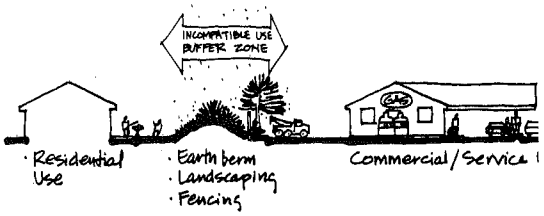



- Open Space/Community Facilities
  - Integrate natural open space amenities into overall site design.
  - Provide on-site pedestrian system links to neighborhood and community-wide pedestrian systems.
  - Consider inclusion of neighborhood-level facilities as part of a mixed-use program for neighborhood centers (e.g., recreation uses and small commercial, office and service uses, etc.)
  - Design safe pedestrian systems on-site; incorporate handicapped-access elements, such as ramps, into system design.
  - Use natural (especially wooded) open space corridors/areas as transition areas, visual amenities and buffers.




- Buffers
  - Use varying scales and arrangement of buildings on-site as buffers for incompatible use relationships.

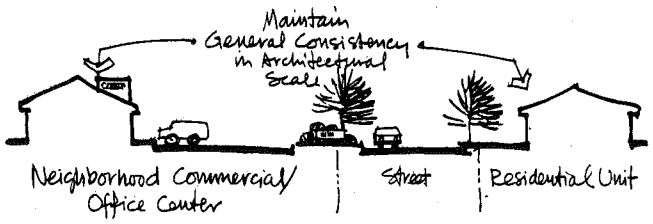



- Take advantage of natural landscape edges and elements in buffering and defining neighborhood center components.
- Use architectural elements (walls, buildings, etc.) as visual and roadway noise buffers.

- Utility/Service Areas
  - Use curb and gutter drainage systems adjacent to buildings and main parking areas, but use grass swales, when possible, in other areas on-site.
  - Provide stormwater detention/retention structures, as needed, which can be retained as open space amenities.
  - Place all electrical utility lines underground; screen utility substations and service areas from public view.
  - Screen all service/maintenance areas from public view.
  - Provide for safe on-site storage and off-site disposal of refuse and wastes generated by commercial/service uses.

Architectural Design

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

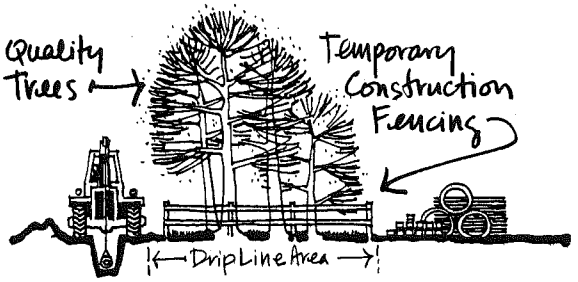


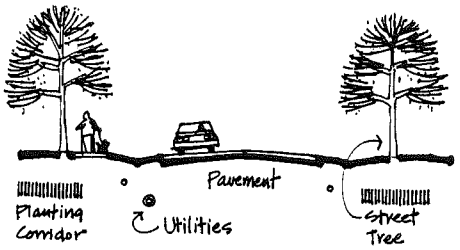

- Functional Relationships/Facade Treatment
  - Select and site appropriate building types with respect to natural topography.
  - Use current energy conservation technology in architectural and heating/cooling systems design.
  - Minimize solar heat gain for cooling and maximize solar heat gain/retention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

Landscape Architectural Design

- Landscaping
  - Preserve existing quality vegetation to the greatest extent possible, integrating it into new designs.

