**Alternative Land Use Plan Selection Criteria - 1982**

The Route 50/I-66 Task Force agreed that the following criteria statements were suitable for application on the general planning level, and could be used as a mechanism by which to select among alternative land use plans. The Criteria were divided into five categories:

**Transportation**

- Provide a well integrated, mutually reinforcing transportation network, including automobile, pedestrian, bicycle, and mass-transportation circulation systems.
- Provide an integrated Study Area road network which operates within Level-of-Service "D" (approaching a congested level), or better, during normal daily A.M. and P.M. peak periods of use (excluding peak Christmas shopping traffic).
- Recognize the roles of I-66, Route 50, Route 29, the proposed Springfield Bypass alignments, and major internal collectors in the overall land use plan as the major traffic corridors.
- Provide the potential for harmonizing a Springfield Bypass alignment with the development plan for Route 50/I-66 Study Area.
- Minimize negative visual impacts of road alignments through various land use types.
- Provide quality truck and service access which causes the least overall negative impact.
- Provide intensification of land use patterns attractive to and suitable for mass transportation (i.e., multi modal service nodes, mixed use ramifications, shared parking structures, multi-level aspects, etc.).
- Incorporate trails, bike paths and pedestrian walkways,
- Encourage development configurations which reduce the need for vehicular transportation.

**Land Use**

- Maintain, protect and preserve existing neighborhood communities.
- Provide opportunity for mixed use/multiple use village cores.
- Minimize large land use zones which are homogeneous, single use, and single density.
- Provide conceptual and perceivable land use order (sense of community versus sprawl): density patterns, cluster divisions, mixed use, buffer uses, core(s), hierarchy of road network.
- Provide linear park and open space definition through continuous area-wide trail/open space linkages which frame and buffer developmental clusters and provide recreation opportunities.

**Environmental Quality**

- Protect Occoquan Watershed.
- Minimize point-source and non-point source water pollution sites in the Study Area, particularly in the schist aquifer area.
- Protect the "critical environment area" of Difficult Run Watershed (flora, fauna, water quality).
- Accomplish the Best Management Practices (BMPs) criteria for non-point source and thermal pollution control in area (e.g., stormwater retention, detention and sedimentation control). Cluster development and grass swales should be encouraged.
- Eliminate or reduce air quality pollution point sources and reduce impact of odor producing land uses.
- Protect and enhance environmental quality (flora, fauna, etc.) in general, and specifically through the use of Environmental Quality Corridors.
- Reduce energy usage through energy efficient siting and design.

**Market Potential**

- Respond to existing developmental forces in the Study Area.
- Realize the achievable development potential of the Study Area.

**Implementation/Adoption**

- Encourage plan implementation through incentives and assure basic compliance through controls.
- Maximize use of existing authorized zoning and planning tools to the greatest extent possible, thus minimizing the need for authorizations for new controls.
- Provide incentives to aggregate small adjacent lots into larger parcels more suitable for planned development.
- Finance infrastructure improvements through the most realistically achievable method within the next three years (e.g. , private, self taxing associations; prepayment of taxes; state/local revenue sharing).