PLAN FORWARD

Land Use Element

Draft Text Changes

Changes to the Policy Plan Draft Text

On December 6, 2022, the Board of Supervisors authorized Plan amendment (PA) 2022-CW-2CP with the goal of a complete update to the Countywide Comprehensive Plan Policy Plan (Policy Plan). The Plan amendment was divided into two phases with Phase 1 focusing on updates to the Preface/Introduction, Land Use, Transportation, Environment, Parks and Recreation, and Human Services elements, as well as proposing the addition of policies addressing community health and equity. The elements included in the first phase are those most often used during the development review and long-range planning process.

Draft Plan text was initially released in Spring of 2025 and is located under Outreach Materials, Outreach Phase III on the project webpage, and has been revised based on additional community feedback, including discussions with the Board of Supervisors and Planning Commission. In order to easily identify the changes to the draft text since the Spring 2025 publication, the changes have been highlighted in yellow and are located on the project webpage under Outreach Materials, Outreach Phase IV. Clean versions of the draft Plan text are available as Attachments 1A through 1G, along with staff's analysis of the draft Plan text, in the Staff Report.

The Fairfax County Planning Commission and the Fairfax County Board of Supervisors will hold public hearings on the proposed Plan amendment in the Board Auditorium, Ground Level, Government Center Building, 12000 Government Center Parkway, Fairfax, Virginia as follows:

Planning Commission Public Hearing: October 15, 2025, at 7:30 p.m.
Board of Supervisors Public Hearing: November 18, 2025, at 4:30 p.m.

LAND USE

INTRODUCTION

Development in Fairfax County evolved over time from a primarily residential pattern with limited commercial activity, into a community marked by rapid employment growth, especially during the 1970s and 1980s. During that time, office development became the dominant form of nonresidential land use, often occurring in areas originally zoned for industrial purposes. While this growth created local job opportunities, it also attracted commuters from across the region, challenging a road network originally designed predominately for travel into Washington, D.C. Additionally, residential and employment areas remained ~~largely~~ spatially separated, resulting in long commutes and limited options for public transit due to low-density, ~~spatially separated~~ land use patterns.

In response to these challenges, Fairfax County adopted the 1990 Planning Horizons Comprehensive Plan to reshape its land use policies. This plan introduced a more structured approach to managing growth, ~~focusing~~ focused on compatible land use patterns, intensity, and pace of development, to provide a logical framework for future land use ~~decision-making~~ at a countywide, area-wide, and site-specific level. Central to the Plan was the Concept for Future Development, which emphasized concentrating employment growth within designated Mixed-Use Centers and Industrial Areas, which together constitute about 10% of the county's land, to encourage more integrated development. Since then, key areas like Tysons, Reston, ~~and~~, Merrifield, and Fairfax Center have evolved into vibrant mixed-use areas supported by expanded Bus Rapid Transit (BRT), Metrorail expansion along the Silver Line, and enhanced bus networks.

However, given the historical development pattern of the county, as well as the relatively small geographies of the county's Mixed-Use Centers, the need for more efficient land use patterns remains an outstanding issue. While ~~T~~the Concept for Future Development ~~policy of focusing growth in mixed-use centers~~ has succeeded in focusing growth in mixed use centers, it has also resulted in limited housing options across the remaining 90% of the county, ~~much~~most of which is ~~currently~~ planned to remain as currently developed. Encouraging an ~~broader~~integrated mix of uses throughout the built environment, with a focus on human scale places and movement, can help ease traffic congestion, offer more commuting choices, resulting in the attraction and retention of high-quality development and a talented workforce. Therefore, future growth should create places that are transit-ready, provide active transportation facilities, and are integrated and connected with open spaces, which will ~~help~~ ultimately shift focus from the constrained regional road network. ~~Integrating a variety and mix of uses into the built environment will reduce stress on the road network and expand options for commuting, resulting in the attraction and retention of high-quality development and a talented workforce.~~ This will also provide more time for personal, family, and leisure pursuits which are important considerations in maintaining an outstanding quality of life.

The objectives and policies described within this element are intended to be used in tandem with the other Policy Plan elements to facilitate the review of Comprehensive Planning initiatives and development proposals.

COUNTYWIDE OBJECTIVES AND POLICIES

The Countywide Objectives and Policies for land use have been organized under twelve broad headings:

- Accommodate Future Growth
- Density and Intensity
- Pace, Quality, and Types of Development
- Equitable Community Development
- Economic Opportunity
- Placemaking, Urban Design, and Arts
- Use Specific Guidance
- Criteria for Development and Redevelopment
- Criteria for Manufactured Housing Retention
- Criteria for Transit-Oriented Development
- Criteria for Commercial Building Repurposing
- Criteria for Data Centers

ACCOMMODATE FUTURE GROWTH

Growth should take place in accordance with the objectives and policies described in this element to preserve and enhance an orderly and attractive mix of residential uses, commercial/industrial facilities, and open space. The Comprehensive Land Use Plan Map, Countywide Goals, Objectives, and Policies, and the Area Plans, set forth long-range recommendations and techniques to achieve the desired physical development and future growth in a harmonious manner.

Land use should be balanced with adequate public facilities, including the necessary multimodal transportation infrastructure to support a high quality of life, and changes should be evaluated to assess any potential effects on public facilities and the local and regional transportation network.

Objective 1: **Provide a clear future vision for the physical development of the county and maintain, enhance, and create attractive, unique, prosperous, harmonious, and efficient communities.**

Policy a. Designate areas of the county planned for specific uses through the Concept for Future Development, Comprehensive Land Use Plan Map, Area Plans, and other development policies.

Policy b. Encourage growth and development to occur in locations and in a manner which enhances or creates community identity.

Policy c. Ensure future growth is supported by the availability of transportation and public facilities.

Policy d. Plan for ~~Accommodate forecasted~~ population and employment growth by establishing a ~~diverse~~ balanced range ~~variety~~ of recommended land uses, with sufficient planned densities and intensities, to ~~enable implementation in~~

effectively meet the need for housing and employment through the land development process.

Objective 2: **Define mixed-use centers, suburban village centers, and other activity areas which serve as economic and social focal points and contain a mixture of compatible land uses that provide housing proximate to employment, retail, institutional/public services, and recreation, and are transit ready and served by active transportation facilities.**

Policy a. Maintain and, where appropriate, expand mixed-use centers (Tysons Urban Center, Suburban Centers, Community Business Centers, Transit Station Areas) to meet the majority of the county's ~~forecasted~~ planned housing and employment growth, enhance the sense of community, provide for multi-modal transportation options, and reduce the need to travel long distances for employment and/or services.

Policy b. Plan and develop mixed-use centers to integrate compatible uses, encourage day-night activity, and create built environments that can provide for the daily needs of residents and workers. Ground floor uses, such as retail and services, should be clustered in strategic locations and should consider streetscape elements, existing and planned road classification, future anticipated concentrations of pedestrian traffic, existing and planned retail trade areas, planned residential densities/intensities, and equitable access to multimodal transportation.

Policy c. Support and enhance ~~Maintain~~ residential neighborhoods bordering mixed-use centers while designating transit-ready Suburban Village Centers along arterial roadways in Suburban Neighborhoods to introduce new uses, such as ~~medium density~~ mid-rise multifamily and townhouses, employment uses, and local-serving retail uses as integrated community focal points.

Policy d. Encourage Transit-Oriented Development (TOD) as outlined in the Criteria for Transit-Oriented Development with focused growth near certain planned and existing Metrorail and BRT stations as a way to create opportunities for compact, high density, neighborhood centers served by public transit and active transportation facilities.

