

FAIRFAX CENTER AREA - REVISED COMPREHENSIVE PLAN TEXT

WORKING DRAFT - August 31, 2016

Sections included:

Overview

Concept for Future Development

Guiding Planning Principles

Implementation

Fairfax Center Areawide Recommendations:

Land Use

Transportation

Housing

Environment

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Use-Specific Performance Criteria – *New section*

Sections include text boxes identifying additional details.

Proposed text changes are shown as underlined (added) or ~~struckthrough~~ (deleted).

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 was originally envisioned as an employment-focused mixed use center with housing as a predominant secondary use. Since the adoption of the initial plan for the Fairfax Center Area in 1982, the area has evolved into an area. 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 mixed-use developments which include housing as a secondary use have been built throughout the 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 stream valley parks some vacant land.~~

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

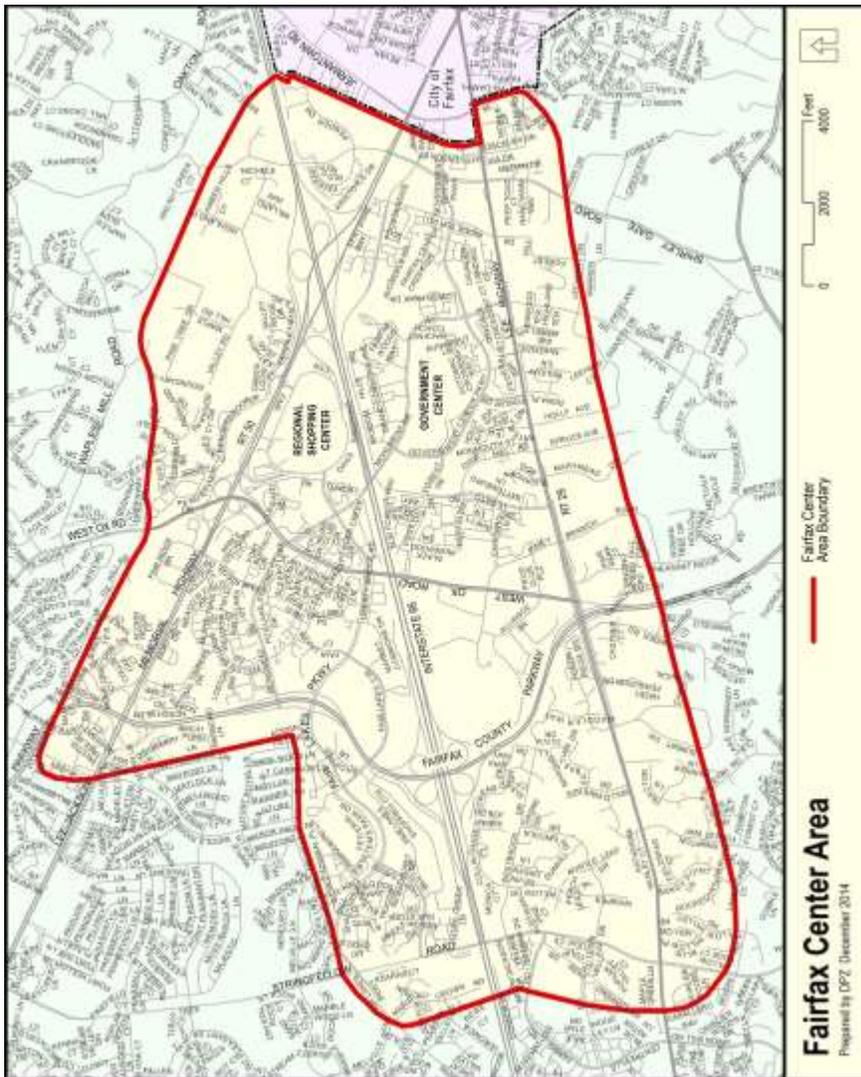
~~Major institutional uses, in addition to the new Government Center, include a solid waste transfer station, trash disposal and recycling facility, animal shelter, fire department training facility, equipment and maintenance facility, state Virginia Department of Transportation (VDOT) and Fairfax Connector transportation maintenance facility, and a state correctional unit the public safety and transportation operations center (PSTOC), and the Northern Virginia and State Police Headquarters located west of West Ox Road.~~

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

CONCEPT FOR FUTURE DEVELOPMENT

~~The planning guidance provided by the Concept for Future Development is one of the principal elements used in formulating Area Plan recommendations. The Concept and its associated land use guidance recommend the predominant use and character envisioned for land areas within each Planning District 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 is envisioned as a premiere place to live, work, and play, with the greatest intensity~~



FAIRFAX CENTER AREA

FIGURE 1

Revise figure to include updated core to include Sub-unit O6 and portions of P1 and P2 and any subunit changes

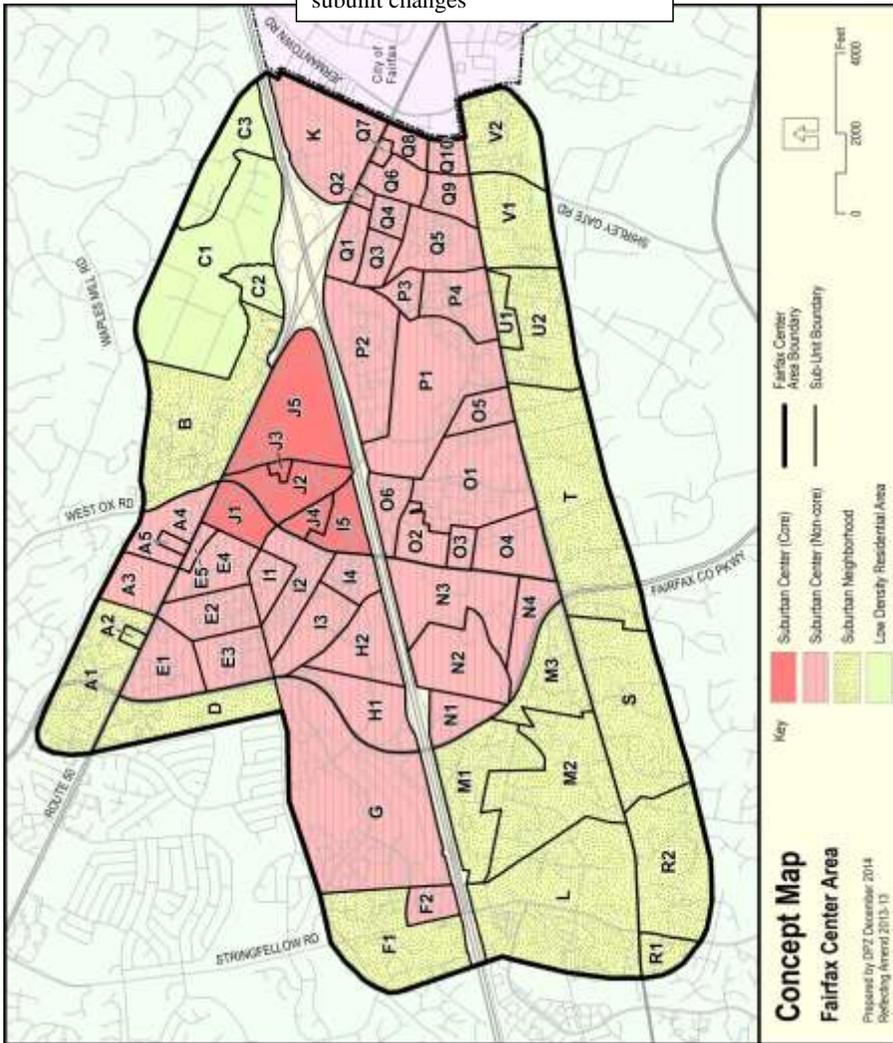


FIGURE 2

focused around a planned transit station in the median of I-66 near the Fair Oaks Mall, Fairfax Corner and the county's Government Center complex. This station presents an opportunity to evolve into a transit-oriented core area, a compact, mixed-use place with a more urban character. Two other main nodes within the Suburban Center support the employment base – Fair Lakes on the west side of the Suburban Center north of I-66, which has evolved into a mixture of offices, regional and local serving retail, and residential areas; and the industrial/public facilities area along West Ox Road, where numerous public safety, transportation, and solid waste facilities are located. These facilities are an integral part of the county's overall mix of land uses and serve vital community needs. 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 surrounding the Suburban Center; and the Low Density Residential categorization emphasizes typical residential densities of .1-.2 dwelling unit per acre and includes the county's ecologically significant areas. This very low density pattern provides reasonable use of the property and serves as a land use Best Management Practice (BMP) to manage, in conjunction with stormwater management facilities (structural BMPs), the quality of water which ultimately enters into the Occoquan Reservoir and the Chesapeake Bay. In addition to water quality benefits, very low density residential development preserves large lot development opportunities and assures compatibility with the character of the existing residential development. Both the Occoquan and Difficult Run Environmental Quality Corridors (EQCs) contain environmentally sensitive natural and cultural resources necessitating strong protection measures.

GUIDING PLANNING PRINCIPLES

The specific guiding principles that provide an overall framework for achieving the vision for the Fairfax Center Area include:

- Develop a central focal area comprised of the Government Center complex, Fairfax Corner, and the Fair Oaks Mall area, with a network of additional activity nodes throughout the area to serve local residents.
- Focus the most intense redevelopment near the planned transit/BRT station east of Monument Drive and create a safe, convenient, and walkable environment.
- Promote high-quality urban design, to include building design and streetscape amenities, that contributes to the overall vision of the Fairfax Center Area.
- Provide opportunities for infill development to support the creation of additional activity nodes that include residential, retail, office, hotel, and/or civic uses.
- Improve the multimodal connectivity of the area by connecting and enhancing existing pedestrian and bicycle facilities as well as providing increased transit access.
- Ensure that the transportation network supports current and future travel demands.
- Recognize that development should be phased with the provision of infrastructure components such as transportation facilities, schools, parks, and other public facilities.
- Provide opportunities for residents to age in place through the development of senior housing such as independent living or assisted living facilities.
- Provide recreation opportunities for all ages and abilities.
- Promote the health of stream valleys and other environmentally sensitive areas.

Commented [A1]: Revised per working group comment

- Preserve and protect stable residential neighborhoods along the periphery of and surrounding the Fairfax Center Area through screening, buffering, and tapering of development at the transitional boundaries.
- Develop an implementation strategy that provides the resources, flexibility, and accountability necessary to achieve the overall vision.

IMPLEMENTATION OF THE FAIRFAX CENTER PLAN

Background

The key implementation component for the Fairfax Center Area Plan has historically been based on a system of development intensity levels related to the provision of development elements. Under this concept, in order to obtain more intense uses and greater densities, development has provided facilities and amenities facilities and amenities of an increasingly significant nature designed to mitigate the impact of that intensity. The intent of this implementation strategy has been to allow for flexibility, compromise and mutually beneficial development solutions.

To achieve this, multiple levels of planned development intensity have been utilized within the Fairfax Center Area. The baseline level is the lowest level of development intensity, generally based upon the Comprehensive Plan recommendations that existed prior to the Fairfax Center Area Study conducted between 1980 and 1982. The overlay level and associated options are the highest levels of development intensity, and are the preferred land use recommendations for parcels within the Fairfax Center Area. This level offers maximum guidance for performance in terms of the provision of amenities, and thereby offers the highest intensity with commensurate quality. In between these levels, the intermediate level was provided as a single reference point from which the county could determine more finite development intensity on a case-by-case basis.

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

To implement these recommendations, planned development zoning classifications have been encouraged due to their flexibility. In a Planned Development Commercial (PDC) district, commercial uses (including office and retail) are primary. Mixed-use can be accomplished by the inclusion of suitable secondary uses (which may include housing). In a Planned Development Housing (PDH) district, residential use is primary. Secondary uses that serve and enhance the residential use are permitted at graduated levels related to residential density. These secondary uses are primarily designed to be support commercial in nature. The Planned Residential Mixed Use (PRM) district supports higher density residential uses with secondary office or other commercial uses.

Implementation Process

When the development elements were originally devised, the Fairfax Center Area was largely undeveloped with individual ownership holdings ranging from less than one acre up to several hundred acres. Since then, a majority of the land area has been developed and the planned public facilities and infrastructure elements have generally been constructed. Future development or redevelopment within the Fairfax Center Area is likely to occur on smaller parcel consolidations where integration with existing or planned development will be a primary consideration. As such,

the implementation strategy has evolved to focus on aspects of design and infrastructure needs that will be most critical for development in these situations.

The Fairfax Center Area continues to utilize multiple levels of planned development intensity to achieve overall goals for the area. The baseline level is the lowest level of development intensity; however, this level is no longer applicable in areas that have already been developed under the Plan recommendations for the Fairfax Center Area. Beyond the baseline level, the overlay level continues to reflect the highest levels of planned development intensity, and remains the preferred land use recommendation for parcels within the Fairfax Center Area. Within the land unit recommendations, some parcels contain options for development at the overlay level. In addition to achieving the goals of the overlay level of development, implementation of these options should include any additional amenities as noted within the site-specific recommendations.

Beyond the baseline level, development should incorporate the guidance specified in the Areawide Recommendations. Provision of these recommendations will help ensure that the areawide goals of the Fairfax Center Area continue to be met in the future. Given the varying nature of circumstances specific to individual development sites, not all of the recommendations may be directly relevant in every circumstance. During the development process, discretion may be given as to the applicability of various recommendations as they relate to overall site development.

Use-Specific Performance Criteria

To accompany the Areawide Recommendations, the county also uses performance criteria to evaluate development within the Fairfax Center Area. These criteria highlight site design elements more specifically for various uses within the Fairfax Center Area, including recommendations for site and building entry areas, architectural design, landscaping, parking, and site furnishings. Adherence to these criteria insures that high-quality design will be provided within the Fairfax Center Area, and that any development or redevelopment will integrate with the existing character of the area. These criteria can be found at the end of the Plan text for the Fairfax Center Area under the heading "USE SPECIFIC PERFORMANCE CRITERIA".

