LAND USE

INTRODUCTION

In less than a generation, Fairfax County has been transformed from a residential suburb of the Nation's Capital, into a complex commercial, residential, office, and research community. This extraordinary transformation is reflected in the County's land use pattern. Fairfax County has become the region's pre-eminent location for new office, research, and shopping center development. Between 1970 and 1995, the number of acres in non-residential land uses, excluding public facilities, quadrupled, expanding by 463 percent. At the same time, the number of acres in residential land use in the County grew by 168 percent. While single-family detached housing continued to be the predominate residential land use, the combined development of townhouses and apartments out paced single-family detached housing since 1970 at a rate of 6 to 4 and since 1990, out paced single family dwelling units at a rate of 2 to 1.

One of the effects of growth in Fairfax County is the impact on the public facilities and infrastructure systems. A principal concern, raised in the public participation process, is the effect of growth on mobility, especially the impact on the road system in peak periods. Developing and implementing effective measures to address mobility is a principal challenge for Fairfax and for other rapidly urbanizing areas. While there may be no practical solution to returning the County to pre-boom levels of service, managing the interacting elements of congestion is required if the County is to influence forces, which if left unattended, will degrade current service levels. The County needs to manage the expansions of transportation capacity, manage the reduction of transportation demand; and the County needs to manage the pace, the intensity and the pattern of growth.

Another effect of Fairfax County growth has been a diminishing supply of vacant land. If current trends continue, the supply of land presently planned for residential development will be all but exhausted shortly after the turn of the century. This impending land shortage has implications not only for the residential development pattern that may emerge, but also for existing residential development. As land values increase due to decreasing supply, the pressure to redevelop existing lower density neighborhoods, as well as non-residential acreage, will increase. While in selected instances this may be desirable, the practice of redevelopment must be carefully controlled so as to not undermine stable neighborhoods and the provision of public services and facilities. The loss of neighborhoods can quickly lead to a loss of a sense of community: a basic facet of a high quality of life. The County's ability to secure sites for parks, schools and public facilities and to provide affordable housing opportunities also is greatly affected by the short supply of land.

This element of the Plan recognizes the changes that have taken place in the County and the challenges that lie ahead. The objectives and policies presented in this section provide guidance for an appropriate pattern and pace of development and they indicate how this development should relate to the existing and future community. They also provide a logical framework for land-use decision-making at a conceptual level as well as on an area-wide and site specific basis. Uniform application of these objectives and policies should result in a balanced and harmonious community where a high quality of life can be maintained. Since all policy areas, whether housing, employment or the environment achieve physical realization through the land use plan, the development and implementation of sound and consistent land use principles is critical to the realization of County goals.

The countywide objectives and policies for land use have been organized under four broad headings:

- Land Use Pattern
- Land Use Intensity
- Pace of Development
- Land Use Compatibility

BOARD OF SUPERVISORS GOALS

Fairfax County has adopted a specific goal for land use as well as related goals which provide additional land use direction and guidance in the areas of transportation, revitalization, private sector facilities and employment. These goals read as follows:

Land Use - The County's land use policies should maintain an attractive and pleasant quality of life for its residents; provide for orderly and coordinated development for both public and private uses while sustaining the economic and social well-being of the County; provide for an adequate level of public services and facilities, including a system of transportation facilities, to sustain a high quality of life; and ensure sound environmental practices in the development and redevelopment of land resources. Growth should take place in accordance with criteria and standards designed to preserve, enhance, and protect an orderly and aesthetic mix of residential, commercial/industrial facilities, and open space without compromising existing residential development. The Comprehensive Land Use Plan should set forth long-range recommendations and implementation techniques to ensure the envisioned coordination of harmonious development, while still achieving our economic goals. Densities and heights in excess of those compatible with these goals should be discouraged, nor should these policies be construed as incompatible with the County's affordable housing goal.

Transportation - Land use must be balanced with the supporting transportation infrastructure, including the regional network, and credibility must be established within the public and private sectors that the transportation program will be implemented. Fairfax County will encourage the development of accessible transportation systems designed, through advanced planning and technology, to move people and goods efficiently while minimizing environmental impact and community disruption. Regional and local efforts to achieve a balanced transportation system through the development of rapid rail, commuter rail, expanded bus service and the reduction of excessive reliance upon the automobile should be the keystone policy for future planning and facilities. Sidewalks and trails should be developed as alternate transportation facilities connecting mass transit, high density areas, public facilities and employment areas.

Open Space - Fairfax County should support the conservation of appropriate land areas in a natural state to preserve, protect and enhance stream valleys, meadows, woodlands, wetlands, farmland, and plant and animal life. Small areas of open space should also be preserved in already congested and developed areas for passive neighborhood uses, visual relief, scenic value, and screening and buffering purposes.

Revitalization - Fairfax County should encourage and facilitate the revitalization of older commercial and residential areas of the County where present conditions warrant. Revitalization initiatives should encourage business development, promote public and private investment and reinvestment, and seek to prevent or eliminate the negative effects of deteriorating commercial and industrial areas. Revitalization efforts should work in concert with other community programs and infrastructure improvements and strive to foster a sense

of place unique to each area, thereby contributing to the social and economic well being of the community and the County.

Private Sector Facilities - Fairfax County should continue to encourage the development of appropriately scaled and clustered commercial and industrial facilities to meet the need for convenient access to needed goods and services and to employment opportunities. Particular attention should be given to the needs of small and minority businesses.

Employment Opportunities - Fairfax County should maintain its prosperous economic climate and varied employment opportunities.

COUNTYWIDE OBJECTIVES AND POLICIES

LAND USE PATTERN

Through most of its recent history, Fairfax County could be characterized primarily as a residential area; supporting commercial services were minimal and employment opportunities scattered. As the County matured, a dual emphasis emerged. While residential development continued to be the dominant land use, employment opportunities multiplied rapidly.

Office development was the dominant form of non-residential growth in Fairfax County during the 1970s and 1980s. Much of this growth occurred in areas planned and zoned for industrial uses, but where office development has been allowed as well. The roadway system in areas which recently developed was never intended to accommodate the traffic demands from the pattern of land use which has emerged. While appropriately located office development is a necessary land use component, resulting traffic must be better managed.

Additionally, housing and employment uses have not been well integrated. The pattern of land use in Fairfax County reflects a distinct separation among large areas of residential and non-residential uses. This separation of housing and employment further burdens the roadway system as people must commute long distances between home and work. Transit has not proven a viable alternative for a major portion of these commuters because the housing and employment areas not only are spatially separated from each other, but developed at low densities. Thus, transit service is inherently less efficient and productive than would be likely in more concentrated, mixed-use settings.

A more efficient land use pattern is needed. By bringing together jobs and housing in an attractive, harmonious manner, the opportunity will be created to reduce commuting in both time and distance. Not only will this tend to lessen the burden on a roadway system in need of significant expansion, but it will also lessen the stress of metropolitan living and provide more time for family and leisure pursuits. These are factors crucial to maintaining a high quality of life. If an improved land use pattern does not emerge, the transportation system will become increasingly overloaded, creating long range implications for the County's ability to attract high quality development.

Objective 1: **The County's land use plan should provide a clear future vision of an attractive, prosperous, harmonious and efficient community.**

Policy a. Structure the land use plan to designate areas of the County planned for specific uses and guided by specialized planning and development policies.

Policy b. Encourage growth and development to occur in locations and in a manner which enhances community identity and can be supported by the availability of transportation and public facilities.

Objective 2: Fairfax County should seek to establish areas of community focus which contain a mixture of compatible land uses providing for housing, commercial, institutional/public services, and recreation and leisure activities.

Policy a. Create mixed-use Centers which enhance the sense of community and reduce the need to travel long distances for employment and/or services.

Policy b. Encourage, within the Tysons Corner Urban Center, cores of Suburban Centers, cores of Community Business Centers, and Transit Station Areas, and other areas within these Centers that would benefit from revitalization and redevelopment, the development of mixed-use projects.

Policy c. Maintain the integrity of mixed-use Centers and neighboring residential communities.

Objective 3: Fairfax County should maintain a supply of land sufficient to meet the need for housing, commercial, industrial, institutional/public services, and recreational and leisure activities to support the Comprehensive Plan.

Policy a. Conduct a comprehensive community needs assessment, at least once every five years, to determine future land requirements to meet adopted County goals.

Policy b. Review comprehensively, at least every five years, the County's Comprehensive Plan and revise as appropriate.

Policy c. Ensure through periodic review and amendment that the County's Zoning Ordinance is supportive of the recommendations contained in the County's Comprehensive Plan.

Objective 4: The County should encourage a diverse housing stock with a mixture of types to enhance opportunities for County residents to live in proximity to their workplace and/or in proximity to mass transit.

Policy a. Increase the availability of housing to provide a diversity of housing opportunities in proximity to concentrations of employment.

Policy b. Encourage universal design in the development of housing and communities to expand opportunities for residents of all ages and abilities to live in areas near their employment, mass transit and/or desired services.