DENSITY AND INTENSITY

The density and intensity of land use has a direct effect on the ability to provide adequate levels of transportation and public facilities. The Comprehensive Plan is the primary mechanism available to the county for establishing appropriate locations for various levels of land use density and intensity. Development is encouraged to occur in accordance with the Plan in a manner that can assist in achieving various county goals. ~~For instance, high density and intensity uses should be located in areas of the county where existing and future transportation and public facilities~~

~~systems can accommodate the demands from such uses, thereby efficiently using county resources.~~ Specifically, areas designated for high density and high intensity uses should correspond to locations where existing or planned transportation networks and public facilities can accommodate the associated demand, thereby promoting the efficient allocation of County resources. Likewise, higher levels of density and intensity should be encouraged in areas where the county has made significant investments in transportation and public facility infrastructure, ensuring that those investments are fully leveraged to support growth.

Recommendations for land use are depicted on the map entitled "Fairfax County Comprehensive Land Use Plan." For residential development, density recommendations are generally expressed in terms of dwelling units per acre. This guidance, in conjunction with specific recommendations in the Area Plans, assists in determining a property's appropriate use and density/intensity. Where the Plan text and map differ, the text governs. Every parcel is not necessarily entitled to the use or density/intensity indicated. Implementation of the recommendations of the Plan occurs through the zoning process which requires satisfactory resolution of development related issues such as access and circulation, buffering and screening of adjacent uses, parcel consolidation and preservation of sensitive environmental areas.

In defining the density range shown on the Land Use Plan map and/or identified in the Area Plans:

- the "base level" of the range is defined as the lowest density recommended in the Plan range, i.e., 5 dwelling units per acre in the 5-8 dwelling unit per acre range;
- the "high end" of the range is defined as the base level plus 60% of the density range in a particular Plan category, which in the residential density range of 5-8 dwelling units per acre would be considered as 6.8 dwelling units per acre and above; and,
- the "upper limit" is defined as the maximum density called for in any Plan range, which, in the 5-8 dwelling unit per acre range would be 8 dwelling units per acre.

Where a range is not specified in the Plan, for example where the Plan calls for residential density up to 30 dwelling units per acre, the density cited in the Plan will be construed to equate to the upper limit of the Plan range, and the base level will be the upper limit of the next lower Plan range, in this instance, 20 dwelling units per acre. Densities in excess of the Plan range are only appropriate in certain circumstances as described in the Land Use and Housing Elements or Area Plans, and for the provision of bonus densities as provided for in the Affordable Dwelling Unit (ADU) program and Workforce Dwelling Unit (WDU) policy.

Objective 3: Utilize the location and level of density/intensity as a means of achieving a broad range of county goals.

Policy a. Ensure that the use(s) and density/intensity approved during the zoning process are in accordance with the Comprehensive Plan and any adverse impacts on public facilities, transportation systems, the environment, and the surrounding community are mitigated to the extent practicable.

Policy b. Concentrate the highest level of development density/intensity in areas with access to existing or planned Metrorail and BRT service, i.e., the Tysons Urban

Center, Suburban Centers, Community Business Centers, and Transit Station Areas.

Policy c. Develop a flexible framework in the Area Plans to allow planned growth potential within each mixed-use center to be transferred between employment and residential uses, with consideration for public facility and other impacts while maintaining areawide land use, housing, transportation, and other goals.

Policy d. Within Suburban Neighborhoods and Suburban Village Centers, locate multifamily residential development near community retail uses, libraries, parks/recreation facilities, schools, and multimodal transportation options. Ensure access to an arterial or collector street and public water and sewer service. Base recommended densities/intensities on the ability of the site to accommodate public and private amenities. Multifamily development is generally not ~~appropriate~~ encouraged in areas designated as Low-Density Residential Areas.

Policy e. Cluster uses and improvements as one design strategy to preserve environmentally sensitive lands, high quality open space, provide active or passive transportation and recreation facilities, and reduce stormwater impacts. Individual lots, buildings, streets, and parking areas should be designed and sited to minimize disruption to the site's natural drainage and topography. Environmental Quality Corridor (EQC) lands should be preserved and dedicated to the county whenever such dedication is in the public interest.

PACE, QUALITY, AND TYPES OF DEVELOPMENT

Thoughtful planning and development are essential to ensuring a high quality of life for all residents. Planned densities/intensities should be guided by ~~the availability of~~ existing or planned ~~adequate~~ infrastructure, transportation, and public services. ~~At the same time,~~ T~~t~~he county should provide a diverse, innovative housing stock that supports a healthy economy with access to jobs, transit, and amenities, enabling residents to live closer to where they work and connect with essential services. Ensuring that redevelopment is harmonious and visually cohesive will avoid the negative impacts that would occur with incompatible land uses~~help minimize the negative impacts that can arise from incompatible land uses.~~

Objective 4: Support the pace of development, redevelopment, or repurposing in the county for new uses and densities/intensities through the ~~adequate~~ provision of transportation, public facilities, services and infrastructure.

Policy a. Timing of development should ~~coincide with~~ take into consideration the provision of transportation and other necessary public improvements.

Policy b. Make provision for new developments to address the projected demand for public facilities onsite and/or contribute to offsite improvements, including the proportionate participation of all development in mitigating impacts to public

facility and transportation capacity. ~~Phase projects to include an appropriate mix of uses in each phase of development, mitigate impacts, and provide transportation improvements, infrastructure, open space, amenities, and public services to fully support each phase.~~

Policy c. Phase projects to include an appropriate mix of uses in each phase of development, mitigate impacts, and make provision for transportation improvements, infrastructure, open space, amenities, and public services to support each phase. ~~Make provisions for new developments to meet the projected demand for public facilities onsite and/or contribute to offsite improvements. Require the proportionate participation of all development in fully mitigating impacts to public facility and transportation capacity.~~

Policy d. Allow interim improvements to existing uses in areas where an eventual change in land use is directed by the Plan, determined on a case-by-case basis, when they result in appreciable public benefits, outweigh any adverse effects of the change in use, and accommodate the future achievement of the long-range objectives of the Plan.

~~Policy e. Ensure that the repurposing of existing commercial structures is in accordance with the Criteria for Commercial Building Repurposing.~~

Objective 5: Encourage a diverse, innovative housing stock with a mixture of types and forms to provide residents with choices and allow them to live in the County throughout multiple stages of life.

Policy a. Promote and maintain a diversity of housing opportunities in proximity to concentrations of employment, public transportation, ~~and~~ active transportation facilities, public facilities and other services.

Policy b. Encourage innovation in the development of new forms and types of housing that support county goals, including affordable housing.

Policy c. Encourage universal design and/or accessibility features in the development of housing to expand opportunities for residents of all ages and abilities to live in areas near their employment, public transportation, and/or services.

Policy d. ~~Enhance~~ Support the production of affordable and workforce housing ~~by accommodating~~ through the use of additional densities/intensities. ~~in appropriate locations.~~

Objective 6: Seek to achieve a harmonious and attractive development pattern which minimizes undesirable visual, auditory, environmental and other impacts created by potentially incompatible uses.

Policy a. Evaluate land uses in accordance with the Criteria for Development and Redevelopment.

Policy b. Achieve compatible transitions between adjoining land uses and right-of-way by establishing transitional land uses; limiting vehicular access; providing adequate circulation; using appropriate heights, buffering and screening; and site design.

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

Objective 7: Replanning for consolidation and redevelopment of residential neighborhoods should only be considered if such redevelopment is in accordance with the policies of the Comprehensive Plan and if supported by the necessary transportation and public facilities.

Policy a. Submit to the county a proposal which includes a petition bearing the signatures of 75 percent or more of the owners and at a minimum, account for 75 percent of the land area being proposed for replanning.