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

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

Relationship of Development Levels to the Development Elements

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

Basic Development Elements

1. Area Wide Basic Development Elements

a. Transportation System

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

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

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

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

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

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

b. Environmental Systems

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

- preservation of EQCs as public or private open space

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

include:

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

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

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

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

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

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

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

e. ~~Provision of Public Facilities~~

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

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

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

- schools
- police/fire facilities

d. ~~Land Use/Site Planning~~

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

- coordinated pedestrian and vehicle circulation systems
- transportation and sewer infrastructure construction phased to development construction
- appropriate transitional land uses to minimize the potential impact on

- the adjacent sites
- preservation of significant historic resources

e. Detailed Design

- Site Entry Zone. To provide the first introduction to the development and to facilitate direct, safe movements by using the following elements:
 - signs
 - planting
 - lighting
 - screened surface parking
- Street Furnishings. To ensure quality development by using:
 - properly designed elements such as lighting, signs, trash receptacles, etc.

Minor Development Elements

1. Area Wide Minor Development Elements

a. Transportation Systems

- Roadways. To satisfy the existing and planned traffic demands anticipated within the Fairfax Center Area:
 - major roadway construction of immediately needed portions (prorated costs based upon number of peak hour auto trips generated per site)
 - signs
- Transit. To provide a balanced transportation network within the Fairfax Center Area and encourage the use of transit alternatives:
 - bus shelters
 - commuter parking
- Nonmotorized Transportation
 - pedestrian activated signals
 - bicycle support facilities (showers, lockers)
- Transportation Strategies. To reduce automobile use with necessary transportation strategies:
 - ridesharing programs
 - subsidized transit passes for employees

b. Environmental Systems

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

~~minimum requirements:
— non-stream valley habitat EQCs
— increased on-site open space~~

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

~~— protection of aquifer recharge areas~~

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

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

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

~~— provision of energy conscious site plan~~

~~e. 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.~~

e. ~~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

Since the initial adoption of the plan for the Fairfax Center Area in 1982, the area has evolved from greenfields to a residentially-focused mixed use center, including several office nodes, one that is the seat of the county's government, and other nodes that include regional and community serving retail uses. Locating employment, commercial, residential and recreational uses within close proximity to each another and mass transit embodies the principles of smart growth and multimodal design. Consequently, mixed-use and concentrated developments are encouraged within portions of the Fairfax Center Area. Transitional land uses and stable neighborhoods are planned around the edges of the Suburban Center.

The Fairfax Center Area Plan recommends a range of development levels to guide development ~~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 and at options at the overlay level, parcel consolidation must be achieved. It is intended that such parcel consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Fairfax Center Area Plan. ~~—Mixed-use developments are encouraged within the Suburban Center area of Fairfax Center.~~ The Use-Specific Performance Criteria serve as the primary 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 contribute to the transportation network, and should enhance existing and proposed open space systems, as well as to one another,~~ in order to achieve the highest collective Plan quality. Development should be phased with the provision of infrastructure components such as transportation facilities, schools, parks, and other public facilities.

Since the Fairfax Center Area no longer contains large tracts of undeveloped land, future development or densification will occur on infill sites, which can often be more challenging due to preexisting development and other site constraints. Development in these areas should carefully consider issues of parcel consolidation, circulation, and overall compatibility with the surrounding area.

The Suburban Center core (Figure 2), located west of the Lee-Jackson Memorial Highway/I-66 interchange, includes the Fair Oaks regional mall, the Fairfax County Government Center, the Fairfax Corner mixed-use development, and other surrounding commercial and residential development. The core generally encompasses the highest planned intensities in the Fairfax Center Area. The highest quality of site and architectural design is expected for proposed development in this area. In addition, landscaping, lighting, and signage should be well-integrated. A day and evening activity cycle is recommended through a mixture of office, retail, hotel, entertainment, and housing opportunities. Development plans should also portray how any future phases can be integrated and achieve Comprehensive Plan goals.

Two Metrorail stations are planned in the median of I-66 in the Fairfax Center Area as an extension of Metrorail's Orange Line. The stations would provide direct transit access from the Fairfax Center Area to Washington, D.C. The first Metrorail station is planned within the core area of the Suburban Center, at the Fair Oaks Mall and Fairfax Corner. The core area generally corresponds to a ½-mile radius from the planned Metrorail station. The extension of Metrorail to the Fairfax Center Area presents an opportunity to transform the predominantly auto-oriented, suburban-

style character of the core into an interconnected and urban-style, transit-, bicycle-, and pedestrian-friendly place.

The core area near Metrorail station is planned for a mix of uses at a variety of intensities, some of which are tied to the funding of the Metrorail extension, or in the interim, funding of a Bus Rapid Transit System. Any development or redevelopment occurring prior to the funding of the Metrorail extension should not preclude higher-intensity transit-oriented development that is envisioned in the future. Special care should be taken to ensure that new structures do not conflict with the overall future vision of the core, particularly within the ¼-mile radius of the planned transit station. Considerations should include building location and orientation, future bicycle and pedestrian connections, the placement of urban parks and other community gathering spaces, and the overall mix of uses.

The second Metrorail station is planned at the intersection of I-66 and Stringfellow Road, and will serve as a commuter station. This station is located along the western edge of the Suburban Center and is generally surrounded by stable residential neighborhoods. Transit-oriented redevelopment of the park and ride facility could be considered in the future, understanding the need to provide transitions to the nearby single-family neighborhoods.

Existing stable neighborhoods should be preserved, enhanced, and reinforced. Infill development in these neighborhoods should be of a compatible use, type, and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14. Multimodal connections to the core area and other nodes within the Suburban Center are encouraged to increase accessibility and reduce reliance on the automobile. The Fairfax Center Area includes areas not scheduled for the expansion of public sewer. Part of Difficult Run is included in this non-sewer area.

Existing spot commercial uses along Lee Highway (Route 29) and Lee-Jackson Memorial Highway (Route 50) are inconsistent with the long-term land use objectives for the Fairfax Center Area and should not be expanded or enhanced. With the exception of the planned retail center and the planned office use at the northeast and northwest quadrants respectively, of West Ox Road and Lee Highway, and land planned for office use in Sub-unit U1, no additional land should be used/rezoned for commercial purposes along Lee Highway in Land Units L, M, O, R, S, T, or U (Figure 2). 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 Sub-Land Unit A3 along the north side of Lee-Jackson Memorial Highway. ~~In addition, New~~ retail centers should only be sited in planned retail center locations.

Commented [A2]: Revised per working group comment

In those areas planned for office use, a museum and/or cultural center may be an acceptable alternative. Additional intensity for the development of a museum and/or cultural center may be appropriate if compatible with the surrounding area and could reduce negative impacts to the roadway network as compared with the planned office use.

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

~~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.~~

For development above the baseline level, extraordinary innovation in site design is expected. Given the varying nature of site constraints throughout the Fairfax Center Area, Design elements will be evaluated on a case-by-case basis.

Create a Theme for the Area

Building architecture, signage, trail connectivity, open space design, and landscaping, including dominant tree species may be used in all major spaces to ensure unity and continuity in site design. Smaller trees and shrubs, particularly flowering species may be repeated throughout the entire area. Through this repetition, a main theme can be created for the Fairfax Center Area, which will provide an effective impression and project a positive image of the area. However, to set certain areas apart or to create desired emphasis or to relieve monotony, some variation of species and special landscape treatment is encouraged. This may occur, for instance, at a site entry zone or building entry area.

To provide the first introduction to the development and to facilitate direct, safe movements, coordinated signs, planting, lighting and screened parking should be provided at site entry zones. To enhance the impression and identity of the building or building group, integrated design and architecturally compatible use of signs, planting, and lighting should be provided.

Buffers and Transitions

Buffers and transitions protect and screen lower density and/or residential uses from the effects of potentially incompatible uses. This needs between potentially incompatible land uses can occur at various scales, both— area-wide and land unit specific. At the area wide scale, the buffer or transition 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 can also be used at this scale is recommended as a buffer treatment. Appropriate transitions in building height should be made in areas along the edge of the core or the Suburban Center to ensure that the character of existing stable neighborhoods is maintained. Strategies include the tapering of building height near existing development, the use of buffers, and the clustering of taller buildings away from these transitional edges.

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Planting and Landscaping

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

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

- Architectural uses - such as privacy control, screening objectionable views, and space articulation;
- Engineering uses - such as glare, reflection, traffic, sound, and soil erosion controls;

- Climate control - such as sunlight, wind and temperature controls which are related to energy conservation measures; and
- Aesthetic uses - such as softening hard architecture, framing a view, and emphasizing a place (such as site entry zone, building entry area).

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

~~**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.

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

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

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

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

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

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;~~

Commented [A4]: Remove as green building policies may be more robust and up-to-date – individual elements may be pulled back into plan guidance pending additional input from Env and DR branch

- ~~• 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. 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.

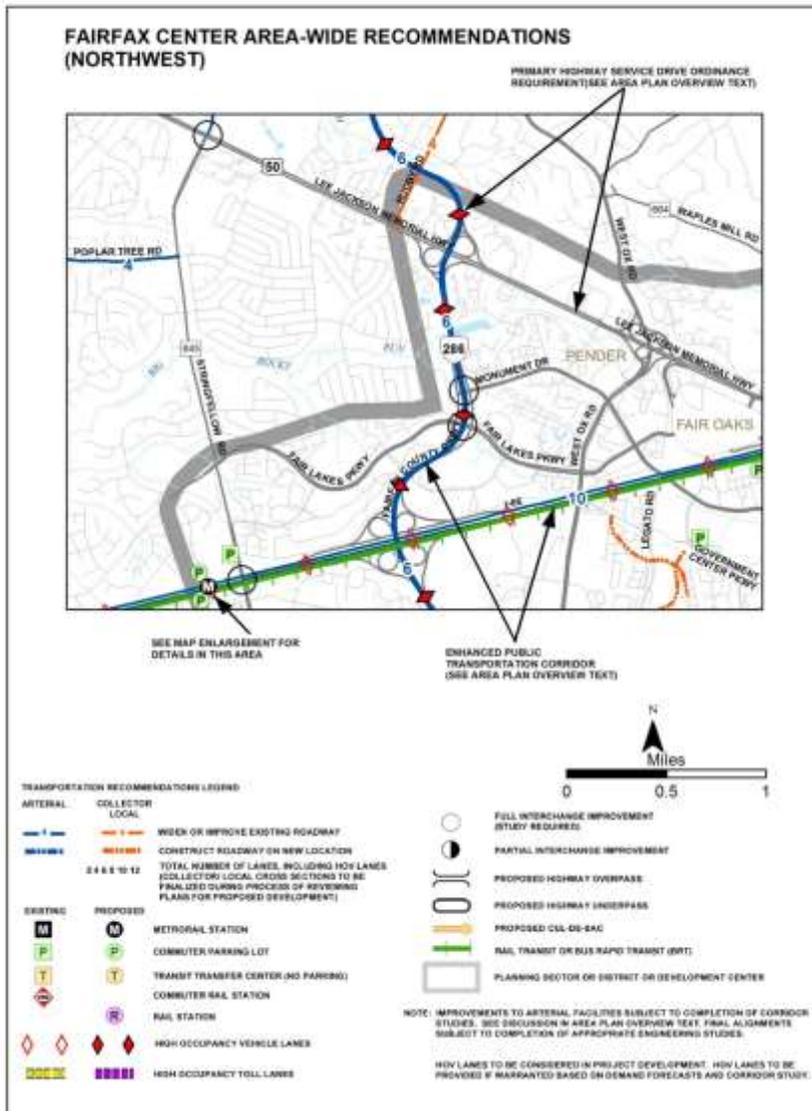
A general discussion of the key elements of the Fairfax Center Area transportation system is provided in the following paragraphs. These elements supplement additional countywide elements. The discussion begins with a description of the Fairfax Center Area elements. Additional guidance is provided on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

Fairfax Center Area-wide Elements

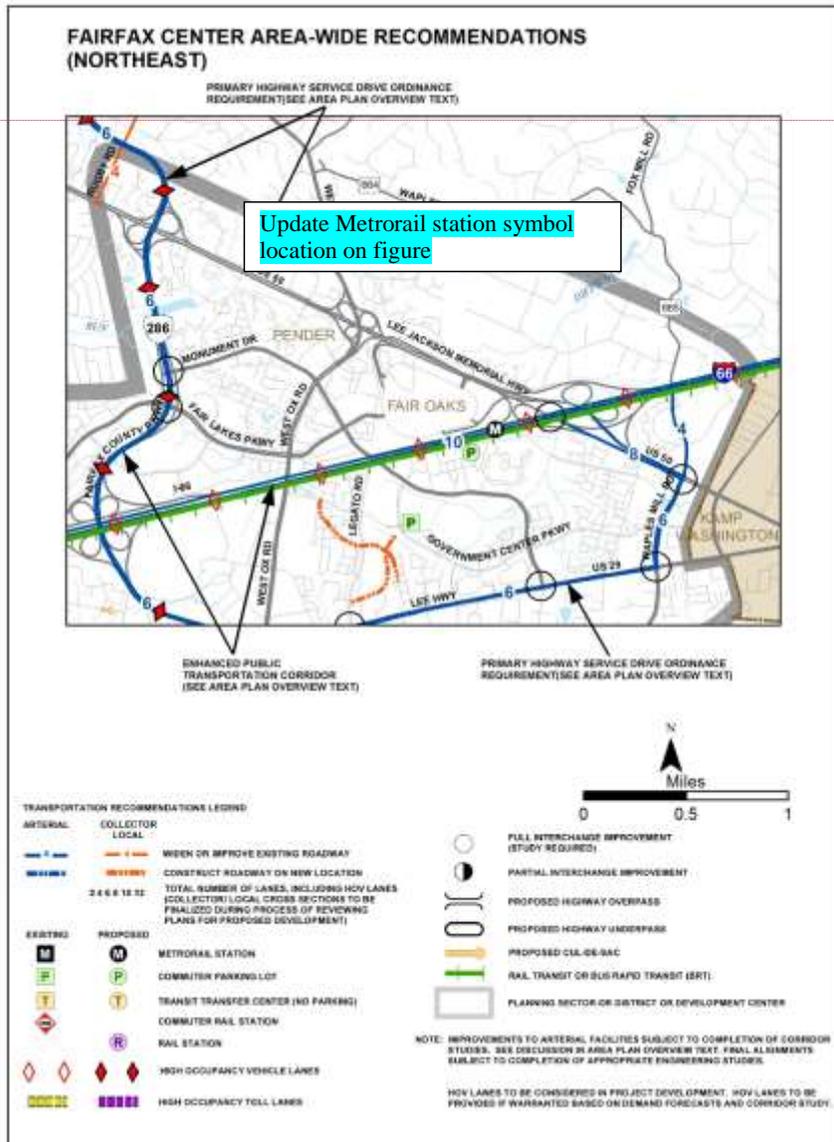
Fairfax Center Area is planned as a mixed-use center surrounded by lower-density suburban neighborhoods. An important characteristic of these types of areas. Basic to the mixed-use center concept is the provision of various transportation alternatives an interconnected multi-modal transportation system. 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. Multimodal transportation systems are best suited to support mixed land uses in densely clustered arrangements. A multimodal transportation system includes a balanced transportation system that serves automobiles, pedestrians, bicyclists and transit. The Fairfax Center Area is served by a robust roadway system and a growing bicycle network. Improvements to the multi-modal transportation system, including the enhancement of the bus system and enhanced connection into the regional transit network through Express Bus Service, Bus Rapid Transit (BRT) or Metrorail will be necessary to serve the needs of the area.