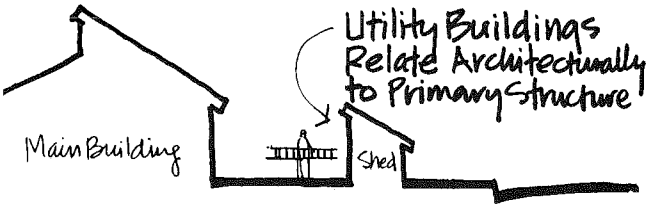
- Restore disturbed areas to a visually appealing landscape character through landscape architectural treatment.
- Provide shade trees in all parking lots; use consistent species groupings to reinforce development character.
- Locate street trees along roadways and parking areas in landscape corridors away from underground utilities.
- Use special landscape treatments to identify and reinforce the center's entry areas.
- Use special landscape treatments to define primary building entry zones.
- Buffer incompatible uses with land forms and/or landscape materials as needed.
- Use overhead canopy, intermediate focus and ground cover type plants to achieve functional goals.
- Promote seasonal visual interest at major neighborhood focal points by using flowers and ornamental shrubs, trees, etc.
- Select low-maintenance landscape materials for areas not likely to receive consistent maintenance.
- Protect solar access to buildings when incorporating landscape materials.

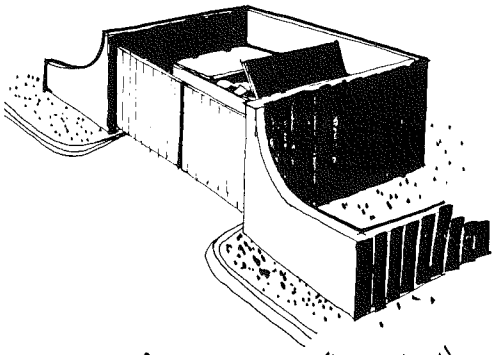


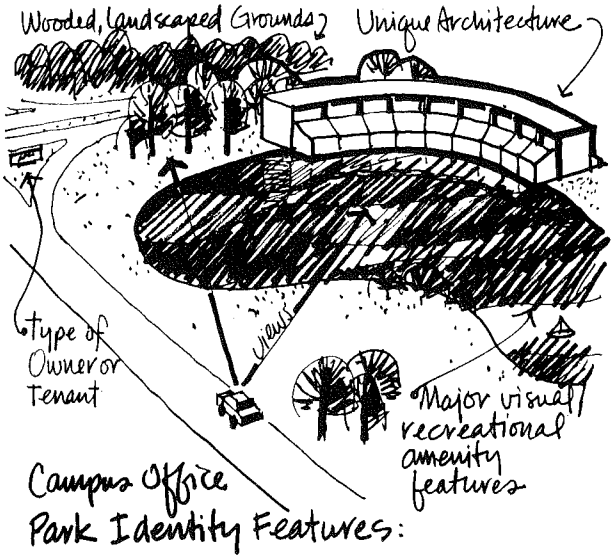

- Site Furnishings/Signing and Lighting
  - Provide a well-designed signage system to identify buildings and direct safe movement for ingress and egress (vehicular and pedestrian).
  - Provide well-designed project entry signs at major auto/pedestrian entry areas.
  - Ensure quality design for commercial signs on-site and on building facades; all buildings (within the same development) should portray consistency in signing criteria adherence.
  - Control the use of temporary commercial advertising signs; do not use movable signs with flashing lights along street edges.
  - Ensure neighborhood architectural theme and light fixture style consistency.

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





Screen refuse container ('dumpster') areas.




- Outdoor utility sheds/buildings should relate to major building architecture and style.
- Provide walled enclosures to screen outdoor storage and refuse (dumpster) areas.
- Keep architectural facade material types to a minimum on any single building facade.
- Carry all attached facade materials (such as wood siding) down to a finished grade elevation, or paint exposed walls to match such facades.
- Avoid false facade treatments which are unrelated to building form/function.
- Carefully select and restrict the variety of architectural facade materials for each building.