Policy b. Demonstrate that the replanning and/or rezoning will not create an adverse, long-term land use precedent for change on nearby properties.

Objective 8: Use open space/conservation easements to implement the county's goals and objectives for the preservation of natural and heritage resources.

Policy a. Promote the use and retention, where practical, of easements for any purpose allowed by the Code of Virginia, such as the preservation of open space; agricultural, forestal, or recreational use; preserving and enhancing~~protecting~~ natural resources and wildlife habitat; maintaining or enhancing air or water quality; preserving the historical, architectural, or archaeological aspects of property; to enhance buffering and screening between uses, such as between a developed area and a park or historic site; and to preserve and actively manage small areas of open space in already developed areas.

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

EQUITABLE COMMUNITY DEVELOPMENT

As Fairfax County continues to grow and evolve, it is essential to pursue a thoughtful and inclusive approach to land use and development. The county's future planning efforts must strive to create connected communities with access to opportunity and price-appropriate housing, while preserving the cultural and economic foundations that make each community unique. This includes inclusive community engagement, ensuring equitable access to opportunity, and being proactive about preventing residential, commercial and cultural displacement.

Objective 9: **Advance equitable community development in the land use process with inclusive community engagement, strengthening community identity, honoring local history, and improving access to opportunity.**

Policy a. Actively employ innovative and culturally responsive outreach strategies to engage and collaborate with a variety of voices within communities during the land use planning process, seeking to establish and maintain long term trust with stakeholders in decisions that affect their lives and neighborhoods.

Policy b. Align planning efforts with community-identified priorities, ~~informed~~ by engaging existing community networks, and leveraging data ~~and lived experience,~~ in order to close gaps in access to housing, transportation, parks, education, employment, and services.

Objective 10: **Consider residential, commercial and cultural displacement in the land use process, and identify areas that are most susceptible to rapid change or the weakening of a community's history and culture.**

Policy a. Evaluate the potential positive and negative impacts of new development and/or redevelopment on the existing and future community.

Policy b. Collect and use data to identify key factors contributing to vulnerability and a community's history, experiences and culture to promote land development that invests in communities, to connect people to their community and opportunity, and to prevent displacement.

Policy c. Use tools and programs that preserve and create affordable housing such as~~,~~ investing in community ownership of development and land, expanding pathways and access to opportunities, keeping businesses and cultural anchors in place, ensuring~~e~~ equitable benefits from public investments, and creating~~e~~ pathways to return and foster community connection and belonging.

Policy d. Proposals for replanning or rezoning that would displace locally owned and/or small businesses should consider, where feasible, the ability to retain businesses or ~~provide new~~ offer options for displaced businesses to secure new and affordable tenant space. ~~for displaced businesses.~~

ECONOMIC OPPORTUNITY

A key purpose of land use planning is to allow the creation of a physical environment with a range of commercial and industrial uses that provide employment for residents, contribute tax revenue, ~~and~~ help sustain a high quality of life, and develop a competitive, healthy economy. Creating a framework for attracting, retaining, and expanding businesses is a critical strategy for building economic prosperity for all residents. ~~Key sources of innovation, such as universities, information technology firms, and others have the ability to promote entrepreneurship, a high-skilled workforce, and economic growth.~~ This includes systems that support innovation—such as technology firms, universities, research institutions, business accelerators, and organizations that connect innovators—as well as structures that strengthen local businesses and maintain active, vibrant commercial areas.

Objective 11: **Maintain a prosperous economic climate and diverse employment opportunities by retaining and/or creating industrial and commercial uses that support business and job growth in a mix of industries, and to meet the need for convenient access to goods and services ~~and employment opportunities~~.**

Policy a. Monitor the remaining supply of and preserve Industrial Areas, as designated in the Concept for Future Development, for industrial uses and activities. Carefully consider the long-term effects of requests to convert industrial lands to other uses, such as residential and commercial uses. Any conversion should ~~analyze economic impacts in the short and long term and~~ be tied to commensurate community benefits.

Policy b. Create, preserve, and monitor areas of the county which provide necessary commercial and professional services to the community.

Policy c. Commercial development within residential communities should be of a local serving nature and provide goods and services to meet residents' daily needs.

Policy d. Engage the community to identify and leverage local assets to stimulate economic growth.

PLACEMAKING, URBAN DESIGN, AND ARTS

Placemaking refers to a collaborative community understanding by which the public realm is shaped to strengthen the connection between people and places. Placemaking and urban design facilitate creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution for the benefit of all. Intentionally designing and shaping open spaces and streetscapes capitalizes on a local community's assets, culture, and the potential to improve vitality, while creating accessible, safe places. These places can also include space for public art or art venues, which provide economic, social and educational benefits and are an integral component of a high quality of life.

Fairfax County should encourage and facilitate the revitalization of commercial and residential areas of the county that have or are experiencing economic or infrastructure decline. Revitalization initiatives should encourage business development and retention, promote public and private investment and reinvestment, and seek to prevent or eliminate the negative effects of deteriorating commercial and industrial areas. Revitalization efforts should work in concert with other community programs and infrastructure improvements and strive to foster and preserve a sense of place unique to each area, thereby contributing to the social and economic well being of the community and the county.

Objective 12: **Encourage placemaking through the use of high-quality urban design principles that prioritizes open spaces and complete streets that are accessible, inclusive, safe, and open for all to enhance the built environment.**

Policy a. Promote the use of ~~Apply~~ the adopted Volume I: Urban Design Guidelines for Commercial Revitalization Districts and Areas within all mixed-use centers and, where appropriate, Suburban Village Centers. In areas subject to their own guidelines, the applicable guidelines should be applied.

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

Objective 13: **Encourage the retention and development of institutional uses, arts facilities, high quality amenities, flexible commercial spaces, and civic focal points that can provide access to experiences that make Fairfax County an interesting and enlivening place.**

Policy a**.** Encourage development projects to create distinctive landmarks and incorporate art, murals, and sculptures in highly visible and accessible public places such as gateways, plazas, pavilions, parks, and Metrorail stations.

Policy b. Encourage the development of performing arts and community facilities that encourage and train artistic expression, along with ancillary uses that support such venues such as restaurants, cafes, coffee shops, gift shops, and living space for resident artists.

Policy c. Engage the community, local artists, and arts groups in the planning and development of future arts facilities and in support of ongoing programs and initiatives.

Policy d. Encourage culturally diverse venues to promote the county's rich heritage, sustain its cultural life, and, in older established communities, catalyze revitalization and reinvestment.

Policy e. Consider the co-location of arts venues with new, expanded, or renovated community centers and other public facilities.

Policy f. Encourage the provision of flexible spaces within mixed use developments that could be used for the visual and performing arts, including temporary installations. Consider the co-location of larger performing arts spaces with retail, office, and residential components.

Policy g. Incorporate art in the design and architecture of buildings and garages through the use of attractive and interesting forms, façades, features, textures, and colors. Consider use of natural art and beauty through the preservation of trees, waterways, and other environmental features.

Policy h. Consider artists lofts and other live/work space in complementary locations that enhance art venues and creative spaces.

Objective 14: Mitigate the potential impact of new (or, in some cases, renovation of) arts facilities on surrounding land uses, the environment, transportation, and public infrastructure.

Policy a. Design arts facilities in an architecturally and environmentally appropriate manner that promotes and enhances community identity.

Policy b. Plan and locate arts facilities in proximity to public transportation or within reasonable access to major transportation routes, and encourage public-private partnerships that would provide transit and microtransit services to major arts facilities.

Policy c. Consider shared use of large parking garages to support evening and weekend arts events.

