

FAIRFAX CENTER AREA

OVERVIEW

The Fairfax Center Area comprises approximately 5,340 acres adjacent to and west of the Lee-Jackson Memorial Highway (Route 50)/Interstate 66 (I-66) interchange. It is immediately west of the City of Fairfax and is bisected by several principal highways- Lee-Jackson Memorial Highway, I-66, Lee Highway (Route 29), and the Fairfax County Parkway (Route 286) (see Figure 1).

The Fairfax Center Area was originally envisioned as an employment-focused mixed use center with housing as a predominant secondary use. Since the adoption of the initial plan for the Fairfax Center Area in 1982, it has evolved into an area characterized by a mixture of uses including office space, housing of various types, public facilities, and regional- community- and neighborhood-serving retail uses. High quality, mixed-use developments have been built throughout the area. In addition to the mixed-use areas, there is land planned and developed with low density residential uses and stream valley parks.

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

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

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

CONCEPT FOR FUTURE DEVELOPMENT

The planning guidance provided by the Concept for Future Development is one of the principal elements used in formulating Area Plan recommendations. The Concept and its associated land use guidance recommend the predominant use and character envisioned for land areas within each Planning District.

In the context of the Concept, the Fairfax Center Area is classified as a Suburban Center surrounded by Suburban Neighborhoods at its periphery, except for the area north of the Lee-Jackson Memorial Highway/I-66 interchange (in Land Unit O) and the southernmost portion of Land Unit W, which are classified as Low Density Residential Areas (see Figure 2). The Suburban Center is envisioned as a premiere place to live, work, and play, with the greatest intensity focused around a planned transit station in the median of I-66 near the Fair Oaks Mall, Fairfax Corner and the county's Government Center complex. This station presents an opportunity to evolve into a transit-

