FAIRFAX CENTER AREA

OVERVIEW

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

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

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

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

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

CONCEPT FOR FUTURE DEVELOPMENT

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

In the context of the Concept, the Fairfax Center Area is classified as a Suburban Center surrounded by Suburban Neighborhoods at its periphery except for the area north of the Route Lee-Jackson Memorial Highway /I-66 interchange (in Land Unit C) and the southernmost portion of Land Unit V, which are classified as Low Density Residential Areas. (See Figure 2.) The Suburban Center categorization emphasizes a mix of uses with the primary focus on employment and higher density residential uses; the Suburban Neighborhood categorization emphasizes a range of residential uses as well as neighborhood-serving commercial uses; and the Low Density Residential

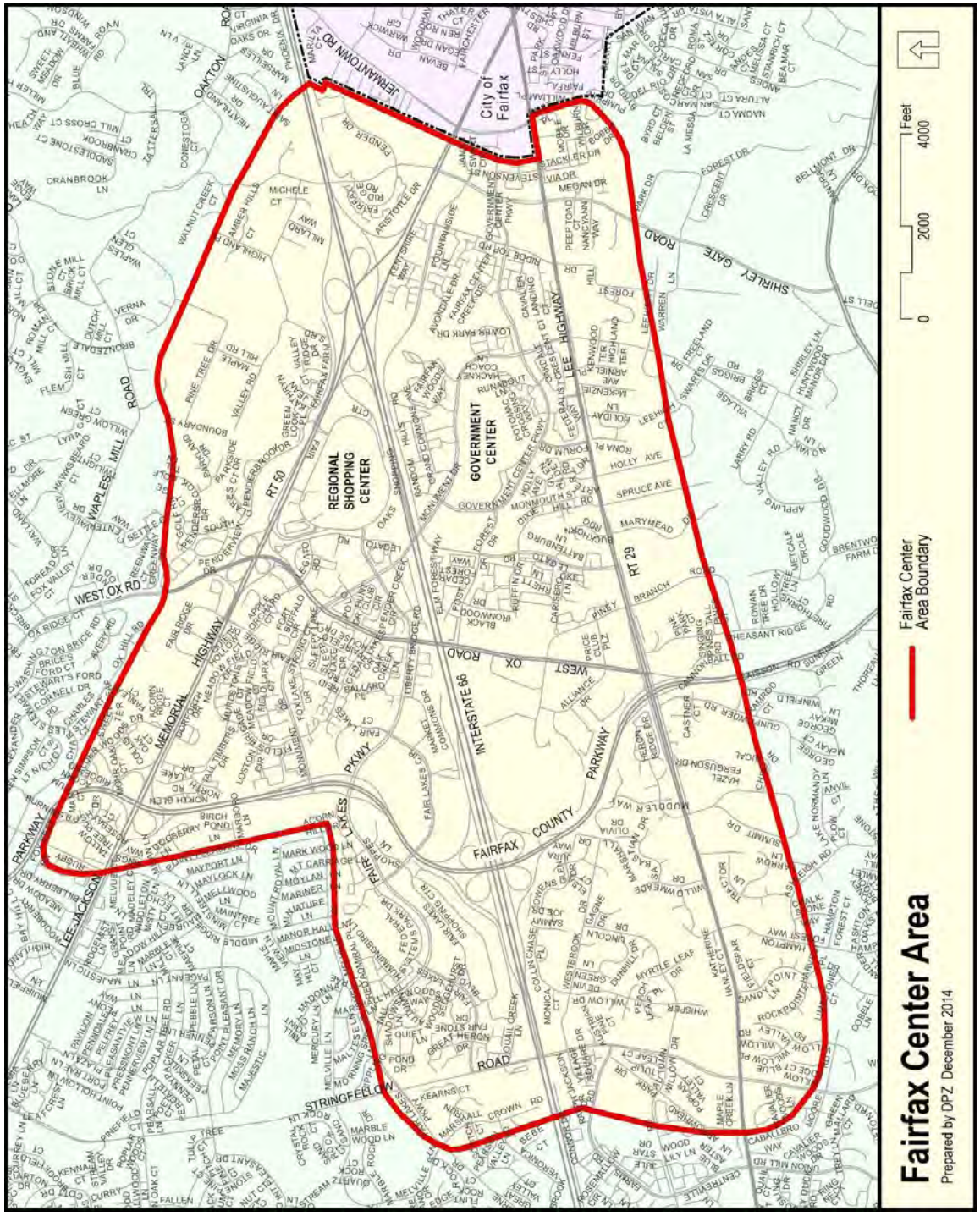
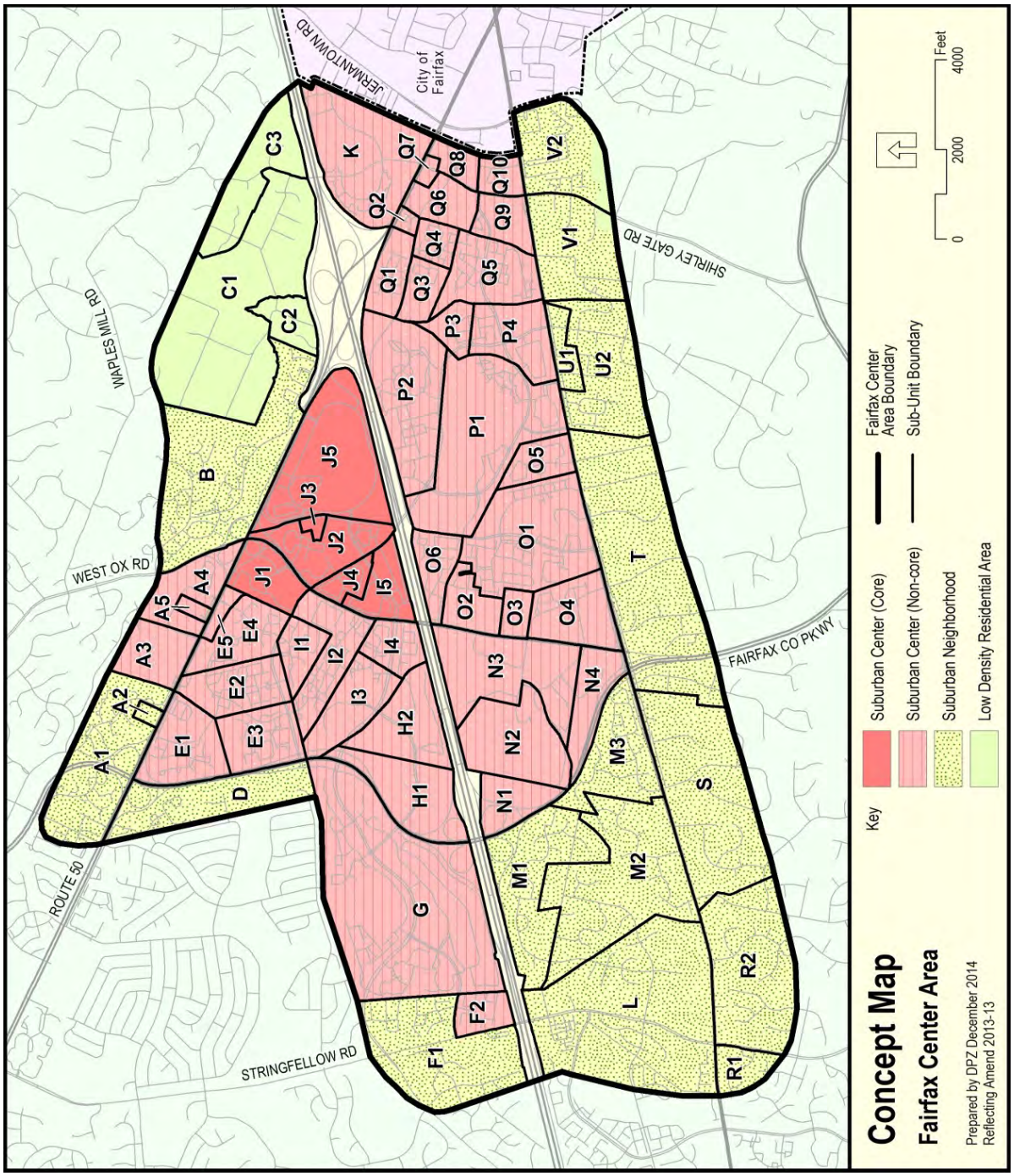


FIGURE 1

FAIRFAX CENTER AREA

FIGURE 2


Concept Map
Fairfax Center Area
Prepared by DPZ December 2014
Reflecting Amend 2013-13
Key
Suburban Center (Core)
Suburban Center (Non-core)
Suburban Neighborhood
Low Density Residential Area
Fairfax Center Area Boundary
Sub-Unit Boundary
0
2000
4000
Feet
ROUTE 50
WEST OX RD
WAPLES MILL RD
STRINGFELLOW RD
JERMANTOWN RD
City of Fairfax
SHIRLEY GATE RD
FAIRFAX CO PKWY
A1
A2
A3
A4
A5
B
C1
C2
C3
D
E1
E2
E3
E4
E5
F1
F2
G
H1
H2
I1
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I3
I4
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J1
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O1
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O3
O4
O5
O6
P1
P2
P3
P4
Q1
Q2
Q3
Q4
Q5
Q6
Q7
Q8
Q9
Q10
R1
R2
S
T
U1
U2
V1
V2

categorization emphasizes typical residential densities of .1-.2 dwelling unit per acre and includes the county's ecologically significant areas. This very low density pattern provides reasonable use of the property and serves as a land use Best Management Practice (BMP) to manage, in conjunction with stormwater management facilities (structural BMPs), the quality of water which ultimately enters into the Occoquan Reservoir and the Chesapeake Bay. In addition to water quality benefits, very low density residential development preserves large lot development opportunities and assures compatibility with the character of the existing residential development. Both the Occoquan and Difficult Run EQCs contain environmentally sensitive natural and cultural resources necessitating strong protection measures.

IMPLEMENTATION OF THE FAIRFAX CENTER PLAN

Philosophy

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

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

Implementation

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

The county should take maximum advantage of its planned development zoning classifications. The P districts, whether Planned Development Commercial (PDC) or Planned Development Housing (PDH), are sufficiently flexible to accommodate the major goals of the Plan. In a PDC district, commercial uses (including office and retail) are primary. Mixed-use can be accomplished by the

inclusion of suitable secondary uses (which may include housing). In a PDH, residential use is primary. Secondary uses that serve and enhance the residential use are permitted at graduated levels related to residential density. These secondary uses are primarily designed to be support commercial in nature.

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

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

Method

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

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

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

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

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

Development Elements

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

- Ensure that the anticipated impacts of proposed development will be accommodated in a satisfactory manner; and

- Provide desirable amenities that will contribute significantly to the quality of the development and surrounding area in a manner that achieves the objectives envisioned for the Fairfax Center Area.

Three categories of development elements have been identified:

- Basic development elements represent a minimum standard that the developer is expected to satisfy before proceeding to develop.

- Minor development elements represent the provision of additional infrastructure and desired amenities above the basic elements to ensure a proportional increase in the quality of development that corresponds to the increased intensity of the proposed development.

- Major development elements represent the provision of additional infrastructure and desired amenities above the basic and minor development elements to ensure a proportional increase in the quality of development that corresponds to the increased intensity of the proposed development.

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

Process

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

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

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

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

    a. All applicable basic elements; plus

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

    c. All essential elements; plus

    d. The element relating to low/moderate-income housing. If the Affordable Dwelling Unit ordinance (ADU) is applicable, then the applicant shall satisfy this element by complying with the ADU requirements as stated in the Zoning Ordinance (Article 2, Part 8). If the ADU ordinance is not applicable, then the applicant shall satisfy

this element through a contribution to the Housing Trust Fund in the amount equivalent to one-half of the amount specified in the formula cited below under the heading "Minor Development Elements, Low/moderate-income housing;" plus

e. The inclusion of either of the following:

- three-fourths of the applicable minor elements, or
- one-half of the applicable minor elements plus one-fourth of the applicable major elements.

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

a. All applicable basic elements; plus

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

c. All essential elements; plus

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

e. The inclusion of either of the following:

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

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

Relationship of Development Levels to the Development Elements

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

overlay level. The county shall determine the development elements applicable to each individual case from the following categories.

Basic Development Elements

1. Area-Wide Basic Development Elements

a. Transportation System

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

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

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

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

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

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

b. <u>Environmental Systems</u>

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

  - preservation of EQCs as public or private open space

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

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

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

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

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

  - mitigation of highway-related noise impacts

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

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

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

c. <u>Provision of Public Facilities</u>

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

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

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

  - schools
  - police/fire facilities

d. <u>Land Use/Site Planning</u>

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

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

e. Detailed Design

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

  - signs
  - planting
  - lighting
  - screened surface parking
- Street Furnishings. To ensure quality development by using:

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

Minor Development Elements

1. Area-Wide Minor Development Elements

a. Transportation Systems

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

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

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

  - bus shelters
  - commuter parking

- Nonmotorized Transportation

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

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

  - ridesharing programs
  - subsidized transit passes for employees

b. Environmental Systems

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

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

  - protection of aquifer recharge areas

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

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

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

  - provision of energy conscious site plan

c. Provision of Public Facilities

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

  - dedication of parkland suitable for a neighborhood park

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

  - libraries
  - community centers
  - government offices/facilities

d. Land Use/Site Planning

- Parcel consolidation to facilitate good site design and coordinated access

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

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

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

e. Detailed Design

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

  - signs
  - special planting
  - lighting

- Structures. To encourage creative architectural design:

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

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

  - planting - above ordinance requirements
  - lighting

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

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

Major Development Elements

1. Area-Wide Major Development Elements

a. Transportation Systems

- Roadways

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

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

  - bus or rail transit station parking lots

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

  - local shuttle services
  - parking fees

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

  - grade separated road crossings

b. Environmental Systems

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

c. Provision of Public Facilities

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

  - Community Parks
  - County Parks
  - Historic and Archaeological Parks

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

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

d. Site Planning and Design

- Extraordinary Innovation

  - site design
  - energy conservation

- Detailed Site Design

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

FAIRFAX CENTER AREA-WIDE RECOMMENDATIONS

LAND USE

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

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

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

Existing stable neighborhoods should be preserved, enhanced, and reinforced. Infill development in these neighborhoods should be of a compatible use, type, and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14. The Fairfax Center Area includes areas not scheduled for the expansion of public sewer. Part of Difficult Run is included in this non-sewer area, a policy reaffirmed by the Board of Supervisors in May 1989.

Existing spot commercial uses along Lee Highway (Route 29) and Lee-Jackson Memorial Highway (Route 50) are inconsistent with the land use objectives for the Fairfax Center Area and should not be expanded or enhanced. With the exception of the planned retail center and the planned office use at the northeast and northwest quadrants respectively, of West Ox Road and Lee Highway, and land planned for office use in Sub-unit U1, no additional land should be used for commercial purposes along Lee Highway in Land Units L, M, O, R, S, T, or U. Along Lee-Jackson Memorial Highway, no additional commercial uses should be allowed west of the Suburban Center Core Area in Land Units E and D along the south side of Lee-Jackson Memorial Highway, and west of Land Unit A along the north side of Lee-Jackson Memorial Highway. In addition, retail centers should only be sited in planned retail center locations.

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

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

Buffers

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

Planting and Landscaping

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

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

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

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

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

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

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

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

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

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

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

Energy Efficient Planning and Design

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

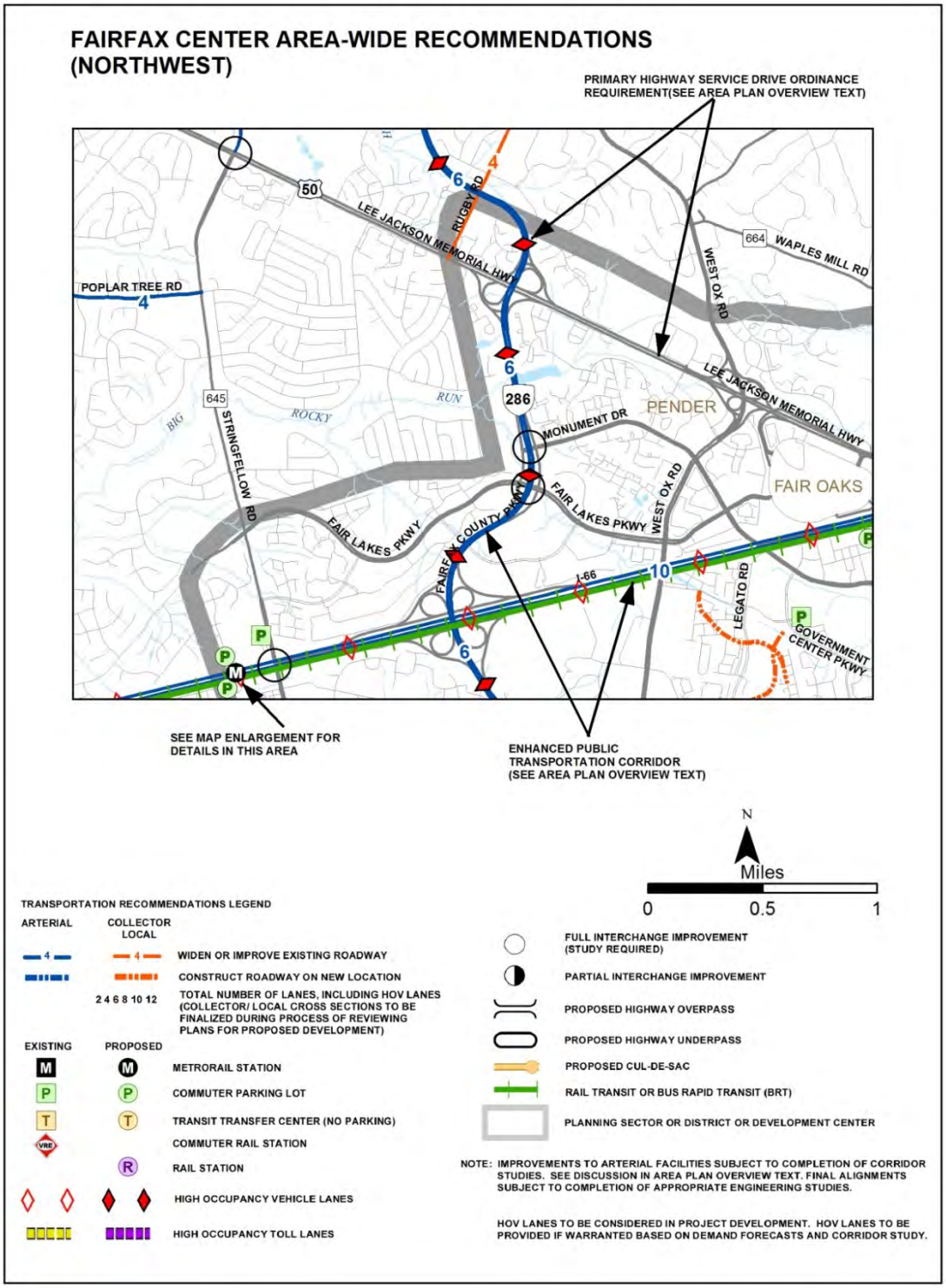
  - Shading of parking lots and other large paved areas to reduce the cooling demands of adjacent buildings. Shaded parking lots are also welcomed by motorists in the summer.