Objective 5: Fairfax County's planning efforts should be cognizant of the role that the County plays in regional growth and development.

Policy a. Reevaluate the County's Comprehensive Plan at least once every five year period with cognizance of regional growth and development trends and implications.

Policy b. Support regional and local government efforts to enhance opportunities for residents to live in proximity to their workplace.

Objective 6: Fairfax County should have a land use pattern which increases transportation efficiency, encourages transit use and decreases automobile dependency.

Policy a. Link existing and future residential development with employment and services, emphasizing ridesharing, transit service and non-motorized access facilities.

Policy b. Concentrate most future development in mixed-use Centers and Transit Station Areas to a degree which enhances opportunities for employees to live close to their workplace.

Preservation and Revitalization of Neighborhood and Community Serving Uses

The quality and character of many older neighborhoods and commercial areas should be improved. For these older areas, revitalization and community improvement and preservation efforts may include renovations, marketing and promotional activities, changes in transportation modes, and urban design measures of beautification, buffering, lighting and traffic improvements. Publicly-funded capital programs should be discrete, finite and prioritized. Incentive-based strategies which facilitate comprehensive community reinvestment should be encouraged.

Objective 7: Fairfax County should reserve and/or conserve areas which provide primarily community-serving retail and service uses.

Policy a. Preserve or establish areas of the County which provide necessary commercial and professional services to the community.

Policy b. Implement programs to improve older commercial areas of the County to enhance their ability to provide necessary community services.

Policy c. Encourage redevelopment projects in commercial areas that would preserve or increase desirable community services.

As the County matures, there will be an increasing need to preserve and revitalize older residential communities. It will be important to protect existing residential areas from the encroachment of commercial development and the impacts of institutional holdings and uses. The compatibility of infill development will also be of increasing concern.

Objective 8: Fairfax County should encourage a land use pattern that protects, enhances and/or maintains stability in established residential neighborhoods.

Policy a. Protect and enhance existing neighborhoods by ensuring that infill development is of compatible use, and density/intensity, and that adverse impacts on public

facility and transportation systems, the environment and the surrounding community will not occur.

Policy b. Discourage commercial development within residential communities unless the commercial uses are of a local serving nature and the intensity and scale is compatible with surrounding residential uses.

Policy c. Discourage the consolidation of residential neighborhoods for redevelopment that is incompatible with the Comprehensive Plan.

Policy d. Implement programs to improve older residential areas of the County to enhance the quality of life in these areas.

Policy e. Encourage land owners within residential conservation and revitalization areas to contribute to the funding of these efforts.

Redevelopment

The County's system of public facilities, services and infrastructure is based on accommodating demand generated by existing and planned land uses. Unanticipated redevelopment can pose a substantial potential problem for the continued provision of these public necessities if land uses of a higher intensity than envisioned by the Comprehensive Plan are developed. Consequently, it is critical that redevelopment be in conformance with the Comprehensive Plan to assist the County in maintaining its high level of commitment to providing public facilities, services and infrastructure.

Objective 9: Non-residential redevelopment should be in accord with the recommendations of the Comprehensive Plan.

Policy a. Ensure that the general use(s) and density/intensity approved during the zoning process are in accordance with those identified in the Comprehensive Plan.

Policy b. Allow interim improvements to existing uses in areas where an eventual change in land use is directed by the Plan should these improvements be beneficial in the short run, as indicated by the "Guidelines for Interim Improvements" in the Land Use Appendix.

Policy c. Ensure that the redevelopment of existing uses is consistent with the provision of adequate transportation and public facilities.

Policy d. Optimize stormwater management and water quality controls and practices for non-residential redevelopment consistent with revitalization goals.

Policy e. Ensure that previously contaminated redevelopment sites are remediated to the extent that they will not present unacceptable health or environmental risks for the specific uses proposed for these sites.

Neighborhood Consolidation and Redevelopment

In response to the rising value and demand for land in the County, entire neighborhoods have attempted to consolidate their properties and sell as a unit to developers or others desiring to

assemble large tracts of land. Since consolidated sales are often contingent upon multiple party agreements and the ability to develop the site in a different manner and at higher intensities, these transactions are usually very complicated, often taking several years to finalize. It is in the best interest of the County and its residents that neighborhood consolidation be approached with caution, and only encouraged in areas where a change in use and/or intensity are appropriate. All consolidations should be in conformance with the Comprehensive Plan and have the ability to be adequately served by public facilities and the transportation system.

Objective 10: **Consolidation and redevelopment of residential neighborhoods should only be considered if such redevelopment is in accord with the Comprehensive Plan, is in the public interest, and is, or can be, supported by the necessary transportation and public facilities.**

Policy a. Where proposals for neighborhood redevelopment call for uses or densities/intensities that are not consistent with the adopted Comprehensive Plan, any amendment to the Comprehensive Plan to accommodate such proposals must be in accord with the guidelines contained in the Land Use Appendix.

Policy b. Where proposals for neighborhood redevelopment call for uses or densities/intensities that are consistent with the adopted Comprehensive Plan but not permitted by the current zoning, the rezoning request must be in accord with the guidelines contained in the Land Use Appendix.

Objective 11: **Redevelopment of existing residential neighborhoods should have as objectives increased affordable housing opportunities and positive impacts on the environment, public facilities and transportation systems.**

Policy a. Ensure that redevelopment of residential neighborhoods for residential uses provides on-site, affordable dwelling units or a contribution to the Fairfax County Housing Trust Fund equal, at a minimum, to the replacement value of all affordable units displaced, as well as meets the provisions of the County's Affordable Dwelling Unit Ordinance or Planning Criteria.

Policy b. Ensure that redevelopment of residential neighborhoods for commercial/ industrial uses provides affordable dwelling units or a contribution to the Fairfax County Housing Trust Fund equal, at a minimum, to the replacement value of all affordable units displaced. In addition, any provisions of a duly adopted program linking employment and affordable housing must be satisfied.

Policy c. Ensure that redevelopment of residential neighborhoods addresses associated capacity deficiencies which would occur to the public facility and transportation systems.

Policy d. Optimize stormwater management and water quality controls and practices for residential redevelopment.

LAND USE INTENSITY

The intensity of land use has a direct effect on the ability to provide adequate levels of service for transportation and public facility systems. The Comprehensive Plan is the primary mechanism available to the County for establishing appropriate locations for various levels of land use intensity. Through this mechanism, development is encouraged to occur in accord with the Plan, at intensities that can assist in achieving various County goals. For instance, high intensity uses will be located in areas of the County where the transportation and public facilities systems can best accommodate the demands from such uses, thereby efficiently using County resources.

Objective 12: The location and level of development intensity should be utilized as a means of achieving a broad range of County goals.

Policy a: Concentrate the highest level of development intensity in areas of transportation advantage, i.e., the Tysons Corner Urban Center, cores of Suburban Centers and Transit Station Areas.

Policy b: Limit development intensity to that which can be accommodated at acceptable levels of service with consideration of the cumulative, long-term impacts of development on the adequacy of public facilities and transportation systems.

Policy c: Assign development intensity in the Tysons Corner Urban Center, cores and areas of redevelopment within Suburban Centers and Transit Station Areas based upon the ability to offset impact on public facilities and transportation systems and the long-term capacity of these systems.

Policy d: Locate development intensity in a manner which assists in achieving appropriate community character.

Policy e: Place appropriately located mixed-use development at intensities that will enhance the production of affordable housing.

Policy f: Limit development intensity to levels which can be reasonably accommodated by planned public facilities and transportation systems in general accord with the guidelines and standards located elsewhere in the Plan.

Policy g: Locate and limit development intensity in a manner which will not adversely impact sensitive environmental areas.

PACE OF DEVELOPMENT

In the past twenty-five years, Fairfax County has experienced one of the most rapid growth rates in the nation. For example, between 1970 and 1995, Fairfax County's population increased by almost 95 percent. Employment grew even more substantially, with the total number of jobs in the County more than quadrupling between 1970 and 1995. To accommodate this growth, 76,207 acres were developed for residential uses and 14,512 acres for commercial and industrial uses.

To date, Virginia planning enabling legislation and case law have limited the County's ability to pace or stage development. Consequently, the amount of development that has taken place during the past decade has exceeded the County's ability to provide services. Therefore, even though

planned development intensities may be appropriate for a given area at some point in the future, certain intensities are only appropriate if timed with the provision of adequate transportation and public facility systems.

Objective 13: **The pace of development in the County should be in general accord with the Comprehensive Plan and sustainable by the provision of transportation and public facilities.**

Policy a. Influence the timing of development to coincide with the provision of transportation and other necessary public improvements.

Policy b. Make provisions for new residential and non-residential development to meet the projected demand for public facilities on-site and/or contribute to the acquisition of nearby property to meet this demand.

Policy c. Commit through the Capital Improvement Program, funding for facilities in general accord with the County's Comprehensive Plan.