Objective 15: **Encourage, within the County's designated community revitalization areas and community revitalization districts, the implementation of a revitalization program to encourage economic growth, as described in the Revitalization element.**

Policy a. Implement programs to improve older commercial areas of the county to enhance their ability to provide necessary community services. Encourage redevelopment or repurposing projects in commercial areas that would preserve or increase desirable community services. Encourage land owners within revitalization areas to contribute to the funding of the revitalization efforts.

USE SPECIFIC GUIDANCE

The following section establishes locational and performance standards and criteria to advance the preceding land use policies and provide practical guidance for implementation of the Policy Plan. Through the application of these standards during the Plan amendment and development review

process, developers, county staff, and community can effectively realize the goals established by the objectives in the Policy Plan.

Objective 16: Provide for a variety of specialized commercial and service uses, under specific locational and performance criteria, to advance the county's economic development, land use, transportation, health, and environmental goals.

Policy a. Locate and design Child Care Facilities to ensure the safety and health of children, with particular attention to noise and air impacts. Such facilities should provide sufficient open space for adequate access to sunlight and play areas, taking into consideration the size of the facility. Locate and design these facilities to be accessible via a variety of transportation modes and to minimize transportation impacts. Locating such facilities near parks and recreation facilities is encouraged to provide a high-quality environment for children.

Policy b. Locate and design Multifamily Housing for Older Adults and Continuing Care Facilities (CCF) to recognize the specific needs of this population. These uses may be established in areas that are planned for institutional, residential, mixed use or commercial development; or where those uses are compatible with, or recommended by, the Comprehensive Plan. Access to public transportation and community services should be within a reasonable, and safe, walking distance. If such transportation services do not exist, the development should provide shuttle bus service to provide comparable access to services. Developments should take topography into consideration and should provide accessible walkways and facilities for persons with mobility challenges around the site. The architecture and site design should incorporate features which enhance the safety and security of residents.

A CCF that avails itself of the flexibility afforded by this policy and the intensity conversion provisions allowed under the Zoning Ordinance should help address the housing needs of individuals with low to moderate income. A developer of a CCF should contribute $3.00 per square foot (baseline amount set in 2018) of new gross floor area to assist with the provision of affordable housing or accommodations. This amount should be adjusted annually based on the Consumer Price Index and contributed to the Housing Trust Fund for the provision of affordable accommodations prioritized for older adults and/or persons with disabilities. The contribution should be made in no more than three installments over a three year period. The timing of payment initiation is to be determined at the time of rezoning. In lieu of this contribution, a development may offer and Fairfax County may accept an equivalent contribution for on-site accommodations or on-site land for affordable accommodation that may be provided by others. In the event on-site land or accommodations are not feasible, off-site land for affordable accommodations prioritized for older adults and/or persons with disabilities can be considered. All land dedications should be acceptable to and made to the Fairfax County Redevelopment and Housing Authority.

Policy c. Neighborhood shopping centers generally contain a grocery store and other retail, restaurants, and services and are typically planned at lower intensities (at or under 0.25 Floor Area Ratio). These shopping centers are essential as they provide goods and services to support the daily needs of the surrounding neighborhoods. Many of the legacy neighborhood shopping centers in the county are evolving into mixed-use destinations, and in ~~some~~ certain locations it may be appropriate to designate these sites and their surroundings as Suburban Village Centers. As these sites evolve, efforts should be made to incorporate or retain grocery stores and other services with the redevelopment. Neighborhood shopping centers should not be located in Low Density Residential ~~Neighborhoods~~Areas.

Policy d. Planned and existing community shopping center locations should promote commercial concentration of uses, and discourage uncoordinated strip development. Community shopping centers should occur typically within Suburban Centers and Community Business Centers and along arterial roads in Suburban Neighborhoods. Many of the legacy community shopping centers in the county are evolving into mixed-use destinations, and in some locations it may be appropriate to designate these sites and their surroundings as Suburban Village Centers. As these sites evolve, efforts should be made to incorporate or retain grocery stores and other services with the redevelopment. Community shopping centers should not be located in Low Density Residential Areas.

Policy e. Drive-through windows and facilities should be approved only if the size of the lot and configuration of the development are adequate and safe for vehicles, cyclists, and pedestrians within and around the site, to prevent potential traffic circulation problems. All activity generated by the use must be accommodated on the site. Noise, glare and other nuisance aspects related to drive-through facilities must not adversely affect adjacent properties.

Policy f. Automobile-Oriented Commercial Uses, such as automobile sales and services, banks, convenience stores, and fast food restaurants, should be clustered in order to achieve increased safety, higher quality design, architectural compatibility, and increased landscaping and buffering.

Policy g. For commercial and industrial uses that generate low-traffic volumes, such as data centers and self-storage facilities, there may be a need to provide more flexibility to allow these uses to be built at higher intensities within areas planned as Industrial Areas as shown on the Comprehensive Land Use Plan Map. To provide for a higher intensity than otherwise recommended in the Plan, proposals should be compatible with surrounding uses, include high quality site and building design, mitigate noise and other environmental impacts, and be supported by existing infrastructure. Proposed higher intensity development should provide a traffic impact analysis that demonstrates, to the satisfaction of the Fairfax County Department of Transportation, that the use and intensity proposed will result in lesser peak-hour traffic impacts than

would be generated if the site were to develop at the maximum allowable intensity for the planned baseline recommendation for industrial use. If no intensity is specified in the Plan, an intensity of .35 FAR should be assumed for this analysis. This option for additional intensity is not meant to supersede any site-specific Plan guidance not related to intensity and does not apply to areas with a baseline Plan recommendation for industrial use, but that also have a redevelopment option allowing for non-industrial uses such as office, retail, residential, or mixed use.

Policy h. In a suburban context, there is value in the preservation of natural and heritage resources using tools such as easements, which may be on relatively small land areas. The county has established one such program with a private non-profit land trust (e.g., the Northern Virginia Conservation Trust); however, this does not preclude property owners interested in putting easements on their properties from working with any other county or regional authority/agency or local, state or national non-profit land trust.

Policy i. Proposals to repurpose or redevelop office buildings for alternative uses should be evaluated with the following considerations, in addition to the guidance found in the Policy Plan and Area Plans:

- Repurposing: In line with the county's environmental policies, repurposing office buildings should be explored and encouraged wherever feasible. Proposals to repurpose office buildings should adhere to the Criteria for Commercial Building Repurposing. The redevelopment criteria below could also be used to inform repurposing requests.
- Redevelopment: Proposals to redevelop office buildings for alternative uses should be prioritized ~~given greater consideration~~ if they are consistent with the following criteria:
    - Location: Located in areas of the county with higher office vacancy rates.
    - Class and Age of Office: Consist of older or less amenitized office buildings. In contrast, newer highly- amenitized office buildings ~~with better amenities~~ or those situated near amenities should be retained as office spaces.
    - Proximity to Transit: Located near transit access ~~hubs~~ as a means of enhancing accessibility.
    - Proximity to Amenities and Necessities: Located near essential amenities—such as parks, schools, shopping centers, and other daily necessities.
    - Revitalization Area: Located within Community Revitalization Districts (CRDs) and Community Revitalization Areas (CRAs) to enhance alignment with broader revitalization efforts.
    - ~~Affordable and Workforce Dwelling Units (ADUs and WDUs): Offer more than the required Affordable Dwelling Units (ADUs) or Workforce Dwelling Units (WDUs)~~ Provide affordable housing in line with county goals, including if not greater than minimum expectations of ADU/WDU programs.