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

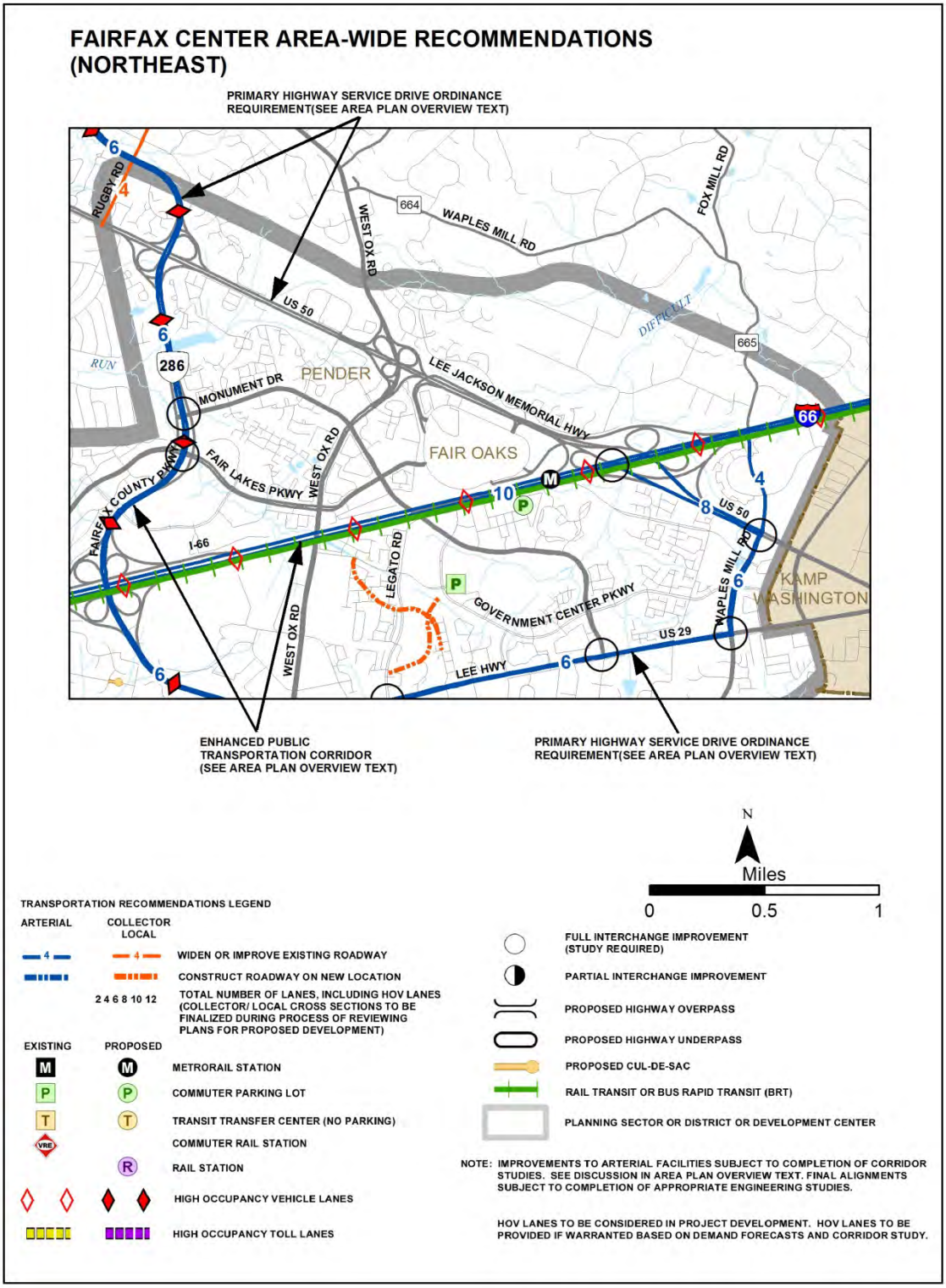
TRANSPORTATION

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

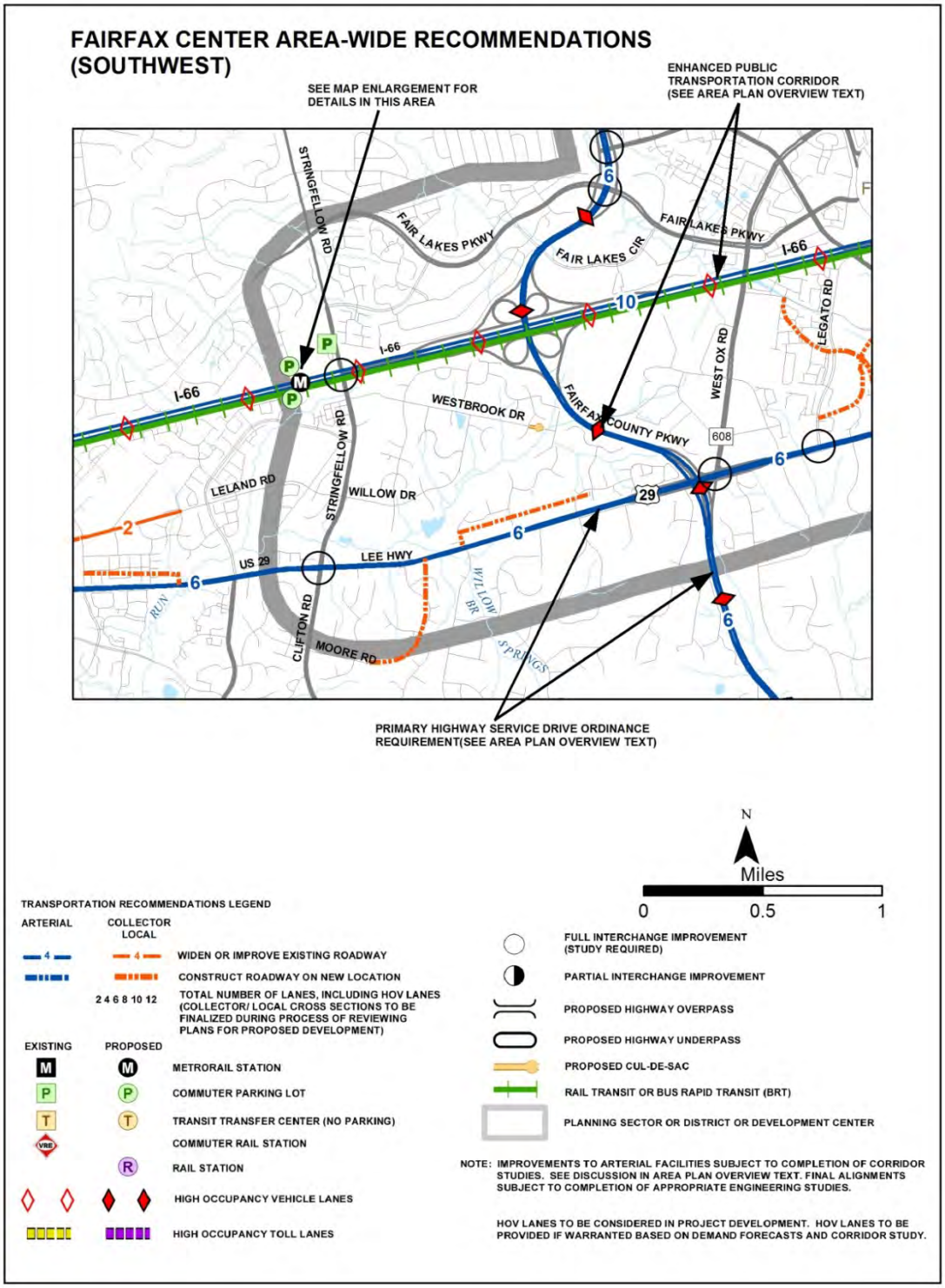
Travel within and through the Fairfax Center Area is affected by land uses and transportation facilities in adjacent planning districts, as well as throughout the Northern Virginia region.



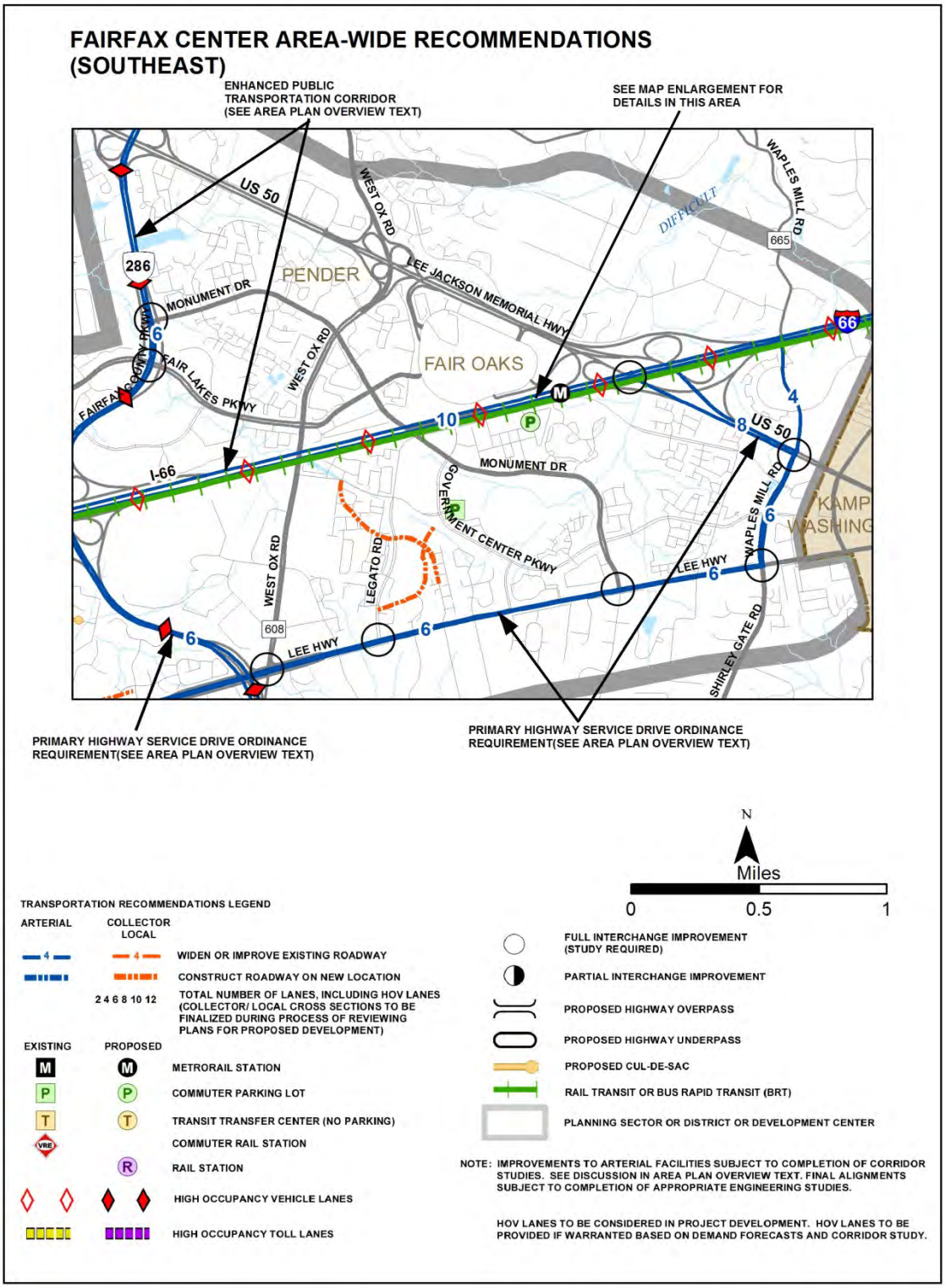
TRANSPORTATION RECOMMENDATIONS FAIRFAX CENTER AREA (NORTHWEST) **FIGURE 3**



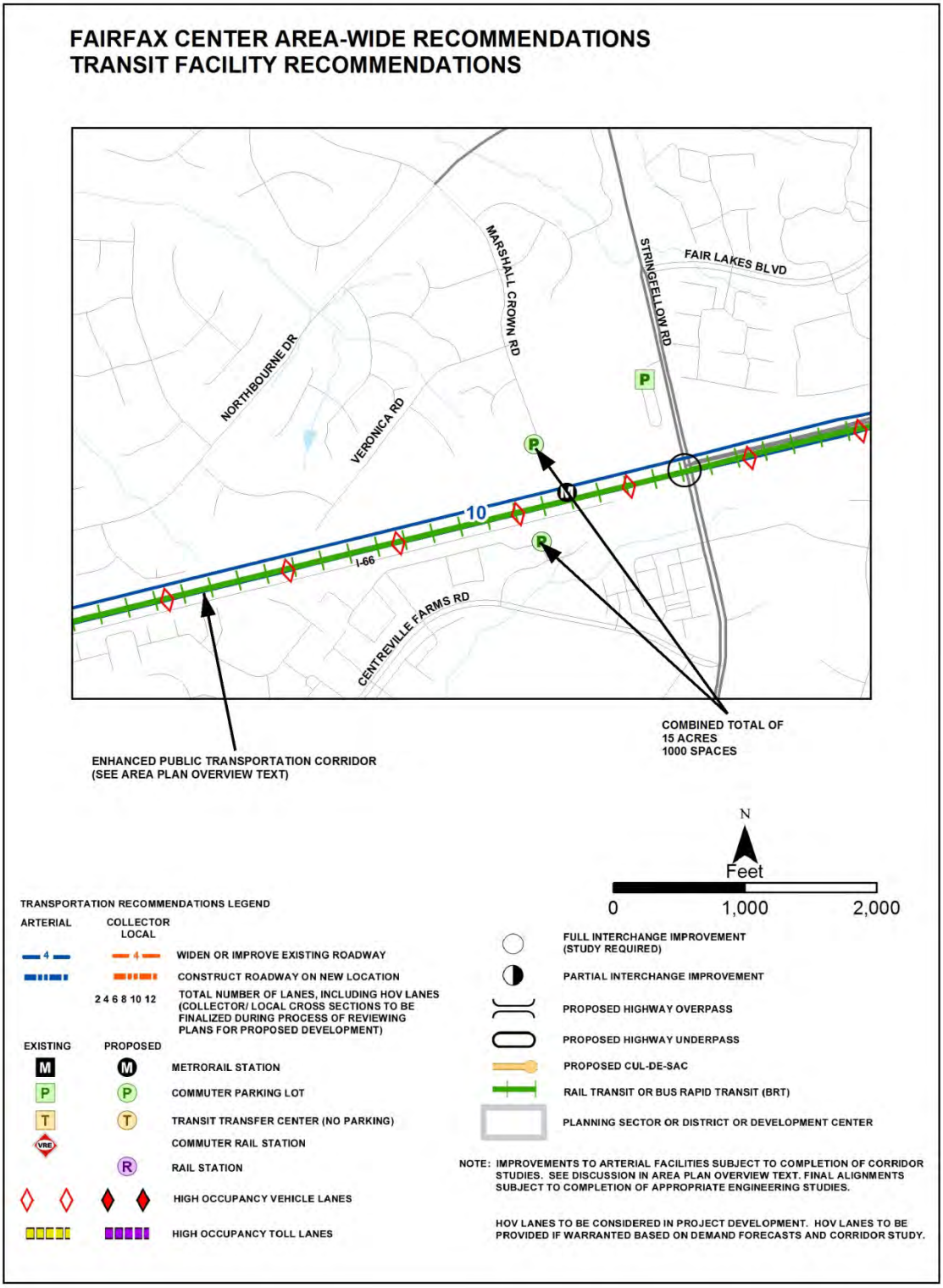
TRANSPORTATION RECOMMENDATIONS FAIRFAX CENTER AREA (NORTHEAST) **FIGURE 4**



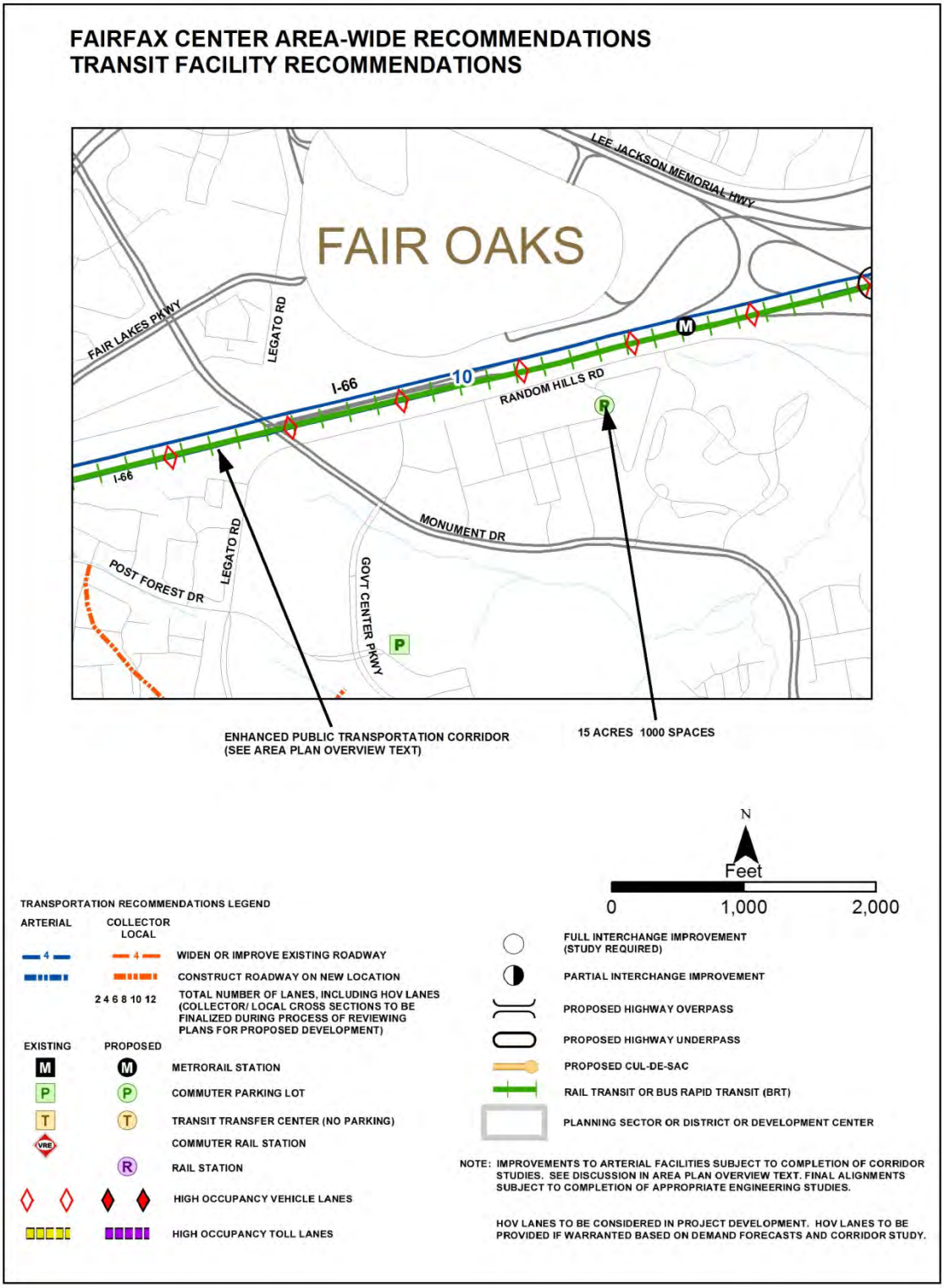
TRANSPORTATION RECOMMENDATIONS FAIRFAX CENTER AREA (SOUTHWEST) **FIGURE 5**



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



TRANSIT FACILITY RECOMMENDATIONS **FIGURE 7**
FAIRFAX CENTER AREA



TRANSIT FACILITY RECOMMENDATIONS **FIGURE 8**
FAIRFAX CENTER AREA

Therefore, the transportation network affecting the Fairfax Center Area is comprised of several elements, many of which relate to more extensive countywide facilities, services, and policies.

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

Fairfax Center Area-wide Elements

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

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

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

Roadway Improvements

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

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

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

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

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

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

Implementation Aspects

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

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

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

Access Management

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

- minimize service drives;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

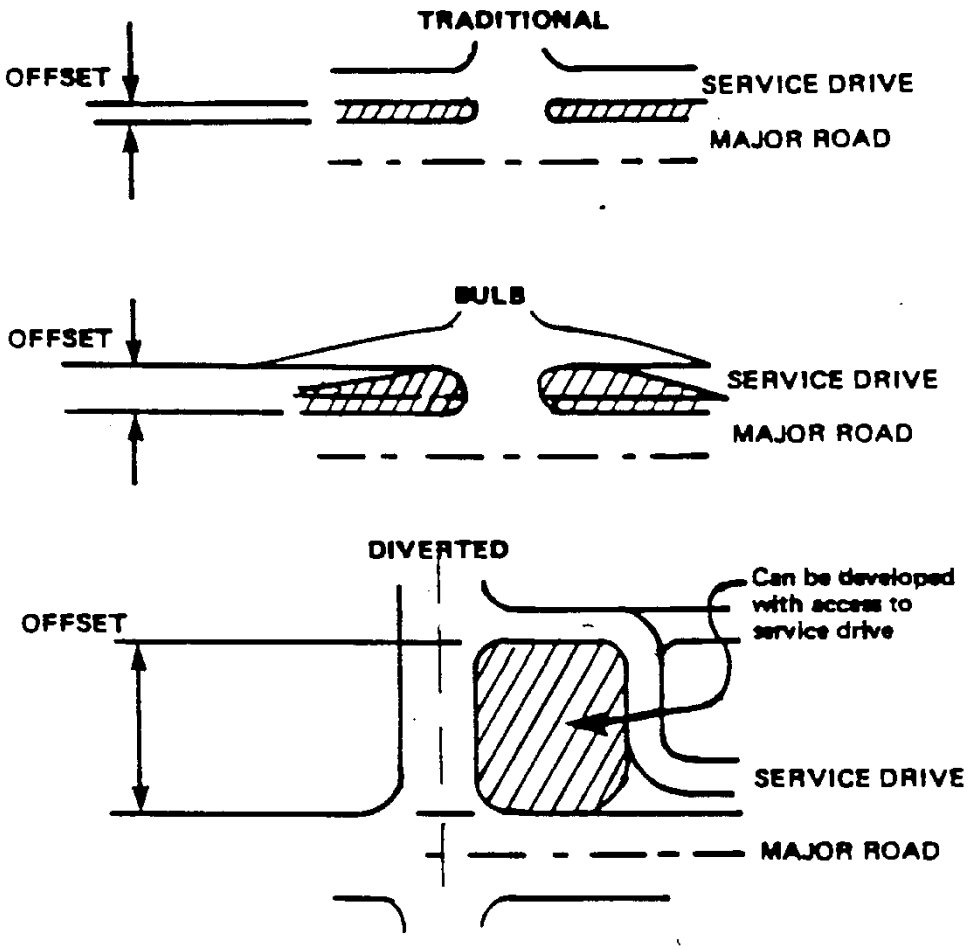
Entrances from service drives to the parallel roadway should only be allowed if the entrance location meets the crossover spacing guidelines for the parallel roadway.

Pedestrian and Bicycle Systems

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

Coordinated walkway networks are fundamental as well as essential and should be required of all development in the Fairfax Center Area. Comprehensive, coordinated walkway networks shall be required for each site to provide full intra and inter parcel pedestrian circulation to and from all buildings, parking, recreational facilities, and to or through open space areas. High volume and high speed roadway intersection control and design should accommodate pedestrians through the use of pedestrian crossings, walkway incorporation into roadway grade separations, pedestrian activated signals, crosswalks and pedestrian refuge medians as applicable. These elements are particularly necessary given the number of high volume traffic arteries in the area which are difficult to cross. Local roadway networks that are designed to discourage automotive through travel should allow nonmotorized through travel via cul-de-sac connections. Plazas should be located at the focal points of major commercial or high density residential developments where walkways converge. Pedestrian circulation should be provided through and from parking lots, and to transit stops. Walkway width and clearance integrity should not be reduced or comprised by utility poles, mail boxes, etc. These devices should be located on utility strips between curbs or road shoulders and walkways.

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



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

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

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

Parking Management Guidelines

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

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

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

HOUSING

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

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

FIGURE 10
FAIRFAX CENTER AREA
ASSISTED HOUSING
(Occupied or Under Construction, as of October 2004)

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

*Scattered Units

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

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

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

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

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

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

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

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

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

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

ENVIRONMENT

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

The Fairfax Center Area includes the headwaters for four watersheds that contain a variety of environmental resources: Difficult Run, Cub Run, Little Rocky Run, and Popes Head Creek. All these watersheds except Difficult Run are tributaries to the Occoquan Reservoir water supply. Difficult Run has been designated as a critical environmental area by the Commonwealth and the county in recognition of the serious threat that development makes on water quality, wildlife habitats and preservation of flora and fauna. Difficult Run plays an important role in the water quality of the Chesapeake Bay.

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

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

There is also a need to protect the water and environmental quality of the Occoquan basin area. The Occoquan basin drains approximately 20 percent of the total area of Fairfax County. The reservoir stores water for a large percentage of the Northern Virginia population. Even though the present overall intensity of development within the Occoquan basin is relatively low, water quality levels in the basin are worsening. Further influx of development into the area will be detrimental to water quality and wildlife habitats unless environmentally sensitive site development measures are utilized. Protection of runoff should be provided by retention ponds and other Best Management Practices (BMPs). Every effort should be made to assure that streams will not flood and cause damage to neighborhoods and homes due to future construction in undeveloped areas.

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

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

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

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

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

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

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

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

HERITAGE RESOURCES

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

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

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

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

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

There are several historic family cemeteries located within the Fairfax Center Area. Development plans must provide for their preservation in accordance with state and county statutes and ordinances.

Other heritage resources including those protected by Historic Overlay Districts, or listed in the National Register of Historic Places or the Virginia Landmarks Register are also shown on Figure 11, and may be identified in the text and recommendations section.

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

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

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

Name	Location	Planning Sector	Parcel Number	Date
Ox Hill Battlefield Memorial Park	4134 West Ox Road Fairfax	BR4	46-3 ((1)) 28A, 31B, 32, 32A; 46-3 ((5)) 5, 6	1862, 1915
Woodaman House	12816 Westbrook Drive Fairfax	BR7	55-2 ((3)) E2	c. 1790

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

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

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

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

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

PUBLIC FACILITIES

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

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

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

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

FIGURE 12
FAIRFAX CENTER AREA
EXISTING PUBLIC FACILITIES

Land Unit	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
A			Fair Oaks Police and Fire Station Co. 21			
B					Sanitary Sewage Pumping Station	
J					FCWA Fair Oaks Pumping Station	
K					Sanitary Sewage Pumping Station	
M			Girls' Probation Home			
N			Animal Shelter, DVS West Ox Maintenance Facility, Fire Training, Police Heliport		I-66 Transfer Station, Recycling Drop-off Facility	*Former Camp 30 (VA) site *VDOT Maint. Yard
O	DixCenGato Elem. school site		Fairfax Center Fire Station Co. 40 Site			
P			County Admin.-Government Center, Herrity Building Community Development Center	Pennino Building Human Services Center, Mental Health Services – Admin., Mental Retardation Services-Admin.	Sanitary Sewage Pumping Station	
Q				Adult Care Residence for Persons with Mental Illness		
V			Boys' Probation Home			

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

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

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

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

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

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

PARKS AND RECREATION

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

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

Development of the Countywide Trail System will eventually provide pedestrian and bike access from the Fairfax Center Area to several major Countywide and Regional Parks including Ellanor C. Lawrence Park in Centreville and Bull Run, Hemlock Overlook and Fountainhead Parks on the Occoquan River. Provision of safe pedestrian and bike crossing at major roads is therefore essential.