Future High-Quality Transit

The concentration of land uses planned within the Fairfax Center Area makes it attractive logical to extend the mass transit system Metrorail from the east, along in the median of Interstate 66 (I-66). A preferred alternative developed by the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (VDRPT) recommends high occupancy toll lanes (HOT lanes) on I-66 from the Capital Beltway (I-495) to Route 15 in Prince William County. The preferred alternative maintains the necessary right-of-way for the expansion of

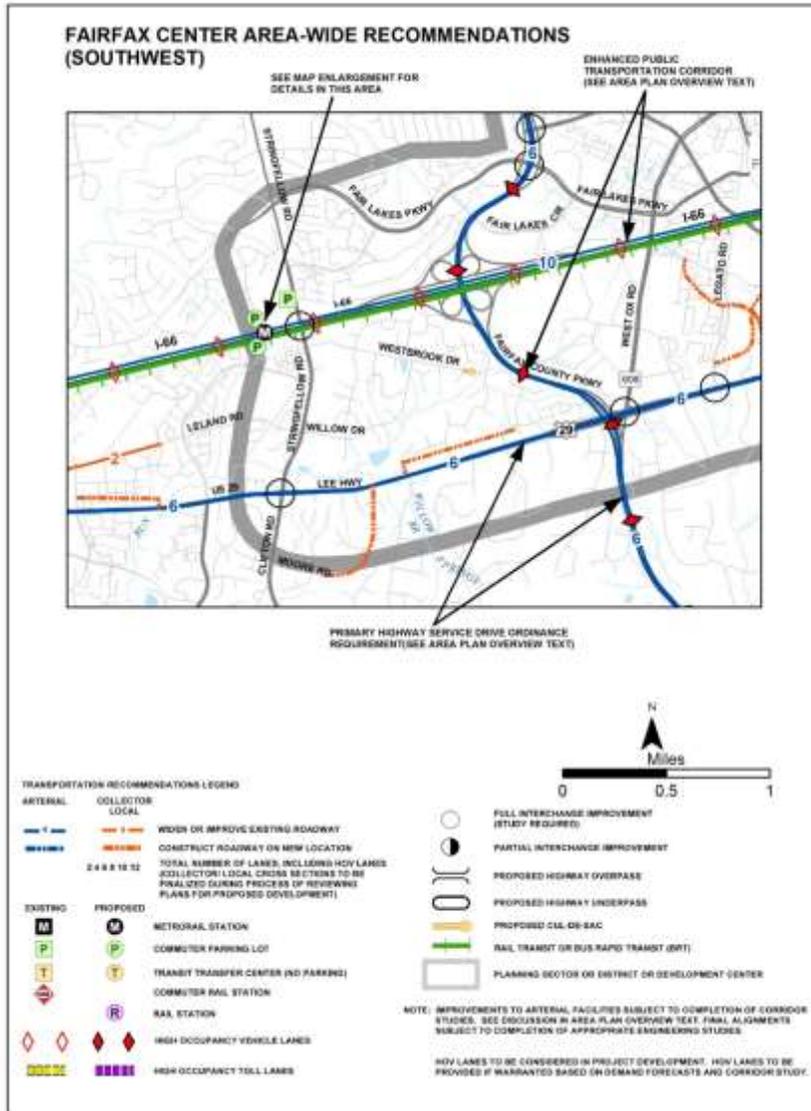


TRANSPORTATION RECOMMENDATIONS FAIRFAX CENTER AREA (NORTHWEST) **FIGURE 3**

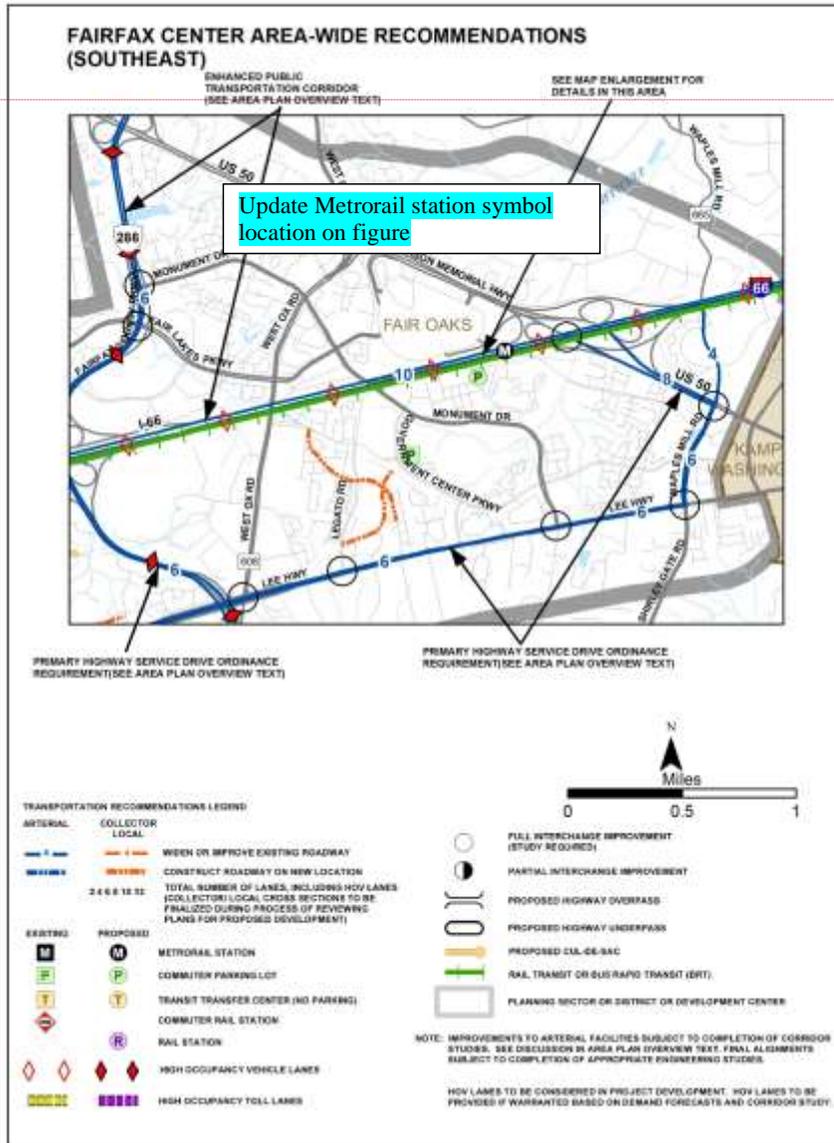


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TRANSPORTATION RECOMMENDATIONS FAIRFAX CENTER AREA (NORTHEAST) **FIGURE 4**

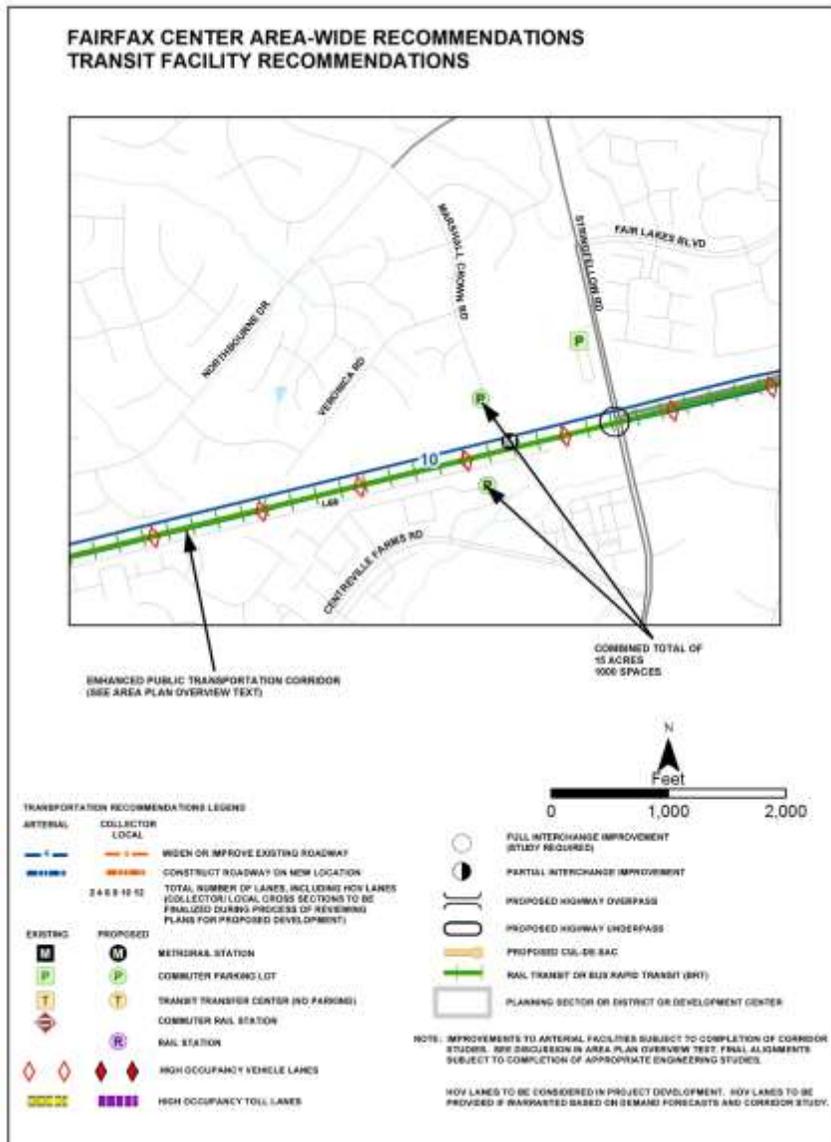


**TRANSPORTATION RECOMMENDATIONS
 FAIRFAX CENTER AREA (SOUTHWEST)** **FIGURE 5**



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



TRANSIT FACILITY RECOMMENDATIONS
 FAIRFAX CENTER AREA

FIGURE 7

Metrorail and the future Metrorail Stations in the Fairfax Center Area. 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 existing bus service would be needed to support this future Metrorail service and stations. Future Metrorail stations Metrobus service to the area would require commuter transfer areas featuring **should** be supported by parking lots pedestrian and bicycle facilities, drop-off zones, bus loading zones, bus shelters, benches, signs and lighting systems, pedestrian systems, landscaping and other amenities (e.g., telephones, restrooms, bike racks and lockers, information kiosks, and drinking fountains).

Commented [A8]: Revised per working group comment

It is expected that bus loading zones and pedestrian and bicycle networks will be necessary to provide connectivity access systems to the future Metrorail stations near the Fair Oaks Mall and Stringfellow Road park and ride. These facilities **should** be provided by the future developers, and will require the 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. Future development surrounding the proposed Metrorail stations should orient its design towards pedestrian facilities and ensure access to the station is direct and logical.

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Roadway Network and Circulation 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

Interchanges. Interchange locations have been identified in the countywide Plan process and are shown on the Transportation figures for the Fairfax Center Area. The provision of an interchange has both land use and transportation planning implications. In terms of land use, caution must be exercised in reviewing development proposals in the immediate interchange area due to right-of-way implications. In terms of transportation planning, care must be taken to accommodate revised access patterns in the immediate area, since the interchange ramps cause grade changes and weaving/merging traffic conflicts. Because of these 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 ability to implement transportation improvements is critical to the success of the Fairfax Center Area 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 Applications for development within the Fairfax Center Area does not assure approval need to address specifically if the application does not promote the health, safety, and welfare of its residents and employees, and comply with the applicable development elements, any development intensities above the baseline are feasible only if the private sector contributes a proportional share of transportation improvements and/or funding to meet the transportation needs of the area. The proportional share of the transportation improvements provided by the private sector will be established by the Board of Supervisors and reviewed periodically through an established public process such as the Annual Plan Review. This concept is used in other areas in Fairfax County and is critical in developing a funding plan for those urban centers 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/design of roadway projects, ~~construction of roadway projects~~ and dedication of rights-of-way. The commitments will be predicated on the impacts from the individual 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 (eul-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:

	Maximum	Minimum	Recommended	
	Length	Off set	Design	
	Between	From	Connection	
Service Drive	Roadway Connections	Major Roadway	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 among residential, 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 walking and biking as a mode of transportation provides benefits for both the user and the larger community, including improved health, fuel savings, reduced air pollution, and reduced traffic congestion.