CRITERIA FOR DEVELOPMENT AND REDEVELOPMENT

Fairfax County expects new residential and nonresidential development and redevelopment to enhance the community by: fitting into the fabric of the neighborhood and broader community, respecting the environment, addressing transportation impacts, addressing impacts on other public facilities, being responsive to our historic heritage, contributing to the provision of affordable housing and, being responsive to the unique site-specific considerations of the property. In addition to Countywide policies and objectives and the specific Area Plans the following criteria are to be used in evaluating replanning and zoning requests for new residential and non-residential development, as applicable given the nature of the request. The resolution of issues identified during the evaluation of a specific development proposal is critical if the proposal is to receive favorable consideration.

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

- the size of the project
- site specific development and design issues
- whether the proposal is advancing the guidance found in the Area Plans or other planning and policy goals.

1. **Site Design:**

   All replanning and rezoning requests for development should be characterized by high quality site design, and should be evaluated based upon the following principles, although not all of the principles may be applicable for all developments.

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

   b) *Layout:* The layout should:

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

c) *Open Space:* Developments should provide usable, accessible, and well-integrated open space. This principle is applicable to all projects where open space is required by the Zoning Ordinance and should be considered, where appropriate, in other circumstances. In addition to the definition provided by the Virginia Open Space Land Act (Va. Code Ann. § 10.1-1700 et seq.), the Comprehensive Plan considers open space to be land that is not intensely developed that provides the public with social, recreational, physical and mental health benefits; promotes environmental sustainability and/or heritage resource stewardship; helps to address equity and environmental justice concerns; or provides a tangible economic benefit to the surrounding area.

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

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

2. Neighborhood Context:

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

- transitions to abutting and adjacent uses;
- lot sizes, particularly along the periphery;

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

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

3. Transportation:

All replanning and rezoning requests for development should implement measures to address planned transportation improvements. Applicants should offset their impacts to the transportation network. Accepted techniques should include a comprehensive transportation analysis (CTA) to assess the development's impact on the transportation network. Development considered under these criteria will range widely in density/intensity and, therefore, will result in differing impacts to roadways, pedestrian and bicycle facilities, and transit systems. Some criteria will have universal applicability while others will apply only under specific circumstances. Regardless of the proposed density/intensity, applications will be evaluated based upon the following principles, although not all of the principles may be applicable.

a) *Transportation Improvements:* Development should provide safe access to the road network, maintain the ability of adjacent and nearby streets to accommodate traffic, offset the impact of additional traffic congestion, and provide active transportation facilities through commitments to the following:

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

b) *Transit/Transportation Management:* Public transportation and microtransit usage and other transportation measures, such as transportation demand management (TDM) to reduce vehicular trips should be encouraged by:

- Provision of and access to bus shelters;
- Implementation and/or participation in a shuttle bus service;
- Participation in TDM programs designed to reduce vehicular trips;
- Incorporation of transit facilities within the development and integration of transit services with adjacent areas;
- Provision of active transportation facilities such as trails, shared use paths, and cycle tracks, for pedestrians and bicyclists, to increase safety and mobility.

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

- Local streets within the development should be connected with adjacent local streets to improve neighborhood circulation;
- When appropriate, existing stub streets should be connected to adjoining parcels. If street connections are dedicated but not constructed with development, they should be identified with signage that indicates the street is to be extended;
- Streets should be designed and constructed to accommodate safe and convenient usage by public transportation and microtransit vehicles and active transportation forms of transportation;
- Traffic calming measures should be implemented where needed to discourage cut-through traffic, increase safety and reduce vehicular speed;
- The number and length of long, single-ended roadways should be minimized;
- Sufficient access for public safety vehicles should be ensured.

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

e) *Active transportation facilities:* Active transportation facilities, for pedestrians, bicyclists, and micromobility users such as those listed below, should be provided:

- Connections to transit facilities;
- Connections between adjoining neighborhoods;
- Connections to existing active transportation facilities;
- Connections to off-site retail/commercial uses, public/community facilities, and natural and recreational areas;

- An internal active transportation facility network with pedestrian, bicycle, and natural amenities such as landscape buffers, and street trees, particularly those included in the Comprehensive Plan;
- Offsite active transportation facilities, particularly those included in the Comprehensive Plan;
- Driveways to residences should be of adequate length to accommodate passenger vehicles without blocking walkways;
- Construction of active transportation facilities on both sides of the street is strongly encouraged. If construction on a single side of the street is proposed, the applicant shall demonstrate the public benefit of a limited facility.

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

4. Public Facilities:

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

Public facility needs will be evaluated so that local concerns may be addressed.

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

5. Phasing of Development:

Phasing of development may be required to ensure mitigation of impacts. For mixed use projects, a balanced mix of residential and nonresidential uses should be provided, however, concurrent development of all uses may not be feasible due to market conditions. In instances where a certain mix of uses is critical to the success of the development, the development should include a commitment to phase the project in such a way as to include an appropriate mix of uses in each phase to help ensure the long-term success of the mixed-use development. It may also be appropriate, when a project's overall success depends on certain specific elements, to make later phases contingent on completion of those elements. Phasing the development can minimize the potential impacts on the surrounding

community and increase amenities for residents, employees, and visitors. Phasing plans should include pedestrian and bicycle access plans to allow proper non-motorized access throughout the development phases. Provision of open space and recreational amenities should be phased so that provision of these facilities is not postponed until the final phase of a development. Interim facilities may be provided during initial phases consistent with the level of development proposed.

6. Affordable Housing:

Ensuring an adequate supply of housing for individuals and families with a range of income levels, ~~low- and moderate-incomes,~~ those with special accessibility requirements, and those with other special needs is a goal of the county. The rising cost of home prices and rents outpacing increases in income, the loss of existing affordable housing, and rate of new home production in the county are central to the challenges of affordable housing. Residential development, redevelopment, and preservation projects should incorporate affordable housing commitments and flexibilities, per the Housing element of the Policy Plan and the Zoning Ordinance. ~~Section 5101 of the Zoning Ordinance requires the provision of Affordable Dwelling Units (ADUs) in certain circumstances. Criterion #5 is applicable to all rezoning applications and/or portions thereof that are not required to provide any Affordable Dwelling Units, regardless of the planned density range for the site.~~

a) *Dedication of Units or Land:* Affordable housing should be incorporated into all rezoning applications and/or portions thereof of a certain size, regardless of the planned density range for the site, per the Zoning Ordinance and the Housing element of this Policy Plan, with an associated density bonus as may be permitted. ~~If the applicant elects to fulfill this criterion by providing Affordable Dwelling Units that are not otherwise required by the ADU Ordinance, the applicant may be permitted a density bonus by providing the ADUs in accordance with the ADU Ordinance. It is a policy of the Board that rental and for-sale Workforce Dwelling Units (WDUs) should be provided in the County's Mixed-Use Centers, including Tysons Urban Center, Suburban Centers, Community Business Centers and Transit Station Areas, and in mixed use or residential development that is planned for a density of 8 du/ac or above outside of those areas. WDUs should be provided in those areas in accordance with the WDU Policies.~~ As an alternative, land, adequate and ready to be developed for at least an equal number of units may be provided to the Fairfax County Redevelopment and Housing Authority or to such other entity, as may be approved by the Board.

b) *Housing Development:* Flexibility in the application of these residential development criteria, planned residential densities, and other Plan policies may be considered for residential development that is fully affordable or contains the majority of units that are affordable to low and moderate-income households, given the high cost of development or financing limitations. This flexibility may be evaluated on a case-by-case basis given the circumstances of the development, the development location, and the availability of existing or planned resources and amenities in the surrounding context. Development proposals seeking the additional density should demonstrate that

the proposed project is compatible with existing and planned surrounding development in accordance with the Objectives and Policies in the Policy Plan.