Policy d. Require the proportionate participation of all development in fully mitigating impacts to public facility and transportation capacity.

LAND USE COMPATIBILITY

Recommendations for land use are depicted on the map entitled "Fairfax County Comprehensive Land Use Plan." This guidance, in conjunction with specific recommendations in the Area Plans, assists in determining the property's appropriate use and intensity. However, every parcel is not necessarily entitled to the use or intensity indicated. Implementation of the recommendations of the Plan will occur through the zoning process which requires the satisfactory resolution of basic development-related issues such as access and circulation, buffering and screening of adjacent uses, parcel consolidation and protection of sensitive environmental areas.

For developments subject to the Affordable Dwelling Unit (ADU) Program, notwithstanding specific Plan text or map provisions regarding unit type and/or density, the density range provisions of the Affordable Dwelling Unit Adjuster and the unit types permitted by the zoning district regulations in affordable dwelling unit developments shall apply. The Affordable Dwelling Unit Adjuster provisions state that the lower and upper end of the density ranges shall be increased by twenty (20) percent for single-family detached and attached dwelling units and by ten (10) percent for non-elevator multiple family dwelling unit structures or elevator multiple family dwelling unit structures which are three (3) stories or less. The Zoning Ordinance provisions for affordable dwelling unit developments which include alternative unit types and reduced minimum yard and lot size requirements shall not necessarily be considered incompatible with adjacent development, provided that the flexibilities allowed in the Ordinance are accomplished on the subject parcel in a fashion that creates compatible transitions to adjacent developments.

Objective 14: **Fairfax County should seek to achieve a harmonious and attractive development pattern which minimizes undesirable visual, auditory, environmental and other impacts created by potentially incompatible uses.**

Policy a. Locate land uses in accordance with the adopted guidelines contained in the Land Use Appendix.

Policy b. Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.

Policy c. Achieve compatible transitions between adjoining land uses through the control of height and the use of appropriate buffering and screening.

Policy d. Employ a density transfer mechanism to assist in establishing distinct and compatible edges between areas of higher and areas of lower intensity development, to create open space within areas of higher intensity, and to help increase use of public transportation at Transit Station Areas.

Policy e. Stabilize residential neighborhoods adjacent to commercial areas through the establishment of transitional land uses, vegetated buffers and/or architectural screens, and the control of vehicular access.

Policy f. Utilize urban design principles to increase compatibility among adjoining uses.

Policy g. Consider the cumulative effect of institutional uses in an area prior to allowing the location of additional institutional uses.

Policy h. Utilize landscaping and open space along rights-of-way to minimize the impacts of incompatible land uses separated by roadways.

Policy i. Minimize the potential adverse impacts of the development of frontage parcels on major arterials through the control of land use, circulation and access.

Policy j. Use cluster development as one means to enhance environmental preservation when the smaller lot sizes permitted would compliment surrounding development.

Policy k: Provide incentive for the preservation of EQCs by allowing a transfer of some density potential on the EQC area to less sensitive portions of a site. The development allowed by the increase in effective density on the non-EQC portion of the site should be compatible with surrounding area's existing and/or planned land use. It is expressly intended that in instances of severely impacted sites (i.e. sites with a very high proportion of EQC), density/intensity even at the low end of a range may not be achievable.

Policy l: Regulate the amount of noise and light produced by non-residential land uses to minimize impacts on nearby residential properties.

Objective 15: Fairfax County should promote the use of sound urban design principles to increase functional efficiency, unify related areas and impart an appropriate character and appearance throughout the County.

Policy a. Apply urban design principles in the planning and development process.

Policy b. Incorporate appropriate urban design features in the design and construction of County facilities.

Policy c. Recognize quality design in site planning and architecture through the Fairfax County Exceptional Design Awards program.

Policy d. Encourage the use of art in public places to enhance both public and private development.

Transit-Oriented Development (TOD)

Transit-oriented development (TOD) has a range of definitions, however common characteristics include compact development that contains a compatible mix of housing, employment and retail uses in a high-quality walking and biking environment. TOD is the result of a deliberate planning strategy for reducing sprawl and automobile dependency by focusing medium to high density growth around planned and existing transit stations while protecting stable neighborhoods. Well-planned development that incorporates good design principles and includes a mix of uses around these stations can create opportunities for compact, pedestrian-friendly and vibrant neighborhood centers within walking distance of transit. TOD can leverage major investments in public transit infrastructure, contribute to environmentally sound means to accommodate new growth in the County, improve access to transit stations and enhance transportation choice in the area. Initially, this Comprehensive Plan guidance for the development of TODs in Fairfax County is limited to existing or planned rail transit stations identified in the Area Plans for mixed-use development. While this guidance applies to all rail transit stations, the Area Plans should recognize the differences in respective service levels and capacity of heavy rail, commuter rail, and light rail transit which influence the overall density and intensity appropriate for a particular station area. Future planning efforts may expand the implementation of TOD guidelines as part of a family of guidelines for development around different types of mass transit.

Objective 16: Fairfax County should encourage Transit-Oriented Development (TOD) with focused growth near certain planned and existing rail transit stations as a way to create opportunities for compact pedestrian- and bicycle-friendly, neighborhood centers accessible to transit.

Policy a. The TOD principles outlined in the “Guidelines for Transit-Oriented Development” section in the Land Use Appendix should be used in future planning efforts involving rail transit station sites identified for mixed-use development in the Area Plans.

Policy b. Development applications that propose a substantial change in use, intensity or density near designated rail transit stations should be consistent with the adopted TOD guidelines in the Land Use Appendix.

LAND CONSERVATION

In order to take advantage of open space/conservation easements as land conservation tools, the Board of Supervisors established the Fairfax County Open Space/Historic Preservation Easements Program. (See the Glossary for the definitions of "open space easement," "conservation

easement," and "open space.") This program is committed to conserve natural and heritage resources as allowed by the Code of Virginia, such as open space, sensitive environmental resources, trees, scenic vistas, historic sites and recreation uses such as trails. Fairfax County has a limited amount of rural land, so the focus of the program is to preserve natural and heritage resources within a suburban context that may result in easements on relatively small land areas. The heritage sites are found both in identified historic districts and scattered throughout the County.

To implement the Easements Program, the Board of Supervisors has entered into a public-private partnership with a private non-profit land trust (e.g., the Northern Virginia Conservation Trust). Although the Board has established a public-private partnership, this does not preclude property owners interested in putting easements on their properties from working with any other county or regional authority/agency or local, state or national non-profit land trust.

Objective 17: **Fairfax County should use - and the Board of Supervisors as a matter of policy encourages the use of - open space/conservation easements to implement the County's goals and objectives for the preservation of natural and heritage resources within the context of Fairfax County's suburban and urbanizing character, in accord with the County's Comprehensive Plan.**

Policy a. Promote the use of easements for any purpose allowed by the Code of Virginia, such as the preservation of open space, heritage resources, scenic vistas, environmentally sensitive resources, and parks and recreation uses.

Policy b. Review all prospective easements that are proposed to be granted to the Board of Supervisors or jointly with non-profit land trusts for compliance with the Comprehensive Plan, including easements proposed for sites that are not specifically identified for conservation in the Area Plan volumes of the Comprehensive Plan, and determine specifically under such review the extent to which each prospective easement proposed for donation yields a significant public benefit.

Policy c. Use easements to enhance buffering and screening between uses, such as between a developed area and a park or historic site.

Policy d. Use easements to help preserve small areas of open space in already developed areas to shape the character of the community; to protect trees and other environmental resources; to provide visual relief; to preserve wildlife habitat; to provide buffering and screening; and to otherwise ensure that suburban and urban neighborhoods may retain open space.

Policy e. Monitor easements held by the Board of Supervisors or jointly held with a private non-profit land trust for compliance with the terms of the easements. Enforce the terms of the easement if violations occur.

Policy f. Accept perpetual easements as the norm, only accepting a less-than-perpetual easement if it is necessary to ensure the protection of a threatened resource.

APPENDIX 1

GUIDELINES FOR MULTIFAMILY RESIDENTIAL DEVELOPMENT

The following guidelines are desirable characteristics for sites to be considered for multifamily development. Although the guidelines outline desired characteristics, certain circumstances might warrant multifamily development on a site even when these guidelines are not entirely met.

Guidelines for Suburban Neighborhoods:

1. Multifamily sites in designated Suburban Neighborhood areas should be in close proximity to community-serving retail. In addition, multifamily sites should be centrally located with respect to community services such as libraries, houses of worship, park/recreational facilities, and schools.

2. To accommodate traffic flow, the site should have adequate access to an arterial or to a collector street. An appropriate transportation analysis should be performed in conjunction with proposed multifamily development, with approval made contingent on the satisfactory resolution of identified transportation issues.

3. Sites for multifamily residential development should be located where it is County policy to provide public water and sewer service.