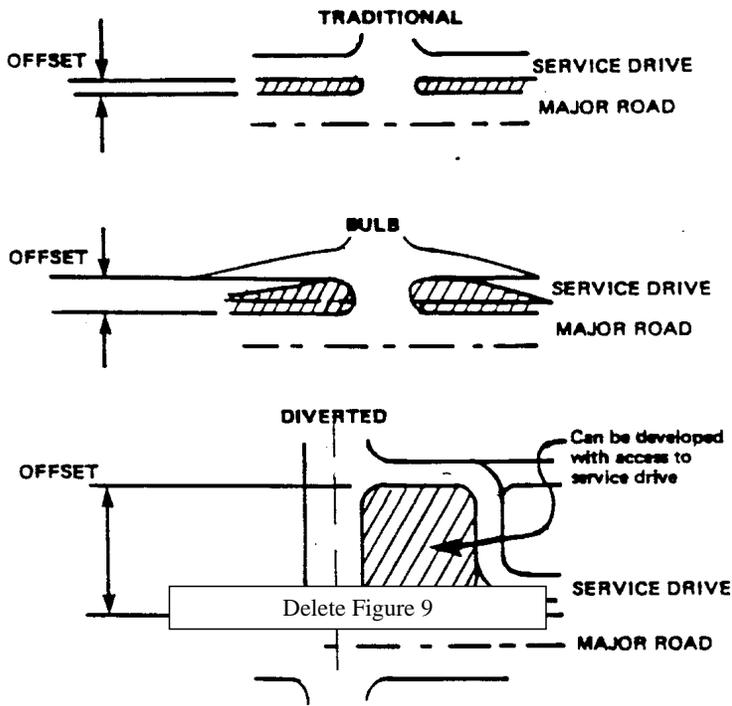
In the Fairfax Center Area, impact studies should ensure that all modes are being served well by the new development, and that multimodal connections are adequate to serve the needs of all users including transit, vehicles, pedestrians, and bicyclists. To achieve this, consideration should be given to safety and security, direct pathways, topography, and the achievement of a balance between traffic delay and a pedestrian friendly environment. Impact studies should quantify the level of service (LOS) for all applicable modes by applying up-to-date standard techniques. It is the intent of these recommendations to maximize the future use of transit, bicycling and walking in the Fairfax Center Area in the future. However, safe and efficient circulation for vehicles will still need to be provided within the Fairfax Center Area.

Pedestrian Mobility

Coordinated walkway networks are fundamental as well as essential and should be required of all development in the Fairfax Center Area. Wherever possible, missing connections or substantial portions of the pedestrian network should be provided with new sidewalks, trails or other improvements. Comprehensive, coordinated walkway networks 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. New development should focus on orienting itself to the pedestrian realm, creating logical connections from the street to the main entrance of the building.

Intersections should be given special consideration to enhance pedestrian safety and convenience. High volume and high speed roadway intersection control and design should accommodate pedestrians through the use of signalized pedestrian crossings, walkways incorporated into roadway grade separations, pedestrian activated signals, crosswalks and pedestrian refuge medians, as applicable. These elements are particularly necessary given the number of high volume traffic arteries in the area which are difficult to cross.

Clear and direct pedestrian connections to bus stops and future transit stops are necessary in the Fairfax Center Area. Local roadway networks that are designed to discourage automotive through



SERVICE DRIVE TYPES
FAIRFAX CENTER AREA

FIGURE 9

~~travel should allow~~ The transportation network should facilitate nonmotorized through travel via cul-de-sac connections, including connections between neighborhoods, walkways connecting cul-de-sacs, and pedestrian connections from neighborhoods to local amenities including parks, shopping centers and schools. Plazas should be located at the focal points of major commercial or high density residential developments where walkways converge. Consideration should be given to the implementation of wayfinding and signage for pedestrians in the Fairfax Center Area, as multimodal transportation options in the area increase. Orientation towards the pedestrian as a vital mode of transportation in the area will be critical.

~~_____~~ Sidewalks and pedestrian facilities should be buffered from the roadway using landscape amenity panels, to create a comfortable environment for the pedestrian. Pedestrian circulation should be provided through and from parking lots, and to transit stops. Walkways width and clearance integrity should not be reduced or comprised by utility poles, roadway signs, mail boxes, etc. These devices/features 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.

Bicycle Facilities

~~_____~~ Bicycling is an important component of a multimodal transportation system and provides additional mobility options. Improving bike connectivity in the Fairfax Center Area is crucial to making the bicycle a more viable mode of transportation. A robust bicycle network is planned for the Fairfax Center Area and can be seen in the County's Bicycle Master Plan. These connections will allow for the movement in and around the Fairfax Center Area, connecting the residential neighborhoods with the more concentrated core areas with retail, residential and office uses. Consideration should be given to the safety of people on bicycles, including the separation of bike facilities from vehicular traffic where desirable.

~~_____~~ Bicycle parking should be provided in every development and redevelopment project. Lack of safe and secure bicycle parking can become a major obstacle in promoting bike mobility in the Fairfax Center Area. With the installation of bicycle parking, careful attention should be given to providing the proper type and amount of parking, at the correct location within a site, with enough space to properly install the parking. Bicycle parking facilities should correspond to long-term and short-term parking needs.

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

Parking Management Guidelines

~~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;
- On street, parallel parking should be included on local streets and on internal streets in new developments to buffer pedestrians from vehicle traffic, and to provide convenient parking for residents.
- Whenever possible, shared parking should be encouraged ~~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.
- Exterior and interior parking lighting design should provide adequate lighting levels that ensure public safety without creating glare and light spillage into adjacent structures, roads, and the pedestrian realm.

~~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 940. This list includes housing developments which, to the county's knowledge, have received some type of housing assistance as defined below, but it should not be considered all inclusive.

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

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

FIGURE 910
FAIRFAX CENTER AREA
ASSISTED HOUSING

(Occupied, or Under Construction, or Approved as of ~~October 2004~~ July 2013)

Location	Land Sub-Unit	Number of Assisted Units	Type of Ownership And Program
<u>Rental Projects</u>			
Penderbrook Penderbrook Drive	B	48	Fairfax County Rental
Cedar Lakes Mozart Brigade Lane	I2	3	Fairfax County Rental
<u>Fair Lakes</u>	<u>G</u>	<u>6</u>	<u>Private/ADU Rental Program</u>
<u>East Market</u>	<u>I4</u>	<u>4</u>	<u>Fairfax County Rental</u>
Water's Edge Green Duck Lane	I5	9	Public Housing
<u>Camden Monument Park</u>	<u>J2</u>	<u>18</u>	<u>Private/ADU Rental Program</u>
<u>Gables Centerpointe</u>	<u>J2</u>	<u>17</u>	<u>Private/ADU Rental Program</u>
<u>Jefferson at Fair Oaks</u>	<u>J2</u>	<u>12</u>	<u>Private/ADU Rental Program</u>
Ragan Oaks Legato Road	J2	51	Public Housing
Coan Pond Residences Pender Drive	K	20	Fairfax County Rental (Working Singles)
<u>Hanley Shelter and Kate's House</u>	<u>M2</u>	<u>25 beds</u> <u>6</u>	
<u>Archstone Fairchase</u>	<u>O1</u>	<u>42</u>	<u>Private/ADU Rental Program</u>
<u>Legato Corner</u>	<u>O1</u>	<u>13</u> <u>40</u>	<u>Fairfax County Rental</u> <u>Private/ADU Rental Program</u>
<u>Fair Oaks Landing</u>	<u>O2</u>	<u>4</u>	<u>Fairfax County Rental</u>
<u>Lincoln at Fair Oaks</u>	<u>O6</u>	<u>18</u>	<u>Private/ADU Rental Program</u>
<u>Residences at the Government Center</u>	<u>P1</u>	<u>270</u>	<u>Public/private partnership serving households earning up to 60 AMI</u>

The Reserve at Fairfax Corner Random Hills Road	P2	41	Private/ADU Rental Program
<u>Fairfax Corner (Bays 2 and 3)</u>	<u>P2</u>	<u>18</u> <u>24</u>	<u>Private/ADU Rental Program</u> <u>Private/WDU Program</u>
<u>The Edge at Fairfax Corner</u>	<u>P4</u>	<u>52</u>	<u>Private/ADU Rental Program</u>
<u>Charleston Square</u>	<u>Q2</u>	<u>1</u>	<u>Fairfax County Rental</u>
<u>Westcott Ridge</u>	<u>Q5</u>	<u>10</u>	<u>Fairfax County Rental</u>
<u>Ridgewood by Windsor</u>	<u>Q9</u>	<u>16</u> <u>24</u>	<u>Private/ADU Rental Program</u> <u>Private/WDU Program</u>
<u>Woodlands Retirement Com</u>	<u>V1</u>	<u>7</u>	<u>Private/ADU Rental Program</u>
<u>Wesley Agape House (Lee Highway)</u>	<u>V2</u>	<u>12 beds</u>	<u>Private/Section 811</u>
<u>Homeownership</u>		<u>46 409*</u> <u>29*</u>	<u>MIDS, First Time Home Buyers, or Affordable Dwelling Units (ADUs) in the First-Time Homebuyers (FTHB) Program Moderate Income Direct Sales (MIDS), HELP and Silver Lining Initiative and proffered units</u>

*Scattered Units

- 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~~
- Homebuyer Equity Loan Program (HELP) and Silver Lining Initiative are loan programs using federal funds to help moderate income families to purchase market rate homes in the County. Financing was both down payment and gap financing in the form of a second deed of trust. The Silver Lining Initiative applied only to the purchase of homes in foreclosure. Both programs are currently not available;
- Workforce Dwelling Units (WDU) are units created through the Board of Supervisors WDU Policy which was adopted in 2007 to provide affordable housing in mid and high-rise buildings which are exempt from the requirements of the ADU ordinance. The WDU policy is a proffer-based incentive system designed to encourage voluntary development of new housing affordable to a range of moderate-income households earning up to 120% of AMI; and
- Affordable Dwelling Units (ADU) for sale or for rent to serve households with incomes up to 70% of Metropolitan Statistical Area (MSA) median income and which are required to be included in certain housing developments of 50 or more units pursuant to Article 2, Part 8 of the Fairfax County Zoning Ordinance. In some instances, units created under the ADU Program may be owned by the FCRHA or a nonprofit organization; if so, they would be considered in one of the other categories above.

In many cases the assisted units represent only a portion of a larger development. Only the number of assisted units is included on the figure. Also, the housing listed as part of the Section 8 program is only that where the Section 8 rent subsidy is tied to specific housing units (project based). Housing where eligible tenants are receiving assistance through the Section 8 Housing Choice Voucher Rental program or where the subsidy transfers with the tenant is not listed since the units change continuously as tenants move. ~~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. Land development in the Fairfax Center Area has the potential to adversely affect environmental resources, and therefore the evaluation of land development proposals should include a set of environmental considerations. Environmental policies for the Fairfax Center Area must be tailored to protect remaining high-quality environmental resources in this area on these more difficult sites.

Water Quality

The Fairfax Center Area includes the headwaters for four watersheds that contain a variety of environmental resources: Difficult Run, Cub Run, Little Rocky Run, and Popes Head Creek. All of

these watersheds except Difficult Run are tributaries to the Occoquan Reservoir water supply. ~~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, better site design and low impact development techniques (see the Environment section of the Policy Plan, Objective 2, Policy k) and preservation and/or restoration of the stream valley Environmental Quality Corridor (EQC) system, that can assure support the preservation and enhancement of water resources of the Difficult Run watershed. One or more of these techniques must should 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. Freshwater wetlands are most likely to be present where hydric soils are found, particularly within floodplains and other areas near streams. The Fairfax Center Area also has 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 land 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, ideally within the watershed.

There is also a need to protect the water and environmental quality of the Occoquan basin area. The Occoquan basin drains approximately 20 percent of the total area of Fairfax County. The reservoir stores water for a large percentage of the Northern Virginia population. Even though the present overall intensity of development within the Occoquan basin is relatively low, water quality levels in the basin are worsening, due to increasing development throughout the multi-jurisdiction watershed. Further influx of development into the area will be detrimental to water quality and wildlife habitats unless environmentally sensitive site development measures are utilized. ~~Protection of water resources should be pursued through effective stormwater management and best management practice techniques that will reduce pollutant runoff and, where practicable, reduce stormwater runoff volumes. 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 ~~impervious cover and stormwater runoff volumes 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~~

Commented [A10]: DPWES has asked for fairly detailed Plan text highlighting stream impairments in the Difficult Run watershed in exchange for deleting this text. DPZ is continuing to work further with DPWES to fine tune this idea, but the specific text is not ready at this time.

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. All projects in the area must comply with stormwater management and best management practice requirements as adopted by the Board of Supervisors. A range of practices and strategies are available to satisfy these requirements. There should be an emphasis on better site design and low impact development (LID) techniques (see the Environment section of the Policy Plan, Objective 2, Policy k) in order to minimize the adverse impacts of stormwater runoff.

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. Point source discharges of pollutants have not been a concern in this area. However, if any such discharges are proposed, they should be studied carefully within the planning process in order to ensure protection of water resources from any water quality degradation.