The Park Classification System adopted as a part of the Policy Plan outlines a hierarchy of park and recreation facilities which should be jointly developed by the public and private sector as follows.

Neighborhood Parks

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

Community and District Parks

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

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

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

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

Countywide Parks

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

- Ox Hill Park, the site of the Ox Hill Memorial Markers, should be administered by the Fairfax County Park Authority and developed to commemorate this major Civil War engagement; and

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

TRAILS AND BICYCLE FACILITIES

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

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

Coordinated walkway networks are essential and should be required of all development in the Fairfax Center Area. Comprehensive, coordinated walkway networks should be required for each

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

LAND USE PLAN RECOMMENDATIONS - THE OVERLAY LEVEL

LAND USE

The land use assignments and intensities at the overlay level represent the preferred option for development if the major development conditions, particularly provision of substantial transportation improvements, are satisfied. The overlay level is based upon a single core concept. In this concept the core area contains the most intense mixed-use development. The core area includes all of Land Unit J and Sub-unit I5. This core area is located west of the Lee-Jackson Memorial Highway (Route 50)/Interstate 66 (I-66) interchange, south of Lee-Jackson Memorial Highway, and north of I-66. The core consists of the Fair Oaks Mall and the adjacent office, hotel and commercial uses; residential uses; as well as plazas and open space.

In general, intensity of development at the overlay level diminishes with distance from the core area. The overlay level represents a level of intensity achievable only in conjunction with the provision of substantial development elements. As such, it is a planning goal, rather than a prediction of the level of development that will be realized in the area. The intensity incentive philosophy is the underlying premise for setting development levels within the area.

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

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

The overlay level recognizes the potential of the Fairfax Center Area to develop into a major mixed-use center in the county. Concentrations of multifamily residential developments in proximity to areas of commercial activity are incorporated in the Plan. While the overlay level is the preferred development intensity, an applicant may choose to develop at a lesser intensity of development.

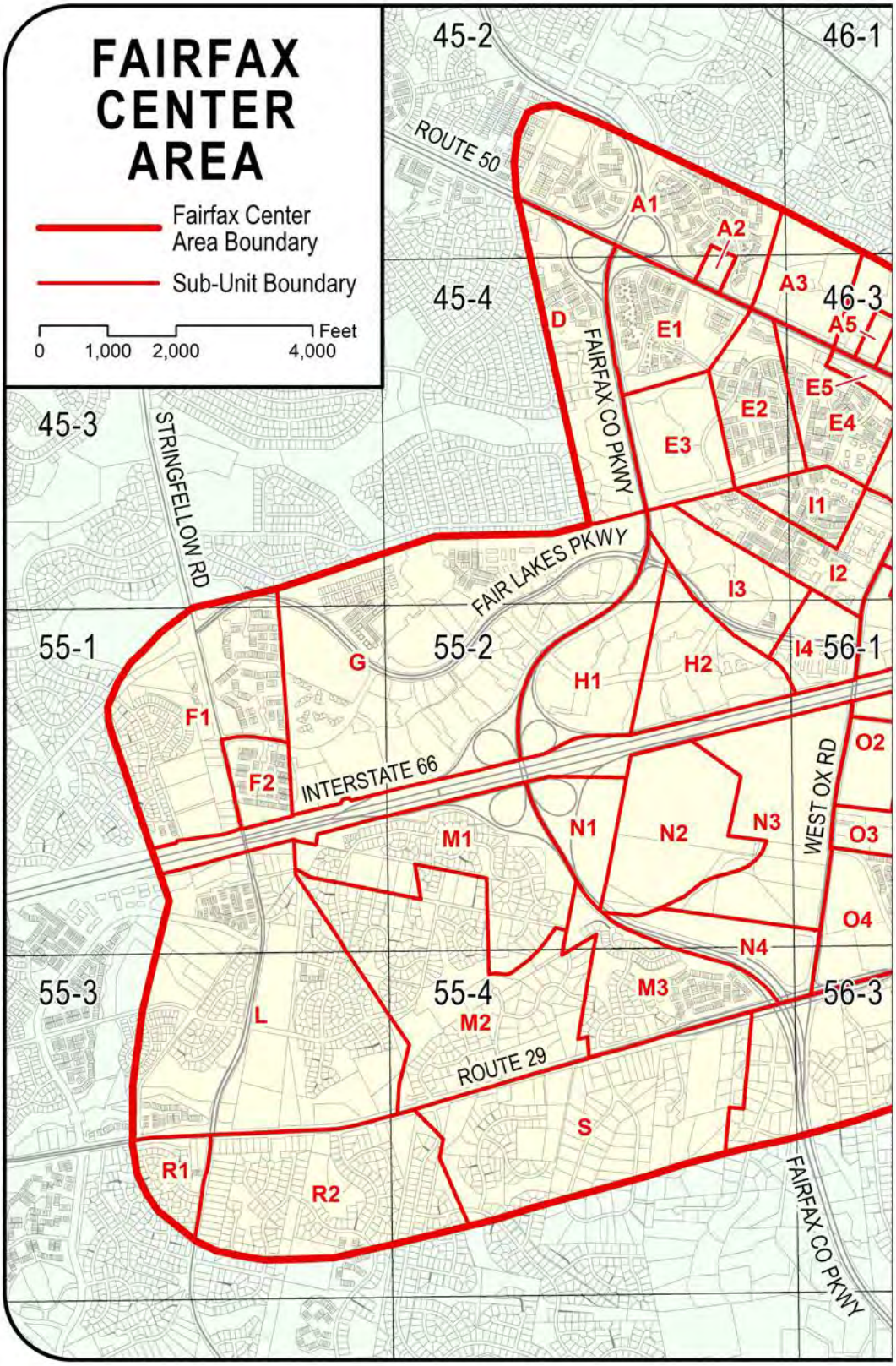
Land Use Recommendations - By Land Unit

The Fairfax Center Area is divided into land units lettered A through V (See Figure 13). The following recommendations are presented on an individual land unit and sub-unit basis. To describe these recommendations fully, each unit is described through the use of the following elements:

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

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

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


FAIRFAX CENTER AREA
Fairfax Center Area Boundary
Sub-Unit Boundary
0 1,000 2,000 4,000 Feet
45-2
46-1
45-4
46-3
45-3
55-1
55-2
56-1
55-3
55-4
56-3
ROUTE 50
FAIRFAX CO PKWY
STRINGFELLOW RD
FAIR LAKES PKWY
INTERSTATE 66
WEST OX RD
ROUTE 29
A1
A2
A3
A5
D
E1
E2
E3
E4
E5
I1
I2
I3
I4
G
H1
H2
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M3
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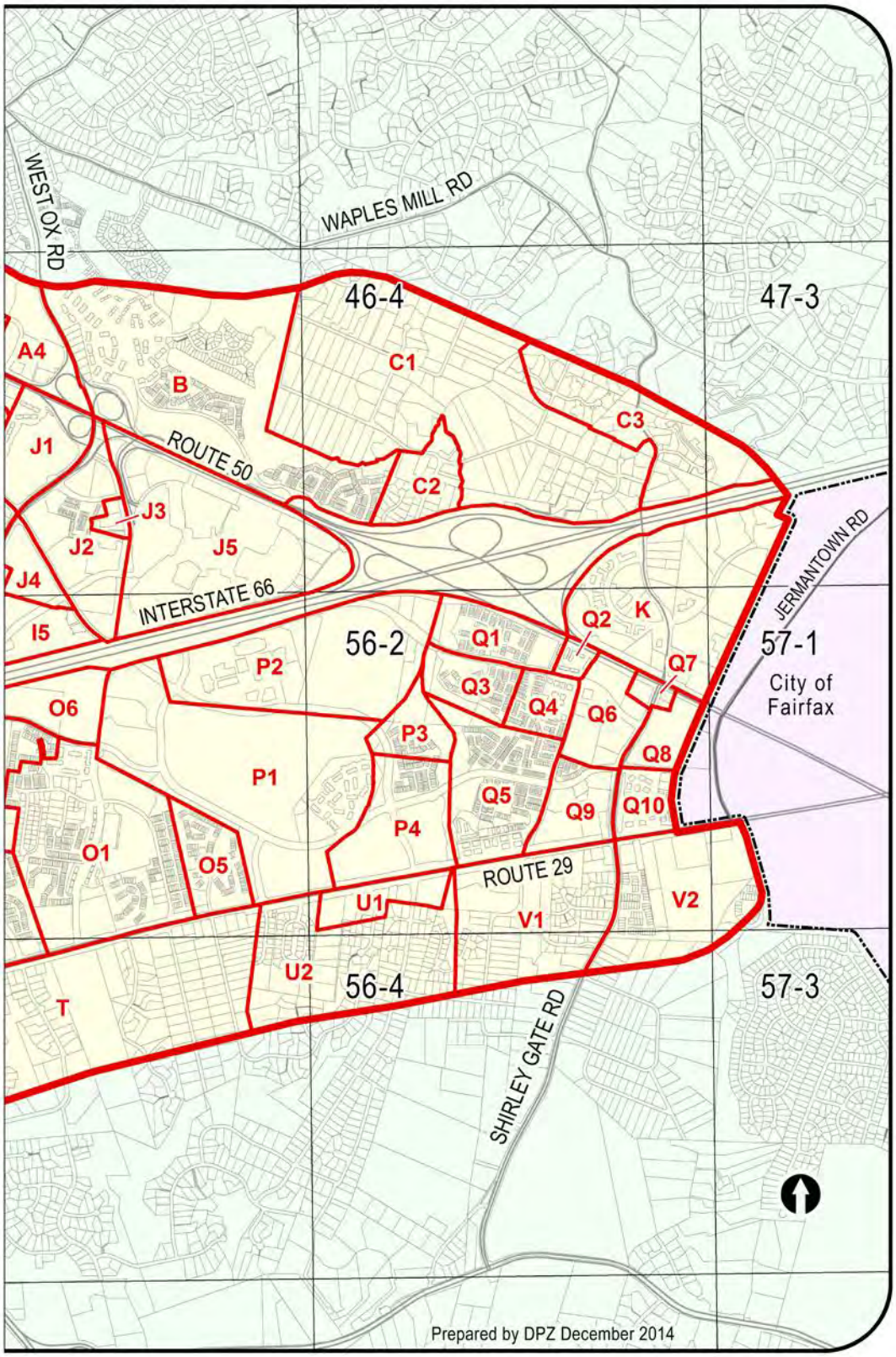

WEST OX RD
WAPLES MILL RD
46-4
47-3
A4
B
C1
C3
J1
ROUTE 50
C2
J3
J2
J5
J4
INTERSTATE 66
I5
56-2
Q1
Q2
K
JERMANTOWN RD
57-1
P2
Q3
Q7
City of Fairfax
O6
Q4
Q6
P3
Q8
P1
Q5
Q9
Q10
P4
O1
O5
ROUTE 29
U1
V1
V2
U2
56-4
57-3
T
SHIRLEY GATE RD
Prepared by DPZ December 2014

FIGURE 13

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

LAND UNIT A

CHARACTER

This land unit is located in the northwest quadrant of West Ox Road and Lee-Jackson Memorial Highway. It extends northward toward Ox Hill Road and westward beyond the Fairfax Parkway to just west of Rugby Road. The eastern portion of the land unit contains the Fifty West office buildings and the Police and Fire Station; the central portion contains the Virginia Power office building, transmission lines, and substation and a service station; and the western portion contains the stable Fairwoods townhouse subdivision with a density of approximately 5 dwelling units per acre. This subdivision is bisected by the Fairfax County Parkway (Route 286). Further west is part of the Murray Farms single-family detached subdivision. This land unit also contains institutional uses.

RECOMMENDATIONS

Land Use

Sub-unit A1

This sub-unit contains the portion of the former Murray Farms subdivision located south of the Fairfax County Parkway and is planned for residential use at 5 dwelling units per acre at the overlay level. This includes the Kensington Parc and Kensington Square neighborhoods, developed under the same conditions for development that applied to the portion of Murray Farms in UP8 Lee-Jackson Community Planning Sector (Upper Potomac Planning District).

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

Sub-unit A2

This sub-unit is planned for residential use at 3 dwelling units per acre at the overlay level. The existing church is expected to remain.

Sub-unit A3

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

side of the property (north of Tax Map 45-4((1))9). The following conditions should also be met:

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

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

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

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

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

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

Hotel use may be considered on the Lee-Jackson Memorial Highway frontage of Tax Map 46-3 ((1)) 15A as an alternative to the planned low intensity mix of uses under the following conditions:

- Overall intensity should not exceed .15 FAR;

- Either the existing landscape buffer along Lee-Jackson Memorial Highway is preserved, or an attractive streetscape including substantial landscaping is substituted; and

- Access to the hotel is provided from Fair Ridge Drive, with no direct access from Lee-Jackson Memorial Highway.

Elderly Housing may be considered as an optional use to the new planned office use on Parcel 46-3((1))15A-1 under the following conditions:

- Elderly housing should not exceed 100 units, which may exceed the .25 FAR at the overlay level;

- A substantial affordable housing component should be provided;

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

- Development should provide substantial buffers to the north and west, including the preservation of existing trees, in order to protect the existing residential use adjacent to this sub-unit.

Sub-unit A4

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

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

As an option to the office use, Tax Map 46-3((1))14C may be appropriate for an independent living facility with up to 200 units of housing for the elderly, if designed to be compatible with adjacent uses in terms of building height, mass and scale. Any development proposal should meet all applicable area-wide recommendations as well as the following guidelines:

- The development should be designed to architecturally complement and functionally relate to existing and planned commercial uses on Fair Ridge Drive.

- A minimum 100 foot vegetated buffer is provided adjacent to the single-family neighborhood to the north to achieve effective visual screening. Clearing and grading should be minimized in this buffer area to preserve mature trees and supplemental plantings should be provided as needed. If the east-west outlet road along the northern property line is not abandoned, the minimum 100 foot buffer should begin at the southern edge of the outlet road boundary.

- An effective vegetated buffer is provided on the western property line to visually screen the power station from the view of the new residents.

- Building height should taper down toward the northern edge of the property if necessary to achieve compatibility with the height of the residential neighborhood to the north.

- Usable open space such as a landscaped plaza or courtyard with seating which is designed as an amenity for the residents is provided. It is desirable that these amenities be coordinated with designs for Park Authority property to the east (Tax Map 46-3((17))4).

- Lighting is designed and located to minimize visual impacts on the adjacent residential neighborhood to the north.

- Pedestrian connections are provided to the planned retail center on Tax Map 46-3((1)) 15A.

- Shuttle service is provided to bus and Metrorail facilities and other community services for the residents.

Sub-unit A5

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

Public Facilities

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

LAND UNIT SUMMARY CHART – LAND UNIT A

Sub-units	Approximate Acreage
A1	132
A2	5
A3	45
A4	51
A5	6

Sub-units	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
A1	RESIDENTIAL		2
A2	RESIDENTIAL		2
A3 [1], A4	RESIDENTIAL		2
A5	PUBLIC FACILITIES		
Intermediate Level			
A1	RESIDENTIAL		3.5
A2	RESIDENTIAL		2.5
A3 [1]	OFFICE	.07	
A4	OFFICE	.15	
A5	PUBLIC FACILITIES		

LAND UNIT SUMMARY CHART – LAND UNIT A
(continued)

Overlay Level			
A1 [2]	RESIDENTIAL		5
A2	RESIDENTIAL		3
A3 [1, 3]	RESIDENTIAL, OFFICE, RETAIL AND INSTITUTIONAL PUBLIC FACILITIES	.25	
A4 [4]	OFFICE	.25	
A5	PUBLIC FACILITIES		

[1] Tax Map 46-3((1))15B, existing electrical substation and related transmission lines, is planned for public facilities.

[2] See Area III, Upper Potomac Planning District, UP8 Lee-Jackson Community Planning Sector, for conditions for development at the overlay level for a portion of this sub-unit.

[3] See Sub-unit A3 text for hotel and elderly housing options. Parcel 45-4((1))9 is planned for office up to .15 FAR at the overlay level.

[4] See text for additional options.

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

LAND UNIT B

CHARACTER

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

RECOMMENDATIONS

Land Use

This land unit is planned for residential use at 6.6 dwelling units per acre at the overlay level. It contains the Penderbrook subdivision and the Penderbrook Golf Course. The planned density for this land unit was predicated on a unified development plan for the area and the incorporation of the

golf course as an area-wide public amenity. The golf course should be preserved either as an operating golf course or passive green space in perpetuity, should the privately owned golf course operation cease. The preservation of the golf course for public use in this area is essential to achievement of the Plan's objectives for the Fairfax Center Area. Land Unit B was substantially consolidated to develop a unified residential development that includes a mixture of townhouses and low-rise multifamily units at an approximately 2 to 1 ratio. The higher density development is oriented internally to minimize the impact on adjacent low density communities.

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

- No free-standing retail functions should be permitted;
- No strip commercial uses should be allowed along Lee-Jackson Memorial Highway or West Ox Road;
- Impervious surfaces should be minimized; and
- Open space should be maximized.

Parks and Recreation

The Penderbrook Golf Course should be maintained for public use. In the event that the current operation ceases, the golf course should be acquired by the Fairfax County Park Authority. In any event, the site is to be perpetually available for publicly accessible open space.

LAND UNIT SUMMARY CHART – LAND UNIT B

Land Unit	Approximate Acreage
B	206 (including the golf course)

Land Unit	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
B	RESIDENTIAL; GOLF COURSE		1
Intermediate Level			
B	RESIDENTIAL; GOLF COURSE		4

Land Unit	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Overlay Level			
B	RESIDENTIAL; GOLF COURSE		6.6

LAND UNIT C

CHARACTER

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

RECOMMENDATIONS

Land Use

Sub-units C1, C2, C3

These sub-units contain the stable Fairfax Farms subdivision which should be buffered and preserved. The easternmost part of Sub-units C1 and C3 contain low density residential areas adjacent to Fairfax Farms and should reflect that land use, density and character. West and north of Difficult Run the area is planned for .5-1 dwelling unit per acre. East of Difficult Run it is planned for .5-1 and .1-.2 dwelling unit per acre, private open space or stream valley park. The area adjacent to Fairfax Farms Road is planned for private open space or stream valley park and 1-2 dwelling units per acre. Redevelopment to higher densities or intensities should not occur. Infill of vacant lots in the subdivision and in adjacent areas should be compatible with existing development in terms of use, intensity, and dwelling unit type. Fairfax County should continue to exercise its best efforts to protect the residential neighborhood of Fairfax Farms.

Parks and Recreation

Ensure protection of the headwaters of Difficult Run by means of a permanent open space easement to the Fairfax County Park Authority. Establish a greenway/EQC system to preserve sensitive environmental areas and provide continuity of public access to open space to the north and west.

LAND UNIT SUMMARY CHART – LAND UNIT C

Sub-units	Approximate Acreage
C1	264
C2	28
C3	76

LAND UNIT SUMMARY CHART – LAND UNIT C
(continued)

Sub-units	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
C1	RESIDENTIAL		.5
C2	RESIDENTIAL		1
C3	RESIDENTIAL		.1
Intermediate Level			
C1	RESIDENTIAL		.75
C2	RESIDENTIAL		1.5
C3	RESIDENTIAL		.15
Overlay Level			
C1	RESIDENTIAL		1
C2	RESIDENTIAL		2
C3	RESIDENTIAL		.2

LAND UNIT D

CHARACTER

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

RECOMMENDATIONS

Land Use

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

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

LAND UNIT SUMMARY CHART – LAND UNIT D

Land Unit	Approximate Acreage
D	96

Land Unit	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
D	RESIDENTIAL; PUBLIC PARK		2
Intermediate Level			
D	RESIDENTIAL; PUBLIC PARK		2.5

Land Unit	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Overlay Level			
D	RESIDENTIAL; PUBLIC PARK		3

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

LAND UNIT E

CHARACTER

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

RECOMMENDATIONS

Land Use

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

General Development Conditions

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

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

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

Roadway Development Conditions

The roadway circulation for the E Sub-units should be based upon the following text:

- The termination of North Lake Drive within Sub-unit E1 and the provision of interparcel access within the sub-unit to the service drive along Lee-Jackson Memorial Highway.

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

Additional Development Conditions Specific to Each Sub-unit

Sub-unit E1 (formerly E1 and E2)

The western portion of this sub-unit contains townhouses which are part of the Fair Lakes development; it is planned to continue in this use. The central portion of the sub-unit, containing several relatively large lots, is planned for residential use up to 6 dwelling units per acre at the overlay level with a provision of up to 7 dwelling units per acre as described below. The eastern portion of the sub-unit contains a nursing home and elderly care/assisted living facility.

Any development proposal should incorporate full protection of EQC areas in a natural condition. Any development above the baseline level should provide neighborhood park facilities such as a playground or tot lot, fitness trail stations, and picnic and open areas.

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

Sub-unit E2 (formerly E3, E6, eastern edge of E5 and a small portion of E4)

This sub-unit contains a significant amount of floodplain and EQC. It is planned for residential use at 2 dwelling units per acre at the baseline level and 8 dwelling units per acre (assuming a mix of low-rise multifamily and townhouse units) at the overlay level. Arrangements for maintenance of the existing cemetery should be provided with any development adjacent to the cemetery.

In conjunction with any development above the baseline level in this sub-unit, land consolidation should be adequate to provide for sufficient portions of the internal circulation system, as deemed necessary by the Department of Transportation. These improvements should be provided in order to achieve the Plan goals for the transportation network. Several acres of land suitable for active recreation facilities, such as ballfields (as determined appropriate by the Fairfax County Park Authority), should be dedicated. The recreational land is most appropriately located contiguous to the Rocky Run EQC on Tax Map 45-4((1))12, 20 and 21.

To obtain the overlay level of development, sufficient consolidation must be provided in order to achieve Plan goals for the transportation network, EQC preservation, and park needs. Partial consolidations which do not provide all of the transportation or recreation facilities required in this sub-unit may satisfy their share of the transportation and recreation objectives by dedicating appropriately located land and/or contributing a proportional share of the funds needed to acquire land and/or construct those facilities if such facilities would most logically be located on land outside of an application property. The amount contributed should be on a pro rata basis. However, in order to ensure that existing recreational facilities in adjacent communities are protected, new development should generally be made to provide recreational facilities concurrent with that development.

Applications involving partial consolidations that do not facilitate achievement of the goals for transportation facilities, park land, and EQC preservation described in the proceeding paragraphs should not exceed the baseline level.

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

Sub-unit E3

This sub-unit is part of the Fair Lakes mixed use development. The western portion is planned for office/mixed use up to .25 FAR. The eastern portion contains the Chase Windsor apartments.

Sub-unit E4

Sub-unit E4 is planned for residential mixed-use at 8 dwelling units per acre at the overlay level. Most of the sub-unit consists of the northern section of the townhouse and multifamily subdivision of Fair Ridge built at a density of approximately 8 dwelling units per acre. Along the western edge of the sub-unit is an addition to Fair Ridge. The area fronting on Lee-Jackson Memorial Highway contains publicly-owned open space along the Rocky Run EQC.

Sub-unit E5 (formerly E8)

Sub-unit E5 is planned for residential mix at 8 dwelling units per acre at the overlay level. Much of this sub-unit is environmentally sensitive and should be preserved as open space. Additional commercial uses beyond the existing office building at the southeast quadrant of

the intersection of Fair Ridge Road and Lee-Jackson Memorial Highway in Sub-unit E5 should not be permitted.