4. The required site size for multifamily development in Suburban Neighborhoods is dependent upon density, setback requirements, open space, parking, social and recreational amenities to be provided, and building height. These factors will tend to determine minimum site size. Generally, in areas of the County which have a reasonable supply of vacant or underutilized land, sites should be above the size necessary to meet Zoning Ordinance requirements (a minimum of 200 units). This enhances the ability to support a package of private amenities such as swimming pools, tennis courts, a clubhouse, etc. If proposed multifamily projects contain more than 600 units, diversity in architectural style, layout and transition should be encouraged.

5. Environmental concerns should be considered in site selection. Multifamily development is not appropriate in areas designated as Low Density Residential Areas. Environmental Quality Corridors and areas subject to airport noise greater than DNL 60 dBA generally should be avoided.

Guidelines for Multifamily Residential Development for the Elderly:

Locational guidelines for housing for the elderly should recognize the needs of the elderly as well as site characteristics. With regard to residents for whom health and mobility have become a concern, guidelines for the location of multifamily residential development should be modified as described below. With regard to residential facilities such as congregate housing and nursing homes, which are designed to serve the elderly population in need of continuous medical/nursing care, these developments are less location sensitive than other elderly residential developments.

1. Public transportation and community services should be located within a reasonable walking distance and should be accessible via paved walkways that are lighted, secure, and well maintained. Crosswalks should be delineated, and adequate provisions should be made for crossing heavy traffic (e.g., pedestrian crossing signals). If neither public

transportation nor community services are located within a short walking distance (i.e., a 5-7 minute walk), the elderly housing development should provide shuttle bus service which can offer residents comparable access to community services.

2. The topography of the site, and that between the site and nearby destinations, should be taken into consideration when siting residential development for the elderly. Pedestrian facilities should not be located on slopes greater than 5-8%, and such maximum slopes should not be continuous for more than 75 feet.

3. Safety and security are of particular concern to the elderly. To the extent possible, the architecture and site design for multifamily residential development for the elderly should incorporate features which reduce the potential for crime and enhance the security of residents.

APPENDIX 2

LOCATIONAL GUIDELINES FOR SHOPPING CENTERS

The market area served by a shopping center (the area from which customers will drive to shop) is related to ease of access and is shaped by zones of accessibility, population, buying power, and location of competition. Numerous studies indicate that on average people will travel up to one-and-a-half miles for food; three to five miles for apparel and household items when selection is not important; and eight to ten miles when ranges, selection, and price are important. They will travel even longer distances for major purchases such as automobiles, but relatively short distances to obtain repair and maintenance services.

The two most prevalent types of shopping centers located in the County are termed Neighborhood Centers and Community Centers.

Neighborhood shopping centers generally serve an area within three to five minutes driving time and generally have a supermarket as the anchor store. To support a center with a supermarket anchor, a population of 10,000 or more is desirable. To support a center without a supermarket, a population of approximately 5,000 to 10,000 is needed. Neighborhood centers in Fairfax County may contain up to 125,000 square feet. Generally it is assumed that one acre for each 10,000 square feet, which is under a 0.25 FAR, is a reasonable intensity for Neighborhood Shopping Centers. In order to assure compatibility with surrounding land uses, it is desirable to locate neighborhood centers within areas developed at urban and suburban densities. Conversely, Neighborhood Shopping Centers should not be located within Low Density Residential Areas.

Community shopping centers carry a greater range of merchandise than do neighborhood centers. Usually, they have a junior department store, a variety store, or a discount store as an anchor. They range from 125,000 to 400,000 square feet in size (10 to 40 acres). A small community shopping center should serve a population of at least 20,000. However, typically mid-size and large community shopping centers serve 40,000 to 150,000 persons. Planned community center locations should have adequate land for expansion since it is desirable to promote commercial concentration and discourage strip development. In general, community shopping centers should not be encouraged within Low Density Residential Areas or within Suburban Neighborhoods. Community shopping centers should occur on the fringe of Suburban Neighborhoods, typically within Suburban Centers and Community Business Centers.

The following guidelines should apply to the location and site design for shopping centers:

1. A shopping center site should be designed to maximize free flow of traffic while driving toward and entering the site. Therefore, right turn movements into the center for the largest probable volume of traffic is an appropriate design feature.

2. Site visibility is important, both for marketing the center and for providing a reasonable warning to traffic that the shopping center is ahead.

3. It is desirable to have shopping centers located at intersections of roads which provide access both directly and indirectly to a large enough trade area to support the proposed center. Two guidelines apply with respect to access at intersections: 1) The more desirable locations for neighborhood centers usually are those sites where minor arterials intersect with collector streets; and 2) the most desirable locations for community centers are at intersections of major arterial highways with other arterial highways.

4. Grade-separated interchange locations should be avoided because they generally concentrate major through traffic flows and at-grade access is very limited. This is especially true for neighborhood and small to mid-size community shopping centers if adequate access is not available at an interchange. However, large centers, such as those serving subregional and regional markets, are often desirable at interchange locations due to the high visibility and regional access. These large retail facilities should only be allowed when access is planned in a way that does not impact the effective functioning of the interchange.

APPENDIX 3

LOCATIONAL GUIDELINES FOR CHILD CARE FACILITIES

In Fairfax County, as in other areas of the country, there is an increasing need for high-quality child care facilities. Such facilities should be encouraged throughout the County to the extent that they can be provided consistently with the following criteria:

1. Child care facilities should have sufficient open space to provide adequate access to sunlight and suitable play areas, taking into consideration the size of the facility.

2. Child care facilities should be located and designed to ensure the safety of children.

3. Child care facilities should be located and designed to protect children from excessive exposure to noise, air pollutants, and other environmental factors potentially injurious to health or welfare.

4. Child care facilities should be located and designed to ensure safe and convenient access. This includes appropriate parking areas and safe and effective on-site circulation of automobiles and pedestrians.

5. Child care facilities in Suburban Neighborhoods should be located and designed to avoid creating undesirable traffic, noise, and other impacts upon the surrounding community. Therefore, siting child care facilities in the periphery of residential developments or in the vicinity of planned community recreation facilities should be considered.

6. Child care facilities should be encouraged in employment centers to provide locations convenient to work places. However, these locations should make provisions for a safe and healthful environment in accord with the guidelines listed above.

APPENDIX 4

GUIDELINES FOR CLUSTER DEVELOPMENT

The preservation of open space, the protection of environmentally sensitive lands, the provision of opportunities for active and passive recreation, the reduction of the impact of storm water runoff and erosion, the achievement of high quality design, and the provision of efficient development are fundamental to the preservation of our Quality of Life, the primary goal of Fairfax County's policies and priorities. Cluster development is one tool that may be used to further this goal. The following criteria will be considered when reviewing a cluster subdivision:

1. Individual lots, buildings, streets and parking areas should be designed and situated to minimize disruption to the site's natural drainage and topography.

2. Environmental Quality Corridor (EQC) lands should be preserved and should be dedicated to the County whenever such dedication is in the public interest.

3. Site design should take advantage of opportunities to preserve high quality open space or to provide active or passive recreation and should be sensitive to surrounding properties, in order to be compatible with and to complement surrounding development.

4. No cluster development should be considered when the primary purpose of the clustering is to maximize density on the site.

APPENDIX 5

GUIDELINES FOR DRIVE-THRU WINDOWS AND OTHER DRIVE-THRU FACILITIES

Drive-thru windows for commercial establishments and other drive-thru facilities have the potential to cause serious on-site and off-site traffic circulation problems. To address these potential problems, drive-thru windows and other drive-thru facilities should be approved only if the size and configuration of the lot are adequate to achieve a safe drive-thru facility, parking circulation and pedestrian system. All activity generated by the use must be accommodated on the site. Noise, glare and other nuisance aspects related to drive-thru facilities must not adversely affect adjacent properties.

APPENDIX 6

GUIDELINES FOR INTERIM IMPROVEMENT OF COMMERCIAL ESTABLISHMENTS

In some areas of the County, the Comprehensive Plan envisions a substantial change in land use that is expected to come about in connection with eventual redevelopment. In such areas, it may be immediately beneficial and further the overall principles of the Plan to allow changes in existing uses that do not strictly conform with the long-term recommendations of the Comprehensive Plan. Such changes in use may be allowed, on a case-by-case basis, if:

1. They result in significant public benefits, for example, improvements in circulation or access, parking, landscaping, site design or building design;

2. Those public benefits outweigh any adverse effects of the change in use; and

3. Allowing the change in use will not delay or interfere with the achievement of the long-range objectives of the Comprehensive Plan.

APPENDIX 7

GUIDELINES FOR CLUSTERING OF AUTOMOBILE-ORIENTED COMMERCIAL USES

Consideration should be given during the development review process to encourage the clustering of automobile-oriented commercial uses. By allowing such clusters, the following benefits may accrue: higher quality design; increased landscaping and buffering; increased vehicular safety; and increased energy efficiency.

Uses that should be considered for clustering include, but are not limited to, automobile sales and service, banks, convenience stores and fast food restaurants. The following design guidelines should be considered with regard to commercial clusters:

1. Clustered commercial uses should be developed as an integrated complex of buildings and supporting structures. There should be overall compatibility in terms of architectural character, design detail, materials, and color within a cluster.