High water quality should continue to be promoted in the Fairfax Center Area through land use and structural controls 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.
- Per the Environment section of the Policy Plan, Objective 2, Policy l, pursue protection of stream channels and associated vegetated riparian buffer areas along stream channels upstream of Resource Protection Areas (as designated pursuant to the Chesapeake Bay Preservation Ordinance) and Environmental Quality Corridors.
- Encourage the expansion of EQCs beyond the minimum stream valley components by incorporating adjacent areas with natural features worthy of protection and encourage increased on site open space compliance at least 50 percent above minimum requirements.
- Encourage cluster development in areas that are planned for low development densities. Such cluster development should be designed to maximize the preservation of remaining natural resources in the area and to minimize impervious cover, thereby reducing stormwater runoff volumes while maximizing areas within which groundwater resources can be recharged; this would be of particular benefit in the portion of the Fairfax Center Area within which an aquifer recharge area has been identified.

- 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. Ensure that proposed new development provides onsite measures for water quality and quantity controls. Coordination of stormwater management controls among multiple development sites may also be effective in achieving stormwater management goals in an efficient manner. In some instances, new development may present an opportunity to contribute to one or more proposed projects noted in the watershed management plans. and

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

- Environmentally-friendly stormwater design should be an integral design principle that is part of the conceptual stage of site development, recognizing that stormwater management measures may be phased with development. The stormwater design should first seek to minimize the effect of impervious cover, followed by the application of stormwater reuse, retention, detention, extended filtration and, where soils and infrastructure allow, infiltration to improve downstream waters. Coordination of stormwater management controls among multiple sites may also be effective in achieving stormwater management goals in an efficient manner. Stormwater management and water quality controls should be optimized for all future development projects consistent with the scale of such projects and revitalization goals.

Stormwater management and water quality controls for redevelopment should be designed to return water into the ground where soils are suitable or reuse it, where allowed. Stormwater quantity and quality control measures should be provided with the goal of reducing the total runoff volume and/or significantly delaying its entry into the stream system. In furtherance of stream protection and/or restoration through replication of natural hydrologic conditions, the emphasis should be on LID techniques (also referred to as “green stormwater infrastructure”) that evapotranspire water, filter water through vegetation and/or soil, return water into the ground or reuse it. LID techniques of stormwater management should also be incorporated into new and redesigned streets, as well as parking lots, where allowed and practicable.

In addition, at a minimum the following guidelines should be followed for any application at the overlay level where an intensity increase of more than 50 percent or above 1.0 FAR is proposed. Any development proposals should be reviewed on a case-by-case basis for the appropriate optimization of stormwater management and water quality controls, allowing for flexibility in specific approaches taken to achieve these guidelines.

1. For sites that have greater than 50 percent impervious cover in the existing condition, the total volume of runoff released from the site in the post-developed or redeveloped condition for the two-year, 24-hour storm should be at least 25 percent less than the total volume of runoff released in the existing condition for the same storm. Furthermore, the peak runoff rate for the two-year, 24-hour storm in the post-developed condition should be at least 25 percent less than the existing condition peak runoff rate for the same storm.
2. For sites that have 50 percent or less impervious cover in the existing condition, the total volume of runoff released as well as the peak release rate for the one- and two-year, 24-hour storm in the post-developed condition should be equal to or less than the total runoff volume and peak release rate in the existing condition for the same storm.
3. In addition to item 1 or 2 above, stormwater runoff associated with the development should be controlled such that either: (a) the total phosphorus load for the property is no greater than what would be required for new development pursuant to Virginia’s Stormwater Regulations/ the county’s Stormwater Management Ordinance; or (b) an equivalent level of water quality control is provided.

Commented [A11]: DPZ is currently consulting with DPWES on the approach for stormwater management, to include the intensity threshold in which this would take effect. This approach will be finalized in the next few weeks.

4. As an alternative to items 1, 2 and 3 above, stormwater management measures may be provided that are sufficient to attain the Rainwater Management credit of the most current version of Leadership in Energy and Environmental Design-New Construction (LEED-NC) or LEED-CS (Core & Shell) rating system (or equivalent of this/these credit(s)).
5. As an alternative to the minimum guidelines above, stormwater management measures and/or downstream improvements may be pursued to optimize site-specific stormwater management and/or stream protection/restoration efforts, consistent with the adopted watershed management plan(s) that is/are applicable to the site. Such efforts should be designed to protect downstream receiving waters by reducing stormwater runoff volumes and peak flows from existing and proposed impervious surfaces to the maximum extent practicable, consistent with watershed plan goals.

Soils

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

Green Building Practices

Future development and redevelopment within the Fairfax Center Area should promote increased quality of life for the public and improve the quality of natural resources by employing sustainability in planning and design. The Policy Plan's Environment Section provides guidance for green building practices applicable to Suburban Centers and includes sustainable practices such as the achievement of the U.S. Green Building Council's Leadership in Energy Environmental Design (LEED) certification or equivalent third-party certification. To achieve development above the baseline level, extraordinary innovation in green building practices is expected.

HERITAGE RESOURCES

The Fairfax Center Area contains both known and potential heritage resources. A list of those heritage resources included in Fairfax County's Inventory of Historic Sites is listed on Figure 104, and a map of those resources is shown in the Bull Run Planning District on Figure 55 and in the Fairfax 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. Identified heritage resources include:

- Ox Hill Battlefield Memorial Park – The only remaining undeveloped land of the approximately 500 acres of farm, fields and woods where the Civil War Battle of Ox Hill, also known as the Battle of Chantilly, was fought.
- Woodaman House – c. 1790 farm house with log framing interior.

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.

FIGURE 101
INVENTORY OF HISTORIC SITES
FAIRFAX CENTER AREA
(Inventory as of 2013~~6~~)

Name	Location	Planning Sector	Parcel Number	Date
<u>Fairfax Villa Community Park</u>	<u>East of Shirley Gate Road between Lee Highway and Braddock Road, Fairfax</u>	F7	<u>56-4 ((6)) A, 39, 40, 41, 42, 87A; 57-3 ((1)) 1, 2; 57-3 ((7)) A1</u>	<u>c. 5000 BCE- Early 20th Century</u>
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

~~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.~~

Few historic buildings in the area have been formally documented. Reconnaissance surveys in 2016 identified several topics and properties for more thorough documentation. Heritage resource staff in the Department of Planning and Zoning should be contacted regarding resource identification and ongoing survey efforts as directed by the 1988 Heritage Resource Management Plan and the Comprehensive Plan Policy on Heritage Resources. There is the potential for additional heritage resources to be identified. The residential history of the area should be documented. Evaluation of potential resources should provide adequate information to determine if a property qualifies as an identified heritage resource.

The right-of-way for the pre-Civil War Manassas Gap Railroad transverses portions of 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 in the Fairfax Villa Community Park and should be avoided. Several of these resources are particularly vulnerable to public utility impact and should be evaluated. Appropriate archaeological study will be required if any of these sites are to be impacted.

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

Other heritage resources including those protected by Historic Overlay Districts, or listed in the National Register of Historic Places or the Virginia Landmarks Register are also shown on Figure 10~~1~~, and may be identified in the text and recommendations section.

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

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

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

The county's Historic Overlay District is a zoning tool used to regulate proposed new construction and changes to existing structures in areas containing heritage resources to ensure

compatibility with the resources. Site design, facades, demolition, and building materials must be reviewed and approved by the county's Architectural Review Board.

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

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

PUBLIC FACILITIES

Existing public facilities located within the Fairfax Center Area and those to which a future need has already been identified are included in Figure 112. Major expansions of existing facilities (with the exception of federal or state facilities) or uses of land that are distinctly different than the use of the public facility must be considered by the Planning Commission through provisions outlined in Section 15.2-2232 of the Code of Virginia. For these existing facilities minor expansions which are in keeping with the character of the facility may be considered in conformance with the Plan.

Traditionally, public school capacity needs have been addressed through various means including dedication of land, new school construction, additions to existing facilities, interior architectural modifications, use of modular buildings, changes to programs, and/or changes to attendance areas. In addition to the traditional means for addressing school capacity requirements listed above, Fairfax County Public Schools should evaluate other possible school impact mitigation strategies. The impact of development on schools should be mitigated by the developer(s) and the county. Any impact on schools, necessitated by any increased intensity, must be addressed with provisions for mitigation.

~~A number of~~ The following public facilities have been identified as future needs in the Fairfax Center Area. These projects are included for informational purposes and in most cases will require a 2232 Review public hearing before the county Planning Commission prior to being established. Those facilities for which a specific location for future construction has been identified are also listed in the land unit recommendations and are considered a feature of the Comprehensive Plan upon review by the Planning Director and concurrence by the Planning Commission. If such feature shown determination is made, these projects will not require a future 2232 Review public hearing. ~~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 112
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 <u>WMATA Bus Operations Facility</u> *VDOT Maint. Yard <u>Virginia Police Headquarters, PSTOC</u>
O	<u>DixCenGate Eagle View</u> Elem. school site		Fairfax Center Fire Station Co. 40 Site		<u>Sanitary Sewage Pumping Station</u>	
P			County Admin.-Government Center, Herryty 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.~~
14. 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.~~
2. Expand or improve the existing Police Heliport.

PARKS AND RECREATION

The Fairfax Center Area represents both an opportunity and a challenge ~~to create a new model for the provision of~~ providing 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~~ recreate should therefore be a major priority in the development of the Fairfax Center Area.

~~The linear park along Monument Drive~~ Existing local parks and publicly accessible open spaces, and the Environmental Quality Corridors radiating outward from the headwaters of several stream valleys within the Fairfax Center Area ~~should form the backbone of the park~~ 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. Publicly accessible areas on public and private land including trails and bikeways ~~The boundaries of the linear park along Monument Drive being developed by the private sector should be clearly delineated to show its relationship to others~~ supplement the public park and recreation elements.

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

New residents, employees and visitors increase the need for park space and recreational facilities which cannot be adequately met in the existing public parks. Limited opportunities remain to add significant parkland in the Fairfax Center Area. Therefore to offset impacts to park resources and service levels, all development within the Fairfax Center Area should contribute to creating new parks, adding park facilities, constructing trails, protecting remaining natural areas as well as cultural features in this area. Natural and cultural resource impacts on parks must be mitigated through best practice design, protections, and restoration methods. Future development in this area should also be encouraged to achieve environmental reclamation of degraded EQCs and other sensitive features.

The Park Classification System adopted as a part of the Policy Plan outlines a hierarchy of park and recreation facilities which should be jointly developed by the public and private sector as follows. [Figure 12 lists the parks within the Fairfax Center Area.](#)

Neighborhood-Local Parks

Public local parks in close proximity to residents are deficient in the Fairfax Center Area. On-site Neighborhood-Local park facilities should be provided as part of all planned residential development with an effort to connect to the broader park system within Fairfax Center area through green infrastructure and trails. 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 outlined in Appendix 2 of the Parks and Recreation Element of the Policy Plan, as integral features of mixed-use and transit-oriented development in the Fairfax Center Area. These parks should be developed and managed primarily by the private sector in accordance with the Urban Parks Framework with planning and program support should be provided by public agencies. Private open space connectivity, such as that provided by Fair Lakes League, supplements the local park provision. Non-park public spaces, such as the Government Center grounds, are easily accessible to a large number of Fairfax Center Area residents, workers, and visitors who enjoy its landscaped areas, events and trail network. Its central location and various features serve an important local park and community building function. As most residents in the area lack yards, the need for additional dog parks and areas for community gardens are particularly important deficiencies to address.

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.~~

Several district parks serve the Fairfax Center area including Oak Marr Park, Patriot Park, Braddock Park, Willow Springs Park, Poplar Tree Park, and Greenbriar Park. These parks offer a RECenter, athletic field complexes, golf and driving range, mini-golf, picnic pavilions and other features that support broad recreational needs. In addition, athletic fields offering community use are provided in schools located within and on the perimeter of Fairfax Center Area. Penderbrook Golf Course, a privately operated facility, is open to the public.

FIGURE 12
FAIRFAX CENTER AREA
EXISTING PUBLIC PARKS
(As of May 2016)

<u>Local</u>	<u>District</u>	<u>Countywide</u>	<u>Resource-Based</u>	<u>Regional, State & Federal</u>
<u>Arrowhead</u>	<u>Poplar Tree</u>		<u>Ox Hill Battlefield</u>	
<u>Carney</u>			<u>Piney Branch S.V.</u>	
<u>Dixie Hill</u>			<u>Random Hills</u>	
<u>Fair Oaks</u>				
<u>Fair Ridge</u>				
<u>Fair Woods</u>				
<u>Greenbriar Commons</u>				
<u>Stringfellow</u>				
<u>Willow Pond</u>				

Resource-Based Parks

Resource-based parks have significant cultural and natural resources. These parks support nature, horticulture and history programs, gardening, nature watching and appreciation of local, regional, state, and national history. Although located mostly on the perimeter of the Fairfax Center Area, extensive stream valley parks are part of the resource-based parks network. These stream valleys provide opportunities for increased connectivity, trails, nature enjoyment, habitat protection and interpretative features. Some resource-based parks may have separate areas designated for recreation purposes.

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 and interpretive trail and features is a significant cultural resource-based park that commemorates this a 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 and stream valley parks. High volume and high speed roadway intersection control and design should accommodate pedestrians through the use of separate pedestrian grade-separated crossings, walkway incorporation into roadway grade separations, pedestrian activated signals and crosswalks. Local roadway networks that are designed to discourage automotive through travel should allow nonmotorized through travel via cul-de-sac connections. ~~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.