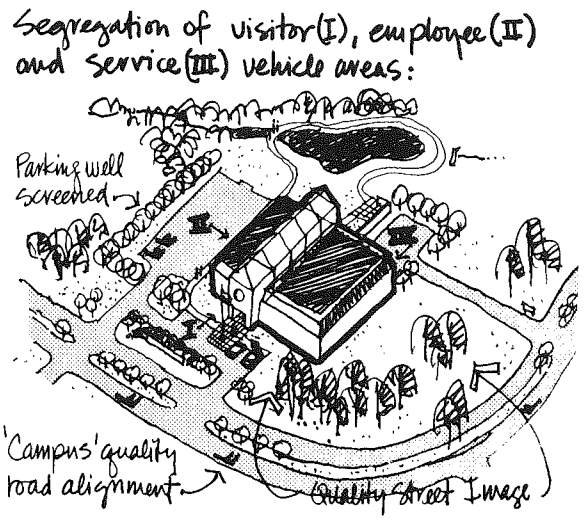
**Commercial/Campus Style Office Park Criteria**

Site Planning

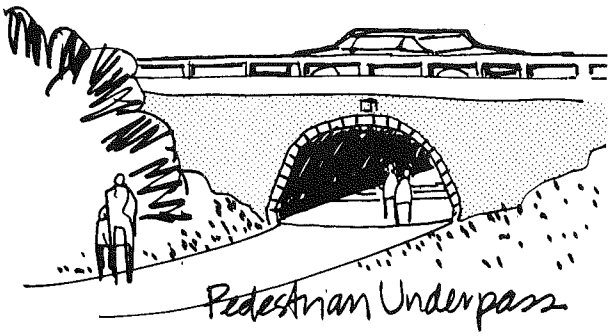
- General
  - Integrate new development with existing and future adjacent land uses appropriately.
  - Plan development in relatively large-scaled tracts to assure substantial open space provision.
  - Establish a strong sense of identity for each particular office campus or park.
  - Provide appropriate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

- Access/Roads/Parking
  - Provide adequate, safe auto access into the development from appropriate-level roadways.
  - Use a hierarchical system of internal drives and roadways; do not access parking directly onto major collector roads.
  - Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) through sensitive road, building and parking design/construction.
  - Provide well-screened off-street parking areas for employees/visitors.
  - Road alignments should reinforce campus quality and scale; avoid long, straight, monotonous street layouts.
  - Provide some parking areas for compact cars in order to reduce the area of impervious site cover.

- Provide screened parking areas for special vehicle parking/storage (e.g., maintenance vehicles, trailers, equipment, etc.).
- Establish distinct utility and landscaping corridors within street rights-of-way and parking areas.
- Segregate service, maintenance and loading zones from employee/visitor vehicle areas.
- Orient roadways to maximize southern (solar) exposure for office buildings, when possible.
- Provide a well-landscaped high-quality image toward the street.
- Reduce impervious surfaces (roads, parking, buildings, etc.) through use of cluster design techniques.
- Adhere to existing Fairfax County development standards for minimum parking space and driveway dimensions.

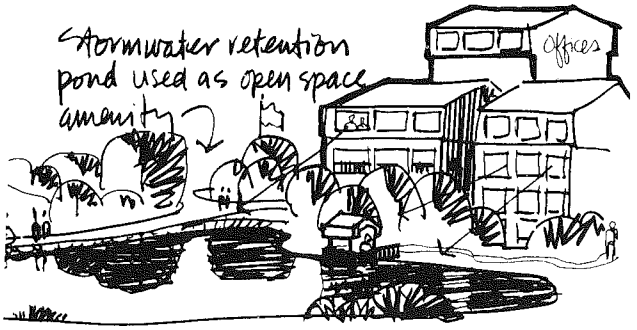



- Open Space/Community Facilities
  - Integrate natural open space amenities into overall site design.
  - Provide a continuous pedestrian/open space system linking activity nodes internally and externally.
  - Design safe pedestrian system crossings at roads; provide grade-separated intersections at these points when possible; incorporate handicapped-access elements, such as ramps, into system design.
  - Use natural (especially wooded) open space corridors/areas as transition zones, visual amenities and buffers.