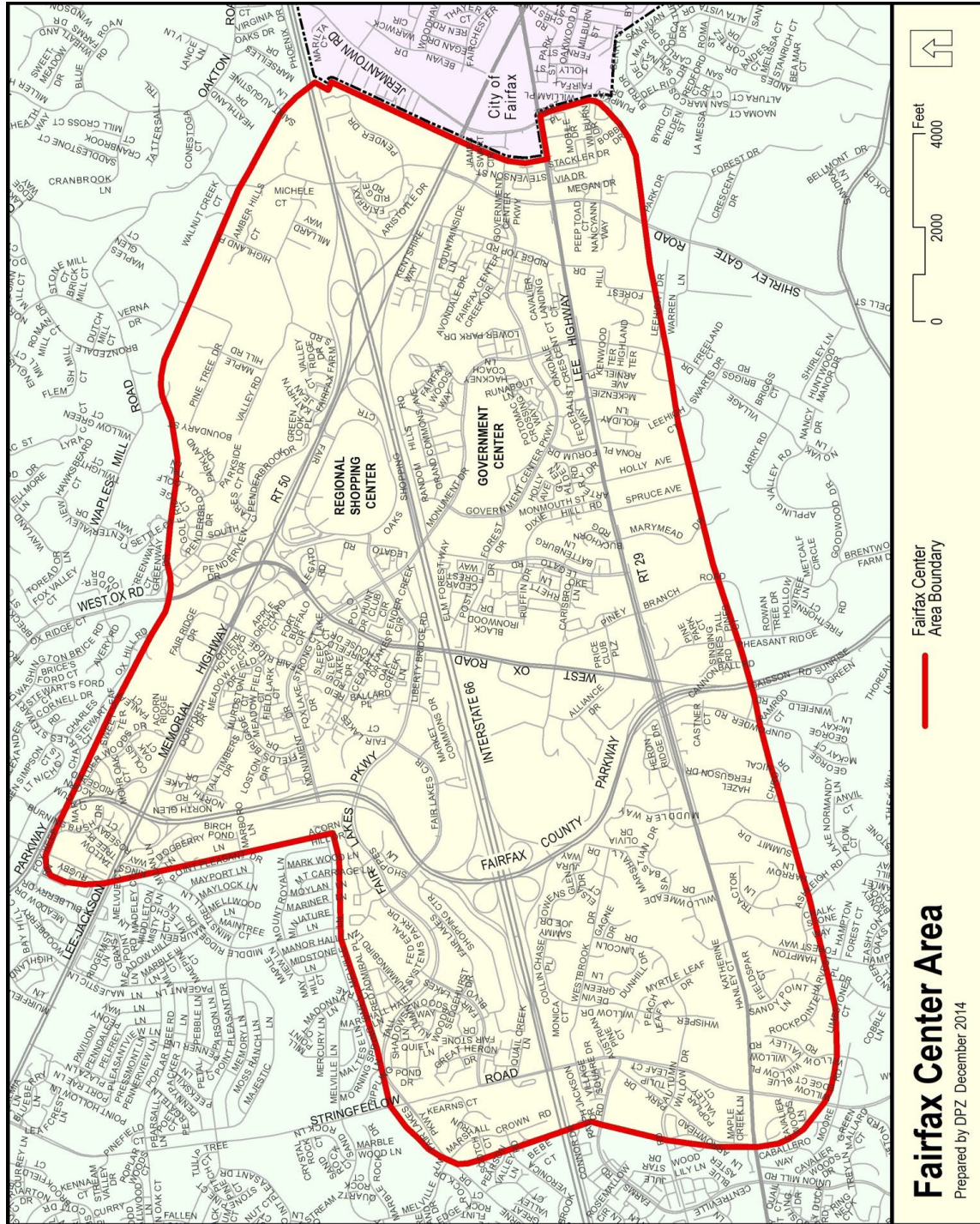


FIGURE 1

FAIRFAX CENTER AREA

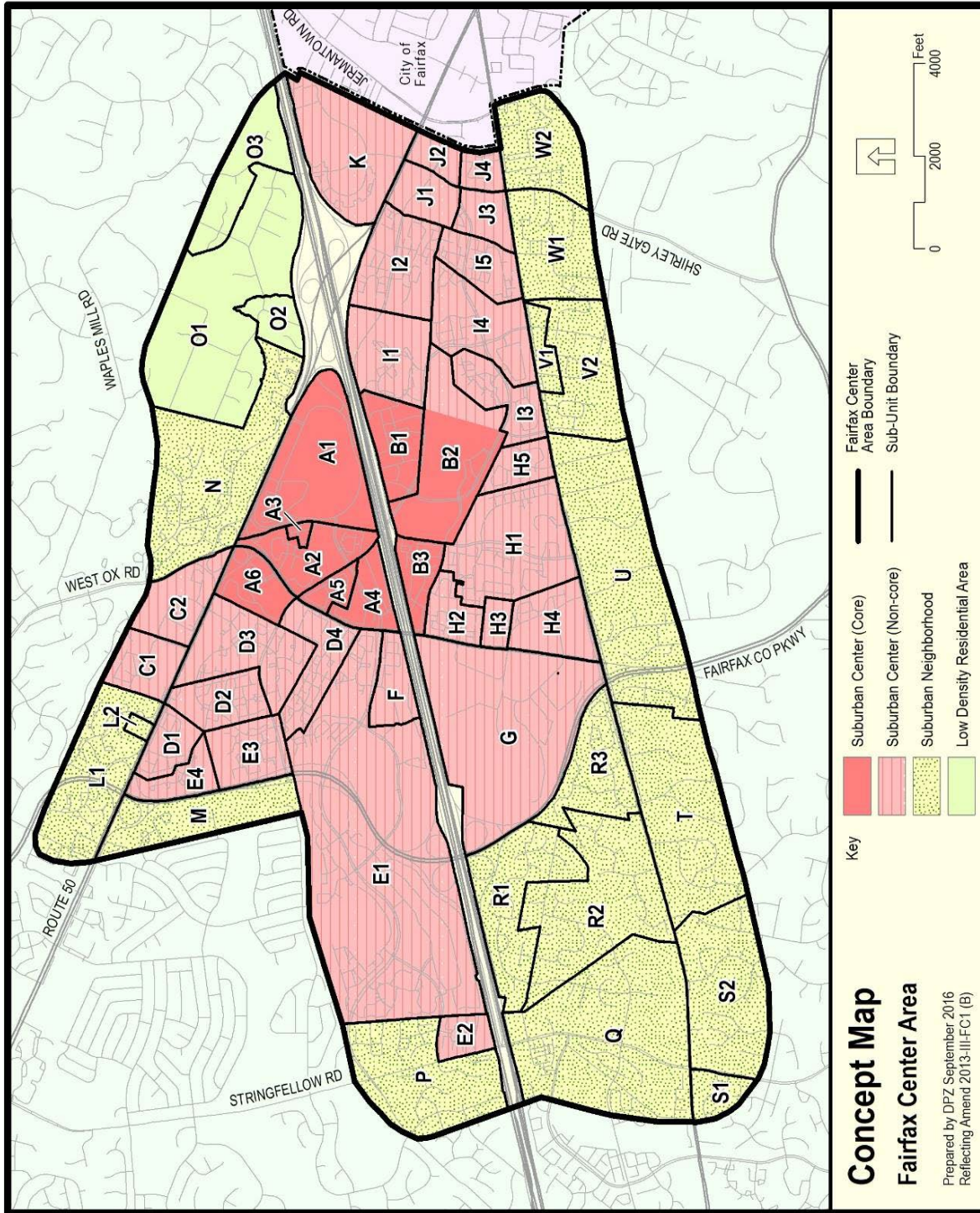


FIGURE 2

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

GUIDING PLANNING PRINCIPLES

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

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

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

IMPLEMENTATION

History

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

To achieve this, multiple levels of planned development intensity were utilized within the Fairfax Center Area. The baseline level, the lowest level of development intensity, is generally based upon the Comprehensive Plan recommendations that existed prior to the Fairfax Center Area Study conducted between 1980 and 1982. The overlay level and associated options are the highest levels of development intensity, and are the preferred land use recommendations for parcels within the Fairfax Center Area. This level offers maximum guidance for performance in terms of the provision of amenities, and thereby offers the highest intensity with commensurate quality. In between these levels, an intermediate level was provided.

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

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

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

Implementation Process

The Fairfax Center Area continues to utilize multiple levels of planned development intensity to achieve overall goals for the area. The baseline level remains the lowest level of development intensity; however, this level may reflect a historical designation rather than current development. Beyond the baseline level, the overlay level continues to reflect the highest levels of planned development intensity, and remains the preferred land use recommendation for parcels within the Fairfax Center Area. Within the land unit recommendations, some parcels contain multiple options for development at the overlay level. In addition to achieving the goals of the overlay level of development, implementation of these options should include any additional amenities as noted within the site-specific recommendations.

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

Use-Specific Performance Criteria

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

FAIRFAX CENTER AREA-WIDE RECOMMENDATIONS

LAND USE

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

The Fairfax Center Area Plan recommends a range of development levels to guide development. To obtain the more intense uses and greater densities, applicants must provide commensurate facilities and amenities. To develop the land to its fullest potential at the overlay level and at options at the overlay level, parcel consolidation must be achieved. It is intended that such parcel consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Fairfax Center Area Plan. The Use-Specific Performance Criteria serve as the primary design review mechanism to implement Plan recommendations in order to assure a standard of excellence for development throughout the area.

All land uses should reinforce the overall goals and objectives of the Plan in both their type and arrangement, should contribute to the transportation network, and should enhance existing and proposed open space systems in order to achieve the highest collective Plan quality. Development should be phased with the provision of infrastructure components such as transportation facilities, schools, parks, and other public facilities.