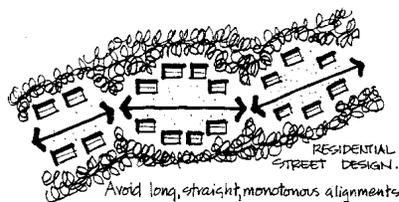
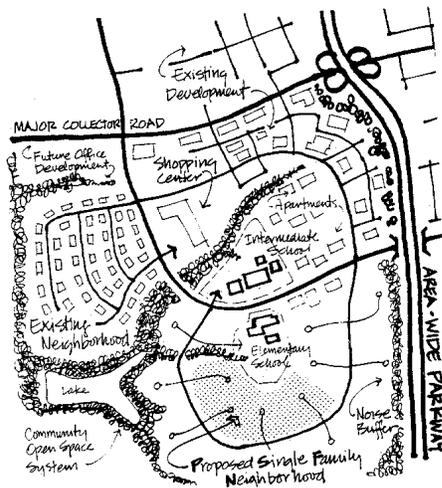
USE-SPECIFIC PERFORMANCE CRITERIA

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

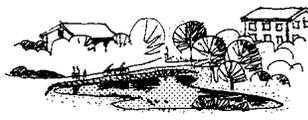
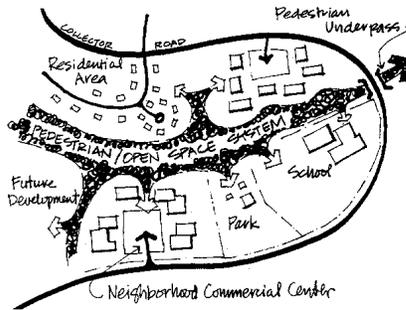
Residential/Single-Family Detached Housing Criteria

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



- Establish distinct utility and landscaping corridors within street rights-of-way.
- Reduce amount of impervious surfaces (roads, parking, buildings, etc.) through use of cluster design techniques.
- **Open Space/Community Facilities**
 - Integrate natural open space amenities into overall neighborhood design.
 - Provide continuous pedestrian/open space system linking neighborhood activity nodes internally and externally.
 - Provide public park and recreational areas/facilities for residents' use; link to the open space system.
 - Design safe pedestrian system crossings at roads; provide grade-separated intersections when possible.
 - Use natural (especially wooded) open space corridors/areas as transition zones, visual amenities and buffers.
- **Buffers**
 - Use varying types and density/intensity of development as buffers for incompatible uses.
 - Take advantage of natural landscape edges and elements in buffering and defining neighborhood units.
- **Utility/Service Areas**
 - Use grass swales for surface drainage, when possible.
 - Provide stormwater detention/retention structures which can be retained as open space amenities.
 - Place all electrical utility lines underground; screen utility substations and service areas from public view.

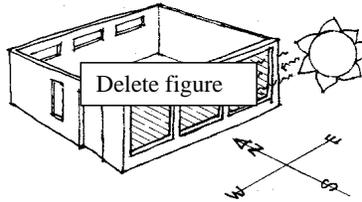
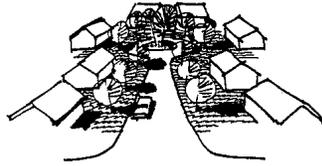


Architectural Design

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

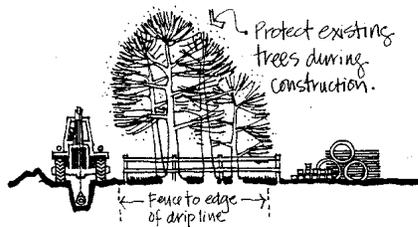


- Functional Relationships/Facade Treatment
 - Select and site appropriate building types with respect to natural topography (e.g., split level vs. slab, etc.)
 - When units are in close proximity, locate windows/doors for maximum privacy between units.
 - Site units to maximize potential for shared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

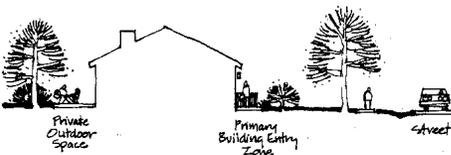
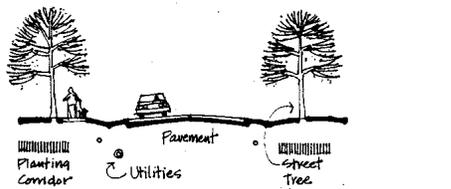


pool areas, parks, etc.).

- 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

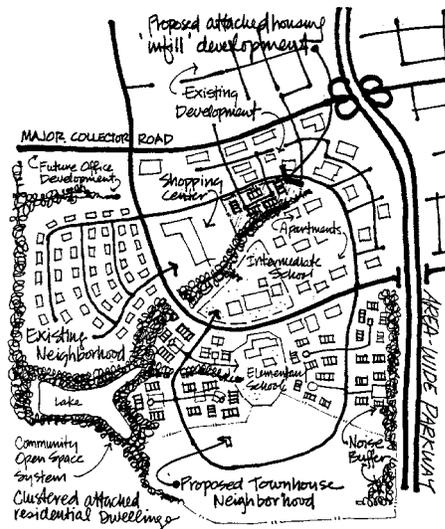


- Outdoor utility sheds/buildings should relate to dwelling architecture and style.

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

Site Planning

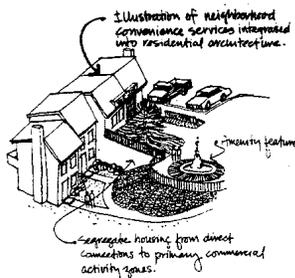
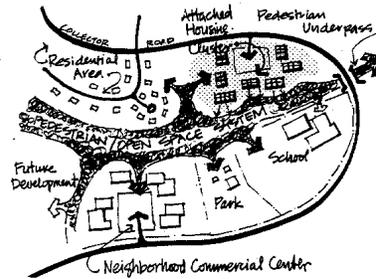
- General
 - Integrate new development with existing and future adjacent land uses.
 - Plan development in reasonably-scaled neighborhood modules.
 - Provide appropriate level, scale and location of support services/facilities (e.g., convenience commercial).
 - Provide pedestrian linkages to community-wide 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.
 - Use green building techniques in planning and design.
 - Preserve or recover and record significant heritage resources.
- Access/Roads/Parking
 - Provide adequate, safe auto access to the neighborhoods from appropriate level roadways.
 - Use a hierarchical system of internal roadways and drives; do not access units directly onto major collector roads.
 - Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) through sensitive street/parking design/construction.
 - Road alignments should reinforce neighborhood scale; avoid long, straight, monotonous residential streets.
 - Avoid on-street parking; provide adequate off-street parking areas in scale with architectural masses.
 - Provide off-street, screened parking areas for special vehicle storage (e.g., recreation vehicles, boats, trailers, etc.).



- Establish distinct utility and landscaping corridors within street rights-of-way.
- 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.

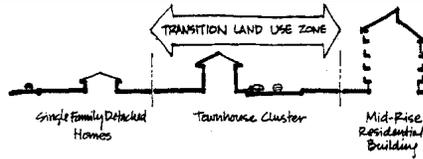
Architectural Design

• Scale/Mass/Form

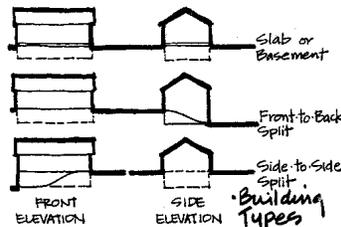
- Provide general consistency in residential dwelling scale within each neighborhood.
- Create interest through sensitive detailing and use of basic geometric forms for dwelling units.
- Use varied setbacks to create interesting architectural (mass) relationships to the street.
- Cluster units around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

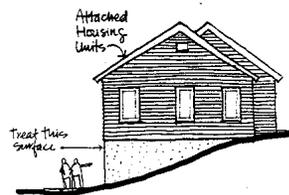
- Select and site appropriate building types with respect to natural topography (e.g., split level vs. slab, etc.)
- When end units are in close proximity, locate windows/doors for maximum privacy between units.
- Segregate primary building entries from service-type entries.
- Use current energy conservation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

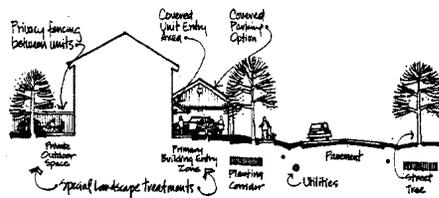


- them consistency while avoiding literal facade repetition among units.
- Use similar architectural materials within a given cluster of dwellings.
- Keep architectural facade material types to a minimum on any single dwelling.
- Carry all attached facade materials (such as wood siding) down to a finished 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.

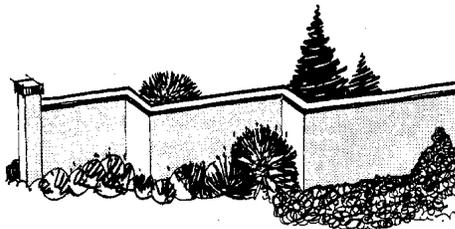
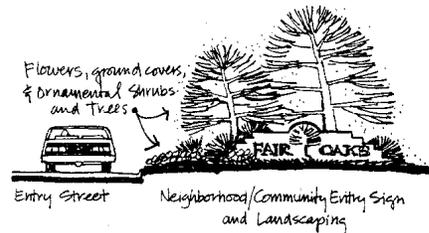
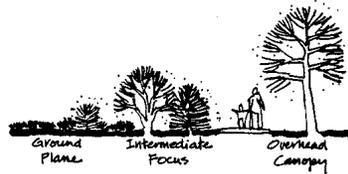


Landscape Architectural Design

- 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.

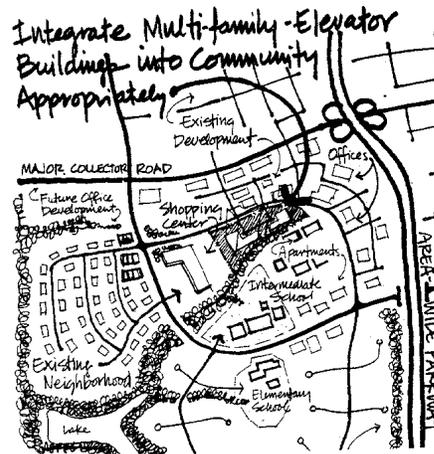
- Consider provision of other outdoor architectural elements, such as trellises or kiosks.
- Provide outdoor seating at appropriate activity areas (e.g., tot lots, pool area, etc.).
- Provide hard-surfaced landscaped recreational areas, especially around swimming pool/clubhouse areas.



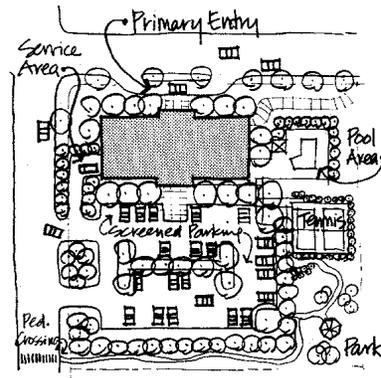
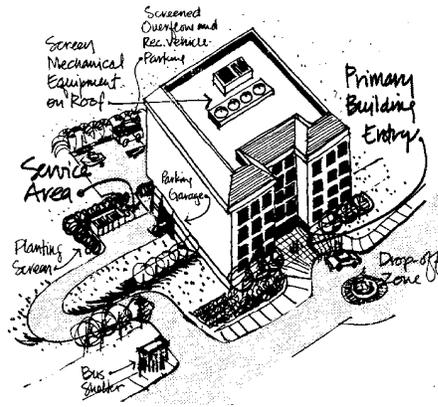
Residential/Multifamily-Elevator Housing Criteria

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~~ green building techniques in planning and design.
 - Provide a quality visual image to all (off-site) public views, as the structure will be considered an area-wide visual amenity.
 - Take care in siting tall structures to avoid (sun) shading of structures on adjacent lots.
 - Preserve or recover and record significant heritage resources.
- Access/Roads/Parking
 - Provide adequate, safe auto access into

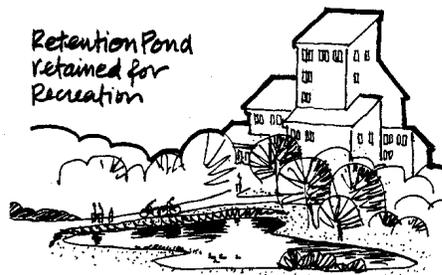


- the site from appropriate level roadways.
- Use a hierarchical system of internal streets and drives; do not access buildings directly onto major roads.
- Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) through sensitive street/parking lot design/construction.
- Segregate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



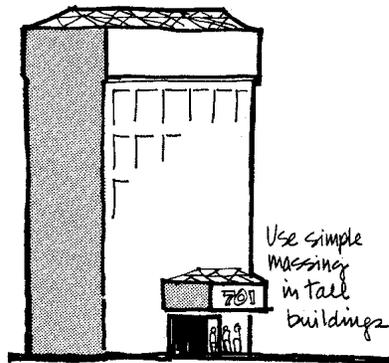
- Open Space/Community Facilities
 - Integrate natural open space amenities into overall site plan development.
 - Provide a continuous pedestrian/open space system linking on- and off-site activity nodes.
 - Provide courtyard, park and recreational areas/facilities (e.g., pools, tennis courts, tot lots,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



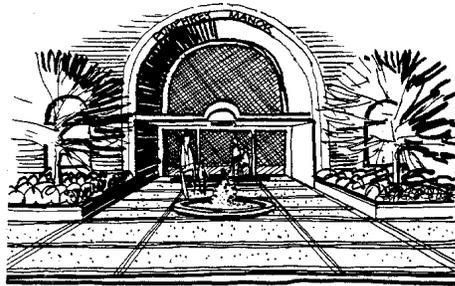
Architectural Design

- 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



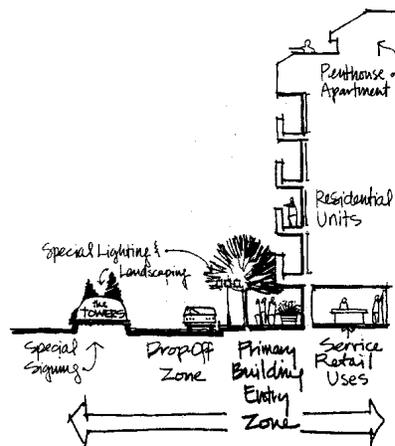
maximize solar heat gain/retention for heating by sensitive design treatment.