2. Vehicular access should be consolidated in order to improve vehicular safety and traffic flow. A maximum of two ingress/egress points should be allowed where there is frontage on only one street. Where there is frontage on more than one street, a maximum of three access points may be considered. Vehicular access to physically separate structures within the complex shall be by means of interparcel connections and/or service drives.

3. To allow for a more efficient clustering of uses, shared buildings or structures should be encouraged.

4. A reduction in minimum lot size should be considered in conjunction with cluster design for automobile-oriented commercial uses.

5. Sharing of parking between uses should be encouraged through the consideration of reductions in the required number of spaces per use.

6. To eliminate visual clutter along street frontages, all street-oriented pole signs should be consolidated onto one pole sign per street frontage which can identify all uses within the cluster.

7. The identification of uses within each structure should be limited to one sign per use on the exterior of the structure.

8. On-site service signs indicating entrances, deliveries, parking, etc. should be alike in size, material, color, and finish.

9. To reduce the visual impact of service areas and trash collection areas, they should be consolidated where possible. These areas should be visually screened from public roads, shared access drives, parking, and adjacent parcels. Such screening can be achieved using plant materials, walls or fencing which is compatible with the architectural style and materials used in the cluster, and by the use of berms.

10. Drive-through windows should be discouraged in these clusters, unless the windows can be consolidated.

APPENDIX 8

GUIDELINES FOR NEIGHBORHOOD REDEVELOPMENT

It is a policy of the Board of Supervisors of Fairfax County that the County's stable residential neighborhoods are the cornerstone of community structure. As such, every effort should be made to ensure that these neighborhoods are protected from the negative aspects of growth and development. However, it is recognized by the Board of Supervisors that, from time to time, circumstances may exist that result in portions of neighborhoods becoming no longer viable as a residential community. Under such circumstances, the Board of Supervisors may consider proposals to amend the Comprehensive Plan and/or to rezone in conformance to the Comprehensive Plan to allow for the consolidation and redevelopment of such neighborhoods if the following criteria are met:

1. Neighborhood consolidations requiring Comprehensive Plan amendments should only be considered during a comprehensive planning process which will occur at least once in a five year period.

2. The neighborhood wishing to pursue consolidation must submit to the Planning Commission a proposal which includes a petition bearing the signatures of 75 percent or more of the owners and must at a minimum account for 75 percent of the land area being proposed for replanning.

3. Proposals for redevelopment of residential neighborhoods for residential uses must make provision, on-site, for affordable dwelling units or a contribution to the Fairfax County Housing Trust Fund at least equal to the replacement value of affordable units displaced in addition to meeting the provisions of the County's Affordable Dwelling Unit Ordinance or Planning Criteria.

4. Proposals for redevelopment of residential neighborhoods for commercial/industrial uses must provide affordable dwelling units or a contribution to the Fairfax County Housing Trust Fund equal, at a minimum, to the replacement value of affordable units displaced. In addition, any provisions of a duly adopted program linking employment and affordable housing must be satisfied.

5. Proposals must provide a traffic impact analysis, consistent with standard County traffic analysis procedures, which demonstrates that the proposal with appropriate mitigative measures will not result in an adverse traffic impact.

6. The proposal must demonstrate that it will not adversely impact other County public facilities, including sewer, water, schools, parks, and fire service or that these impacts can be mitigated.

7. The proposal must demonstrate that the scale and intensity of development, anticipated with the replanning, is compatible with adjacent land uses and/or neighborhoods and that it will not create an adverse, long-term land use precedent for change on nearby properties.

8. The proposal must demonstrate that it furthers relevant County goals and objectives as set forth in the Comprehensive Plan.

9. The proposal must demonstrate that it will not create an adverse, long-term impact on the environment.

10. The proposal should provide stormwater management and water quality controls and/or practices to achieve overall water quality improvement where such efforts are feasible.

APPENDIX 9

RESIDENTIAL DEVELOPMENT CRITERIA

Fairfax County expects new residential development to enhance the community by: fitting into the fabric of the neighborhood, respecting the environment, addressing transportation impacts, addressing impacts on other public facilities, being responsive to our historic heritage, contributing to the provision of affordable housing and, being responsive to the unique site specific considerations of the property. To that end, the following criteria are to be used in evaluating zoning requests for new residential development. The resolution of issues identified during the evaluation of a specific development proposal is critical if the proposal is to receive favorable consideration.

Where the Plan recommends a possible increase in density above the existing zoning of the property, achievement of the requested density will be based, in substantial part, on whether development related issues are satisfactorily addressed as determined by application of these development criteria. Most, if not all, of the criteria will be applicable in every application; however, due to the differing nature of specific development proposals and their impacts, the development criteria need not be equally weighted. If there are extraordinary circumstances, a single criterion or several criteria may be overriding in evaluating the merits of a particular proposal. Use of these criteria as an evaluation tool is not intended to be limiting in regard to review of the application with respect to other guidance found in the Plan or other aspects that the applicant incorporates into the development proposal. Applicants are encouraged to submit the best possible development proposals. In applying the Residential Development Criteria to specific projects and in determining whether a criterion has been satisfied, factors such as the following may be considered:

- the size of the project
- site specific issues that affect the applicant's ability to address in a meaningful way relevant development issues
- whether the proposal is advancing the guidance found in the area plans or other planning and policy goals (e.g. revitalization).

When there has been an identified need or problem, credit toward satisfying the criteria will be awarded based upon whether proposed commitments by the applicant will significantly advance problem resolution. In all cases, the responsibility for demonstrating satisfaction of the criteria rests with the applicant.

1. Site Design:

All rezoning applications for residential development should be characterized by high quality site design. Rezoning proposals for residential development, regardless of the proposed density, will be evaluated based upon the following principles, although not all of the principles may be applicable for all developments.

a) *Consolidation:* Developments should provide parcel consolidation in conformance with any site specific text and applicable policy recommendations of the Comprehensive Plan. Should the Plan text not specifically address consolidation, the nature and extent of any proposed parcel consolidation should further the integration of the development with adjacent parcels. In any event, the proposed consolidation should not preclude nearby properties from developing as recommended by the Plan.

b) *Layout:* The layout should:

- provide logical, functional and appropriate relationships among the various parts (e. g. dwelling units, yards, streets, open space, stormwater management facilities, existing vegetation, noise mitigation measures, sidewalks and fences);
- provide dwelling units that are oriented appropriately to adjacent streets and homes;
- include usable yard areas within the individual lots that accommodate the future construction of decks, sunrooms, porches, and/or accessory structures in the layout of the lots, and that provide space for landscaping to thrive and for maintenance activities;
- provide logical and appropriate relationships among the proposed lots including the relationships of yards, the orientation of the dwelling units, and the use of pipestem lots;
- provide convenient access to transit facilities;
- Identify all existing utilities and make every effort to identify all proposed utilities and stormwater management outfall areas; encourage utility collocation where feasible.

c) *Open Space:* Developments should provide usable, accessible, and well-integrated open space. This principle is applicable to all projects where open space is required by the Zoning Ordinance and should be considered, where appropriate, in other circumstances.

d) *Landscaping:* Developments should provide appropriate landscaping: for example, in parking lots, in open space areas, along streets, in and around stormwater management facilities, and on individual lots.

e) *Amenities:* Developments should provide amenities such as benches, gazebos, recreational amenities, play areas for children, walls and fences, special paving treatments, street furniture, and lighting.

2. Neighborhood Context:

All rezoning applications for residential development, regardless of the proposed density, should be designed to fit into the community within which the development is to be located. Developments should fit into the fabric of their adjacent neighborhoods, as evidenced by an evaluation of:

- transitions to abutting and adjacent uses;
- lot sizes, particularly along the periphery;
- bulk/mass of the proposed dwelling units;
- setbacks (front, side and rear);
- orientation of the proposed dwelling units to adjacent streets and homes;
- architectural elevations and materials;
- pedestrian, bicycle and vehicular connections to off-site trails, roadways, transit facilities and land uses;
- existing topography and vegetative cover and proposed changes to them as a result of clearing and grading.

It is not expected that developments will be identical to their neighbors, but that the development fit into the fabric of the community. In evaluating this criterion, the individual circumstances of the property will be considered: such as, the nature of existing and planned development surrounding and/or adjacent to the property; whether the property provides a transition between different uses or densities; whether access to an infill development is through an existing neighborhood; or, whether the property is within an area that is planned for redevelopment.