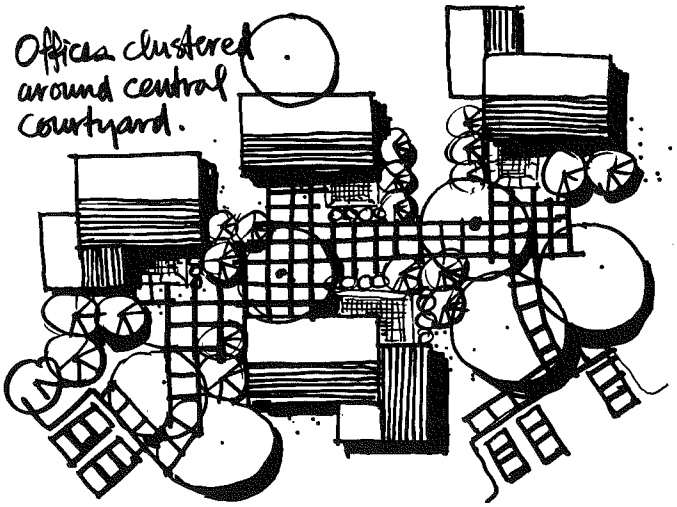

- Buffers
  - Use varying scales and arrangements of building masses as buffers for incompatible use relationships.
  - Take advantage of natural landscape edges and elements in buffering and defining building and parking zones.
  - Use existing vegetation masses along with earth berms and architectural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

- Utility/Service Areas
  - Use grass swales for surface drainage whenever possible.
  - Provide stormwater detention/retention structures which can be retained as open space amenities.
  - Place all electrical utility lines underground; screen utility substations and service areas from public view.
  - Provide for safe on-site storage and off-site disposal of refuse and wastes generated by commercial/service uses.



- Consider common solar energy systems serving entire office park developments, when feasible.

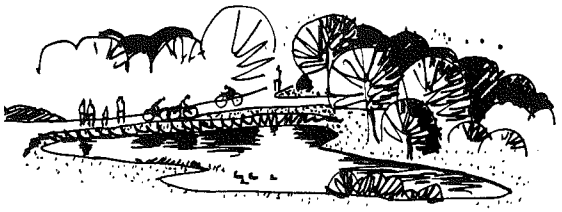
Architectural Design




- Scale/Mass/Form
  - Provide general consistency in architectural scale within each development cluster.
  - Create interest through sensitive detailing and use of basic geometric forms reflecting building function.
  - Use varied building/facade setbacks to create interesting architectural (mass) relationships to the street.
  - Cluster buildings around courtyard-like amenity areas to create a strong sense of arrival for pedestrians.
  - Buildings with large-area structural modules should be located on flat or gently sloping sites only.

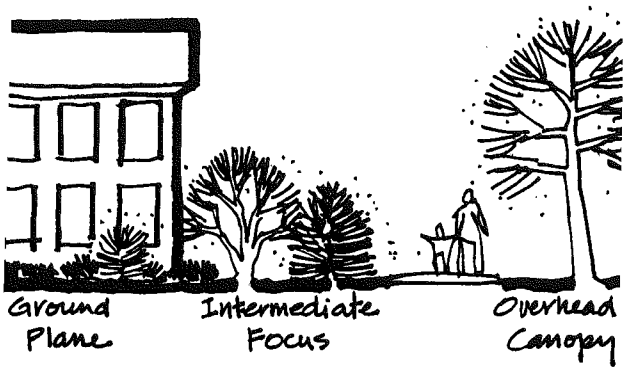
- Functional Relationships/Facade Treatment
  - Select and site appropriate building types with respect to natural topography.
  - Segregate primary building entries from service-type entries.
  - Use current energy conservation technology in architectural and heating/cooling systems design.
  - Minimize solar heat gain for cooling and maximize solar heat gain/retention for heating by sensitive design treatment.
  - Establish architectural theme consistency throughout each office complex.
  - Use similar architectural materials within a given cluster of office buildings.
  - Keep architectural facade material types to a minimum on any single building facade.
  - Carry all attached facade materials down to a finished grade elevation, or paint exposed walls to match such facade materials.
  - Avoid false facade treatments which are unrelated to building form/function.
  - Carefully select and restrict the variety of architectural facade materials for each building or building cluster.