- 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

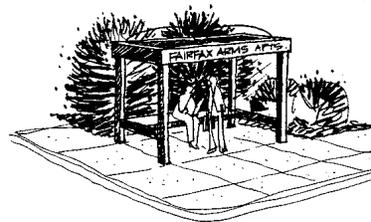
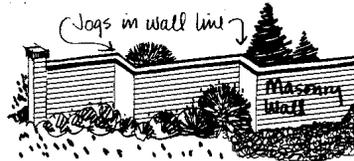


receive consistent maintenance.

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

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

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



Mixed Use Criteria

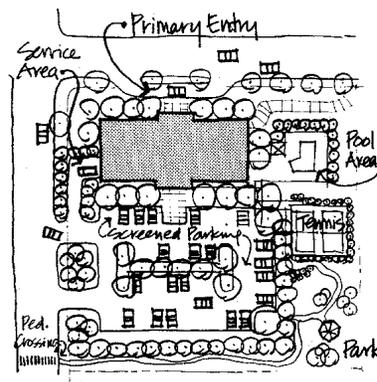
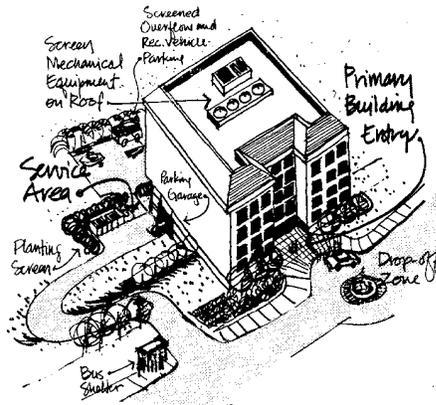
Site Planning

- General
 - Integrate new development with existing and future adjacent land uses appropriately; locating it within cores and near mass transit access points with

- quality pedestrian access.
- Select type and scale of commercial office uses within each development which will serve local area needs.
- Plan development using reasonably-scaled architectural masses, which relate positively to site and adjacent use conditions through siting, setbacks and landscaping.
- Provide appropriate level, scale and location of support services/facilities (e.g., convenience commercial) integrated into overall architectural design.
- Provide pedestrian linkages to community-wide amenity areas, services and facilities.
- Consider potential highway noise impacts in community, neighborhood and dwelling unit design.
- Use green building techniques in planning and design.
- Provide a quality visual image to all (off-site) public views, as the structures will be considered an area-wide visual amenity.
- Take care in siting tall structures to avoid (sun) shading of structures on adjacent lots.
- Use criteria for shared parking and open space between uses in site development, if feasible.
- Preserve or recover and record significant heritage resources.

• Access/Roads/Parking

- Provide adequate, safe auto access into the site from appropriate level roadways.
- Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) through sensitive street/parking design/construction.
- Segregate resident and service entry areas; provide adequate area for service/emergency vehicle access and operation.
- Use structured parking whenever possible; integrate parking decks into overall building architecture.
- Segregate service and maintenance drives and parking areas from customer entry and parking zones.
- Establish distinct utility and landscaping corridors within street rights-of-way and parking areas.



- Provide a well-landscaped, high-quality image toward the street, and buffer service areas from public view.
- Adhere to existing Fairfax County development standards for minimum parking space and drive dimensions, etc.
- Open Space/Community Facilities
 - Integrate natural open space amenities into overall site plan development.
 - Provide a continuous pedestrian/open space system linking on- and off-site activity nodes.
 - Provide courtyard, park and recreational areas/facilities for use of residents; link to the open space system.
 - Design safe on-site pedestrian systems and crossings at roads.
 - Consider inclusion of neighborhood-level facilities as part of a mixed-use program for neighborhood centers (e.g., recreation uses and small commercial, office and service uses, etc.)
 - Use natural (especially wooded) open space corridors/areas as transition ones, visual amenities and buffers.
 - Integrate on-site service and amenity features into overall functional and design scheme.
- Buffers
 - Use varying scale and arrangements of structures on-site to act as buffers for incompatible use relationships.
 - Take advantage of natural landscape edges and elements in buffering and defining architectural elements.
 - Use architectural elements (walls, buildings, etc.) as visual and roadway noise buffers.
- Utility/Service Areas
 - Use curb and gutter drainage systems adjacent to buildings and main parking areas, but use grass swales, when possible, in other areas on-site.
 - Provide stormwater detention/retention structures which can be retained as open space amenities.
 - Place all electrical utility lines underground; screen utility substations and service areas from public view.
 - Screen all service/maintenance areas from public view.
 - Provide for safe on-site storage and



off-site disposal of refuse and wastes generated by commercial/service uses.

Architectural Design

• Scale/Mass/Form

- Maintain relatively simple massing in tall structures, with openings and entries clearly articulated through building offsets and texture/material changes.
- Adhere to established Fairfax County building bulk and setback requirements.
- Create interest through sensitive detailing and use of basic geometric forms for commercial structures.
- Use varied setbacks to create interesting architectural (mass) relationships to the street.
- Integrate architectural masses/forms into natural topography of site.

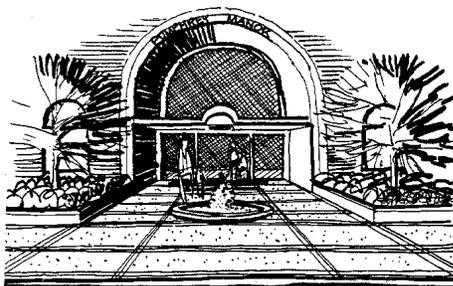
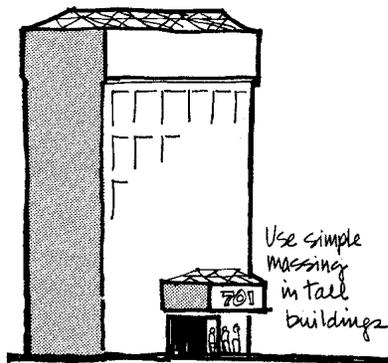
• Functional Relationships/Facade Treatment

- Select and site appropriate building types with respect to natural topography.
- Segregate primary building entries from service-type entries.
- Dwelling unit number and arrangement for each building should reinforce feeling of security and neighborhood among residents.
- Avoid false facade treatments which are unrelated to building form/ function.
- Carefully select and restrict the variety of architectural facade materials for each building, but avoid monolithic facade treatments.
- Establish architectural theme consistency.
- Integrate community and resident service uses into building architecture.
- Incorporate major landscaped plazas at major building entrances, featuring special paving, seating, plantings and water features such as fountains.

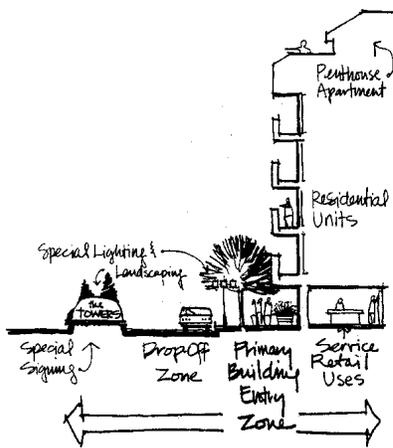
Landscape Architectural Design

• Landscaping

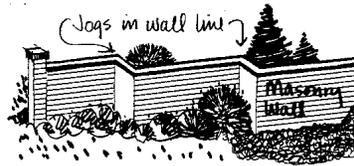
- Preserve existing quality vegetation to the greatest extent possible, integrating it into new designs.
- Restore disturbed areas to a visually appealing landscape character through



- landscape architectural treatment.
 - Provide street trees along all roadways and shade trees in parking areas; use consistent species groupings to reinforce development character.
 - Provide well-landscaped special use areas for neighborhood residents (e.g., pool areas, parks, etc.).
 - Use special landscape treatments to define primary building entry zones.
 - Buffer incompatible uses with land forms and/or landscape materials as needed.
 - Use overhead canopy, intermediate focus and ground cover type plants to achieve functional goals.
 - Locate street trees along roadways and parking areas in landscape corridors away from underground utilities.
 - Use special landscape treatments to identify and reinforce entry areas.
 - Promote seasonal visual interest at major neighborhood focal points by using flowers and ornamental shrubs, trees, etc.
 - Select low-maintenance landscape materials for common areas not likely to receive consistent maintenance.
- Site Furnishings/Signing and Lighting
 - Provide a well-designed signage system to identify buildings and direct safe movement for ingress and egress (vehicular and pedestrian).
 - Provide street, parking and pedestrian lighting systems consistent in style/intensity with each system's needs.
 - Ensure site-wide architectural theme and light fixture style consistency.
 - Ensure quality design for commercial signs on site and on building facades; all buildings (within the same development) should portray consistency in signing criteria adherence.
 - Use special lighting techniques, such as up-lighting, to accentuate primary entry plazas and high-image architectural elements.
 - Ensure neighborhood architectural theme and light fixture style consistency.
 - Site Furnishings/Walls and Minor Structures
 - Use concrete or masonry walls in conjunction with building style and materials for screening and grade-change accommodation.



- Use materials which relate to the proposed function of the fence or wall (e.g., solid for privacy).
- Use wall and fence materials and style consistent with the development's architectural materials and style.
- Avoid long, monotonous walls by incorporating jogs or setbacks for visual interest.
- If entry gates are used, ensure that design is high quality and integrated into adjacent wall architecture.
- Provide bus shelters at major site entries as needed to serve residents utilizing existing or proposed transit services; integrate structure design into project architectural theme, if possible.
- Consider the provision of gazebos, information kiosks or other outdoor structures for use of residents.
- Provide outdoor seating, some covered, at major on-site activity areas.
- Provide hard surfaced recreational areas on-site.
- Outdoor utility sheds/buildings should relate to major building architecture and style.
- Provide walled enclosures to screen outdoor storage and refuse (dumpster) areas.
- Keep architectural facade material types to a minimum on any single building facade.
- Carry all attached facade materials (such as wood siding) down to a finished grade elevation, or paint exposed walls to match such facades.
- Avoid false facade treatments which are unrelated to building form/function.
- Carefully select and restrict the variety of architectural facade materials for each building.



Commercial/Low Density Office and Neighborhood Center Criteria

Site Planning

- General
 - Integrate new development with existing and future adjacent land uses appropriately; locate new centers with quality vehicular and pedestrian access.
 - Select type and scale of commercial office uses within each development

which will serve local area needs.

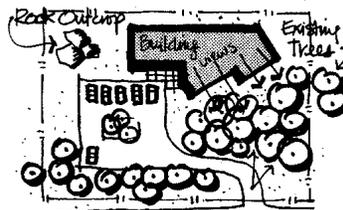
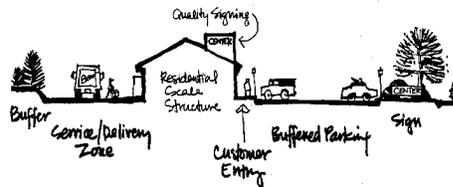
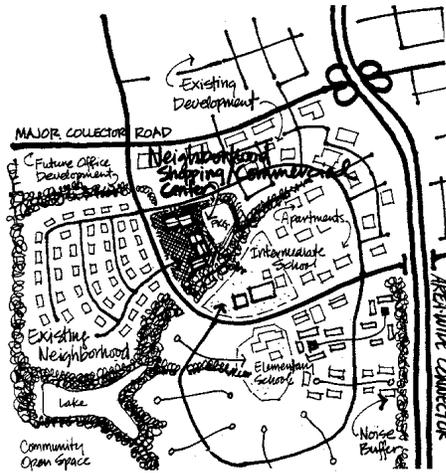
- Use criteria for shared parking and open space between uses in site development, if feasible.
- Provide pedestrian linkages to residential neighborhoods and community-wide amenity areas, services and facilities.
- Use ~~energy conservation based criteria~~ green building techniques in planning and design.
- Preserve or recover and record significant heritage resources.

• Access/Roads/Parking

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

• Open Space/Community Facilities

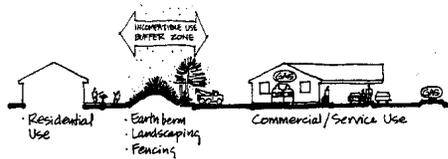
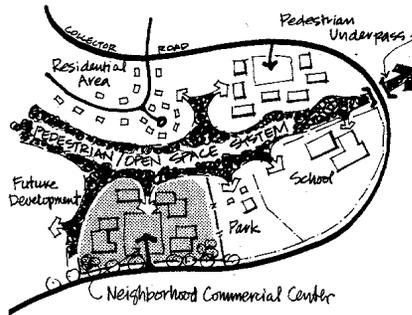
- Integrate natural open space amenities into overall site design.
- Provide on-site pedestrian system links to neighborhood and community-wide pedestrian systems.
- Consider inclusion of neighborhood-level facilities as part of a mixed-use program for neighborhood centers (e.g., recreation uses and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



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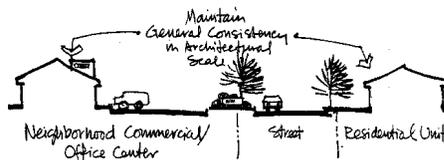
design.