3. Environment:

All rezoning applications for residential development should respect the environment. Rezoning proposals for residential development, regardless of the proposed density, should be consistent with the policies and objectives of the environmental element of the Policy Plan, and will also be evaluated on the following principles, where applicable.

a) *Preservation:* Developments should conserve natural environmental resources by protecting, enhancing, and/or restoring the habitat value and pollution reduction potential of floodplains, stream valleys, EQCs, RPAs, woodlands, wetlands and other environmentally sensitive areas.

b) *Slopes and Soils:* The design of developments should take existing topographic conditions and soil characteristics into consideration.

c) *Water Quality:* Developments should minimize off-site impacts on water quality by commitments to state of the art best management practices for stormwater management and better site design and low impact development (LID) techniques.

d) *Drainage:* The volume and velocity of stormwater runoff from new development should be managed in order to avoid impacts on downstream properties. Where drainage is a particular concern, the applicant should demonstrate that off-site drainage impacts will be mitigated and that stormwater management facilities are designed and sized appropriately. Adequate drainage outfall should be verified, and the location of drainage outfall (onsite or offsite) should be shown on development plans.

e) *Noise:* Developments should protect future and current residents and others from the adverse impacts of transportation generated noise.

f) *Lighting:* Developments should commit to exterior lighting fixtures that minimize neighborhood glare and impacts to the night sky.

g) *Energy:* Developments should use site design techniques such as solar orientation and landscaping to achieve energy savings, and should be designed to encourage and facilitate walking and bicycling. Energy efficiency measures should be incorporated into building design and construction.

4. Tree Preservation and Tree Cover Requirements:

All rezoning applications for residential development, regardless of the proposed density, should be designed to take advantage of the existing quality tree cover. If quality tree cover exists on site as determined by the County, it is highly desirable that developments meet most or all of their tree cover requirement by preserving and, where feasible and appropriate, transplanting existing trees. Tree cover in excess of ordinance requirements is highly desirable. Proposed utilities, including stormwater management and outfall facilities and

sanitary sewer lines, should be located to avoid conflicts with tree preservation and planting areas. Air quality-sensitive tree preservation and planting efforts (see Objective 1, Policy c in the Environment section of this document) are also encouraged.

5. Transportation:

All rezoning applications for residential development should implement measures to address planned transportation improvements. Applicants should offset their impacts to the transportation network. Accepted techniques should be utilized for analysis of the development's impact on the network. Residential development considered under these criteria will range widely in density and, therefore, will result in differing impacts to the transportation network. Some criteria will have universal applicability while others will apply only under specific circumstances. Regardless of the proposed density, applications will be evaluated based upon the following principles, although not all of the principles may be applicable.

a) *Transportation Improvements:* Residential development should provide safe and adequate access to the road network, maintain the ability of local streets to safely accommodate traffic, and offset the impact of additional traffic through commitments to the following:

- Capacity enhancements to nearby arterial and collector streets;
- Street design features that improve safety and mobility for non-motorized forms of transportation;
- Signals and other traffic control measures;
- Development phasing to coincide with identified transportation improvements;
- Right-of-way dedication;
- Construction of other improvements beyond ordinance requirements;
- Monetary contributions for improvements in the vicinity of the development.

b) *Transit/Transportation Management:* Mass transit usage and other transportation measures to reduce vehicular trips should be encouraged by:

- Provision of bus shelters;
- Implementation and/or participation in a shuttle bus service;
- Participation in programs designed to reduce vehicular trips;
- Incorporation of transit facilities within the development and integration of transit with adjacent areas;
- Provision of trails and facilities that increase safety and mobility for non-motorized travel.

c) *Interconnection of the Street Network: Vehicular connections between neighborhoods should be provided, as follows:*

- Local streets within the development should be connected with adjacent local streets to improve neighborhood circulation;
- When appropriate, existing stub streets should be connected to adjoining parcels. If street connections are dedicated but not constructed with development, they should be identified with signage that indicates the street is to be extended;
- Streets should be designed and constructed to accommodate safe and convenient usage by buses and non-motorized forms of transportation;
- Traffic calming measures should be implemented where needed to discourage cut-through traffic, increase safety and reduce vehicular speed;

- The number and length of long, single-ended roadways should be minimized;
- Sufficient access for public safety vehicles should be ensured.

d) *Streets:* Public streets are preferred. If private streets are proposed in single family detached developments, the applicant shall demonstrate the benefits for such streets. Applicants should make appropriate design and construction commitments for all private streets so as to minimize maintenance costs which may accrue to future property owners. Furthermore, convenience and safety issues such as parking on private streets should be considered during the review process.

e) *Non-motorized Facilities:* Non-motorized facilities, such as those listed below, should be provided:

- Connections to transit facilities;
- Connections between adjoining neighborhoods;
- Connections to existing non-motorized facilities;
- Connections to off-site retail/commercial uses, public/community facilities, and natural and recreational areas;
- An internal non-motorized facility network with pedestrian and natural amenities, particularly those included in the Comprehensive Plan;
- Offsite non-motorized facilities, particularly those included in the Comprehensive Plan;
- Driveways to residences should be of adequate length to accommodate passenger vehicles without blocking walkways;
- Construction of non-motorized facilities on both sides of the street is preferred. If construction on a single side of the street is proposed, the applicant shall demonstrate the public benefit of a limited facility.

f) *Alternative Street Designs:* Under specific design conditions for individual sites or where existing features such as trees, topography, etc. are important elements, modifications to the public street standards may be considered.

6. Public Facilities:

Residential development impacts public facility systems (i.e., schools, parks, libraries, police, fire and rescue, stormwater management and other publicly owned community facilities). These impacts will be identified and evaluated during the development review process. For schools, a methodology approved by the Board of Supervisors, after input and recommendation by the School Board, will be used as a guideline for determining the impact of additional students generated by the new development.

Given the variety of public facility needs throughout the County, on a case-by-case basis, public facility needs will be evaluated so that local concerns may be addressed.

All rezoning applications for residential development are expected to offset their public facility impact and to first address public facility needs in the vicinity of the proposed development. Impact offset may be accomplished through the dedication of land suitable for the construction of an identified public facility need, the construction of public facilities, the contribution of specified in-kind goods, services or cash earmarked for those uses, and/or monetary contributions to be used toward funding capital improvement projects. Selection of the appropriate offset mechanism should maximize the public benefit of the contribution.

Furthermore, phasing of development may be required to ensure mitigation of impacts.

7. Affordable Housing:

Ensuring an adequate supply of housing for low and moderate income families, those with special accessibility requirements, and those with other special needs is a goal of the County. Part 8 of Article 2 of the Zoning Ordinance requires the provision of Affordable Dwelling Units (ADUs) in certain circumstances. Criterion #7 is applicable to all rezoning applications and/or portions thereof that are not required to provide any Affordable Dwelling Units, regardless of the planned density range for the site.

a) *Dedication of Units or Land:* If the applicant elects to fulfill this criterion by providing affordable units that are not otherwise required by the ADU Ordinance: a maximum density of 20% above the upper limit of the Plan range could be achieved if 12.5% of the total number of single family detached and attached units are provided pursuant to the Affordable Dwelling Unit Program; and, a maximum density of 10% or 20% above the upper limit of the Plan range could be achieved if 6.25% or 12.5%, respectively of the total number of multifamily units are provided to the Affordable Dwelling Unit Program. As an alternative, land, adequate and ready to be developed for an equal number of units may be provided to the Fairfax County Redevelopment and Housing Authority or to such other entity as may be approved by the Board.

b) *Housing Trust Fund Contributions:* Satisfaction of this criterion may also be achieved by a contribution to the Housing Trust Fund or, as may be approved by the Board, a monetary and/or in-kind contribution to another entity whose mission is to provide affordable housing in Fairfax County, equal to 0.5% of the value of all of the units approved on the property except those that result in the provision of ADUs. This contribution shall be payable prior to the issuance of the first building permit. For for-sale projects, the percentage set forth above is based upon the aggregate sales price of all of the units subject to the contribution, as if all of those units were sold at the time of the issuance of the first building permit**,** and is estimated through comparable sales of similar type units. For rental projects, the amount of the contribution is based upon the total development cost of the portion of the project subject to the contribution for all elements necessary to bring the project to market, including land, financing, soft costs and construction. The sales price or development cost will be determined by the Department of Housing and Community Development, in consultation with the Applicant and the Department of Public Works and Environmental Services. If this criterion is fulfilled by a contribution as set forth in this paragraph, the density bonus permitted in a) above does not apply.

8. Heritage Resources:

Heritage resources are those sites or structures, including their landscape settings, that exemplify the cultural, architectural, economic, social, political, or historic heritage of the County or its communities. Such sites or structures have been 1) listed on, or determined eligible for listing on, the National Register of Historic Places or the Virginia Landmarks Register; 2) determined to be a contributing structure within a district so listed or eligible for listing; 3) located within and considered as a contributing structure within a Fairfax County Historic Overlay District; or 4) listed on, or having a reasonable potential as determined by the County, for meeting the criteria for listing on, the Fairfax County Inventories of Historic or Archaeological Sites.