LAND UNIT SUMMARY CHART – LAND UNIT E

Sub-units	Approximate Acreage
E1 (formerly E1, E2)	50
E2 (formerly E3, part of former E5, much of former E6, small parts of former E4 & E7)	50
E3 (most of former E5)	51
E4 (most of former E7 and some of former E6)	50
E5 (formerly E8)	8

Sub-units	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
All sub-units	RESIDENTIAL		2
Intermediate Level			
E1	RESIDENTIAL/MIX		3
E2	RESIDENTIAL		4
E3	RESIDENTIAL/MIX		4
E4	RESIDENTIAL/MIX		5
E5	RESIDENTIAL/MIX		5

Sub-units	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Overlay Level			
West Segment of E1	RESIDENTIAL/MIX		4
Central Segment of E1	RESIDENTIAL		6 or 7
East Segment of E1	RESIDENTIAL		6
E2	RESIDENTIAL		8
West Segment of E3	OFFICE/MIX	.25	
East Segment of E3	RESIDENTIAL		8
E4	RESIDENTIAL/MIX		8
E5	RESIDENTIAL/MIX		8

LAND UNIT F

CHARACTER

This land unit is located north of I-66 on either side of Stringfellow Road. The Fair Lakes Parkway and the Fair Lakes Boulevard traverse this area. This land unit represents a transition in land use and intensity between the mixed-use center area of Fairfax Center to the east and low density Suburban Neighborhood residential areas to the west. Transit improvements are proposed for the area adjacent to Stringfellow Road and I-66 which include a Metrorail station and additions to the existing park-and-ride lot. Potential facilities could also include express bus and kiss-and-ride facilities.

RECOMMENDATIONS

Land Use

Sub-unit F1

This sub-unit is planned for residential use at 3 dwelling units per acre at the overlay level. In addition, land in this sub-unit is proposed for use as a Metrorail commuter parking facility adjacent to I-66 as part of the I-66 Enhanced Public Transportation Corridor. Final site selection should be contingent upon the completion of a study of alternative sites which includes consideration of traffic impacts, environmental impacts and the potential impacts such a location would have on creating increased density pressures around it. Resolution of the final site location should be accomplished as part of the Enhanced Public Transportation Corridor study yet to be undertaken, or as a separate study effort. Prior to the completion of the study effort, steps should be taken to preserve the site identified in this sub-unit as shown on Figure 7.

Sub-unit F2

Fair Lakes Boulevard intersects Stringfellow Road at the northern edge of Sub-unit F2. The area south of Fair Lakes Boulevard is planned for office mixed-use development at .25 FAR at the overlay level and is part of the Fair Lakes mixed-use development.

LAND UNIT SUMMARY CHART – LAND UNIT F

Sub-units	Approximate Acreage
F1	150
F2	25

Sub-units	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
F1, F2	RESIDENTIAL		1

LAND UNIT SUMMARY CHART – LAND UNIT F
(continued)

Intermediate Level			
F1	RESIDENTIAL		2
F2	OFFICE/MIX	.14	
Overlay Level			
F1	RESIDENTIAL		3
F2	OFFICE/MIX	.25	

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

LAND UNIT G

CHARACTER

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

RECOMMENDATIONS

Land Use

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

The following options exist for development above the planned and approved .25 FAR overlay level. Densities and uses specified in these options are only appropriate for the sites described. These uses and densities are not to be transferred to other locations within the Fairfax Center Area.

As an option at the overlay level, the area at the southeast corner of Shoppes Lane and Fair Lakes Circle may be appropriate for up to 110,000 SF of office use or hotel use, including up to

5,000 SF of support retail, if the following conditions are met:

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

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

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

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

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

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

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

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

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

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

<u>Transportation</u>

Transportation improvements should be provided to mitigate the impact associated with development above the .25 FAR overlay level. The intersection of the Fairfax County Parkway and the Fair Lakes Parkway is above capacity, and a grade-separated interchange is planned and under design. Additional mitigation measures to facilitate construction of this interchange should be provided with new development above the .25 FAR overlay level. Any development should be coordinated with the Fairfax County HOV Design Study.

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

Parks and Recreation

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

LAND UNIT SUMMARY CHART – LAND UNIT G

Land Unit	Approximate Acreage
G	309

Land Unit	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
G	RESIDENTIAL		1
Intermediate Level			
G	OFFICE/MIX	.14	
Overlay Level			
G	OFFICE/MIX	.25*	

* Refer to Plan text for specific recommendations at the overlay level.

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

LAND UNIT H

CHARACTER

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

RECOMMENDATIONS

Land Use

Sub-units H1, H2

These sub-units are planned for office mixed-use. Office development that incorporates architectural excellence, preservation and enhancement of natural features, uniform signing, lighting and landscaping systems and quality roadway entry treatments are development elements that must be achieved to justify the overlay level.

The following options exist for development above the planned and approved .25 FAR overlay level. Densities and uses specified in these options are only appropriate for the sites described. These uses and densities are not to be transferred to other locations within the Fairfax Center Area.

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

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

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

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

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

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

- Pedestrian connections are provided to the surrounding uses;

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

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

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

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

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

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

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

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

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

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

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

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

The eastern portion of Sub-unit H2 is planned for office mixed-use at a maximum intensity of .45 FAR. It should be part of a unified development with the entire Government Center tract. (See text under Sub-unit P1.) The .45 FAR intensity of the development on this portion of the Government Center complex should be compensated for by a concurrent square footage reduction on the remaining portion of the property located south of I-66 for an overall FAR of .35. As an option, residential use not to exceed .45 FAR may be considered for this portion of the sub-unit. If the residential alternative is exercised, the two-to-one ratio of primary to residential uses recommended within office mixed-use areas may be modified for the Government Center complex, including this portion of Sub-unit H2, to include a greater proportion of residential uses to encourage increased housing opportunities in this area. As another option, a furniture, home furnishings, home décor, home-design center, apparel or general merchandise store or other retail use with similar trip generation characteristics may be developed on Tax Map 55-2((1))15 if the following conditions are met:

- Retail development should be located on the western portion of the site in order to be oriented with existing retail uses to the west of the site.

- Retail development should be compatible with existing retail uses to the west of the site with respect to high-quality design, building height, building materials and signage. Inappropriate uses include but are not limited to: home improvement store with a nursery, lumber yard or other large raw building material components; high volume, large discount store (e.g., Costco, Sam's Club); and restaurant park.

- Retail development requiring uses in outside areas are not desirable and are not in keeping with the character of existing retail uses in the area. In the event retail development requires outside area(s) such as for storage, display and sales, the area(s) should be screened on all sides with walls which are similar in architecture and building materials as the principal structure.

- Retail use should not exceed 172,000 square feet.

- Office use should not exceed 75% of the gross square feet of development, excluding space for the forensics facility.

- The total square feet of development should not exceed 668,000 square feet (including an approximately 38,000 square foot forensics facility) for an overall .45 FAR.

- Access is provided to the site from both Fair Lakes Parkway and the extension of Roger Stover Drive.

- Internal circulation improvements are provided to ensure access of all uses on the site to the median break at Fair Lakes Parkway.

- Reservation for future dedication of right-of-way along I-66 for planned improvements to I-66 is provided, including a flyover ramp from the HOV lanes to the mainline lanes.

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

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

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

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

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

Transportation

Transportation improvements should be provided to mitigate the impact associated with development above the .25 FAR overlay level. The intersection of the Fairfax County Parkway and the Fair Lakes Parkway is above capacity, and a grade-separated interchange is planned and under design. Additional mitigation measures to facilitate construction of this interchange should be provided with new development above the .25 FAR overlay level. Any development should be coordinated with the Fairfax County HOV Design Study.

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

Public Facilities

Construct an approximately 38,000-square foot forensics facility for the Fairfax County Police Department on Tax Map 55-2((1))15 west of the EQC along the southern property boundary near I-66.

LAND UNIT SUMMARY CHART – LAND UNIT H

Sub-units	Approximate Acreage
H1	96
H2	62

Sub-units	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
H1, H2	RESIDENTIAL		1
Intermediate Level			
H1, H2	OFFICE/MIX	.14	

Sub-units	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Overlay Level			
H1, West Portion H2	OFFICE/MIX	.25 *	
EAST Portion H2	OFFICE/MIX	.45 *	

* Refer to Plan text for recommendations on options.

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

LAND UNIT I

CHARACTER

This land unit is located north of I-66 on either side of West Ox Road and generally south of Monument Drive. It contains the Fair Oaks Gables, the Oaks, and the Fairfield House multifamily residential developments, the southern portion of the Fair Ridge townhouse development, and part of the Fair Lakes mixed-use development. Ox Hill Battlefield Memorial Park, which preserves and highlights the Ox Hill Memorial Markers, is located in the southwestern quadrant of Monument Drive and West Ox Road.

RECOMMENDATIONS

Land Use

Sub-unit I1

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

Sub-unit I2

This sub-unit is planned for a maximum overall density of 20 dwelling units per acre at the overlay level to serve as a compatible transitional use to surrounding planned uses. To achieve the overlay level, development should reflect the following recommendations:

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

Sub-units I3, I4

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

The following option exists for development above the planned and approved .25 FAR overlay level. The density and use specified in this option is only appropriate for the site described. This use and density is not to be transferred to other locations within the Fairfax Center Area.

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

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

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

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

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

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

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

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

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

The portion of Sub-unit I4 located south of Fair Lakes Parkway is planned for office mixed-use at a maximum intensity of .45 FAR. It should be part of a unified development with the entire Government Center tract. (See text under Sub-unit P1.) The .45 FAR intensity of the development on this portion of the Government Center complex should be compensated for by a concurrent square footage reduction on the remaining portion of the property located south of I-66 for an overall FAR of .35. As an option, residential use not to exceed .45 FAR may be considered for this portion of the sub-unit. If the residential alternative is exercised, the two-to-one ratio of primary to residential uses recommended within office mixed-use areas may be modified for the Government Center complex, including this portion of Sub-unit I4, to include a greater proportion of residential uses to encourage increased housing opportunities in this area. As another option, a furniture, home furnishings, home décor, home-design center, apparel or general merchandise store or other retail use with similar trip generation characteristics may be developed on Tax Map 55-2((1))15 if certain conditions are met as specified in the land use recommendations section for Sub-units H1, H2.

Sub-unit I5

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

As an option, notwithstanding the .50 FAR office mixed use recommendation above, approximately 125,000 gross square feet of retail/commercial use with a maximum of three additional free standing commercial uses may be appropriate south of Fair Lakes Parkway if the highest quality of site and architectural design is provided; landscaping, lighting, and site design are well-integrated; an urban plaza is accommodated and the following additional conditions are met:

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

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

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

Transportation

Transportation improvements should be provided to mitigate the impact associated with development above the .25 FAR overlay level. The intersection of the Fairfax County Parkway and

the Fair Lakes Parkway is above capacity, and a grade-separated interchange is planned and under design. Additional mitigation measures to facilitate construction of this interchange should be provided with new development above the .25 FAR overlay level. Any development should be coordinated with the Fairfax County HOV Design Study.

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

Parks and Recreation

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

LAND UNIT SUMMARY CHART – LAND UNIT I

Sub-units	Approximate Acreage
I1	24
I2	58
I3, I4	93
I5	32

Sub-units	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
I1	RESIDENTIAL		2
I2	RESIDENTIAL		2
I3, I4	RESIDENTIAL		1
I5	RESIDENTIAL		8
Intermediate Level			
I1	RESIDENTIAL/MIX		5
I2	RESIDENTIAL		10
I3, I4	RESIDENTIAL		10
I5	OFFICE/MIX	.35	

LAND UNIT SUMMARY CHART – LAND UNIT I
(continued)

Overlay Level			
I1	RESIDENTIAL/MIX		8
I2	RESIDENTIAL		20
I3, North Portion I4	OFFICE/MIX	.25 *	
South Portion I4	OFFICE/MIX	.45 *	
I5	OFFICE/MIX	.50	
	RETAIL OPTION	.21 **	

* Refer to Plan text for recommendations on options.

** Option does not apply to existing Fair Oaks Gables residential development and Kaiser Permanente office building.

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

LAND UNIT J

CHARACTER

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

RECOMMENDATIONS

Land Use

General Development Conditions

As the primary mixed-use development in the area, the J Land Unit area should exemplify the overall planning philosophy of the Fairfax Center Area. The linear park along the north side of Monument Drive and urban plazas must be accommodated in development plans for the area. Development plans should also portray any future building and parking structure phasing that would result in the maximum allowable FAR. The highest quality of site and architectural design is expected for proposed development in this area. In addition, landscaping, lighting, and sign design should be well-integrated. A 24 hour activity cycle is recommended through a mixture of office, retail, hotel, entertainment, and housing opportunities.

Sub-unit J1

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

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

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

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

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

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

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

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

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

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

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

Sub-unit J2

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

Two options may be considered for designated sites in Sub-unit J2, as follows:

1. As an option, office use up to 1.0 FAR at the overlay level may be appropriate for Tax Map 46-3((1)) 40, 41B, 41C and 51 with full parcel consolidation.

2. As an option at the overlay level, multifamily residential use may be appropriate for Tax Map 46-3((1)) 36E, up to a total of 402,000 square feet. A small integrated component of neighborhood-serving ground-floor retail is encouraged to be included, so long as market conditions warrant viable use(s). This site is located on the northeast corner of the intersection of Monument Drive and Fair Lakes Parkway. These uses may be considered under the following conditions:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sub-unit J3

The church that currently occupies this area is a viable land use within the context of the Plan. The building is attractive and in good repair. It is located on a high point topographically and presents a quality image for the area. Expanding the church on-site up to .50 FAR may be appropriate under the following conditions:

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

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

- Mitigate any negative impacts on the adjacent residential use that are the result of expanding the institutional use. Provide enhanced landscaping, buffering and screening between the institutional and residential uses to provide effective year-round screening between the uses. Landscaping should be installed during any redevelopment and maintained to ensure adequate height and coverage of vegetation throughout each

development phase. Architectural treatments and enhanced landscaping for structured parking are encouraged to lessen the visual impact of the structure on the adjacent residential use.

- Coordinated development with adjacent development in Sub-unit J2 is encouraged, if feasible, to provide a second point of access to Sub-unit J3 and continuous pedestrian facilities on-site.

High-quality office use may be considered as an option up to 1.0 FAR at the overlay, comparable to that found in the adjacent Sub-unit J2, under the following conditions:

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

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

- Coordinated development with adjacent development in Sub-unit J2 is encouraged, if feasible, to provide a second point of access to Sub-unit J3 and continuous pedestrian facilities on-site.

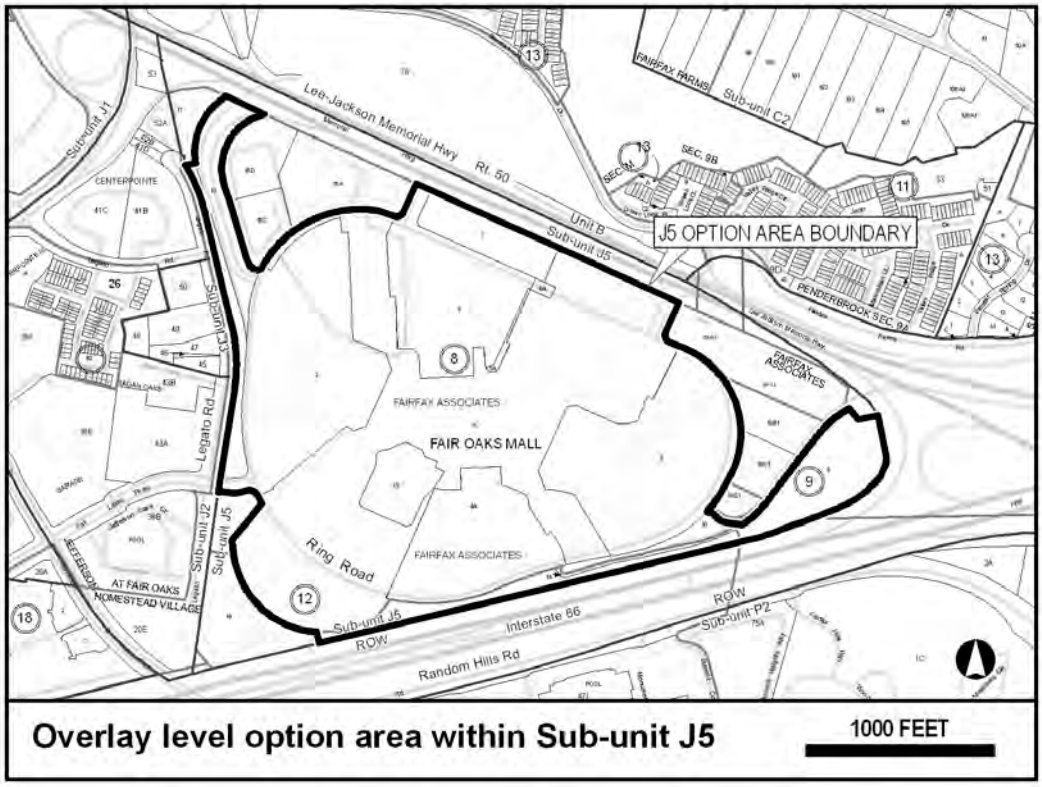
Sub-unit J4

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

Sub-unit J5

Sub-unit J5 consists of approximately 133 acres and contains the Fair Oaks regional mall at its center and several office buildings and hotels around its perimeter. A Metrorail station is planned to be constructed along I-66 with a pedestrian connection to the sub-unit. Subject to adoption by the Board of Supervisors, a Bus Rapid Transit (BRT) system may be constructed as an interim or alternative transit mode. The BRT system, if deemed appropriate, would potentially extend westward toward the county line and potentially into Prince William County from the Vienna Metrorail station or points east. BRT is defined as a system operating in the median of I-66 in an exclusive lane, segregated from the public traffic on I-66. The system would be served by stations similar to Metrorail with bridge connections to adjacent parcels. Service would consist of larger buses such as articulated buses. BRT is a higher quality system than the express bus or bus priority system as recommended in the 2010 Virginia Department of Rail and Public Transit's (DRPT) I-66 Transit/Transit Demand Management (TDM) study.

Sub-unit J5 is planned at the Overlay level up to 0.65 FAR overall. The 109.5-acre portion of the sub-unit that contains the Fair Oaks Mall property ("mall property"), as shown on Figure 14, is planned for residential, retail, hotel, and office uses at the Overlay level, which equates to approximately 3.1 million square feet of development. The approximately 24-acre remainder of the sub-unit is planned for retail, hotel and office uses at the Overlay level. As an interim phase in the Overlay level, the mall property is planned for retail and office uses up to an intensity of 0.50 FAR. Redevelopment at the interim phase should meet the development elements and the performance criteria recommended at the Overlay level.



Overlay level option area within Sub-unit J5

FIGURE 14

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

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

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

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

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

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

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

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

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

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

Non-motorized connections into the sub-unit, across the Ring Road, and to the mall should be enhanced. The Ring Road is shown on Figure 14. Crossings of the Ring Road should be improved with pedestrian-activated signals and crosswalks at a minimum. Crosswalk design should alert drivers of the crossing and may include special paving materials and striping. Crossings should be complemented by a designated walkway to the mall building and should be designed with sufficient width to avoid conflict with vehicles. Above the Intermediate level, the pedestrian pathway from Legato Road, where the north-south section of Legato Road meets the east-west section of Legato Road, should be improved to increase safety for the pedestrian and potentially accommodate bicyclists with any redevelopment. As an alternative, a new pedestrian connection from Legato Road to the crosswalk where the Lee-Jackson Memorial Highway ramps meet the Ring Road may be considered.

In addition, redevelopment above the Intermediate level should accommodate a safe pedestrian crossing from Fair Lakes Parkway, across the Ring Road, and to the mall. An extension of the sidewalks, from Legato Road along both sides of Fair Lakes Parkway is the preferred option. At a minimum, the sidewalk on at least one side of the Parkway should be extended to the Ring Road. However, if the preferred option cannot be immediately accommodated, then an interim option may be explored, involving an improvement to the existing pedestrian connection from Fair Lakes Parkway to the Ring Road, which aligns with the existing sidewalk to the mall. If neither of these options is feasible with development up to an intensity of 0.50 FAR, then another option, which accomplishes the objective of a safe, signalized, pedestrian crossing at a crosswalk in the vicinity of the Fair Lakes Parkway and the Ring

Road, may be considered as an interim improvement. Redevelopment above 0.50 FAR should improve the intersection of Fair Lakes Parkway and the Ring Road to facilitate safe pedestrian movement. Redevelopment also should consider the impacts on nearby roadways. Fair Lakes Parkway is considered the major western access, and this roadway is anticipated to continue to function as such for all modes of travel in the future. As a result, redevelopment at the earliest phase should study Fair Lakes Parkway from the Ring Road to West Ox Road to improve traffic operations, and pedestrian safety should be balanced with vehicular needs. Furthermore, above the 0.50 FAR, evaluation, including a weave analysis, should be conducted for both right-in and right-out ramps on eastbound Lee-Jackson Memorial Highway at Fair Oaks Mall to the westbound and eastbound I-66 on-ramps. This movement should be monitored and potentially mitigated as development exceeds 0.50 FAR and builds-out to the 1.0 FAR. The operations of each Lee-Jackson Memorial Highway and Ring Road intersection also should avoid queuing onto Lee-Jackson Memorial Highway for any redevelopment.

Redevelopment above the 0.65 FAR should be predicated on at least one new vehicular connection into the sub-unit. In preparation for this connection(s), any redevelopment that interacts with or impedes the landing area of the potential connection(s) should include an evaluation of the feasibility of the extensions of 1) the east-west section of Legato Road to the Ring Road; and 2) Government Center Parkway across I-66 to the Ring Road. The study should consist of the preliminary design and/or conceptual engineering, (as appropriate depending on where and what level of development is proposed), the overall site concept, the interface of development with the extension, the connection into the Ring Road, and the safe accommodation of transit, pedestrians, and bicyclists. The connections should integrate into the circulation plan for the property, and the extension of Government Center Parkway should complement and not interfere with the location of the transit station. The Government Center Parkway extension should be considered a regional and a local improvement and would require both public and private investment. The addition of this improvement to the Fairfax Center Area Road Fund listed improvements should be considered, if the study deems the improvement feasible.

If the Government Center Parkway extension is not feasible, a pedestrian bridge from the mall property to Sub-unit P2 should be considered as part of a transit system improvement as a connection for pedestrians across I-66. A pedestrian bridge would not satisfy the need for a new vehicular connection elsewhere, such as Legato Road. The bridge should not interfere with the location of the transit station and should integrate into the circulation plan for the property. The study of the bridge should take into account the timing of the construction of the BRT or the Metrorail station, which may serve a similar purpose and deem the bridge unnecessary. The addition of this improvement to the Fairfax Center Area Road Fund listed improvements should be considered.