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

d) For commercial, industrial and mixed-use projects, fulfillment of Criterion #6 is based upon the provision of a number of units in appropriate residential projects, or land, or a contribution to the Housing Trust Fund where noted in the Area Plans, determined in accordance with a formula established by the Board of Supervisors in consultation with the Fairfax County Redevelopment and Housing Authority and/or Department of Housing and Community Development.

7. Heritage Resources:

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

Heritage Resources are defined in the Heritage Resources Section of the Policy Plan. Redevelopment proposals should consider how heritage resources may be identified and incorporated into proposed designs through preservation, rehabilitation, or adaptive reuse. In reviewing replanning and zoning requests ~~,rezoning~~ applications for properties on which known or potential heritage resources are located, some or all of the following shall apply:

a) Conduct archaeological, architectural, and/or historical research to determine the presence, extent, and significance of heritage resources;
b) Protect heritage resources from deterioration or destruction unless there is no prudent or feasible alternative;
c) Preserve and rehabilitate heritage resources for continued or adaptive use where feasible;
d) Submit proposals to change the exterior appearance of, relocate, or demolish historic structures to the Fairfax County Architectural Review Board for review and comment;
e) Establish easements that will ensure continued preservation of heritage resources with an appropriate entity such as the county's Open Space and Historic Preservation Easement Program;
f) Design new structures and site improvements, including clearing and grading, to enhance rather than harm heritage resources
g) Submit proposals for archaeological work to the county for review and approval and, unless otherwise agreed, conduct such work in accordance with state standards;
h) Thoroughly document heritage resources to be demolished or relocated;
i) Provide a Fairfax County Historical Marker (if recommended by the Fairfax County History Commission) or an interpretive wayside marker on or near the site of a heritage resource.

CRITERIA FOR MANUFACTURED HOUSING RETENTION

Manufactured housing provides an important alternative source of housing affordable to low and moderate income households. In Fairfax County this is a relatively small but important segment of the housing inventory. However, in many cases the existing Plan designation and the underlying zoning are in conflict. Further, many of these manufactured housing communities can be redeveloped in other uses as a matter of right, leading to a loss of affordable housing and the displacement of residents. It is recommended that this issue be studied further to determine whether it is appropriate to replan these sites to continue their use for manufactured housing communities.

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

Redevelopment of parcels of land for manufactured housing communities use should only be permitted if it can be accomplished in a manner that does not adversely affect surrounding properties by creating an environment for change in land use or adversely affect the adequacy and availability of public utilities and services or water quality. Any such project should be effectively screened and buffered from existing or planned residential development and should be sensitive to

the environment. The applicant should file a rezoning application on the subject property to RMHP, for consideration of such a proposal. Further, assistance substantially offsetting the costs of relocation for displaced residents should be provided by the property owner and a significant portion of any new pads created under this provision should remain affordable.

CRITERIA FOR TRANSIT-ORIENTED DEVELOPMENT

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

The following guidelines and design principles are intended to effect well-planned transit-oriented development and should be considered in planning efforts as new station areas are identified and when an existing station area is subject to a major replanning effort.

1. **Transit Proximity and Station Area Boundaries:**

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

   This TOD area may be generally defined as a ¼ mile radius from the station platform with density and intensity tapering to within a ½ mile radius from the station platform, or a 5-10 minute walk for able-bodied adults, subject to site-specific considerations. Station-specific features should allow for the consideration of conditions such as roads, topography, or existing development that would affect the frequency of transit rider usage and therefore affect the expected travel distance to a station within which higher intensity development may be appropriate. Higher intensities within the delineated area may be appropriate if barriers are overcome and demonstrable opportunities exist to provide pedestrians a safe, comfortable and interesting walk to transit. To ensure compatibility with existing neighborhoods in the vicinity of transit but not planned for transit-oriented development or redevelopment, and to focus density toward the station, Area Plans should include the differences in service levels and capacities of each transit system with respect to potential development densities at each station area. Maximizing development around transit can provide a regional benefit by accommodating some of the region's projected employment and residential growth, as well as making jobs accessible by transit. Specific plans that conflict with the achievement of the higher intensities planned for that station area are discouraged.

2. **Station-specific Flexibility:**

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

   Each of Fairfax County's planned and existing transit stations has a unique character in

terms of surrounding land uses, transportation infrastructure and roadways, environmental and topographical characteristics, and location within the transportation system. Although each individual station should balance node and place functions to some extent, the value of the system as a whole can be enhanced if there is some degree of specialization, which can enhance the goals of TOD. Implementation of TOD within Transit Station Area (TSA) boundaries established in Area Plans should consider the characteristics of the larger area surrounding the TSA (e.g., residential neighborhood, revitalization area, urban center). Transit station areas within a larger mixed-use center should be integrated into the overall planning fabric of the mixed-use center. The use of Transfer of Development Rights (TDR's) should be examined as a technique to relocate zoned density to TOD areas if it results in future development that supports the Comprehensive Plan

3. Pedestrian and Bicycle Access:

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

Active transportation access and circulation are critical elements of successful TODs and should be encouraged. Transit Station Areas should include plans to promote maximally safe and comfortable pedestrian and bicycle access in an integrated network, including facilities and amenities such as bicycle routes, walkways, trails and sidewalks, bike-share stations, street trees, benches, bus shelters, adequate lighting, covered walkways, pedestrian aids such as moving sidewalks and escalators, covered and secure bicycle storage facilities, and shower and changing facilities. Conflict between vehicles and pedestrians/bicyclists should be minimized. This may be achieved through the appropriate location of wayfinding signage, parking facilities including kiss-and-ride facilities, and the location and design of access roads and drive aisles for easy circulation at the transit station. Planning for accessible trail systems should consider distances traveled by both pedestrians and cyclists and should provide usable trails, pathways, and other systems beyond the Transit Station Area.

4. Mix of Land Uses:

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

A balanced mix of residential, office, retail, governmental, institutional, entertainment and recreational uses should be provided to encourage a critical mass of activity as people live, work and play in these areas. The appropriate mix of uses should be determined in the Area Plans by examining the unique characteristics and needs of each station area. Housing within TODs should be accessible to those ~~most dependent~~ who choose or rely on public transportation, including older adults, persons with disabilities and other special needs, and persons with limited income. Specific development plans that conflict with the achievement of the mix of uses planned for that station area are discouraged.

5. Street Design:

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

The street grids around transit station areas should be designed at a scale that facilitates safe active transportation movement and also provides for vehicular circulation and capacity. Street design should incorporate elements such as lighting, street width to accommodate vehicles and buses, sidewalk and crosswalks at intersections, and curb bump-outs to reduce the crossing distances for pedestrians, and bicyclists to provide access for people of all ages and abilities. The design of streets should encourage lower traffic speeds and efficient pedestrian circulation through provision of on-street parking, street trees, street furniture, and other features and amenities.

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

6. Transportation:

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

A TOD should contain the following characteristics relating to transportation:

- A multimodal transportation infrastructure, with an emphasis on active transportation and micromobility usage such as pedestrian and biking facilities, that offer transportation options providing convenient and reliable alternatives to driving to a station area, particularly those station areas without parking.

- A design that accommodates, but minimizes single ~~occupant~~ occupancy vehicle trips. Additional measures to minimize single ~~occupant~~ occupancy vehicle trips, including TDM programs and measures, should be identified and applied.

- Traffic-calming measures, design techniques and road alignment that balances convenient and fair accessibility via active transportation options and vehicular and transit vehicle access.

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

The cumulative impacts of TOD on transportation infrastructure should be evaluated in the TOD area, and improvements provided where needed. Transit station area and TOD planning efforts should include coordination and cooperation with adjacent jurisdictions, regional organizations, and transit providers, such as WMATA and VRE.