In reviewing rezoning applications for properties on which known or potential heritage resources are located, some or all of the following shall apply:

a) Protect heritage resources from deterioration or destruction until they can be documented, evaluated, and/or preserved;

b) Conduct archaeological, architectural, and/or historical research to determine the presence, extent, and significance of heritage resources;

c) Submit proposals for archaeological work to the County for review and approval and, unless otherwise agreed, conduct such work in accordance with state standards;

d) Preserve and rehabilitate heritage resources for continued or adaptive use where feasible;

e) Submit proposals to change the exterior appearance of, relocate, or demolish historic structures to the Fairfax County Architectural Review Board for review and approval;

f) Document heritage resources to be demolished or relocated;

g) Design new structures and site improvements, including clearing and grading, to enhance rather than harm heritage resources;

h) Establish easements that will assure continued preservation of heritage resources with an appropriate entity such as the County's Open Space and Historic Preservation Easement Program; and

i) Provide a Fairfax County Historical Marker or Virginia Historical Highway Marker on or near the site of a heritage resource, if recommended and approved by the Fairfax County History Commission.

ROLE OF DENSITY RANGES IN AREA PLANS

Density ranges for property planned for residential development, expressed generally in terms of dwelling units per acre, are recommended in the Area Plans and are shown on the Comprehensive Plan Map. Where the Plan text and map differ, the text governs. In defining the density range:

- the "base level" of the range is defined as the lowest density recommended in the Plan range, i.e., 5 dwelling units per acre in the 5-8 dwelling unit per acre range;
- the "high end" of the range is defined as the base level plus 60% of the density range in a particular Plan category, which in the residential density range of 5-8 dwelling units per acre would be considered as 6.8 dwelling units per acre and above; and,
- the upper limit is defined as the maximum density called for in any Plan range, which, in the 5-8 dwelling unit per acre range would be 8 dwelling units per acre.
- In instances where a range is not specified in the Plan, for example where the Plan calls for residential density up to 30 dwelling units per acre, the density cited in the Plan shall be construed to equate to the upper limit of the Plan range, and the base level shall be the upper limit of the next lower Plan range, in this instance, 20 dwelling units per acre.

NON-RESIDENTIAL DEVELOPMENT CRITERIA

While the Comprehensive Plan has no direct equivalent to the residential density range in areas planned for non-residential or mixed uses, each rezoning application for such uses will be evaluated using pertinent development criteria, as found in the **Residential Development Criteria**, as a basis for such evaluation.

For commercial, industrial and mixed-use projects, fulfillment of Criterion #7 is based upon the provision of a number of units in appropriate residential projects, or land, or a contribution to the Housing Trust Fund sufficient for a number of units, determined in accordance with a formula established by the Board of Supervisors in consultation with the Fairfax County Redevelopment and Housing Authority.

APPENDIX 10

GUIDELINES FOR MOBILE HOME RETENTION

Mobile homes provide an important alternative source of housing affordable to low and moderate-income households. In Fairfax County this is a relatively small but important segment of the housing inventory. However, in many cases the existing Plan designation and the underlying zoning are in conflict. Further, many of these mobile home parks can be redeveloped in other uses as a matter of right, leading to a loss of affordable housing and the displacement of residents. It is recommended that this issue be studied further in the Area Plan Update Process (Phase II of the Comprehensive Plan Review) to determine whether it is appropriate to replan these sites to continue their use for mobile home parks.

In the interim, if an existing mobile home park is to be displaced due to redevelopment of the property under the existing zoning prior to the adoption of revised Area Plans, every effort should be made by the property owner to accommodate the displaced units (pads) on adjacent property if such property exists and can be developed in a manner that does not thwart the achievement of sound land use planning objectives. The Board of Supervisors should exercise the flexibility to consider overriding site-specific land use recommendations on a case-by-case basis as a means to achieve the affordable housing objectives through retention of mobile home parks.

Redevelopment of parcels of land for mobile home park use should only be permitted if it can be accomplished in a manner that does not adversely affect surrounding properties by creating an environment for change in land use, or adversely affect the adequacy and availability of public utilities and services or water quality. Any such project should be effectively screened and buffered from existing or planned residential development and should be sensitive to the environment. The applicant should file a rezoning application on the subject property to R-MHP, for consideration of such a proposal. Further, assistance substantially offsetting the costs of relocation for displaced residents should be provided by the property owner and a significant portion of any new pads created under this provision should remain affordable.

APPENDIX 11

GUIDELINES FOR TRANSIT-ORIENTED DEVELOPMENT

Fairfax County seeks to accommodate future residential and employment growth and expand choices for residents and employees by encouraging transit-oriented development (TOD) as a means to achieve compact, pedestrian-oriented, mixed-use communities focused around existing and planned rail transit stations.

The following guidelines and design principles are intended to effect well-planned transit-oriented development and should be considered in planning efforts as new station areas are identified and when an existing station area is subject to a major replanning effort. When applicable, these principles should be used in the review of major rezoning cases for development around planned and existing rail transit stations. These guidelines are intended to provide guidance for TOD in addition to the specific guidance found in Area Plans for each station area.

1. Transit Proximity and Station Area Boundaries:

Focus and concentrate the highest density or land use intensity close to the rail transit station, and where feasible, above the rail transit station.

This TOD area may be generally defined as a ¼ mile radius from the station platform with density and intensity tapering to within a ½ mile radius from the station platform, or a 5-10 minute walk, subject to site-specific considerations. Station-specific delineations should allow for the consideration of conditions such as roads, topography, or existing development that would affect the frequency of pedestrian usage of transit and therefore affect the expected walking distance to a station within which higher intensity development may be appropriate. Higher intensities within the delineated area may be appropriate if barriers are overcome and demonstrable opportunities exist to provide pedestrians a safe, comfortable and interesting walk to transit. To protect existing stable neighborhoods in the vicinity of transit but not planned for transit-oriented development or redevelopment, and to focus density toward the station, Area Plans should include clearly delineated boundaries for transit-oriented development based upon these criteria and a recognition of the respective differences in service levels and capacity of heavy rail, commuter rail and light rail transit which influence the overall density and intensity appropriate for a particular station area.

2. Station-specific Flexibility:

Examine the unique characteristics and needs of a particular station area when evaluating TOD principles to ensure the appropriate development intensity and mix of land uses relative to the existing and planned uses for the surrounding areas.

Each of Fairfax County's planned and existing rail transit stations has a unique character in terms of surrounding land uses, transportation infrastructure and roadways, environmental and topographical characteristics, and location within the rail system. Although each individual station should balance node and place functions to some extent, the value of the system as a whole can be enhanced if there is some degree of specialization, which can enhance the goals of TOD. Implementation of TOD within Transit Station Area (TSA) boundaries established in Area Plans, should consider the characteristics of the larger area surrounding the TSA (e.g., stable residential neighborhood, revitalization area, urban center). Transit station areas within a larger

mixed-use center should be integrated into the overall planning fabric of the mixed-use center.

3. Pedestrian and Bicycle Access:

Provide safe pedestrian and bicycle travel to and from and within the station area.

Non-motorized access and circulation are critical elements of successful TODs and should be encouraged. Techniques to promote maximum pedestrian and bicycle access must include an integrated pedestrian and bicycle system plan with features such as on-road bicycle lanes, walkways, trails and sidewalks, amenities such as street trees, benches, bus shelters, adequate lighting, covered walkways, pedestrian aids such as moving sidewalks and escalators, covered and secure bicycle storage facilities close to the station, shower and changing facilities, a pedestrian-friendly street network, and appropriate sidewalk width. Conflict between vehicles and pedestrians/bicyclists should be minimized. This may be achieved through the appropriate location of parking facilities including kiss-and-ride facilities, and the appropriate location and design of access roads to the rail transit station. Planning for accessible trail systems should consider distances traveled by both pedestrians and cyclists and should provide usable trails and other systems beyond the Transit Station Area.

4. Mix of Land Uses:

Promote a mix of uses to ensure the efficient use of transit, to promote increased ridership during peak and off-peak travel periods in all directions, and to encourage different types of activity throughout the day.

A balanced mix of residential, office, retail, governmental, institutional, entertainment and recreational uses should be provided to encourage a critical mass of pedestrian activity as people live, work and play in these areas. The appropriate mix of uses should be determined in the Area Plans by examining the unique characteristics and needs of each station area. Specific development plans that conflict with the achievement of the mix of uses planned for that station area are discouraged.

5. Housing Affordability:

Provide for a range of housing opportunities by incorporating a mix of housing types and sizes and including housing for a range of different income levels.

Housing within TODs should be accessible to those most dependent on public transportation, including older adults, persons with disabilities and other special needs, and persons with limited income. Housing should be provided within the residential component of a TOD for low and moderate income residents. Affordable and workforce housing should be provided on-site or, if an alternative location can provide a substantially greater number of units, in adjacent areas within the TOD. Housing for seniors is encouraged to the extent feasible.

6. Urban Design:

Encourage excellence in urban design, including site planning, streetscape and building design, which creates a pedestrian-focused sense of place.