Landscape Architectural Design

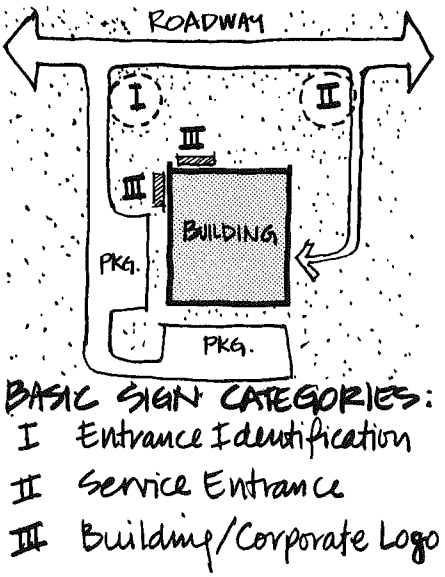


- Landscaping
  - Preserve existing quality vegetation to the greatest extent possible, integrating it into new designs.
  - Restore disturbed areas to a visually appealing landscape character through landscape architectural treatment.

- Provide shade trees in all parking lots; use consistent species groupings to reinforce development character.
- Locate street trees along roadways in landscape corridors away from underground utilities.
- Use special landscape treatments to identify and reinforce major office park and site entry areas.
- Use special landscape treatments to define primary building entry zones.
- Buffer incompatible uses with land forms and/or landscape materials as needed.
- Use overhead canopy, intermediate focus and ground cover-type plants to achieve functional goals.
- Promote seasonal visual interest at major architectural and site focal points by using flowers and ornamental shrubs, trees, etc.
- Select low-maintenance landscape materials for areas not likely to receive consistent maintenance; maintain landscape materials in all entry and streetscape areas.
- Protect solar access to buildings when incorporating landscape materials.




- Site Furnishings/Signing and Lighting
  - Provide a well-designed office park and site entry signs at major auto/pedestrian entry areas.
  - Provide roadway and pedestrian lighting systems consistent in style/intensity with each system hierarchy.
  - Ensure quality design for commercial office signs on-site and on building facades; all buildings within a development should reflect consistent signing criteria adherence.
  - Provide design guidelines for all commercial signing within the office campus development, including temporary advertising, construction and informational signing.
  - Provide special site entry area and identification sign lighting.
  - Ensure development-wide architectural theme and light fixture style consistency.
  - Provide individual building entry zone and corporate name/logo illumination lighting.

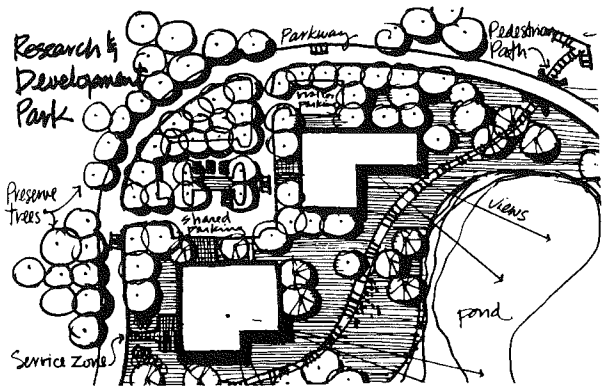



- Site Furnishing/Fencing/Walls/Minor Structures
  - Use walls as architectural linkage elements between related but separate buildings, when possible.

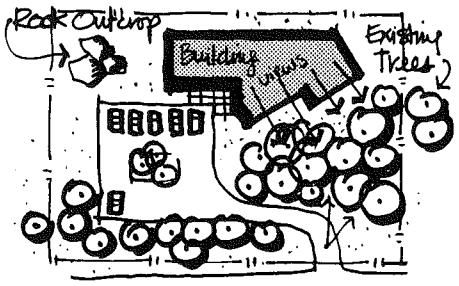
- Use materials which relate to the proposed function of the fence or wall (e.g., solid for privacy).
- Use wall and fence materials and style consistent with each development's architectural materials and style.
- Avoid long, monotonous solid walls or fence lines by using jogs or setbacks for visual interest.
- Outdoor utility sheds/buildings should relate to building architecture and style.
- Provide walled enclosures to screen outdoor storage/service/refuse (dumpster) areas.