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

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

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

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

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

LAND UNIT SUMMARY CHART – LAND UNIT J

Sub-units	Approximate Acreage
J1	41
J2	41.5
J3	3.5
J4	17
J5	133

Sub-units	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
J1, J4	RESIDENTIAL		2
J2	OFFICE; RESIDENTIAL	.25	5
J3	INSTITUTION; OFFICE	.15 .25	
J5	MIXED-USE **	.15	
Intermediate Level			
J1, J4	OFFICE/MIX	.35	
J2	OFFICE/MIX	.55	
J3	INSTITUTION; OFFICE	.50 * .55	
J5	MIXED-USE **	.25	
Overlay Level			
J1	OFFICE/MIX	.45****	
J2	OFFICE/MIX; *** HOTEL	1.0 300 Room	
J3	OFFICE	1.0	
J4	OFFICE/MIX	.50	
J5	MIXED-USE **	.65	

LAND UNIT SUMMARY CHART – LAND UNIT J
(continued)

* See text for J3 conditions for high-intensity institutional or office uses.

** See text for the recommended mixture of uses for this sub-unit.

*** See text for overlay level recommendations for Tax Map 46-3((1))40, 41B, 41C and 51, as well as for Tax Map 46-3((1))36E.

**** See text for J1 for an option at the overlay level.

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

LAND UNIT K

CHARACTER

This land unit is located in the area north of Lee-Jackson Memorial Highway, west of the City of Fairfax, south of I-66, and east of the Lee-Jackson Memorial Highway /I-66 interchange.

RECOMMENDATIONS

Land Use

This area contains office uses and a hotel. These uses are expected to remain. Undeveloped parcels are planned for medium intensity office use at .50 FAR at the overlay level to be compatible with the overall intensity of this area. Particular attention should be given to the presentation of a high-quality image from I-66 and Lee-Jackson Memorial Highway. The planned roadway improvements for this area are shown on Figure 6.

Development in this area is constrained by an Environmental Quality Corridor (EQC) associated with the stream valley that traverses the western portion of the land unit. The EQC encompasses the floodplain, associated alluvial soils, and steep slopes. This EQC area should be retained in open space.

As an option to office use at the overlay level, Parcels 46-4((1))15A, 36, 37, and 56-2((1))15F, 16, 18A and 22 (an area with approximately 24 acres), and Parcels 47-3((1))58A and 58B (an area with approximately 14 acres), may be considered for multifamily residential uses at 20 to 25 dwelling units per acre if all of either group of the above parcels are fully consolidated and considered under one rezoning. Low-rise multifamily use and/or mid-rise multifamily use may be appropriate if the proposal results in a quality living environment. Less intensive uses or other unit types are generally not appropriate because they would not be compatible with existing office use. A quality living environment would include usable open space for recreation, buffers, screening and noise mitigation measures. Residential development should be designed in a manner compatible with the adjacent office buildings in terms of scale and height. Any development application for this

option should also be evaluated in terms of adequately addressing the following conditions:

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

As an option to office at the overlay level, Parcels 56-2((1))19 and 20 (an area of approximately 3.51 acres) may be considered for multifamily residential use at a density of 16 – 20 du/ac provided that the proposed development is designed in a manner that is compatible with the adjacent residential development in terms of height, scale, materials and massing of buildings and meets the conditions above for residential development in Land Unit K. Access should be through the adjacent residential community to Fairfax Ridge Road. No residential development should occur on Parcel 20. Density associated with these two parcels should be used to the extent possible on Parcel 19 and some or all of Parcel 20 should be considered for dedication to the county for park and transportation purposes.

LAND UNIT SUMMARY CHART – LAND UNIT K

Land Unit	Approximate Acreage
K	113

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

* See text for residential option on selected parcels in this sub-unit.

LAND UNIT L

CHARACTER

This land unit is located south of I-66, north of Lee Highway (Route 29) on either side of Stringfellow Road. This area is mostly developed with single-family, detached homes. Arrowhead Park is located in this land unit. Transit improvements are proposed for the southwest quadrant of Stringfellow Road and I-66 which include a Metrorail station and a park-and-ride lot. Potential facilities could also include express bus and kiss-and-ride facilities.

RECOMMENDATIONS

Land Use

Arrowhead Park is located in this land unit and is planned for public park use. The remainder of the area is planned for low density residential use at 2 dwelling units per acre at the overlay level. The western portion of Land Unit L is part of the Centreville Farms Area and has generally developed under the redevelopment option for that area (see land use recommendations for the Centreville Area and Suburban Center). Sensitivity in site planning is required in areas affected by utility easements and rights of way that traverse this land unit. Noise and visual mitigation methods should be employed in portions of this sub-unit adjacent to I-66. Little Rocky Run traverses the southern portion of this sub-unit. This area should be left undeveloped as part of an open space system. The planned roadway improvements for this area are shown on Figure 5.

In addition, land in this land unit is proposed for use as a Metrorail commuter parking facility adjacent to I-66 as part of the I-66 Enhanced Public Transportation Corridor. Final site selection should be contingent upon the completion of a study of alternative sites which includes consideration of traffic impacts, environmental impacts and the potential impacts such a location would have on creating increased density pressures around it. Resolution of the final site location should be accomplished as part of the Enhanced Public Transportation Corridor study yet to be undertaken, or as a separate study effort. Prior to the completion of the study effort, steps should be taken to preserve the site identified in this sub-unit as shown on Figure 7.

Parks and Recreation

Consideration should be given to designating Little Rocky Run as part of the Fairfax County Park Authority Stream Valley Park system and the main channel of the EQC planned for public park use. Consideration should also be given to seeking open space and public trail easements on those portions of this and other EQCs where public acquisition of land is not feasible due to existing development.

LAND UNIT SUMMARY CHART – LAND UNIT L

Land Unit	Approximate Acreage
L	291

LAND UNIT SUMMARY CHART – LAND UNIT L
(continued)

Land Unit	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
L	RESIDENTIAL; PUBLIC PARK		1
Intermediate Level			
L	RESIDENTIAL; PUBLIC PARK		1.5
Overlay Level			
L	RESIDENTIAL; PUBLIC PARK		2

Note: This land unit is within the Water Supply Protection Overlay District. A portion of this land unit is within the Centreville Farms Area.

LAND UNIT M

CHARACTER

This land unit is located south of I-66, north of Lee Highway, and west of the Fairfax County Parkway. It contains residential subdivisions. The stable Willowmeade single-family, residential community is located in Sub-unit M2. A Fairfax County Girls' Probation Home is also located in this land unit.

RECOMMENDATIONS

Land Use

Sub-unit M1

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

Sub-unit M2

This sub-unit is planned for residential use at 2 dwelling units per acre at the overlay level. Any new development proposed in this area must be compatible with the stable Willowmeade residential subdivision and other residential subdivisions. Visual buffering should be provided in any development plan for parcels fronting on Lee Highway.

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

Sub-unit M3

Sub-unit M3 is planned for residential use at 4 dwelling units per acre at the overlay level and is developed with the Buckley's Reserve neighborhood. This area contains townhouses within the eastern portion of the neighborhood and single family residential units tapering to existing neighborhoods to the north and west. Visual buffering should be provided in any development plan for parcels fronting on Lee Highway.

Transportation

The roadway circulation for Land Unit M should be based upon the following text and is depicted on Figure 5.

1. All roads in Land Unit M shall be designated and constructed as interparcel connectors, and shall not be designed or constructed to facilitate or encourage through traffic.

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

Public Facilities

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

Parks and Recreation

Consideration should be given to designating Little Rocky Run as part of the Fairfax County Park Authority Stream Valley Park system and the main channel of the EQC planned for public park use. Consideration should also be given to seeking open space and public use trail easements on those portions of this and other EQCs where public acquisition of land is not feasible due to existing development.

LAND UNIT SUMMARY CHART – LAND UNIT M

Sub-units	Approximate Acreage
M1	121
M2	189
M3	82

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

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

LAND UNIT N

CHARACTER

This land unit is located south of I-66, west of West Ox Road and east of the Fairfax County Parkway. Public facilities uses that are located here include the former landfill site, solid waster transfer station and citizens' trash disposal and recycling facilities, Fairfax County Animal Shelter, County Fire Training Center, an Equipment and Maintenance Facility, a State maintenance yard, a Public Safety and Transportation Operations Center, as well as Virginia Department of Transportation and State Police facilities.

RECOMMENDATIONS

Land Use

Sub-unit N1

This sub-unit is planned for public facilities.

Sub-unit N2

This sub-unit is planned for public facilities.

Sub-unit N3

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

Sub-unit N4

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

- Access must be coordinated with the state corrections facility of Camp 30 to the north; and

- Traffic generated by the public facility use should not adversely affect the operations of the Fairfax County Parkway/West Ox Road/Lee Highway interchange and the surrounding roadway network.

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

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

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

Public Facilities

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

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

Expand the West Ox EMTA facility to accommodate the collocation of EMTA, Park Authority and Fire and Rescue vehicles and trailers.

Parks and Recreation

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

LAND UNIT SUMMARY CHART – LAND UNIT N

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

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

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

LAND UNIT O

CHARACTER

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

RECOMMENDATIONS

Land Use

Sub-unit O1

At the overlay level, this sub-unit is planned for mixed-use residential and office development not to exceed .35 FAR overall. At least 60 percent of the total mixed use development should be residential and include a mixture of housing types including single-family and multifamily units. The residential component should not exceed an overall density of 12 dwelling units per acre. As an alternative at the overlay level, the sub-unit may be developed with a mixture of housing types including single-family and multifamily units up to an overall density of 12 dwelling units per acre. Development intensities should taper down from the northern edge of the area near the Fairfax Governmental Center toward Lee Highway and the existing or planned residential areas.

Development in compliance with all the following development conditions will be necessary to exceed the intermediate level.

- To achieve the overlay level, any proposed development should incorporate 85 percent consolidation, excluding areas redeveloped at the intermediate level and publicly owned land. Logical parcel consolidation of Sub-unit O1 must occur to provide for well-designed projects that function efficiently and do not preclude other parcels from developing in conformance with the Plan. Parcels should be consolidated and developed in a coordinated manner under a single development plan in order to reach the overlay level.

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

- Office uses should be sited at the northern portion of the sub-unit in proximity to the office portion of the Fairfax County Governmental Center. No commercial uses should be located adjacent to Lee Highway. Any proposed support retail uses should be contained within office buildings and should not be located in free-standing structures;

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

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

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

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

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

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

Existing spot commercially-zoned or commercially-used parcels along Lee Highway should not be expanded or intensified. Tax Map 56-1((1))35 and 38 should be encouraged to redevelop at the intermediate or overlay levels. A residential density of 6 dwelling units per acre is appropriate for these parcels at the intermediate level, if substantial buffering and screening is provided adjacent to any single-family detached properties. Any proposed redevelopment that is not incorporated in a consolidation as noted above should only proceed at the baseline or intermediate level.

Sub-unit O2

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

Alternatively and in place of institutional uses, Parcels 56-1((1))11E, 11F, and 11G may develop as residential use at 8 dwelling units per acre at the overlay level, except for lots with frontage on Butler Drive which are planned for 3 dwelling units at the overlay level to achieve a transition between Sub-unit 02 and the existing single-family development in Sub-unit O1. As an option to residential development at 3 dwelling units per acre along Butler Drive, a minimum 50-foot wide, heavily planted buffer may be appropriate provided that it can be demonstrated that the buffer will adequately screen higher density development from the

existing neighborhood. To achieve the overlay level, all three parcels should be consolidated and the necessary roadway improvements for this sub-unit should be provided including access to Post Forest Drive and possibly West Ox Road. A minimum 50-foot wide, heavily planted buffer should be provided between the planned institutional use and residential use of 8 dwelling units per acre and the existing and planned low density residential areas. Buildings and roadways should be sited so that glare from headlights of vehicles will not intrude on adjacent residential properties. Roadway and parking area lighting should be directed away from adjacent residential properties.

Sub-unit O3

This sub-unit contains warehouse, industrial/flex and outside vehicle storage and maintenance uses. These uses, or new industrial/flex type uses up to .10 and .15 FAR, are recommended at the Baseline and Intermediate levels. Any industrial or industrial/flex development at the Baseline or Intermediate level should retain the significant buffer provided by the existing R-1 zoning along the eastern edge of the sub-unit. This area should remain as undisturbed open space. Should the Sub-unit redevelop, low intensity office use not to exceed 40 feet in height and a maximum intensity of .25 FAR is appropriate at the Overlay level. In addition, an automobile service station and related uses such as a car wash and mini-mart may be considered for the southwest corner of this sub-unit as an Overlay level use. Overlay uses should meet the following conditions:

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

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

- demonstrate that the West Ox Road/Piney Branch Road intersection will operate at Level of Service D or better at site build-out and,

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

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

Sub-unit O4

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

Any retail development in Sub-unit O4 should be designed to complement and not adversely impact the low density residential character of neighborhoods south of the shopping center. The retail development in Sub-unit O4 should be designed as a single, integrated center and not appear as a strip commercial center.

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

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

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

Sub-unit O5

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

Sub-unit O6

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

LAND UNIT SUMMARY CHART – LAND UNIT O

Sub-units	Approximate Acreage
O1	120
O2	31
O3	15
O4	66
O5	29
O6	28

LAND UNIT SUMMARY CHART – LAND UNIT O
(continued)

Sub-units	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
O1, O4, O5	RESIDENTIAL		1
O2	INSTITUTION	.05	
O3	INDUSTRIAL	.10	
O6	RESIDENTIAL		8
Intermediate Level			
O1, O4	RESIDENTIAL		4 ***
O2	INSTITUTION	.10	
O3	INDUSTRIAL	.15	
O5	RESIDENTIAL/MIX		3.5
O6	RESIDENTIAL/MIX		14
Overlay Level			
O1	MIXED-USE; *	.35	
	RESIDENTIAL		12
O2	INSTITUTION; RESIDENTIAL **	.15	
O3	OFFICE	.25	
O4	RETAIL;	.23	
	RESIDENTIAL		8
O5	RESIDENTIAL/MIX		6
O6	RESIDENTIAL/MIX		20

* See text for recommended mixture of uses for this sub-unit.

** See text for residential option for this sub-unit.

*** See text for intermediate level recommendation for 56-1((1))35 and 38.

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

LAND UNIT P

CHARACTER

This land unit is located north of Lee Highway, east of the Alden Glen townhouse development, south of I-66 and west of Land Unit Q. This land unit contains the Fairfax County Government Center and Fairfax Corner. Transit improvements that are proposed for the area adjacent to I-66 include a Metrorail station and a park-and-ride facility. Potential facilities could also include express bus and kiss-and-ride facilities.

RECOMMENDATIONS

Land Use

Sub-unit P1

This sub-unit contains the Fairfax County Government Center. It also contains the mixed-use development planned in conjunction with the southern portion of Sub-unit I4 and the eastern portion of Sub-unit H2. Sub-unit P1 together with those portions of Sub-units I4 and H2 mentioned above are planned for office-mixed-use and the overall FAR should not exceed .35.

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

Sub-unit P2

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

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

- Mitigation of noise impacts from I-66;
- Office development orientation to I-66;
- Housing development orientation to the EQC;
- Potential sharing of amenities with the Fairfax County Government Center;
- Mitigation of potential negative traffic impacts on surrounding areas;
- Mitigation of impacts on the adjacent, existing residential neighborhoods;
- Provision of pedestrian access throughout the site particularly along the north side of Monument Drive;
- Primary access should be from Monument Drive;

- Linkage to the Fairfax Center core area on the north side of I-66 via Monument Drive bridge; and

- Roadway connections should be provided between Random Hills Road and Monument Drive through Sub-unit P2.

The majority of this sub-unit contains the 114.5-acre Fairfax Corner development, which is planned and approved for residential, retail, office and hotel uses up to an overall .35 FAR. The eastern portion of Sub-unit P2 is developed with multifamily residential uses at The Reserve at Fairfax Corner, which contains approximately 652 garden apartments. The western portion of the sub-unit (the approximately 36-acre core Fairfax Corner mixed-use area) is developed with office, retail and residential uses and is approved for development up to .60 FAR (255,000 SF of residential uses and 686,123 SF of nonresidential uses).

As an option at the overlay level, additional mixed-use development may be appropriate for the western portion of Sub-unit P2, which has been developed as the Fairfax Corner mixed-use core area. Specifically, the 32-acre area shown in Figure 15 (bounded by Random Hills Road to the north, Government Center Parkway to the west, Monument Drive to the south, and Summit Corner Drive to the east, excluding the Camden Fairfax Corner development (Tax Map 56-1 ((1))47E and Tax Map 56-2 ((1))75A)) is planned for mixed-use development at .50 to 1.0 FAR, to encourage additional mixed-use development that will refine and enhance this core area of Fairfax Corner.

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

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

<u>Design</u>

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

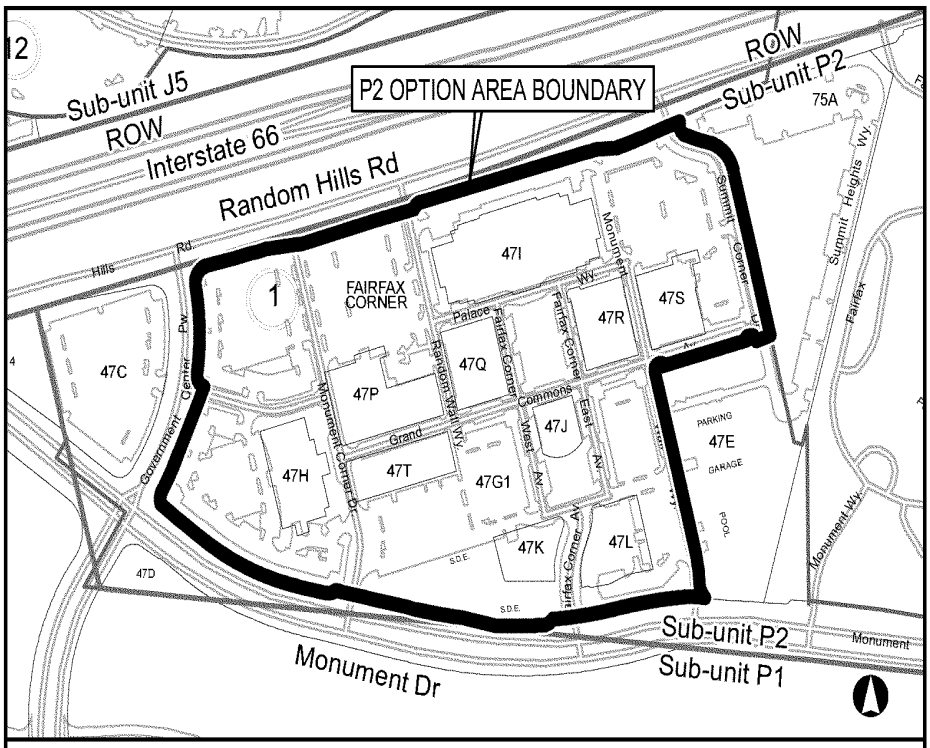
- Open space and recreation areas should be provided to help meet the recreation needs of residents and others. These may include urban parks, plazas, courtyards, athletic courts, or tot lots; and

- A high-quality pedestrian-oriented environment should be maintained, including sidewalks and trails that safely connect the land uses within the site and to the surrounding area. These pedestrian pathways should be part of an overall circulation plan and should connect to a future transit facility site along Random Hills Road.

<u>Transportation</u>

- Traffic impacts on the surrounding road network and existing access points should be mitigated;

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



Overlay level option area within Sub-unit P2

FIGURE 15

Sub-unit P3

Sub-unit P3 is planned for residential mixed-use at 10 dwelling units per acre at the overlay level. An open space buffer should be preserved along Monument Drive and the planned subconnector. See Sub-unit P4 for an option at the overlay level for that portion of Sub-unit P3 that is in Parcel 56-2((1))69A.

Sub-unit P4

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

An option at the overlay level may be considered for Parcel 56-2((1))69A. This parcel comprises the majority of Sub-unit P4, as well as portions of Sub-units P3 and Q5. This parcel may be appropriate for mixed use as follows:

1. Residential use up to 12 du/ac, with a mix of single-family attached and multifamily units.

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

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

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

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

3. Land should be dedicated to the Fairfax County Park Authority for development of a community park in a manner that will coordinate with similar land dedication in Sub-unit Q5.

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

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

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

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

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

Public Facilities

Provide the necessary county administrative facilities at the new Government Center located at Forum Drive and Lee Highway.

Parks and Recreation

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

LAND UNIT SUMMARY CHART – LAND UNIT P

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

Sub-units	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
P1	OFFICE; PUBLIC FACILITIES	.25	
P2	OFFICE; RESIDENTIAL	.25	4, 8
P3	RESIDENTIAL		5
P4	OFFICE; RESIDENTIAL	.25	5
Intermediate Level			
P1	OFFICE/MIX; PUBLIC FACILITIES	.28	
P2	OFFICE/MIX	.28	
P3	RESIDENTIAL/MIX		8
P4	OFFICE/MIX	.30	

LAND UNIT SUMMARY CHART – LAND UNIT P
(continued)

Overlay Level			
P1	OFFICE/MIX; PUBLIC FACILITIES	.35	
P2 *	OFFICE/MIX; HOTEL	.35	300 Rooms
P3 **	RESIDENTIAL/MIX		10
P4 **	OFFICE/MIX	.40	

* See text for specific recommendations regarding an option at the overlay level.

** See text for specific recommendations regarding an option at the overlay level for Parcel 56-2((1))69A.

LAND UNIT Q

CHARACTER

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

RECOMMENDATIONS

Land Use

Sub-units Q1, Q2, Q3, Q4

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

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

No commercial free-standing buildings or drive-through facilities are recommended in Sub-units Q1 and Q2 along Lee-Jackson Memorial Highway.

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

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

Sub-unit Q5

This sub-unit is planned for office mixed-use at a maximum FAR of .40 at the overlay level. See Sub-unit P4 for an option at the overlay level for that portion of Sub-unit Q5 that is in Parcel 56-2((1))69A. The southeastern-most portion of Sub-unit Q5 contains an EQC that should be dedicated as open space. As an alternative to office mix, residential or residential/mixed-use development at 12 dwelling units per acre at the overlay level may be appropriate for portions of this sub-unit west of Ridge Top Road. Any proposal for residential or residential/mix must provide for the coordinated development with neighboring parcels. At a minimum, development should dedicate land for development of a community park as outlined under the Parks and Recreation recommendations.

Sub-unit Q6

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

Sub-unit Q7

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

Sub-unit Q8

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

Sub-unit Q9

Sub-unit Q9 consists of the area between Ridge Top Road and Waples Mill Road, north of Lee Highway. It is planned for office use at an intensity up to 0.70 FAR at the overlay level. As an option, residential/mixed-use at an intensity up to 1.2 FAR was approved under RZ 2005-SP-019 in 2006 with consolidation of approximately 18 acres. The approved 750,000 square feet of residential, office, hotel, and ground-level retail uses are to be provided under the following conditions:

- The character of the development should be primarily mid- or high-rise buildings with retail use integrated within the ground floor of residential and office buildings. Restaurants and ground-floor retail should help create an activity center for residents,

visitors, and office workers. A defined and dynamic streetscape should be created along Ridge Top Road, Government Center Parkway, and all internal streets. Pad sites are not allowed.