The impacts on roads: Where applicable, a higher level of delay is acceptable for vehicular traffic within TOD areas. A non-degradation policy should be applied to areas immediately adjacent to a TOD area and to arterials serving the TOD area. This policy requires that traffic flow in these adjacent areas and on arterials serving the TOD area perform no worse after development of a TOD takes place. Where it is not possible or appropriate to maintain a non-degradation policy, in lieu of additional road capacity, there can be improvements, measures and/or monetary contributions to a fund to enable the application of techniques to reduce vehicle trips by an appropriate amount in and around the TOD area.

The impacts on transit, pedestrian, and bicycle facilities: ~~A high level of service should be maintained for transit users that minimizes delay, the need for transfers, and transfer delay.~~ Service quality for transit riders should minimize delay, the need for transfers, and the time required to make those transfers. Where it is not possible to maintain a high level of transit service because of extraordinarily high costs, monetary contributions to a fund for the eventual improvement of transit service can be provided in lieu of the maintenance of a high quality transit service~~. An acceptable level of transit service nevertheless should be maintained during TOD development.~~ During TOD development transit services should be maintained at acceptable levels.~~A high level of service should be maintained for pedestrians and cyclists, including safety and security, direct pathways, reasonable grades, and minimized delays at intersections.~~ Pedestrian and bicycling facilities should include safety and security, direct pathways, reasonable grades, and minimal crossing delays at intersections.

CRITERIA FOR COMMERCIAL BUILDING REPURPOSING

Many older commercial office, hotel, retail, or service buildings can no longer compete with newer buildings built in transit-accessible, mixed-use activity centers, or cannot readily be leased due to spatial configurations that have become obsolete. This results in the need to consider improving and marketing the buildings for a different use. Commercial building repurposing encourages the development of a wide range of alternative uses that support the county's planning objectives and improve the County's economy by reducing commercial vacancy. The repurposing of commercial buildings can be an important element in the county's strategy to revitalize communities, provide needed housing, and accommodate emerging development trends and uses. Emerging uses, such as food incubators, urban agriculture or flexible live/work units, have been shown to promote economic development and the diversity and vitality that characterize successful communities.

The Criteria for Commercial Building Repurposing are intended to facilitate the conversion of vacant, partially vacant, and underutilized commercial office, hotel, retail and service buildings to alternative land uses not envisioned under the adopted Comprehensive Plan or the flexibility to review proposals with regards to the Area Plans.

Commercial buildings that are proposed to be repurposed per these criteria may be deemed to be in conformance with the Comprehensive Plan. Existing buildings may be expanded by up to 10% of the total gross floor area, and a total height increase of 30 feet to accommodate a repurposing proposal. When paired with repurposing, additional residential density/intensity outside of the footprint of a repurposed building, such as in areas developed with surface or structured parking, may be considered as part of the proposal if it furthers the repurposing objective and ~~additional~~ other Plan goals, can provide sufficient parks and open space to support future residents, and can mitigate impacts. The appropriate amount of additional density or intensity outside of the footprint of the repurposed building will be determined on a case-by-case basis based on the ability of the project to meet applicable site-specific and countywide recommendations of the Comprehensive Plan. Except where otherwise noted in the Area Plans, the additional density or intensity provided in a development in adherence to this policy is excluded from the Plan's maximum density or intensity recommendations. Development proposals seeking the additional density or intensity should demonstrate that the proposed project is physically compatible with existing and planned surrounding development in accordance with the Objectives and Policies in the Policy Plan.

Flexibility is anticipated when applying Plan guidance in the review of zoning applications. Commercial building repurposing, including with additional density/intensity located outside of the repurposed building, should not preclude future redevelopment of the commercial building nor critical logical consolidation, roadway improvements, parks, and/or other public facilities. Moreover, a repurposed commercial building should not result in land use conflicts that will compromise the use and/or operations of properties nearby.

Office and Hotel Building Repurposing and Redevelopment

The following types or mixture of types of office and hotel building repurposing may be appropriate in the Tysons Urban Center, Community Business Centers (CBCs), Transit Station

Areas (TSAs), Suburban Centers, Industrial Areas, Suburban Village Centers, Suburban Neighborhoods and Low Density Residential Areas:

- Office to Light Industrial or Urban Agriculture. This can include industrial/flex, light manufacturing uses such as makerspaces and 3-D printing; and/or
- Office and Hotel to Institutional and/or Public Facilities uses.

The following types or mixture of types of repurposing may be appropriate in the Tysons Urban Center, CBCs, TSAs, Suburban Centers, Suburban Village Centers, Suburban Neighborhoods and Low Density Residential Areas:

- Office to Retail and other Commercial uses;
- Office to Indoor Recreational uses;
- Office and Hotel to Residential use;
- Office and Hotel to Live/Work use; and/or
- Office to Hotel use.
- Retail Building Repurposing

Retail Building Repurposing

Alternative commercial, service, office, light industrial, governmental or institutional uses may also be appropriate for the repurposing of spaces planned and developed for retail use, Retail or Other Commercial Uses, or as a retail component of a mixed-use Plan recommendation. Examples of such uses may include entertainment uses, indoor recreation, professional offices, health care providers, theater/performing arts centers, libraries, or emergent commercial/industrial uses such as craft breweries, makerspaces, or small-scale production facilities, among others.

Performance Standards for Commercial Building Repurposing

The following performance-based strategy is intended to be used to review proposals for repurposing existing commercial buildings for alternative uses. This guidance sets forth criteria to ensure proposals are compatible with surrounding uses and can be supported by existing infrastructure. Because the repurposing of commercial buildings presents unique challenges and opportunities, flexibility in achieving certain objectives may be afforded, including when the repurposing involves change the building form and footprint.

1. **Compatibility:**

   Commercial repurposing should occur in a manner that is physically compatible with the existing and planned surrounding development. A complementary relationship is expected with adjoining properties and surrounding neighborhoods, especially in cases of proximity to lower density residential uses. Commercial building repurposing in areas within or adjacent to Suburban Neighborhood Areas or Low Density Residential Areas should be rigorously reviewed and should be considered only when the use will not adversely impact adjacent land uses and the overall land use pattern of the neighborhood. Landscaped buffers and screening should be utilized where necessary to achieve visual separation to minimize

potential adverse impacts.

Consideration of the location of office to residential conversions should ensure that the new use is not isolated from other residential uses and is located in areas where services and amenities that support residential uses, such as schools, shopping, parks, and other recreational opportunities are provided.

2. Transportation:

Opportunities to improve site access, internal circulation, frontage, and off-site connections and reduce excess parking should be assessed and provided for all transportation modes. Incorporating streetscape improvements which optimize curb spaces, loading zones, and where feasible, landscape buffers with streets trees would enhance the frontage. The provision of multimodal facilities should enhance access for pedestrians, bicyclists, and transit stops and shelters for transit user's experience. A Comprehensive Transportation Analysis should be provided to evaluate transportation impacts. A proposed development has the ability to implement a Transportation Demand Management (TDM) program to lessen the vehicle impacts from the proposed use is encouraged. If the proposed use generates additional traffic, then appropriate mitigations, including a TDM program, should be provided. The development should exceed baseline TDM goals to reduce single ~~occupant~~ occupancy vehicle use.