- 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

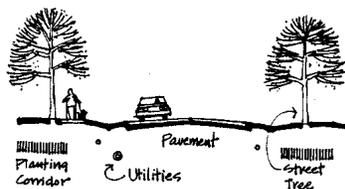
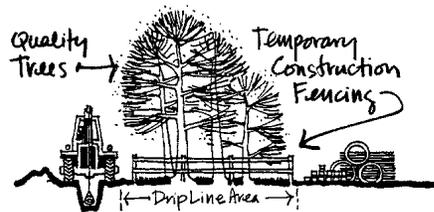
• Landscaping

- 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

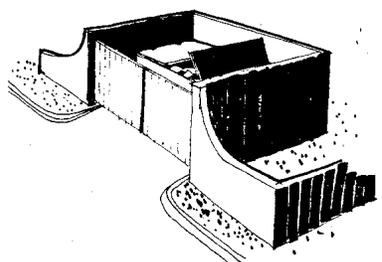
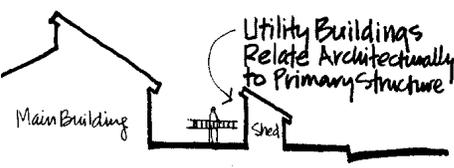
- Provide a well-designed signage system to identify buildings and direct safe movement for ingress and egress (vehicular and pedestrian).
- Provide well-designed project entry signs at major auto/pedestrian entry areas.
- Ensure quality design for commercial signs on-site and on building facades; all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



Screen refuse container ('dumpster') areas.

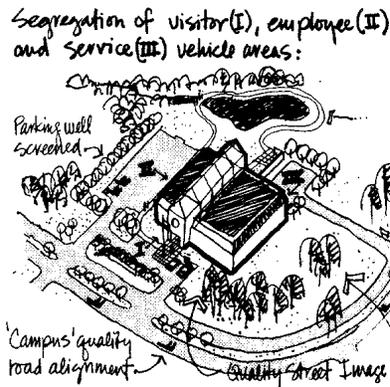
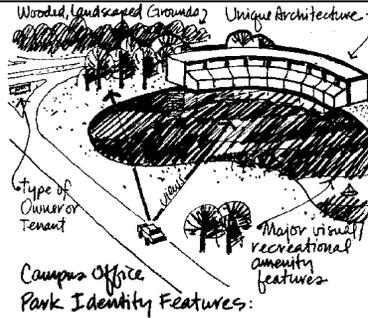
Commercial/Campus Style Office Park Criteria

Site Planning

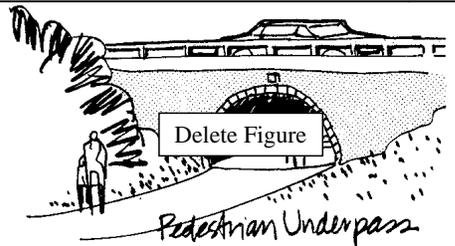
- General
 - Integrate new development with existing and future adjacent land uses appropriately.
 - Plan development in relatively large-scaled tracts to assure substantial open space provision.
 - Establish a strong sense of identity for each particular office campus or park.
 - Provide appropriate 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~~ green building techniques in planning and design.
 - Preserve or recover and record significant heritage resources.
- Access/Roads/Parking
 - Provide adequate, safe auto access into the development from appropriate-level roadways.
 - Use a hierarchical system of internal drives and roadways; do not access parking directly onto major collector roads.
 - Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) through sensitive road, building and parking design/construction.
 - Provide well-screened off-street parking areas for employees/visitors.
 - Road alignments should reinforce campus quality and scale; avoid long, straight, monotonous street layouts.
 - Provide some parking areas for compact cars in order to reduce the area of impervious site cover.
 - Provide screened parking areas for special vehicle parking/storage (e.g., maintenance vehicles, trailers, equipment, etc.).
 - Establish distinct utility and landscaping corridors within street rights-of-way and parking areas.
 - Segregate service, maintenance and loading zones from employee/visitor vehicle areas.
 - ~~Orient roadways to maximize southern (solar) exposure for office buildings, when possible.~~
 - Provide a well-landscaped high-quality image toward the street.
 - Reduce impervious surfaces (roads, parking, buildings, etc.) through use of cluster design techniques.
 - Adhere to existing Fairfax County development standards for minimum parking space and driveway dimensions.
 - Open Space/Community Facilities
 - Integrate natural open space amenities into overall site design.
 - Provide a continuous pedestrian/open space system linking activity nodes internally and externally.

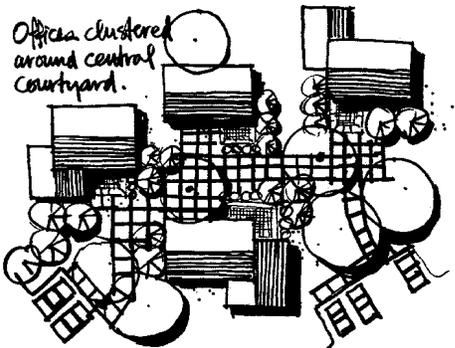


- Design safe pedestrian system crossings at roads; ~~provide grade-separated intersections at these points when possible; incorporate handicapped access elements, such as ramps, into system design.~~
- Use natural (especially wooded) open space corridors/areas as transition zones, visual amenities and buffers.
- Buffers
 - Use varying scales and arrangements of building masses as buffers for incompatible use relationships.
 - Take advantage of natural landscape edges and elements in buffering and defining building and parking zones.
 - Use existing vegetation masses along with earth berms and architectural walls as visual and roadway noise buffers.
- Utility/Service Areas
 - Use grass swales for surface drainage whenever possible.
 - Provide stormwater detention/retention structures which can be retained as open space amenities.
 - Place all electrical utility lines underground; screen utility substations and service areas from public view.
 - Provide for safe on-site storage and off-site disposal of refuse and wastes generated by commercial/service uses.
 - ~~Consider common solar energy systems serving entire office park developments, when feasible.~~



Architectural Design

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



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

Landscape Architectural Design

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

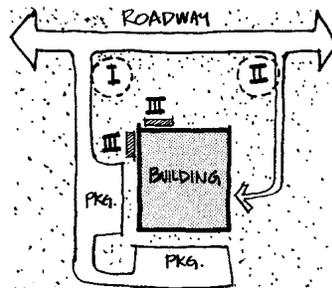
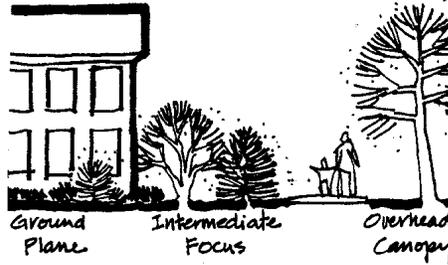


architectural and site focal points by using flowers and ornamental shrubs, trees, etc.

- Select low-maintenance landscape materials for areas not likely to receive consistent maintenance; maintain landscape materials in all entry and streetscape areas.
- ~~Protect solar access to buildings when incorporating landscape materials.~~

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

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

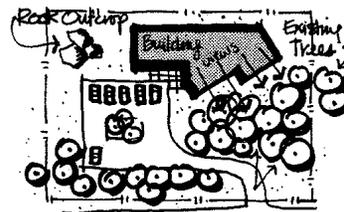
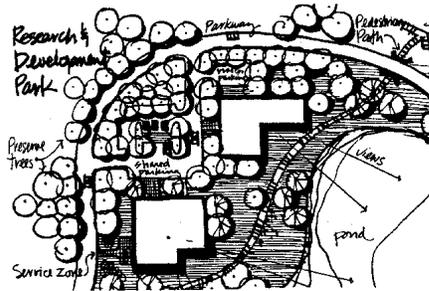


- BASIC SIGN CATEGORIES:**
- I Entrance Identification
 - II Service Entrance
 - III Building/Corporate Logo

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 green building techniques in planning and design.
 - Preserve or recover and record significant heritage resources.
- Access/Roads/Parking
 - Provide adequate, safe auto and truck access into the development from appropriate level roadways.
 - Use a hierarchical system of internal roadways; do not access parking/service areas directly from major collector roads.
 - Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) through sensitive utility right-of-way, road, building and parking design/construction.
 - Road alignments should reinforce development quality and scale; avoid long, straight, monotonous street layouts.
 - Provide off-street, screened parking areas for special vehicle parking/ storage (e.g., maintenance vehicles, trailers, utility equipment, etc.).
 - Establish distinct utility and landscaping corridors within street rights-of-way and parking areas.



- Segregate service, utility equipment, maintenance and loading zones from employee/visitor vehicle areas.
 - ~~Orient roadways to maximize southern (solar) exposure for office/industrial buildings, when possible.~~
 - Reduce impervious surfaces (roads, parking, buildings, etc.) through use of cluster design techniques.
 - Adhere to existing Fairfax County development standards for minimum parking, loading and driveway space requirements.
- Open Space/Community Facilities
 - Integrate natural open space amenities into overall site design.
 - Provide a continuous pedestrian/open space system linking activity nodes internally and externally.
 - Design safe pedestrian system crossings at roads; provide grade-separated intersections when possible; use handicapped-access design criteria.
 - Use natural (especially wooded) open space corridors/areas as transition zones, visual amenities and buffers.
 - Use utility right-of-way corridors as potential pedestrian systems.
- Buffers
 - Provide safety fencing or walls around potentially dangerous service, industrial or utility uses.
 - Use varying scales and arrangements of building masses as buffers for incompatible use relationships.
 - Take advantage of natural landscape edges and elements in buffering and defining building, utility equipment and parking zones.
 - Make special efforts to screen utility complexes from public view; consider off-site visual impact of tall utility structures in design and siting of such elements.
- Utility/Service Areas
 - Use grass swales for surface drainage whenever possible.
 - Provide stormwater detention/retention structures which can be retained as open space amenities.
 - Place all electrical utility lines underground; screen utility substations

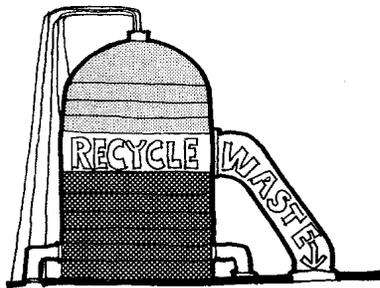
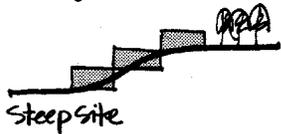
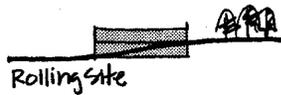
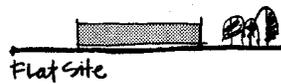


and service areas from public view.

- Provide for safe on-site storage and off-site disposal of refuse or wastes generated by research and development, industrial or utility uses.

Architectural Design

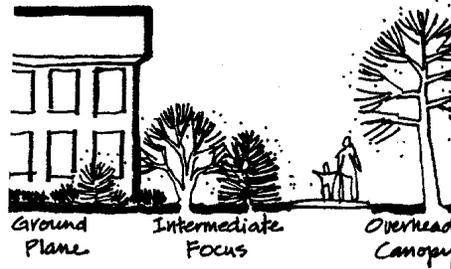
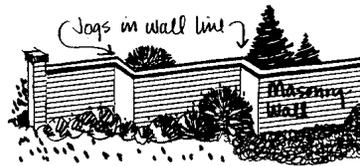
- Scale/Mass/Form
 - Provide general consistency in architectural scale within each development cluster.
 - Create quality architectural statements through the use of basic geometric forms reflecting each building's function.
 - Use varied building setbacks to create interesting architectural (mass) relationships to the street.
 - Cluster buildings around courtyard-like areas to reduce overall visual impact of large scale architectural masses.
 - Buildings with large floor module needs should be located on flat or gently sloping sites.
- Functional Relationships/Facade Treatment
 - Select and site appropriate building types with respect to natural topography.
 - Segregate primary building entries from service-type entries, when applicable.
 - ~~Use current energy conservation technology in architectural and heating/cooling systems design and for industrial process power sources.~~
 - ~~Minimize solar heat gain for cooling and maximize solar heat gain/retention for heating by sensitive design treatment.~~
 - Use similar architectural materials within a given cluster of buildings.
 - Keep architectural facade material types to a minimum on any single structure.
 - Carry all attached facade materials down to a finished grade elevation or paint exposed walls to match such facade materials.
 - Avoid false facade treatments which are unrelated to building form/function.
 - Consider the use of special paint and graphic treatment to industrial and utility structures and elements (e.g., super graphics or color coded utility tanks, pipes and structures).
 - Carefully select and restrict the variety of architectural facade materials for each building or structure.



'Super-graphics' utilized on Utility Structures

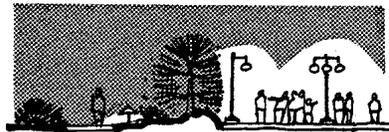
Landscape Architectural Design

- Landscaping
 - Preserve existing quality vegetation to greatest extent possible, integrating it into new designs.
 - Restore disturbed areas to a visually appealing landscape character through landscape architectural treatment.
- Site Furnishing/Fencing/Walls/Minor Structures
 - Use walls and fences as unifying architectural elements between related, but separate, buildings when possible.
 - Use materials which relate to the proposed function of the fence or wall.
 - Provide adequate safety fencing or walls around industrial or utility uses, as needed.
 - Use wall or fence materials and style consistent with building architectural materials and style.
 - Avoid long, monotonous solid walls or fence lines by using jogs or setbacks for visual interest.
 - Outdoor utility sheds/buildings should relate to major building architecture and style.
 - Provide walled enclosures to screen outdoor utility/storage/service areas.
 - Provide shade trees in parking lots; use consistent species groupings to reinforce development character.
 - Locate street trees along roadways in landscape corridors away from underground utilities.
 - Use special landscape treatments to identify and reinforce major development entry areas.
 - Use special landscape treatments to define primary building entry zones.
 - Buffer incompatible uses with land forms and/or landscape materials, as needed.
 - Use overhead canopy, intermediate focus and ground cover-type plants to achieve functional goals.
 - Promote seasonal visual interest at major focal points by using flowers and ornamental shrubs, trees, etc.
 - Select low-maintenance landscape materials for areas not likely to receive consistent maintenance.



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

- Site Furnishings/Signage 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