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

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

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

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

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

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

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

- An effective transportation demand management (TDM) program should be provided with each phase of development. It should encourage the use of alternative forms of transportation to reduce the number of vehicular trips. It should be based on the number and type of residential units and nonresidential square footage, as deemed appropriate by the Department of Transportation. Any development should establish and implement strategies for the centralized management of the program. The TDM program could include staffing, resources, and dedicated areas for these services. Resources for telecommuting, transit subsidies, and "live where you work" incentives could be provided. Other programs could include, but would not be limited to, rideshare, vanpool, and carpool matching services or guaranteed ride home programs;

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

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

- Prior to any development, a survey should be conducted to determine the presence of significant historic archeological resources, using the scope of services approved by the county. The sub-unit has a high potential for these resources as Parcel 37 is known to have contained World War II Prisoner of War camp. Should any significant resources be found, then those resources should be conserved or the adverse impacts of any development mitigated. If resources are present, the applicant should work with the History Commission to write and fund the creation and installation of a historic marker on site;

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

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

A portion of the approved office use within RZ 2005-SP-019 may be replaced with single-family attached units. The remaining office component should be designed as professional office to serve the community with at least 35,000 square feet of development. The conditions achieved under the approved development should be maintained and enhanced, particularly those related to design and open space, as follows:

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

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

- A community park is envisioned near the office use. The park should be well-lit and well-landscaped with shade trees and include elements that encourage public usage, such as a gazebo, plaza, and playground. This park may be an appropriate location for an historic marker regarding the World War II Prisoner of War camp. Other recreational amenities and open spaces designed to serve residents and guests are encouraged, including roof-top areas.

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

Sub-unit Q10

Should this sub-unit be redeveloped, it is planned for residential use at 20 dwelling units per acre at the overlay level. Residential development on the balance of this site should provide sufficient land for open space and on-site recreation facilities. Parcels should be consolidated to the greatest extent possible and developed in a cohesive, unified design. Substantial buffering of these residential units should be provided along Lee Highway and the east-west subconnector road.

Within Sub-unit Q10 is Tax Map 56-2((3))15, which is commercially zoned and located on the boundary of the City of Fairfax adjacent to an established retail center. As an option, this parcel is planned for retail use at the baseline level. The baseline option for retail use is contingent upon coordination of development and access with the shopping center. Access from Lee Highway or the Lee Highway service drive is not appropriate.

Sub-unit Q11

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

Parks and Recreation

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

LAND UNIT SUMMARY CHART – LAND UNIT Q

Sub-units	Approximate Acreage
Q1	21
Q2	4
Q3	24
Q4	21
Q5	52
Q6	27
Q7	4
Q8	17
Q9	25
Q10	21

LAND UNIT SUMMARY CHART – LAND UNIT Q
(continued)

Sub-units	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
Q1, Q2, Q5, Q10	RESIDENTIAL [1]		1
Q3, Q4	RESIDENTIAL		2
Q6, Q9	OFFICE	.15	
Q7	OFFICE;	.15	
	RETAIL	.15	
Q8	RETAIL	.15	
Intermediate Level			
Q1, Q2, Q3, Q4	RESIDENTIAL		5
Q5	OFFICE/MIX	.30	
Q6, Q9	OFFICE	.35	
Q7	OFFICE;	.35	
	RETAIL	.25	
Q8	RETAIL	.25	
Q10	RESIDENTIAL		10
Overlay Level			
Q1, Q2	OFFICE/MIX [2];		
	RESIDENTIAL/OPTION		16 [3]
Q3, Q4	RESIDENTIAL		16
Q5 [1]	OFFICE/MIX;	.40	
	RESIDENTIAL [4];		
	RESIDENTIAL/MIX [4];		
Q6, Q9[5]	OFFICE	.70	
Q7	OFFICE;	.70	
	RETAIL	.35	
Q8	RETAIL	.35	
Q10	RESIDENTIAL		20

[1] See text for specific recommendations. For that portion of Sub-unit Q5 that is in Parcel 56-2((1))69A, see the text for Sub-unit P4 for an option at the overlay level.

[2] The nonresidential portion of the office mixed-use development should not exceed 300,000 gross square feet (GSF) of non-retail commercial use and 30,000 GFS of retail use.

[3] Residential units at 16 dwelling units per acre are allowed as an option.

LAND UNIT SUMMARY CHART – LAND UNIT Q
(continued)

[4] The residential or residential/mixed-use recommendation applies only to the portion of Sub-unit Q5 located west of Ridge Top Road.

[5] Residential/mixed-use at a 1.2 FAR may be appropriate with consolidation of at least 18 acres of the Sub-unit and other conditions.

Note: Part of these Sub-units is within the Water Supply Protection Overlay District.

LAND UNIT R

CHARACTER

This land unit is located south of Lee Highway at the western edge of the Fairfax Center Area. Existing development includes Clifton Farm, the northeastern portion of the Katherine T. Moore subdivision and the northern portions of the Willow Springs and the stable Hampton Forest single-family, detached unit subdivisions.

RECOMMENDATIONS

Land Use

Sub-unit R1

This sub-unit is planned for single-family residential use at 3 dwelling units per acre at the overlay level. Visual buffering should be provided in any development plan for parcels fronting on Lee Highway.

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

Sub-unit R2

This sub-unit is planned for single-family residential use at 2 dwelling units per acre at the overlay level. Visual buffering should be provided in any development plan for parcels fronting on Lee Highway.

LAND UNIT SUMMARY CHART – LAND UNIT R

Sub-units	Approximate Acreage
R1	27
R2	150

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

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

LAND UNIT S

CHARACTER

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

RECOMMENDATIONS

Land Use

This land unit is planned for low density residential use at 2 dwelling units per acre at the overlay level and generally contains low density single-family homes. New development in this area must be compatible with the existing stable Crystal Springs subdivision. Buffering along Lee Highway should be incorporated in development plans for this area.

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

LAND UNIT SUMMARY CHART – LAND UNIT S

Land Unit	Approximate Acreage
S	195

Land Unit	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
S	RESIDENTIAL		1
Intermediate Level			
S	RESIDENTIAL		1.5
Overlay Level			
S	RESIDENTIAL		2

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

LAND UNIT T

CHARACTER

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

RECOMMENDATIONS

Land Use

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

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

LAND UNIT SUMMARY CHART – LAND UNIT T

Land Unit	Approximate Acreage
T	263

Land Unit	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
T	RESIDENTIAL		1
Intermediate Level			
T	RESIDENTIAL		1.5
Overlay Level			
T	RESIDENTIAL		2

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

LAND UNIT U

CHARACTER

This land unit is located south of Lee Highway across from the Fairfax County Government Center. Existing uses include a portion of the stable Leehigh subdivision, vehicle repair and service uses, and some vacant tracts. This area serves as a transition to the area to the south that is zoned R-C and planned for low density residential use in conformance with the Occoquan Basin Study recommendations.

RECOMMENDATIONS

Land Use

Sub-unit U1

This sub-unit contains retail, auto repair, and office uses in addition to vacant land and a cemetery. The retail uses should not be expanded or intensified. Redevelopment to office use at a maximum FAR of .25 is appropriate to be more compatible with the adjacent residentially planned areas. Any commercial development in this sub-unit should provide effective

screening and buffering to adjacent residential uses through landscaping and other measures including architectural treatments on all sides of the structures. Adequate landscaping should also be provided along Lee Highway. The existing cemetery should be preserved and adequately buffered. Development of the area adjacent to Village Drive should be designed to allow for the development of the planned interchange of Monument Drive, Village Drive and Lee Highway.

As an option, alternative uses of a similar intensity, such as assisted living, may also be appropriate for Tax Map parcels 56-2 ((1)) 62, 63B, 63C, 66, 67A and 67B to be more compatible with the adjacent residentially planned areas. These uses should be sited in a way such that screening, buffering, building tapering, landscaping along Lee Highway, open space, architectural treatments on all sides of the structure, and internal circulation may be provided in such a way to minimize visual impact on the adjacent residential uses. Residential use up to 2 du/ac may also be appropriate.

Sub-unit U2

This sub-unit is planned for residential use at 2 dwelling units per acre at the overlay level. Adequate buffering should be provided for those parcels fronting on Lee Highway.

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

LAND UNIT SUMMARY CHART – LAND UNIT U

Sub-units	Approximate Acreage
U1	22
U2	106

Land Unit	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
U1, U2	RESIDENTIAL		1
Intermediate Level			
U1	OFFICE	.15	
U2	RESIDENTIAL		1.5
Overlay Level			
U1	OFFICE	.25	
U2	RESIDENTIAL		2

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

LAND UNIT V

CHARACTER

This land unit is located south of Lee Highway on either side of Shirley Gate Road. The planned intensities are greatest to the north and then taper down to the south where the area is planned for low density residential use in conformance with the findings of the Occoquan Basin Study. There are a variety of land uses in this land unit including retail, warehousing, housing, a mobile home park, and a Fairfax County Boys' Probation Home.

RECOMMENDATIONS

Land Use

Sub-unit V1

Parcels north of the right-of-way for the Manassas Gap Railroad or north of the Kiel Gardens subdivision are planned for residential use at 3 dwelling units per acre at the overlay level to provide for infill development that is compatible with the Deerfield Forest subdivision. The only exceptions to this recommendation are the commercially-zoned properties at the southwestern quadrant of Shirley Gate Road and Lee Highway, which are planned for low intensity office use at a maximum FAR of .25. However, much of this commercially-zoned area may be used to accommodate the planned interchange at Shirley Gate Road and Lee Highway. Any development of this area should not preclude the construction of the interchange. As an option, these commercially zoned parcels may be appropriate for residential use up to 3 du/ac, consistent with land use recommendations for adjacent properties to the west.

Those parcels generally south of the railroad right-of-way are planned for residential use at 2 dwelling units per acre at the overlay level.

Land in the southeastern-most portion of this sub-unit is planned for residential uses within a density range of .1-.2 dwelling unit per acre. This conforms with the findings in the Occoquan Basin Study. Additional guidance for this area is included in the land use recommendations for Community Planning Sector F7 in the Fairfax Planning District.

Sub-unit V2

This area contains the Fairfax Centre shopping center, the Waples Mobile Home Park, a self-storage facility, and several single-family homes. The mobile home park, located on Tax Map parcel 56-2((1))46, should remain located in this area, in accordance with the Guidelines for Mobile Home Retention in Land Use Appendix 10 of the Policy Plan.

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

Design for the property fronting on Lee Highway should incorporate dedicated access along the eastern or western boundary to allow for development to the rear of the site.

The Cloisters of Fairfax subdivision is planned for residential use at 1 du/ac at the baseline level, 2 du/ac at the intermediate level, and 3 du/ac at the overlay level. As an option at the overlay level, this area developed with single-family detached residential units at a density up to 5 du/ac, subject to the following conditions:

- These parcels are fully consolidated;
- Access to Shirley Gate Road is limited to two points (i.e., directly across from Peep Toad Court and Nancyann Way);
- Lots do not have direct access to Shirley Gate Road;
- Mature trees on the site are preserved: interior landscaping and screening is limited to 80% deciduous and 20% coniferous plant material;
- A uniformly designed privacy fence 6 feet in height, with brick columns every 30 feet, landscaped between it and the sidewalk, is placed along Shirley Gate Road;
- A neighborhood character is created with the use of interconnected loop streets, central recreation area, and/or landscaped open space as the focal point; and
- Those portions of the former Civil War railroad right-of-way that are determined to be of historical or archaeological significance are retained as open space features within this transitional area and identified by a permanent interpretive marker.

Parcel 56-4((6))1, which was not consolidated with the Cloisters of Fairfax subdivision, should only develop at the baseline level of 1 du/ac or the intermediate level of 2 du/ac. Tax Map parcels 56-2((4))11, 56-2((1))51A, 56-2((1))46 and the southern portion of Tax Map parcel 56-2((1))47A are planned for residential use up to 3 du/ac at the overlay level.

Parcels 56-2((1))45B and 57-1((1))11A and 11B are planned for community-serving retail uses at a maximum FAR of .35 at the overlay level.

Parcels at the southernmost edge of this sub-unit are planned for residential use within a density range of .1-.2 dwelling unit per acre or private open space. This conforms with the findings of the Occoquan Basin Study. Additional guidance for this area is included in the land use recommendations for Community Planning Sector F7 in the Fairfax Planning District.

The Chandler Grove neighborhood, located in the southeast corner of this sub-unit, is planned for residential use at 1 du/ac at the baseline level, 2 du/ac at the intermediate level, and 3 du/ac at the overlay level. This area developed under an option at the overlay level for 3-4 du/ac with the following conditions:

- Full consolidation of all parcels is achieved;
- Landscape screening to adjacent residential uses and parklands is provided;
- Mature trees are retained to the extent feasible;
- Pedestrian access is provided to the adjacent commercial area to the north and to the parkland to the south;

- A minimum of four parking spaces per dwelling unit, and 25% additional parking spaces to be scattered throughout the site;
- No side load garages (i.e., a garage that shares circulation and access with an adjoining dwelling unit's garage) should be considered;
- Innovative storm water management techniques should be utilized; and
- Necessary improvements to Rust Road are made.

Public Facilities

Expand the Boy's Probation Home to 22 beds. This facility is located on Parcels 56-4((1))10 and 11 on the west side of Shirley Gate Road.

LAND UNIT SUMMARY CHART – LAND UNIT V

Sub-units	Approximate Acreage
V1	97
V2	88

Land Unit	Recommended Land Use	Intensity/ FAR	Density Units/Acre
Baseline Level			
V1	RESIDENTIAL;		.1, 1
	OFFICE	.15	
V2	RESIDENTIAL;		.1, 1
	RETAIL;	.15	
	OFFICE	.15	
Intermediate Level			
V1	RESIDENTIAL;		.15, 1.5, 2
	OFFICE	.20	
V2	RESIDENTIAL;		.15, 2
	RETAIL;	.25	
	OFFICE	.20	
Overlay Level			
V1	RESIDENTIAL;		.2, 2, 3
	OFFICE	.25	
V2	RESIDENTIAL;		.2, 3
	RETAIL;	.35	
	OFFICE	.25	

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

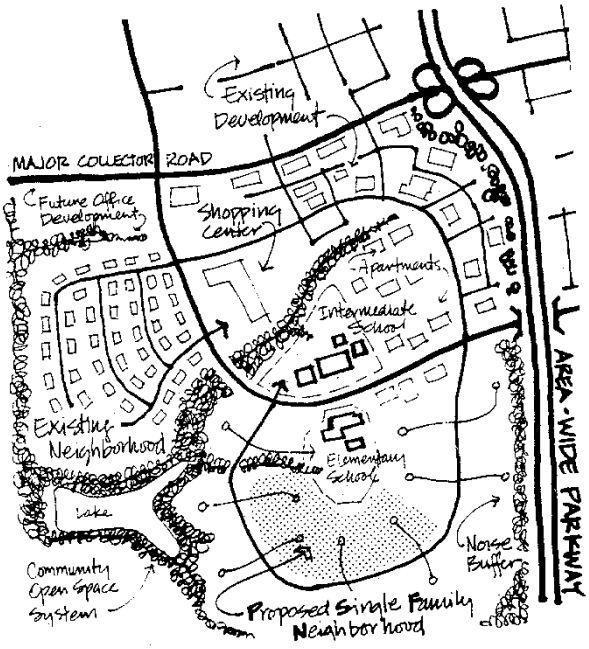
USE-SPECIFIC PERFORMANCE CRITERIA

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

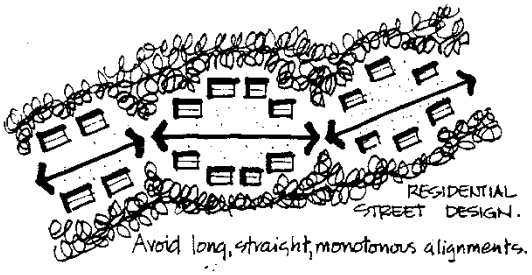
Residential/Single-Family Detached Housing Criteria

Site Planning

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

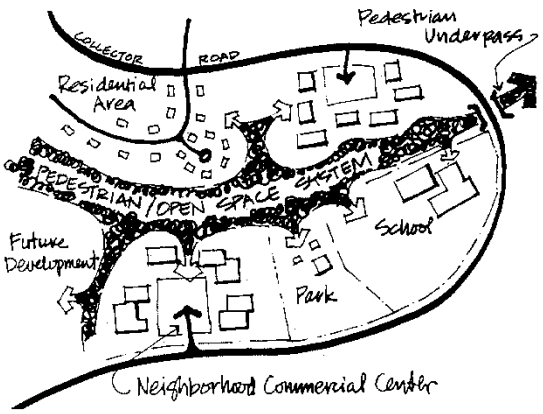


- Access/Roads/Parking
  - Provide adequate, safe auto access to neighborhoods from appropriate level roadways.
  - Use a hierarchical system of internal roadways; do not access homes directly onto major collector roads.
  - Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) through sensitive road design/ construction.
  - Road alignments should reinforce neighborhood scale; avoid long, straight, monotonous residential streets.
  - Avoid on-street parking in low density neighborhoods; provide adequate off-street spaces.
  - In dense developments, provide off-street, screened parking areas for special
  - vehicle storage (e.g. recreation vehicles, boats, trailers, etc.).
  - Establish distinct utility and landscaping corridors within street rights-of-way.



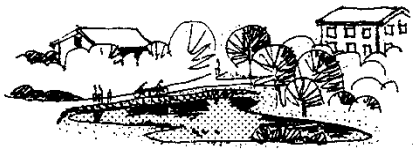
- Orient roadways to maximize southern (solar) exposure for frontage residences, when possible.
- Reduce amount of impervious surfaces (roads, parking, buildings, etc.) through use of cluster design techniques.

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



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

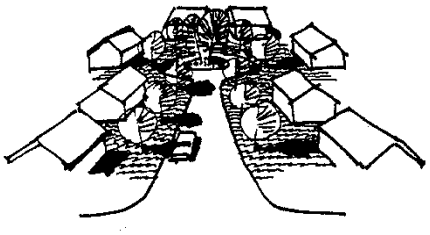
• Utility/Service Areas
- Use grass swales for surface drainage, when possible.
- Provide stormwater detention/retention structures which can be retained as open space amenities.
- Place all electrical utility lines underground; screen utility substations and service areas from public view.

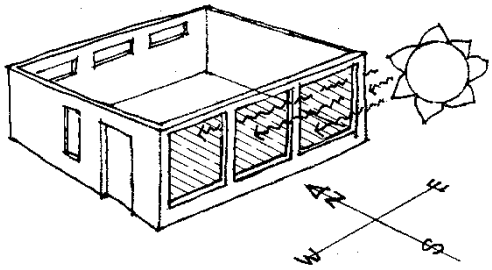


Architectural Design

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

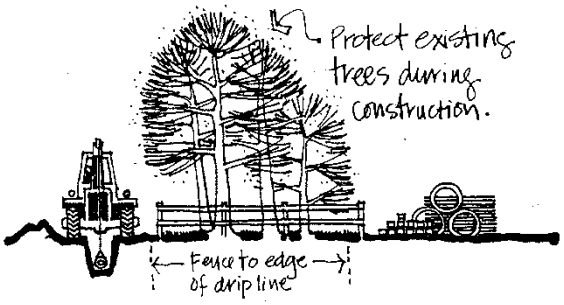
- Functional Relationships/Facade Treatment
  - Select and site appropriate building types with respect to natural topography (e.g., split level vs. slab, etc.)
  - When units are in close proximity, locate windows/doors for maximum privacy between units.
  - Site units to maximize potential for shared or paired driveway entrances.
  - Segregate primary building entries from service-type entries.
  - Minimize solar heat gain in warm weather and maximize solar heat gain retention in cold weather through sensitive design treatment.
  - Minimize solar heat gain for cooling and maximize solar heat gain/retention for heating by sensitive design treatment.
  - Establish dwelling cluster architectural theme consistency, while avoiding literal facade repetition.
  - Use similar architectural materials within a given cluster of dwellings.
  - Keep architectural facade material types to a minimum on any single dwelling.
  - Carry all attached facade materials (such as wood siding) down to a finished grade elevation or paint to match adjoining facade.



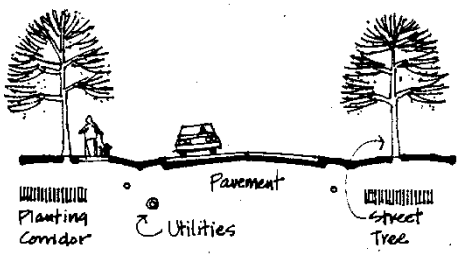


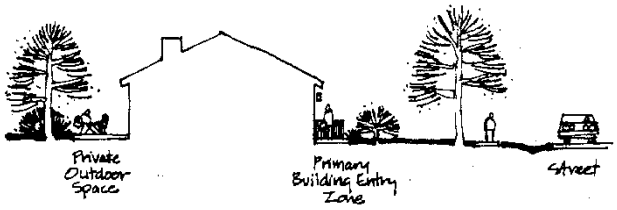
Landscape Architectural Design

- Landscaping
  - Preserve existing quality vegetation to the greatest extent possible, integrating it into new designs.
  - Restore disturbed areas to a visually appealing landscape character through landscape architectural treatment.
  - Provide street trees along all roadways; use consistent species groupings to reinforce neighborhood character.
  - Locate street trees along roadways in landscape corridors away from underground utilities.
  - Use special landscape treatments to define primary building entry zones.
  - Use plant materials to define private outdoor social spaces for each unit, as needed.
  - Use overhead canopy, intermediate focus and ground cover type plants to achieve functional goals.
  - Provide well-landscaped special use



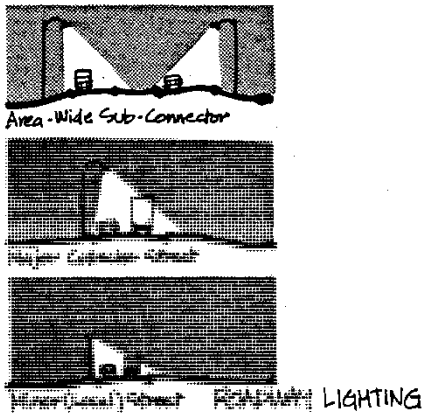
areas for neighborhood residents (e.g., pool areas, parks, etc.).
- Promote seasonal visual interest at major neighborhood focal points by using flowers and ornamental shrubs, trees, etc.
- Select low-maintenance landscape materials for large neighborhood common areas not likely to receive consistent maintenance.
- Protect solar access to buildings when incorporating landscape materials: (1) Use deciduous tree plantings near glass so that the foliage does not obstruct the heat gain in winter; (2) Use evergreen plantings on the north to protect against the wind; and (3) Orient plantings around buildings to allow wind flow during warm weather.





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

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

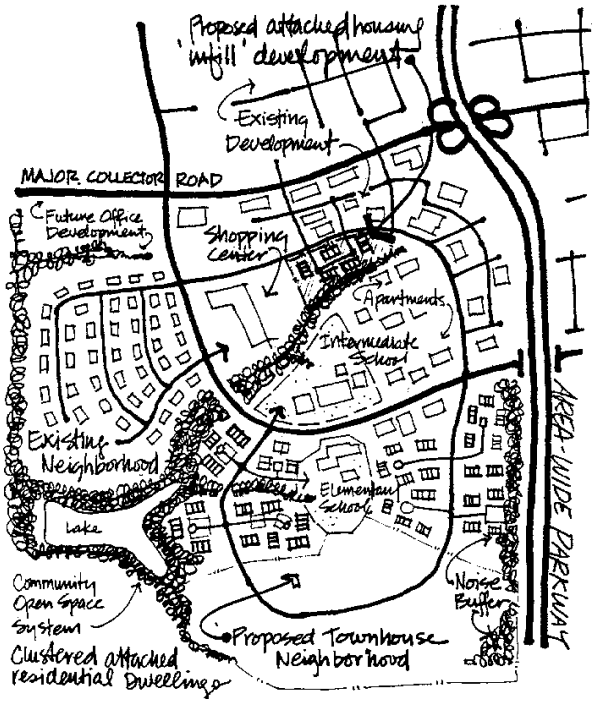


- Site Furnishings/Minor Structures
  - Outdoor utility sheds/buildings should relate to dwelling architecture and style.