3. Site Design:

The repurposing of existing commercial buildings should include consideration of streetscape, landscaping and stormwater management improvements. High quality site design is encouraged. The streetscape should be designed to promote a pleasant pedestrian experience. This includes well-landscaped public spaces such as squares and plazas; urban parks; courtyards; an integrated network of pedestrian and bicycle facilities; and measures to mitigate the visual impact and presence of parking. Additional landscaping may improve the general appearance of a site and provide a buffer between uses as appropriate to create effective transitions as needed. Repurposing may afford opportunities to replace excess surface parking with stormwater management facilities, open space, or other site amenities. As noted in Criterion 8, additional density outside of the footprint of the existing commercial building that helps achieve the repurposing goal may also be considered. Flexibility in applying these objectives is appropriate when considering commercial buildings with unique site characteristics or constraints.

4. Schools, Parks, And Other Public Facilities:

Proposals to repurpose from office to residential use should demonstrate that impacts to schools, parks, and other public facilities caused by any change in use will be addressed proportionally to the number and type of units, using the standards typically used to evaluate rezoning applications. The Urban Parks Framework should be applied as appropriate to ensure that such building repurposing results in quality, on-site public park space and recreational amenities to serve new residents, employees, and visitors. Opportunities for providing community meeting rooms should be evaluated with

repurposing proposals.

5. **Affordable and Workforce Dwelling Units:**

   For office to residential conversions, affordable housing should be provided in accordance with the Affordable Dwelling Unit Program in the Zoning Ordinance and the Workforce Dwelling Unit policies. However, some flexibility may be appropriate when applying the policy to live/work conversions. Live/work conversions should be evaluated as residential use.

6. **Historic Preservation:**

   Buildings subject to conversion should first undergo appropriate historic preservation review, including coordination with county staff, to foster preservation and minimize potential impacts to structures that may have historic significance.

7. **Additional Residential Density/Intensity**:

   When necessary to achieve the repurposing goal, additional residential densities/intensities outside of the footprint of the repurposed commercial building may be considered on a case by case basis. The additional density/intensity provided outside of the repurposed building is excluded from the Plan's maximum density or intensity recommendations. Additional units provided under this criterion should ensure that the proposal adheres to the Repurposing Criteria. Repurposing proposals involving additional units should provide sufficient assurances that the repurposing will be provided with the initial phase of development.

CRITERIA FOR DATA CENTERS

A data center is generally a facility that houses computer servers and their network connections. Data centers can be developed as stand-alone buildings or as part of a complex that may include other uses. Like all other land uses, data centers can have impacts on surrounding land uses and, the environment, and benefits to the economic health of a community. Some of the factors to be considered in evaluating ~~the "fit" of~~ data centers ~~to the needs and desires of Fairfax County~~ are ~~discussed~~ below.

These guidelines are intended to be utilized in the land use review of all data centers seeking entitlement through the rezoning and/or special exception process. The guidelines set forth criteria to ensure proposals are physically compatible with surrounding uses and that potential impacts to natural resources and infrastructure are addressed and appropriately mitigated.

1. Land Use and Site Design:
   a. The county has made significant investment in Metrorail and has a long-standing policy of supporting transit-oriented development around most of the stations to promote high density residential and employment uses. Applications to locate data centers within one mile of an existing or planned Metrorail station entrance should

be discouraged unless they are ~~it is~~ demonstrated to be the most appropriate use for the subject site, are ~~is~~ designed to mitigate adverse impacts, and are ~~is~~ consistent with surrounding land use goals, including transit-oriented development design guidelines, where applicable. The building design should be of a high quality and include a façade that contributes to an activated streetscape; all equipment should be located inside the building to the extent practicable.

b. Utilize site or building design techniques, such as increased setbacks and transitional screening or building orientation, to minimize impacts on existing or planned residential, mixed-use, school, park, hospital, or other similar uses. ~~When proposed near residential, or land designated on the Comprehensive Plan land use map as residential or mixed-use, data center buildings and equipment are encouraged to utilize site design to minimize impacts on residential and other sensitive uses. This may include exceeding the minimum zoning ordinance distance requirements where appropriate.~~

c. Buffers are encouraged to be the maximum width ~~possible~~ practical when proposing a data center near cultural or environmentally sensitive areas or noise-sensitive uses to mitigate potential adverse impacts.

d. ~~Data centers should be located near existing energy infrastructure such as substations and transmission lines to the extent practicable.~~ Data center~~s~~ proposals should provide the distance from existing substations and transmission lines, and/or provide information as to whether a ~~state if~~ new substation(s) or transmission lines are anticipated. If a substation is proposed on the same site as the data center it is serving, it should be located or designed to minimize visibility from public roadways and non-industrial uses. Transmission lines should be placed underground~~ed~~ to the extent practicable.

2. Building Design: High quality design and materials should be used, and the design and materials should complement the architecture of surrounding uses. Loading functions should be screened with attractive gates or fencing if oriented to public roadways and non-industrial uses.

3. Green Building: Data centers should ensure a minimum of LEED BD+C: Data Center Gold certification (or equivalent program).

4. Energy: ~~Demand: At a minimum, the following measures are encouraged to monitor and reduce energy demand.~~
   a. ~~Demonstrate coordination with Dominion and/or NOVEC and provide an assessment of future energy needs and impacts to existing and future infrastructure within the county for the proposed data center as it relates to existing and planned power infrastructure.~~

   b. Install ~~onsite solar (e.g. rooftop, parking lot canopies) or other~~ renewable energy sources, invest in offsite renewable energy, and/or explore opportunities of heat

recovery for district energy, to the extent practicable, in order to offset energy demand and reduce carbon footprint and greenhouse gas emissions.

c. ~~Strive to achieve a Power Usage Effectiveness (PUE) of 1.12 or lower to promote energy efficiency. The voluntary sharing of annual facility energy consumption and PUE is encouraged.~~

5. Water Demand: At a minimum, the following measures are encouraged to monitor and reduce water demand.
   a. Demonstrate coordination with applicable water provider(s) stating that ~~ensuring~~ anticipated water demand can be supported.

   b. Provide anticipated water sources, including but not limited to potable, reclaimed, recycled, rainwater harvesting, etc.

   c. Provide anticipated water efficiency strategies.

6. Water Quality: At a minimum, the following measures are encouraged to mitigate potential adverse impacts on water quality.
   a. Monitoring of cooling system discharge into the wastewater system and, if needed, provi~~de~~sion of pre-treatment.

   b. Within the Upper Occoquan Service Area (UOSA) ~~service area~~, utilize cooling systems that do not discharge to the wastewater or stormwater systems, or use non-chemical and non-water-based cooling systems.

   c. ~~Exceed minimum code requirements for~~ Utilize site design techniques that provide water quality benefits, such as maximizing open space, tree preservation and planting, and stormwater treatment.

   d. Fuel tanks ~~not subject to state and/or federal requirements (i.e. smaller than 25,000 gallons)~~ should have proper surface grading, berms, or other additional containment practices to protect surface water and ground water by ensuring that if the tank were to fail or if a spill were to occur during filling, the fuel does not enter the stormwater system or open space areas. This criterion is applicable when proposed fuel tanks are not already subject to state and/or federal requirements.

7. Air Quality: The use of best available technology to minimize air pollution from backup generators~~, such as the use of Tier IV [and/or natural gas] backup generators, or Tier II generators equipped with selective catalytic reduction systems (SCRs)~~ is encouraged. ~~The replacement of existing Tier II generators with Tier IV or equivalent generators, is encouraged.~~ Existing data centers seeking modifications are encouraged to replace and update older technology.
8. Noise: Site design, building design, and any required mitigation measures are encouraged ~~should seek~~ to reduce noise levels of data center operations, including generators, below minimum code limits, ~~particularly for impacts on~~ when located near residential uses and other noise-sensitive uses.

~~9. Repurposing: Building design and site layout which factors in potential adaptability for future uses, subject to applicable zoning codes, is encouraged.~~