A pleasant pedestrian environment can contribute to the quality of a transit experience, which is also a pedestrian activity. Urban design elements to achieve an appropriate sense of place and a pleasant pedestrian environment may include any or all of the following: well-landscaped public spaces such as squares and plazas; urban parks; courtyards; an integrated pedestrian system; street-oriented building forms with a pedestrian focus; compact development; appropriate street width and block size; measures to mitigate the visual impact and presence of structured parking; and, high-quality architecture.

7. Street Design:

Provide a grid of safe, attractive streets for all users which provide connectivity throughout the site and to and from adjacent areas.

The street grids around transit station areas should be designed at a scale that facilitates safe pedestrian and cyclist movement and provides for vehicular circulation and capacity. Street design should incorporate elements such as lighting, appropriate street width, sidewalk width and intersection dimensions to allow for pedestrian, bicycle and vehicular use, and should be designed to provide universal access to people with a range of abilities and disabilities. The design of streets should encourage lower traffic speeds and superior pedestrian circulation through provision of on-street parking, street trees, and other features and amenities.

8. Parking:

Encourage the use of transit while maximizing the use of available parking throughout the day and evening and minimizing the visual impact of parking structures and surface parking lots.

Proper size and location of parking facilities contribute to creation of a pedestrian- and transit-supportive environment. The use of maximum parking requirements, shared use parking facilities, incentive programs to reduce automobile usage, carpooling, metered parking, car-sharing programs, neighborhood parking programs, and other techniques can-encourage the use of transit while also maximizing the use of parking spaces at different times of day. Efforts to provide urban design elements such as on-street parking, placement of parking structures underground and minimizing surface parking lots are encouraged. Wherever possible, ground floor uses and activities should be incorporated into structured parking, particularly where parking structures are located along streets where pedestrian activity is encouraged. Location of commuter garages should be sensitive to pedestrian and bicycle activity within and adjacent to the Transit Station Area and adjacent neighborhoods.

9. Transportation and Traffic:

Promote a balance between the intensity of TOD and the capacity of the multimodal transportation infrastructure provided and affected by TOD, and provide for and accommodate high quality transit, pedestrian, and bicycle infrastructure and services and other measures to limit single occupant vehicle trips.

A TOD should contain the following characteristics relating to transportation and traffic:

- A multimodal transportation infrastructure, with an emphasis on pedestrian and biking facilities, that offer a choice in transportation modes providing convenient and reliable alternatives to driving to a station area, particularly those station areas without parking.

- A design that accommodates, but minimizes single occupant vehicle trips. Additional measures to minimize single occupant vehicle trips, including Transportation Demand Management measures, should be identified and applied.

- Traffic-calming measures, design techniques and road alignment that balance pedestrian and bicycle accessibility and vehicular access.

The cumulative impacts of TOD on transportation infrastructure should be evaluated in the TOD area, and improvements provided where needed. *The impacts on roads:* Where applicable, a higher level of delay is acceptable for vehicular traffic within TOD areas. A non-degradation policy should be applied to areas immediately adjacent to a TOD area and to arterials serving the TOD area. This policy requires that traffic flow in these adjacent areas and on arterials serving the TOD area perform no worse after development of a TOD takes place. Where it is not possible or appropriate to maintain a non-degradation policy, in lieu of additional road capacity, there can be improvements, measures and/or monetary contributions to a fund to enable the application of techniques to reduce vehicle trips by an appropriate amount in and around the TOD area. *The impacts on transit, pedestrian, and bicycle facilities:* A high level of service should be maintained for transit users that minimizes delay, the need for transfers, and transfer delay. Where it is not possible to maintain a high level of transit service because of extraordinarily high costs, monetary contributions to a fund for the eventual improvement of transit service can be provided in lieu of the maintenance of a high quality transit service. An acceptable level of transit service nevertheless should be maintained during TOD development. A high level of service should be maintained for pedestrians and cyclists, including safety and security, direct pathways, reasonable grades, and minimized delays at intersections.

10. Vision for the Community:

Strive to achieve a broadly inclusive, collaborative, community participation process when evaluating TOD plans that propose substantial changes in use, intensity or density for existing or new transit station areas planning efforts.

Broad-based support and collaboration can be achieved through planning processes that encourage involvement and participation. These processes should utilize a range of tools and techniques for engaging the community and other interested stakeholders. While the particulars of the process should relate to each station, planning processes should include the use of citizen task forces, the Area Plans Review process and other means to result in the following: (1) a collaborative and interactive formulation of a cohesive vision for the transit station area before specific development proposals are formally considered; (2) a TOD vision that is integrated with and complements surrounding neighborhoods; (3) incorporation of a broad range of aspirations and needs of those communities; (4) active participation by county planning officials, supervisors, community groups and developers to identify, and encourage broad-based involvement and participation by, a wide range of stakeholders, including all interested citizens' associations; and (5) continuing stakeholder involvement on a collaborative basis in framing development proposals ultimately considered for specific parcels.

11. Regional Framework:

Provide a more efficient land use pattern by concentrating growth around existing and planned transit station areas.

Maximizing development around transit can provide a regional benefit by accommodating some of the region's projected employment and residential growth, as well as making jobs accessible by transit. In instances where substantial changes in use, density or intensity are being considered as part of station area planning, the implications and impacts on the transit system should be considered. Cumulative impacts on transit service and capacity as well as on traffic capacity should be evaluated in a transit-oriented development, and improvements evaluated where needed. These planning efforts should include coordination and cooperation with adjacent jurisdictions, regional organizations, and transit providers, such as WMATA and VRE. The use of Transfer of Development Rights (TDR's) should be examined as a technique to relocate zoned density to TOD areas if it results in future development that agrees with Comprehensive Plan recommendations.

12. Environmental Considerations:

Seek opportunities for mitigating environmental impacts of development.

The environmental benefits of compact, mixed use development focused around transit stations can include improved air quality and water quality through the reduction of land consumption for development in other areas. The utilization of land near transit and the existing infrastructure allows the County to accommodate increasing growth pressures in a smaller area served by infrastructure. Improvements in air quality due to reduced vehicle miles traveled and reduced automobile emissions can also be viewed as a benefit of TOD. Environmental impacts (such as impacts on mature trees and stormwater runoff) of proposed development should be examined and mitigated to minimize potential negative impacts. Low Impact Development Techniques, such as rain gardens and green roofs, should be incorporated into proposed developments to reduce potential impacts of stormwater runoff from these areas. Development in TODs should be designed in a manner that conserves natural resources; the application of energy and water conservation measures should be encouraged. Sites undergoing redevelopment should optimize stormwater management and water quality controls and practices for redevelopment consistent with revitalization goals.

13. Economic Benefits:

Create an employment base and encourage commercial revitalization adjacent to transit facilities.

Development around transit stations can help to address housing and transportation costs in the County by providing opportunities to balance these costs in TODs. Employment uses near transit can provide opportunities for lowered transportation costs for employees. Additionally, housing near transit offers similar transportation savings and opportunities for housing near employment. Opportunities to create new small business opportunities as well as assist in the retention of existing small businesses should be evaluated as part of TOD planning.

14. Open Space:

Provide publicly-accessible, high-quality, usable open space.

Urban parks and open space contribute to a development's sense of place and are integral amenities offered to residents, workers and shoppers. Transit-oriented development plans should provide amenities such as public gathering spaces, civic focal points, plazas and open green space and offer a variety of activities such as dining, casual games and recreation, performances, visual arts and special events. These spaces should be accessible to the larger community as well as the immediate transit-oriented development area. Development plans should also incorporate open space preservation, such as stream valleys, where appropriate, and provide access to the County's network of parks and trails.

15. Public Facilities and Infrastructure:

Evaluate opportunities to include public facility improvements and services within the TOD area.

TOD may provide opportunities to improve public facilities. Locating public facilities in station areas provides important public services in areas accessible to public transportation and can increase activity within the TOD. Cumulative impacts of development in a TOD on public facilities and transit access facilities should be identified and offset. Such impacts include those on schools, parks, libraries, police, fire and rescue, water and sewer, stormwater management and other publicly owned community facilities. Current data on station access facilities and demand should be used as available, to assess needs for replacement or enhancement of facilities such as bus bays, taxi access, substations and parking.

16. Phasing of Development:

Ensure that projects are phased in such a way as to include an appropriate mix of uses in each phase of the development.

A balanced mix of residential and non-residential uses should be provided to encourage a critical mass of pedestrian activity. However, concurrent development of all uses may not be feasible due to market conditions. In instances where a certain mix of uses is critical to the success of the TOD, the development should include a commitment to phase the project in such a way as to include an appropriate mix of uses in each phase to help ensure the long-term success of the mixed-use development. It may also be appropriate, when a project's overall success depends on certain specific elements, to make later phases contingent on completion of those elements. Phasing the development can minimize the potential impacts on the surrounding community and increase amenities for residents, employees, and visitors within the transit-oriented development area. Phasing plans should include pedestrian and bicycle access plans to allow proper non-motorized access throughout the development phases. Provision of open space and recreational amenities should be phased as well so that provision or these facilities is not postponed until final phasing of a development.