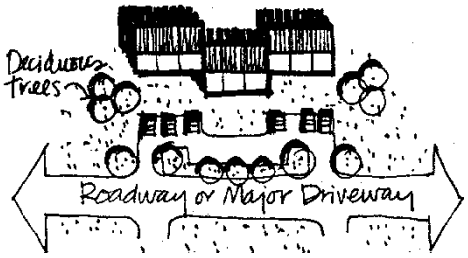
Residential/Single-Family Attached/Multifamily Low-Rise Housing Criteria

Site Planning

- General
  - Integrate new development with existing and future adjacent land uses.
  - Plan development in reasonably-scaled neighborhood modules.
  - Provide appropriate level, scale and location of support services/facilities (e.g., convenience commercial).
  - Provide pedestrian linkages to community-wide amenity areas, services and facilities.
  - Consider potential highway noise impacts in community, neighborhood and dwelling unit design.
  - Emphasize the placement of clusters of multifamily buildings sensitively in the existing landscape context.
  - Incorporate neighborhood convenience service structures into the development architecturally, spatially and functionally.
  - Preserve or recover and record significant heritage resources.

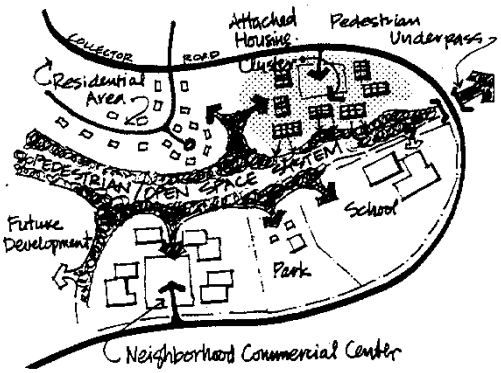


- Access/Roads/Parking
  - Provide adequate, safe auto access to the neighborhoods from appropriate level roadways.
  - Use a hierarchical system of internal roadways and drives; do not access units directly onto major collector roads.
  - Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) through sensitive street/parking design/construction.
  - Road alignments should reinforce neighborhood scale; avoid long, straight, monotonous residential streets.
  - Avoid on-street parking; provide adequate off-street parking areas in scale with architectural masses.
  - Provide off-street, screened parking areas for special vehicle storage (e.g., recreation vehicles, boats, trailers, etc.).



- Establish distinct utility and landscaping corridors within street rights-of-way.
- Orient roadways to maximize southern (solar) exposure for frontage residences, where possible.
- Reduce impervious surfaces (roads, parking, buildings, etc.) through use of cluster design techniques.
- Provide adequate, convenient parking, buffered from primary views from streets and dwelling units by setbacks, landscaping, fencing or other architectural elements.
- Provide adequate emergency vehicle turn-around space in close proximity to dwelling units; incorporate into parking, drive and street layout.
- Adhere to existing Fairfax County development standards for minimum parking space and driveway dimensions, etc.
- Consider use of special paving materials for small-scale parking areas in harmony with site and architectural design materials.
- Consider use of covered parking for primary car spaces in front of units (carports and garages).

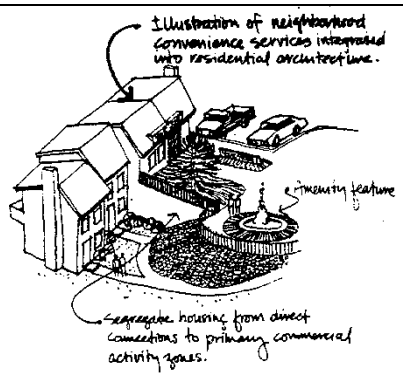
- Open Space/Community Facilities
  - Integrate natural open space amenities into overall neighborhood design.
  - Provide a continuous pedestrian/open space system linking neighborhood activity nodes internally and externally.
  - Provide courtyard, park and recreational areas/facilities (e.g., swimming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

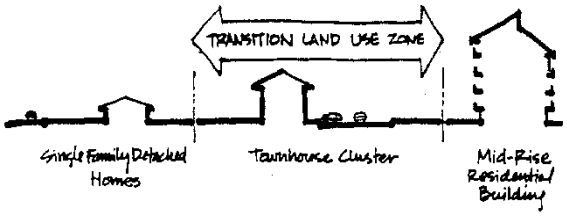


- Buffers
  - Use varying types and density/intensity of development as buffers for incompatible uses.
  - Take advantage of natural landscape

edges and elements in buffering and defining neighborhood units.
- Promote privacy between units with setbacks, plant materials, fences and grade changes.

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

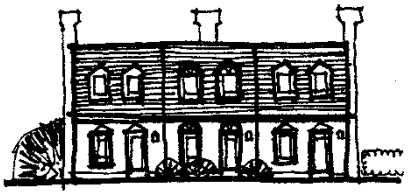




Architectural Design

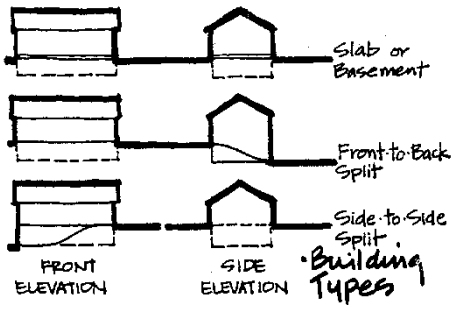
- Scale/Mass/Form
  - Provide general consistency in residential dwelling scale within each neighborhood.
  - Create interest through sensitive detailing and use of basic geometric forms for dwelling units.
  - Use varied setbacks to create interesting architectural (mass) relationships to the street.
  - Cluster units around courtyard-like areas (landscaped parking or plaza) to reinforce neighborhood scale.
  - Create generally low-scaled masses for buildings; do not make buildings excessively long.

- Functional Relationships/Facade Treatment
  - Select and site appropriate building types with respect to natural topography (e.g., split level vs. slab, etc.)
  - When end units are in close proximity, locate windows/doors for maximum privacy between units.
  - Segregate primary building entries from service-type entries.
  - Use current energy conservation technology in architectural and heating/cooling systems design.
  - Minimize solar heat gain for cooling and maximize solar heat gain/retention for heating by sensitive design treatment.
  - Establish dwelling cluster architectural



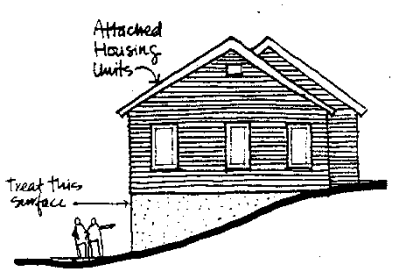
Consistency of unit scale with varied detailing in Attached Unit design.

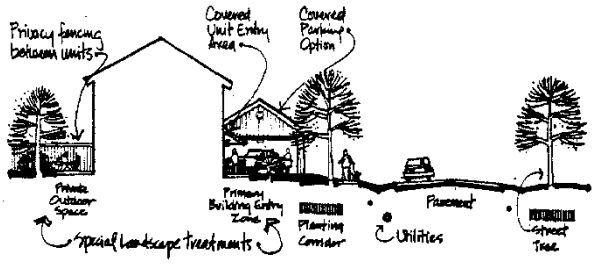
theme consistency while avoiding literal facade repetition among units.
- Use similar architectural materials within a given cluster of dwellings.
- Keep architectural facade material types to a minimum on any single dwelling.
- Carry all attached facade materials (such as wood siding) down to a finished grade elevation, or paint to match adjoining facade.
- Incorporate special, landscaped transition areas at dwelling unit entry areas into building/site design.
- Consider the inclusion of covered unit entry areas in architectural design.



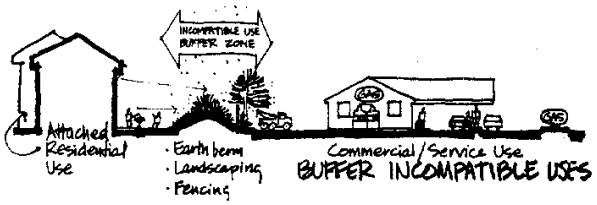
Landscape Architectural Design

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

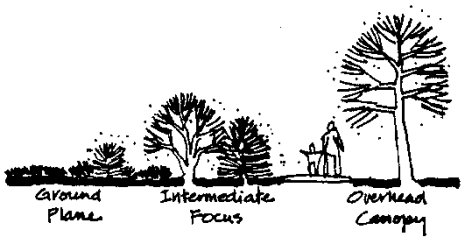




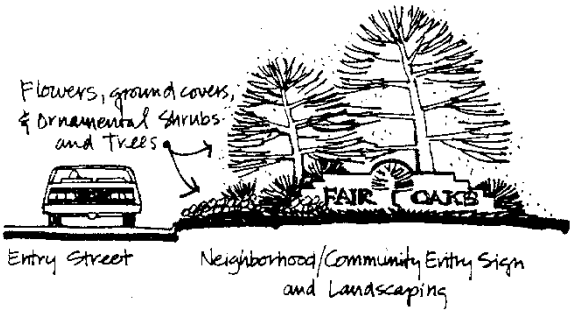
- Shade and visually break up large parking areas by planting canopy shade trees in planting islands.
- Protect solar access to buildings when incorporating landscape materials.

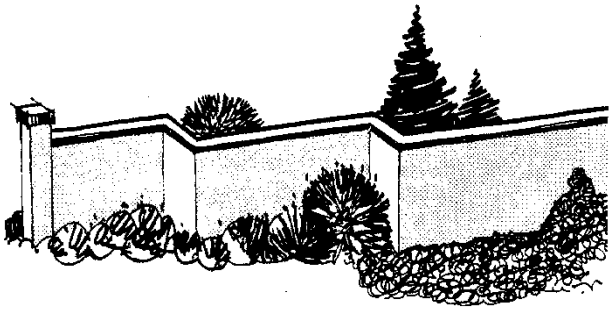


- Site Furnishings/Signing and Lighting
  - Provide a well-designed signage system to identify and direct safe movement throughout the community-vehicular and pedestrian.
  - Provide well-designed neighborhood entry signs at major auto/pedestrian entry areas.
  - Provide roadway and pedestrian lighting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



- Site Furnishing/Fencing/Mailboxes
  - Use walls and fencing along lot lines between units to provide privacy for outdoor activity areas in front and rear of units when possible. This should be done in a manner which does not prevent solar access.
  - Use fencing materials which relate to the proposed function of the fence (e.g., solid for privacy).
  - Use wall or fencing materials and style consistent with dwelling architectural materials and style and in a manner which does not prevent solar access.
  - Avoid long, monotonous solid fence lines by using jogs or setbacks for visual interest.
  - If curbside mailboxes are used, provide multibox units consistent to the building cluster architecture/style.





- Site Furnishings/Minor Structures/Seating
  - Outdoor utility sheds/buildings should relate to dwelling architectural materials and style.
  - Provide bus shelters at major roadway entries as needed to serve residents utilizing existing or proposed transit services.
  - Consider the provision of gazebos or

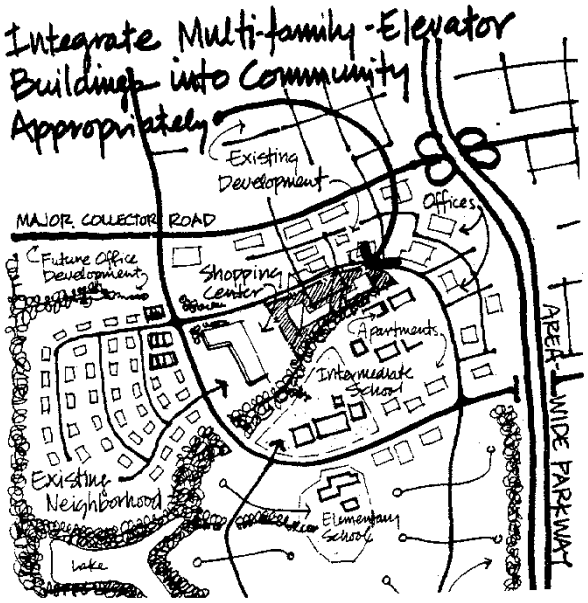
other outdoor shelters with architectural design compatible to residential building design.
- Consider provision of other outdoor architectural elements, such as trellises or kiosks.
- Provide outdoor seating at appropriate activity areas (e.g., tot lots, pool area, etc.).
- Provide hard-surfaced landscaped recreational areas, especially around swimming pool/clubhouse areas.

Residential/Multifamily-
Elevator Housing Criteria

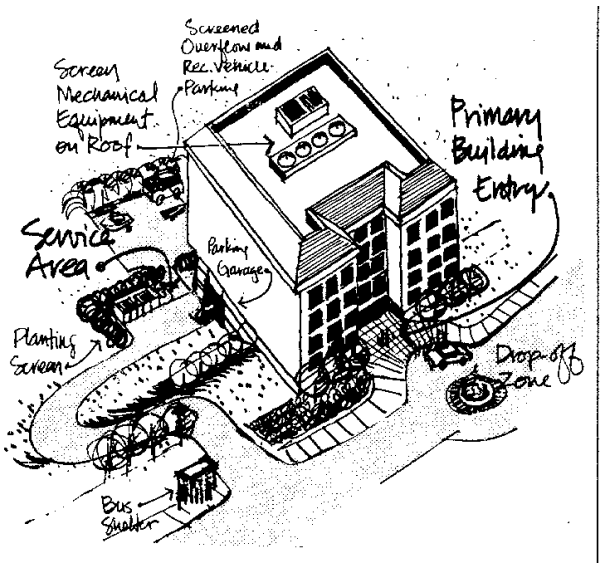
Site Planning

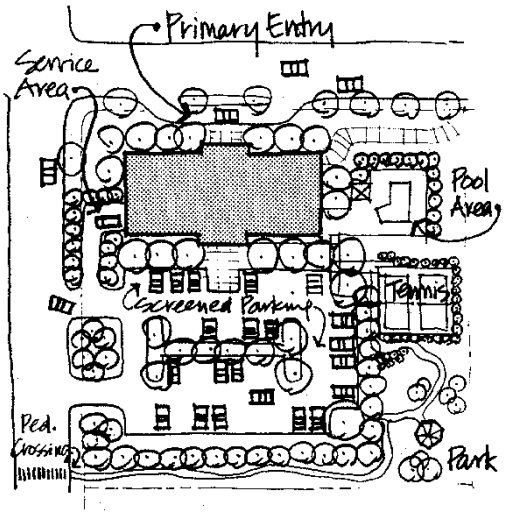
- General
  - Integrate new development with existing and future adjacent land uses appropriately; locating it near employment/shopping cores and mass transit access points.
  - Plan development using reasonably-scaled architectural masses, which relate positively to site and adjacent use conditions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

- Access/Roads/Parking
  - Provide adequate, safe auto access into the site from appropriate level roadways.



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





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

- Buffers

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

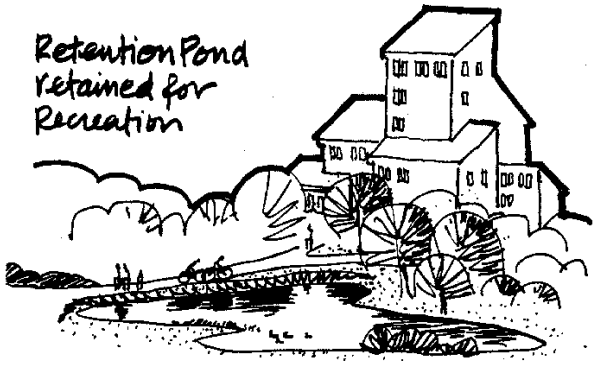
• Utility/Service Areas
- Use curb and gutter systems within the primary building and parking zone for auto and drainage control.
- Away from the major architectural/ parking core, use grass swales for surface drainage whenever possible.
- Provide stormwater detention/retention structures which can be retained as open space amenities.

- Place all electrical utility lines underground; screen utility substations and service areas from public view.

Architectural Design

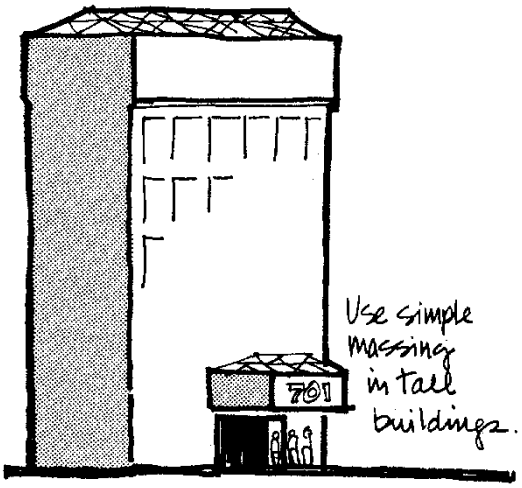
• Scale/Mass/Form
- Maintain relatively simple massing in tall structures, with openings and entries clearly articulated through building offsets and texture/material changes.
- Adhere to established Fairfax County building bulk and setback requirements.
- Use varied setbacks to create interesting architectural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

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



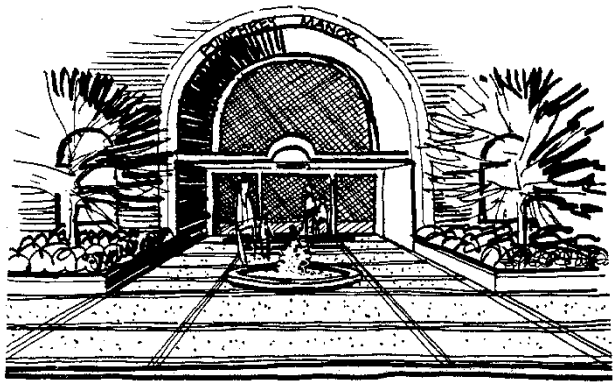
heating by sensitive design treatment.

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



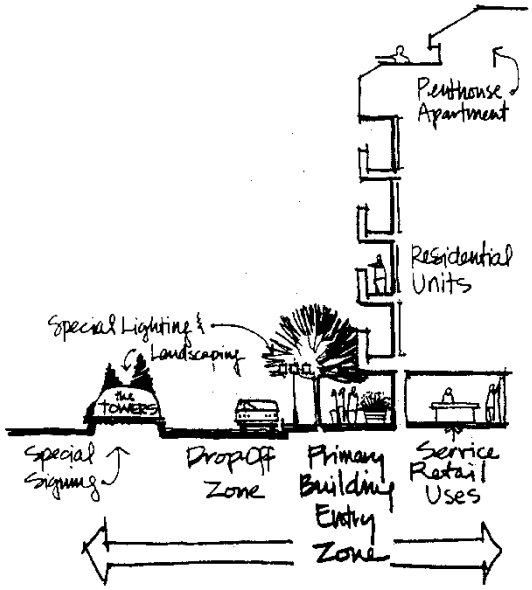
Landscape Architectural Design

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

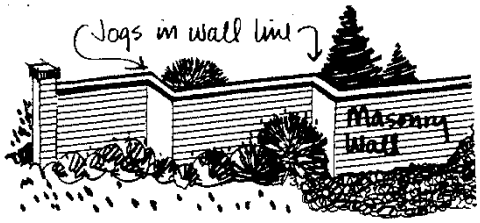


- Protect solar access to buildings when incorporating landscape materials.

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



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

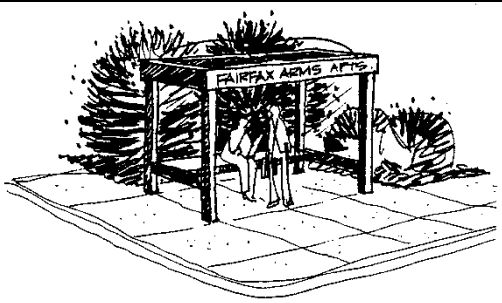


Commercial/Low Density Office and Neighborhood Center Criteria

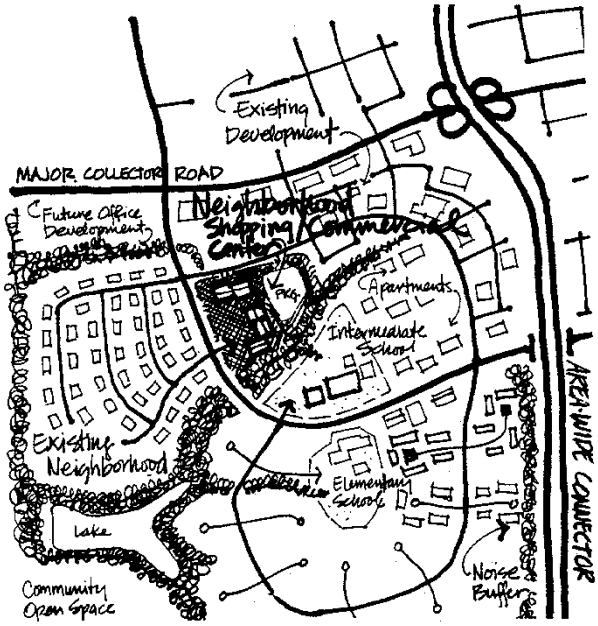
Site Planning

- General
  - Integrate new development with existing and future adjacent land uses appropriately; locate new centers with quality vehicular and pedestrian access.

- Select type and scale of commercial office uses within each development which will serve local area needs.
- Use criteria for shared parking and open space between uses in site development, if feasible.
- Provide pedestrian linkages to residential neighborhoods and community-wide amenity areas, services and facilities.
- Use energy conservation based criteria in planning and design.
- Preserve or recover and record significant heritage resources.



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



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

elements, such as ramps, into system design.
- Use natural (especially wooded) open space corridors/areas as transition areas, visual amenities and buffers.