**Research and Devclopment/Utility and Light Industrial Criteria**

Site Planning




- General
  - Consider appropriateness of each particular use to the image/environment of the Fairfax Center Area.
  - Integrate new development with existing and future adjacent land uses appropriately.
  - Plan development in relatively large-scale tracts to assure substantial open space provision, especially for buffering.
  - Establish a strong sense of identity for each development.
  - Locate utility uses (such as power substations, water pump stations and waste water treatment plants) away from conflicting land uses, if feasible.
  - Provide pedestrian linkages to community-wide amenity areas, neighborhood services and facilities, as needed.
  - Use energy conservation-based criteria in planning and design.
  - Preserve or recover and record significant heritage resources.



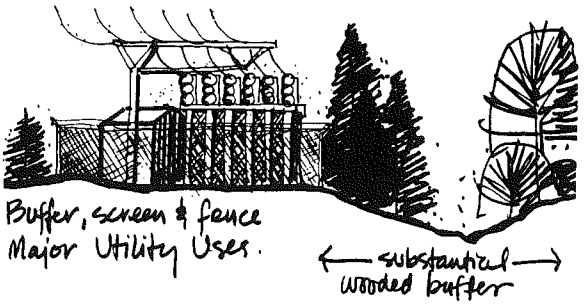

- Access/Roads/Parking
  - Provide adequate, safe auto and truck access into the development from appropriate level roadways.
  - Use a hierarchical system of internal roadways; do not access parking/service areas directly from major collector roads.
  - Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) through sensitive utility right-of-way, road, building and parking design/construction.
  - Road alignments should reinforce development quality and scale; avoid long, straight, monotonous street layouts.

- Provide off-street, screened parking areas for special vehicle parking/ storage (e.g., maintenance vehicles, trailers, utility equipment, etc.).
- Establish distinct utility and landscaping corridors within street rights-of-way and parking areas.
- Segregate service, utility equipment, maintenance and loading zones from employee/visitor vehicle areas.
- Orient roadways to maximize southern (solar) exposure for office/industrial buildings, when possible.
- Reduce impervious surfaces (roads, parking, buildings, etc.) through use of cluster design techniques.
- Adhere to existing Fairfax County development standards for minimum parking, loading and driveway space requirements.

• Open Space/Community Facilities
  - Integrate natural open space amenities into overall site design.
  - Provide a continuous pedestrian/open space system linking activity nodes internally and externally.
  - Design safe pedestrian system crossings at roads; provide grade-separated intersections when possible; use handicapped-access design criteria.
  - Use natural (especially wooded) open space corridors/areas as transition zones, visual amenities and buffers.
  - Use utility right-of-way corridors as potential pedestrian systems.

• Buffers
  - Provide safety fencing or walls around potentially dangerous service, industrial or utility uses.
  - Use varying scales and arrangements of building masses as buffers for incompatible use relationships.
  - Take advantage of natural landscape edges and elements in buffering and defining building, utility equipment and parking zones.
  - Make special efforts to screen utility complexes from public view; consider off-site visual impact of tall utility structures in design and siting of such elements.

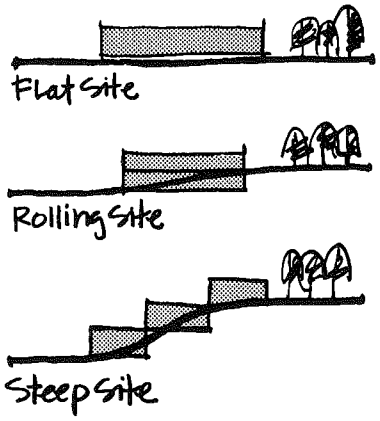
• Utility/Service Areas
  - Use grass swales for surface drainage whenever possible.
  - Provide stormwater detention/retention structures which can be retained as open space amenities.