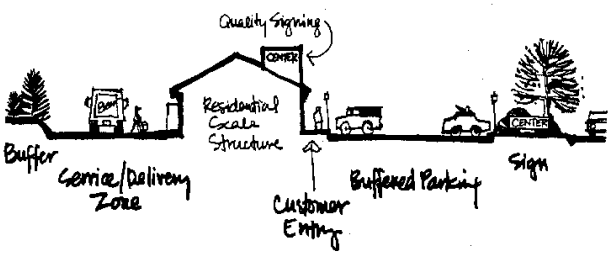
- Buffers
  - Use varying scales and arrangement of buildings on-site as buffers for incompatible use relationships.
  - Take advantage of natural landscape edges and elements in buffering and defining neighborhood center components.
  - Use architectural elements (walls, buildings, etc.) as visual and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

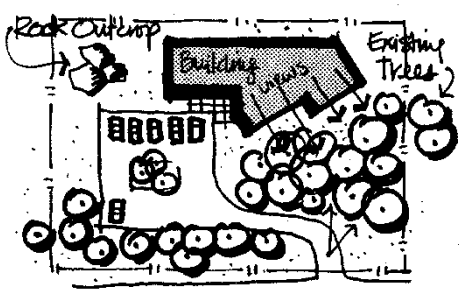
- Utility/Service Areas
  - Use curb and gutter drainage systems adjacent to buildings and main parking areas, but use grass swales, when possible, in other areas on-site.
  - Provide stormwater detention/retention structures, as needed, which can be retained as open space amenities.
  - Place all electrical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

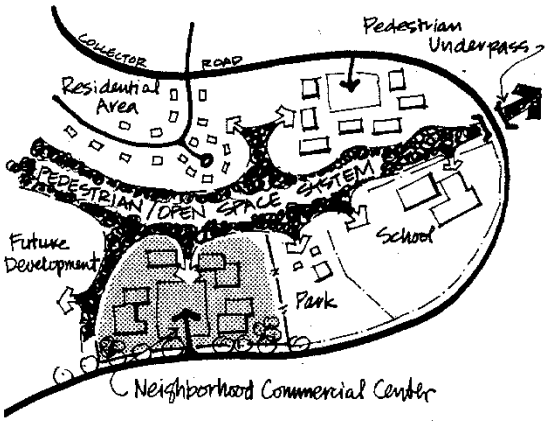
Architectural Design

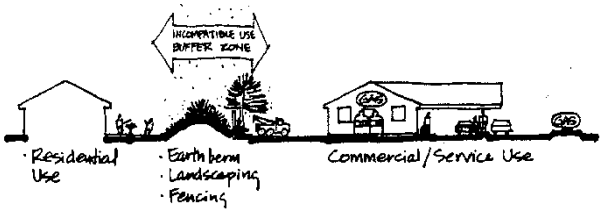
- Scale/Mass/Form
  - Provide general consistency between neighborhood residential unit scale and proposed neighborhood/commercial/ office complex scale.
  - Create interest through sensitive detailing and use of basic geometric forms for commercial structures.
  - Use varied building facade setbacks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

- Functional Relationships/Facade Treatment
  - Select and site appropriate building types with respect to natural topography.
  - Use current energy conservation







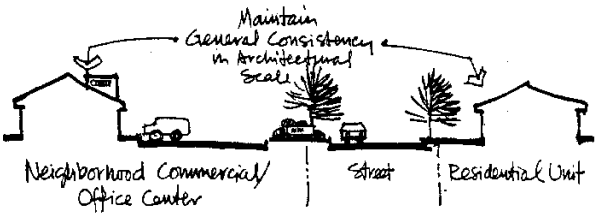


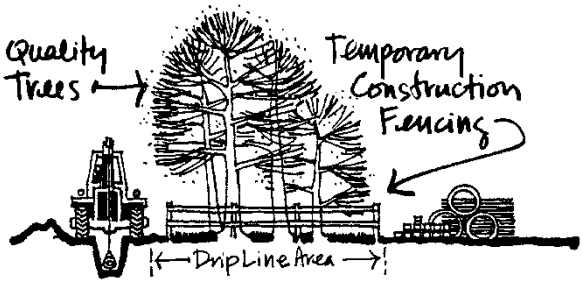
technology in architectural and heating/cooling systems design.
- Minimize solar heat gain for cooling and maximize solar heat gain/retention for heating by sensitive design treatment.
- Establish center-wide architectural theme consistency.
- Use similar architectural materials within the center development.

Landscape Architectural Design

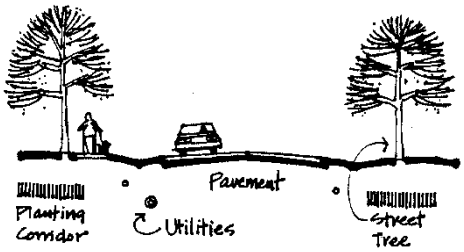
- Landscaping
  - Preserve existing quality vegetation to the greatest extent possible, integrating it into new designs.
  - Restore disturbed areas to a visually appealing landscape character through landscape architectural treatment.
  - Provide shade trees in all parking lots; use consistent species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

- Site Furnishings/Signing and Lighting
  - Provide a well-designed signage system to identify buildings and direct safe movement for ingress and egress (vehicular and pedestrian).
  - Provide well-designed project entry signs at major auto/pedestrian entry areas.
  - Ensure quality design for commercial signs on-site and on building facades; all buildings (within the same development)

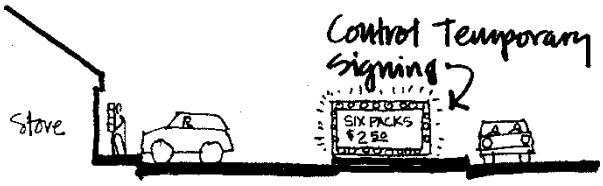


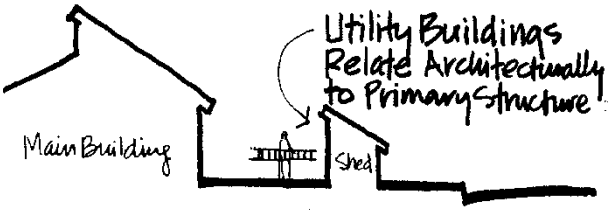


should portray consistency in signing criteria adherence.
- Control the use of temporary commercial advertising signs; do not use movable signs with flashing lights along street edges.
- Ensure neighborhood architectural theme and light fixture style consistency.



- Site Furnishing/Fencing/Walls/Minor Structures
  - Use materials which relate to the proposed function of the fence or wall (e.g., solid for privacy).
  - Use wall and fence materials and style consistent with the center's architectural materials and style.
  - Avoid long, monotonous solid wall or fence lines by using jogs or setbacks for visual interest.
  - Outdoor utility sheds/buildings should relate to major building architecture and style.
  - Provide walled enclosures to screen outdoor storage and refuse (dumpster) areas.
  - Keep architectural facade material types to a minimum on any single building facade.
  - Carry all attached facade materials (such as wood siding) down to a finished grade elevation, or paint exposed walls to match such facades.
  - Avoid false facade treatments which are unrelated to building form/function.
  - Carefully select and restrict the variety of architectural facade materials for each building.





Commercial/Campus Style Office Park Criteria

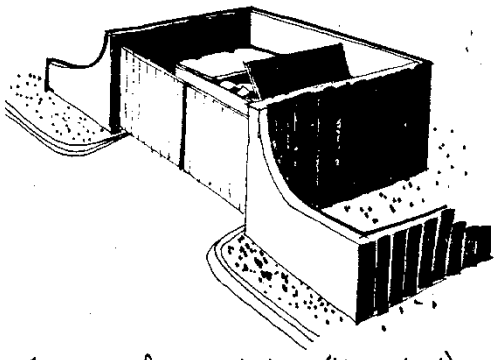
Site Planning

- General
  - Integrate new development with existing and future adjacent land uses appropriately.
  - Plan development in relatively large-scaled tracts to assure substantial open space provision.
  - Establish a strong sense of identity for each particular office campus or park.
  - Provide appropriate level, scale and location of support services/facilities

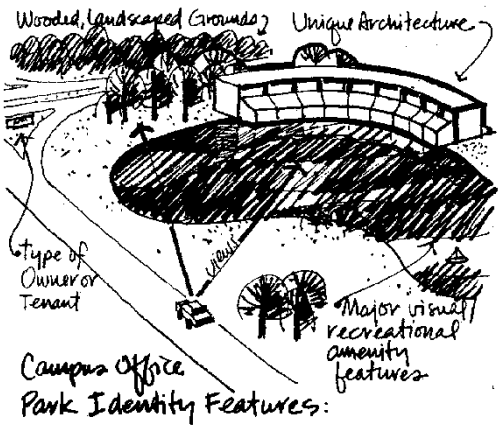
(e.g., eating establishments, business support and convenience commercial) to serve employees/businesses locally.
- Use energy conservation-based criteria in planning and design.
- Preserve or recover and record significant heritage resources.

- Access/Roads/Parking
  - Provide adequate, safe auto access into the development from appropriate-level roadways.
  - Use a hierarchical system of internal drives and roadways; do not access parking directly onto major collector roads.
  - Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) through sensitive road, building and parking design/construction.
  - Provide well-screened off-street parking areas for employees/visitors.
  - Road alignments should reinforce campus quality and scale; avoid long, straight, monotonous street layouts.
  - Provide some parking areas for compact cars in order to reduce the area of impervious site cover.
  - Provide screened parking areas for special vehicle parking/storage (e.g., maintenance vehicles, trailers, equipment, etc.).
  - Establish distinct utility and landscaping corridors within street rights-of-way and parking areas.
  - Segregate service, maintenance and loading zones from employee/visitor vehicle areas.
  - Orient roadways to maximize southern (solar) exposure for office buildings, when possible.
  - Provide a well-landscaped high-quality image toward the street.
  - Reduce impervious surfaces (roads, parking, buildings, etc.) through use of cluster design techniques.
  - Adhere to existing Fairfax County development standards for minimum parking space and driveway dimensions.

- Open Space/Community Facilities
  - Integrate natural open space amenities into overall site design.
  - Provide a continuous pedestrian/open space system linking activity nodes



Screen refuse container ('dumpster') areas.



Campus Office Park Identity Features:

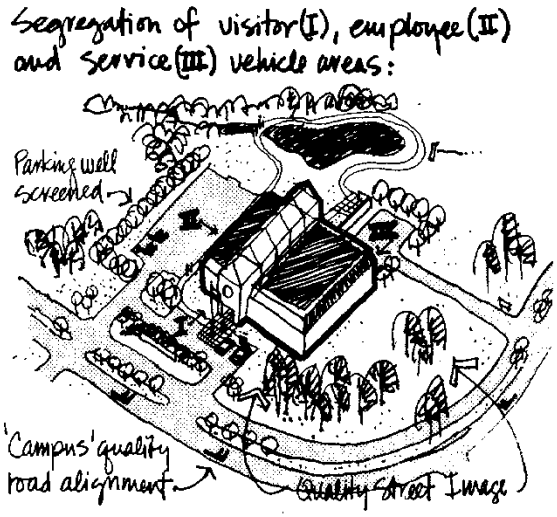
internally and externally.
- Design safe pedestrian system crossings at roads; provide grade-separated intersections at these points when possible; incorporate handicapped-access elements, such as ramps, into system design.
- Use natural (especially wooded) open space corridors/areas as transition zones, visual amenities and buffers.

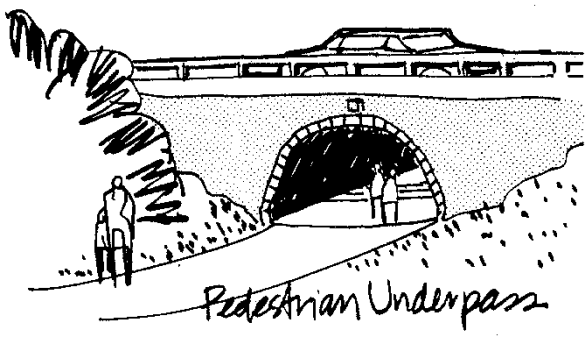
- Buffers
  - Use varying scales and arrangements of building masses as buffers for incompatible use relationships.
  - Take advantage of natural landscape edges and elements in buffering and defining building and parking zones.
  - Use existing vegetation masses along with earth berms and architectural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

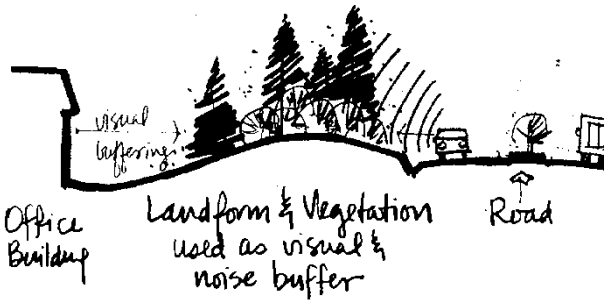
- Utility/Service Areas
  - Use grass swales for surface drainage whenever possible.
  - Provide stormwater detention/retention structures which can be retained as open space amenities.
  - Place all electrical utility lines underground; screen utility substations and service areas from public view.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

Architectural Design

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

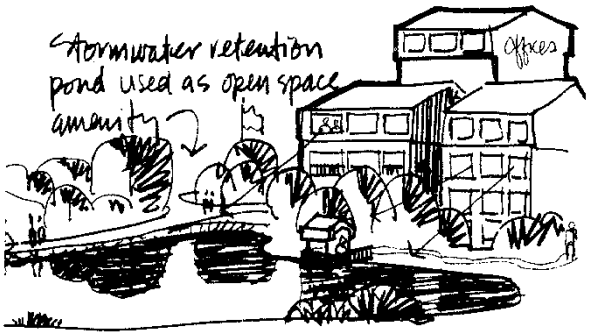


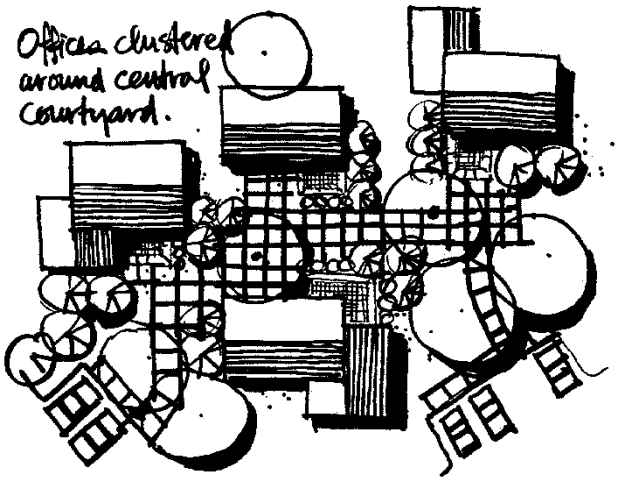




gently sloping sites only.

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





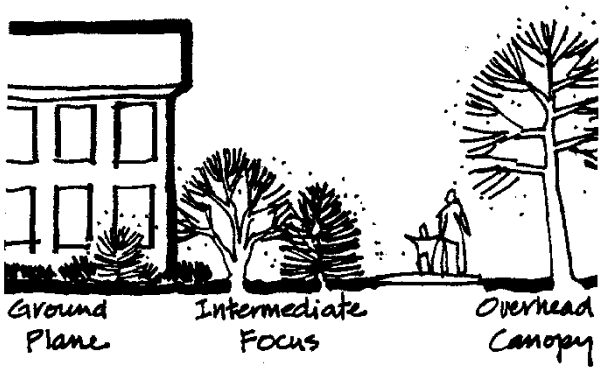
Landscape Architectural Design

- Landscaping
  - Preserve existing quality vegetation to the greatest extent possible, integrating it into new designs.
  - Restore disturbed areas to a visually appealing landscape character through landscape architectural treatment.
  - Provide shade trees in all parking lots; use consistent species groupings to reinforce development character.
  - Locate street trees along roadways in landscape corridors away from underground utilities.
  - Use special landscape treatments to identify and reinforce major office park and site entry areas.
  - Use special landscape treatments to define primary building entry zones.
  - Buffer incompatible uses with land forms and/or landscape materials as needed.
  - Use overhead canopy, intermediate focus and ground cover-type plants to achieve

functional goals.
- Promote seasonal visual interest at major architectural and site focal points by using flowers and ornamental shrubs, trees, etc.
- Select low-maintenance landscape materials for areas not likely to receive consistent maintenance; maintain landscape materials in all entry and streetscape areas.
- Protect solar access to buildings when incorporating landscape materials.

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

• Site Furnishing/Fencing/Walls/Minor Structures
- Use walls as architectural linkage elements between related but separate buildings, when possible.
- Use materials which relate to the proposed function of the fence or wall (e.g., solid for privacy).
- Use wall and fence materials and style consistent with each development's architectural materials and style.
- Avoid long, monotonous solid walls or fence lines by using jogs or setbacks for visual interest.
- Outdoor utility sheds/buildings should relate to building architecture and style.
- Provide walled enclosures to screen



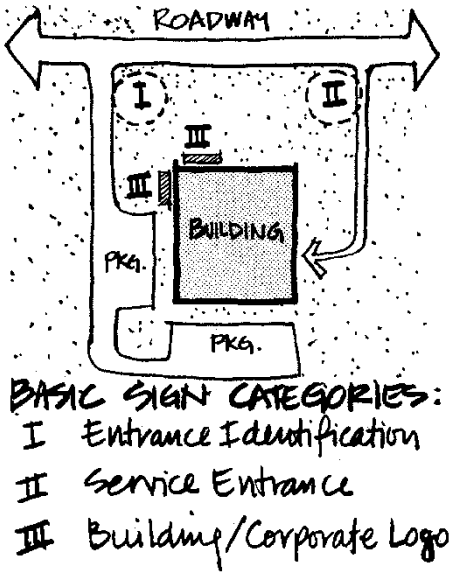
outdoor storage/service/refuse (dumpster) areas.

Research and Development/Utility and Light Industrial Criteria

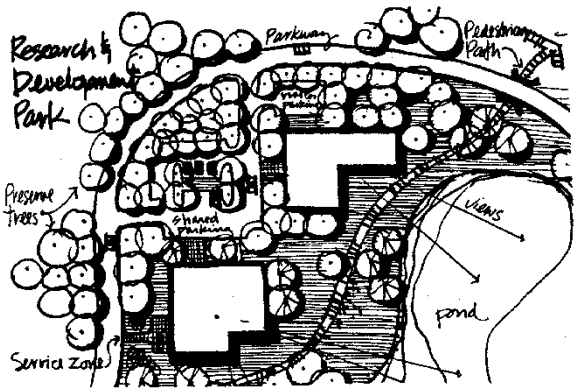
Site Planning

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

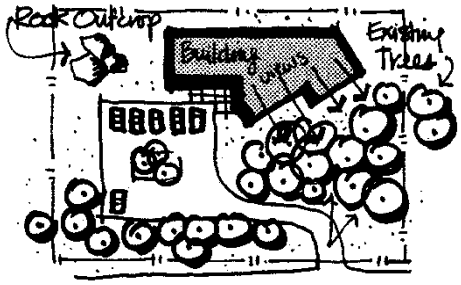
- Access/Roads/Parking
  - Provide adequate, safe auto and truck access into the development from appropriate level roadways.
  - Use a hierarchical system of internal roadways; do not access parking/service areas directly from major collector roads.
  - Minimize natural site amenity disturbance (e.g.,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



parking areas.
- Segregate service, utility equipment, maintenance and loading zones from employee/visitor vehicle areas.
- Orient roadways to maximize southern (solar) exposure for office/industrial buildings, when possible.
- Reduce impervious surfaces (roads, parking, buildings, etc.) through use of cluster design techniques.
- Adhere to existing Fairfax County development standards for minimum parking, loading and driveway space requirements.



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



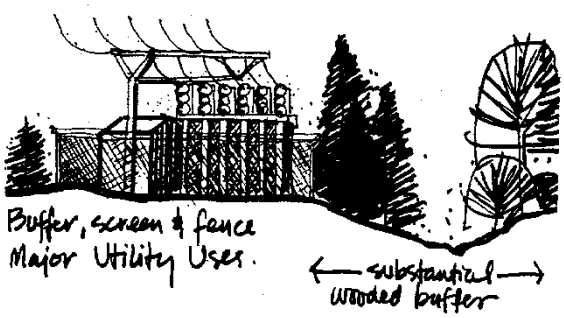
- Buffers
  - Provide safety fencing or walls around potentially dangerous service, industrial or utility uses.
  - Use varying scales and arrangements of building masses as buffers for incompatible use relationships.
  - Take advantage of natural landscape edges and elements in buffering and defining building, utility equipment and parking zones.
  - Make special efforts to screen utility complexes from public view; consider off-site visual impact of tall utility structures in design and siting of such elements.
- Utility/Service Areas
  - Use grass swales for surface drainage whenever possible.
  - Provide stormwater detention/retention structures which can be retained as open space amenities.

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

Architectural Design

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

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

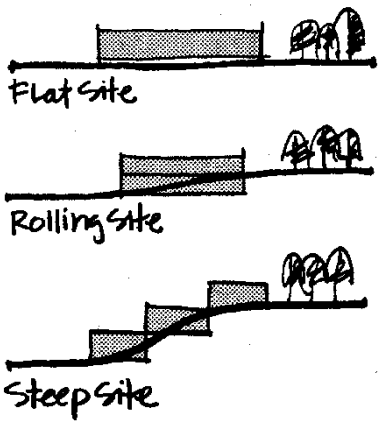


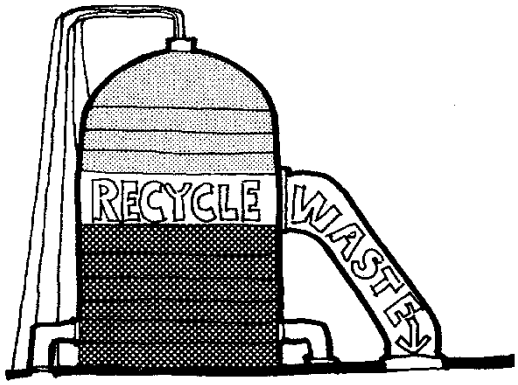
architectural facade materials for each building or structure.

Landscape Architectural Design

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

- Site Furnishing/Fencing/Walls/Minor Structures
  - Use walls and fences as unifying architectural elements between related, but separate, buildings when possible.
  - Use materials which relate to the proposed function of the fence or wall.
  - Provide adequate safety fencing or walls around industrial or utility uses, as needed.
  - Use wall or fence materials and style consistent with building architectural materials and style.
  - Avoid long, monotonous solid walls or fence lines by using jogs or setbacks for visual interest.
  - Outdoor utility sheds/buildings should relate to major building architecture and style.
  - Provide walled enclosures to screen outdoor utility/storage/service areas.
  - Provide shade trees in parking lots; use consistent species groupings to reinforce development character.
  - Locate street trees along roadways in landscape corridors away from underground utilities.
  - Use special landscape treatments to identify and reinforce major development entry areas.
  - Use special landscape treatments to define primary building entry zones.
  - Buffer incompatible uses with land forms and/or landscape materials, as needed.
  - Use overhead canopy, intermediate focus and ground cover-type plants to achieve functional goals.
  - Promote seasonal visual interest at major focal points by using flowers and ornamental shrubs, trees, etc.
  - Select low-maintenance landscape

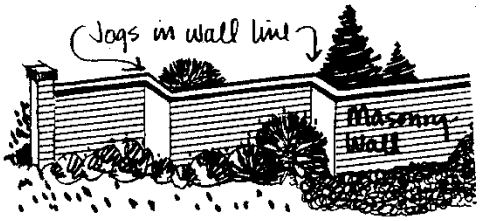


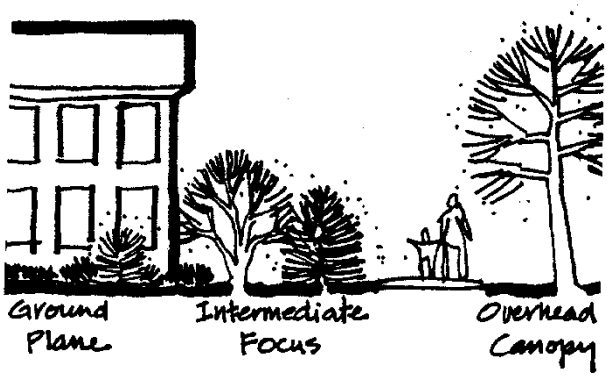


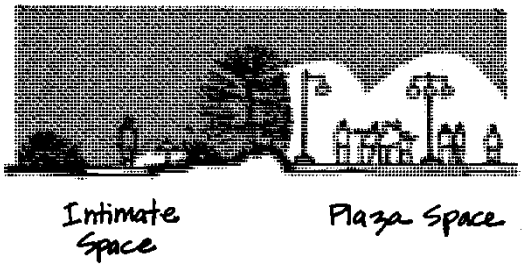
'Super-graphics' utilized on Utility Structures

materials for areas not likely to receive consistent maintenance.
- Protect solar access to buildings when incorporating landscape materials.

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






Intimate Space
Plaza Space