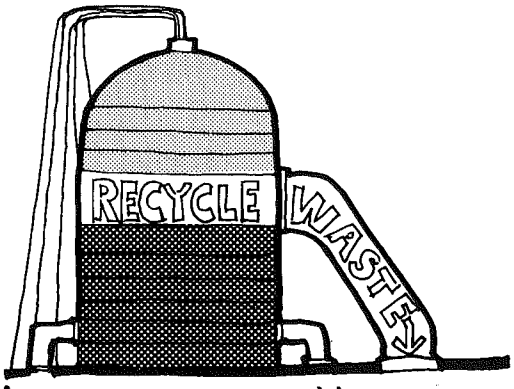
- Place all electrical utility lines underground; screen utility substations and service areas from public view.
- Provide for safe on-site storage and off-site disposal of refuse or wastes generated by research and development, industrial or utility uses.

Architectural Design

- Scale/Mass/Form
  - Provide general consistency in architectural scale within each development cluster.
  - Create quality architectural statements through the use of basic geometric forms reflecting each building's function.
  - Use varied building setbacks to create interesting architectural (mass) relationships to the street.
  - Cluster buildings around courtyard-like areas to reduce overall visual impact of large scale architectural masses.
  - Buildings with large floor module needs should be located on flat or gently sloping sites.




- Functional Relationships/Facade Treatment
  - Select and site appropriate building types with respect to natural topography.
  - Segregate primary building entries from service-type entries, when applicable.
  - Use current energy conservation technology in architectural and heating/cooling systems design and for industrial process power sources.
  - Minimize solar heat gain for cooling and maximize solar heat gain/retention for heating by sensitive design treatment.
  - Use similar architectural materials within a given cluster of buildings.
  - Keep architectural facade material types to a minimum on any single structure.
  - Carry all attached facade materials down to a finished grade elevation or paint exposed walls to match such facade materials.
  - Avoid false facade treatments which are unrelated to building form/function.
  - Consider the use of special paint and graphic treatment to industrial and utility structures and elements (e.g., super graphics or color coded utility tanks, pipes and structures).
  - Carefully select and restrict the variety of architectural facade materials for each building or structure.

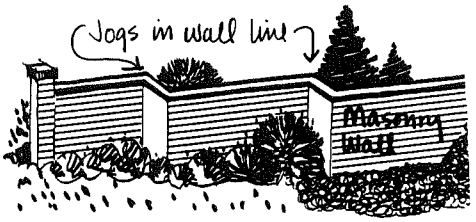


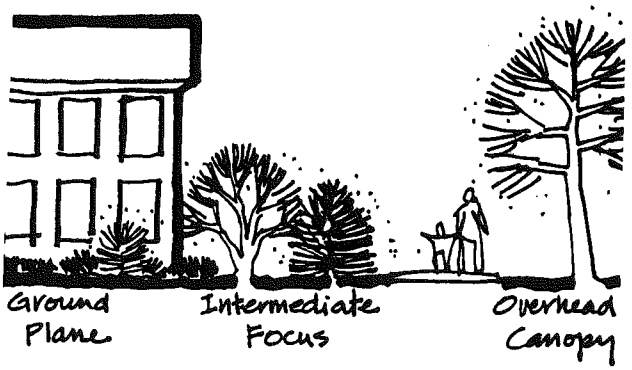

'Super-graphics' utilized on Utility Structures

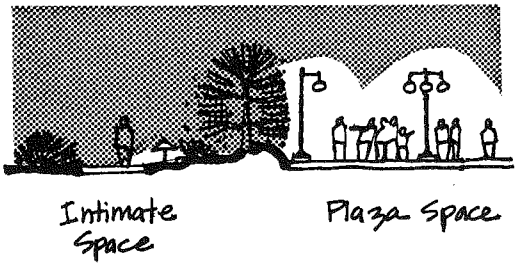
Landscape Architectural Design

- 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.
  - Protect solar access to buildings when incorporating landscape materials.






- Site Furnishings/Signing and Lighting
  - Provide a well-designed signage system to identify buildings and direct safe vehicular and pedestrian movement throughout the development.
  - Provide well-designed entry signs at major auto/pedestrian entry areas.
  - Provide design guidelines for all commercial/industrial signing within the development, including temporary, advertising, construction and information signing.
  - Provide roadway and pedestrian lighting systems consistent in style/intensity with each system hierarchy.
  - Ensure on-site architectural theme and light fixture style consistency; use simple, functional lighting design.