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

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

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

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

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

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

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

Existing spot commercial uses along Lee Highway (Route 29) and Lee-Jackson Memorial Highway (Route 50) are inconsistent with the long-term land use objectives for the Fairfax Center Area and should not be expanded or enhanced. With the exception of the planned retail center and the planned office use at the northeast and northwest quadrants respectively, of West Ox Road and Lee Highway, and land planned for office use in Sub-unit V1, no additional land should be rezoned for commercial purposes along Lee Highway in Land Units H, Q, R, S, T, U or V (Figure 2). Along Lee-Jackson Memorial Highway, no additional commercial uses should be allowed west of the Suburban Center Core Area in Land Units D, E and M along the south side of Lee-Jackson Memorial Highway, and west of Land Unit C along the north side of Lee-Jackson Memorial Highway. New retail centers should only be sited in planned retail center locations.

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

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

For development at the high end of the density/intensity range, high quality, innovative site design is expected. Given the varying nature of site constraints throughout the Fairfax Center Area, design elements will be evaluated on a case-by-case basis.

Create a Theme for the Area

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

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

Buffers and Transitions

Buffers and transitions protect and screen lower density and/or residential uses from the effects of potentially incompatible uses. This occurs at various scales, both area-wide and land unit specific. The buffer or transition mechanism can be land use types and/or intensities. Setbacks, berms, and vegetative or structural (walls and fences) screens can also be used as a buffer treatment. Appropriate transitions in building height should be made in areas along the edge of the core or the Suburban Center to ensure that the character of existing stable neighborhoods is maintained. Strategies include the tapering of building height near existing development, the use of buffers, and the clustering of taller buildings away from these transitional edges.

Planting and Landscaping

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

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

- Architectural uses - such as privacy control, screening objectionable views, and space articulation;
- Engineering uses - such as glare, reflection, traffic, sound, and soil erosion controls;
- Climate control - such as sunlight, wind and temperature controls which are related to energy conservation measures; and
- Aesthetic uses - such as softening hard architecture, framing a view, and emphasizing a place (such as site entry zone, building entry area).
- Planting design should strive to achieve fulfillment of the above listed functional uses, so that appropriate choice of plants can be made.

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

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

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

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

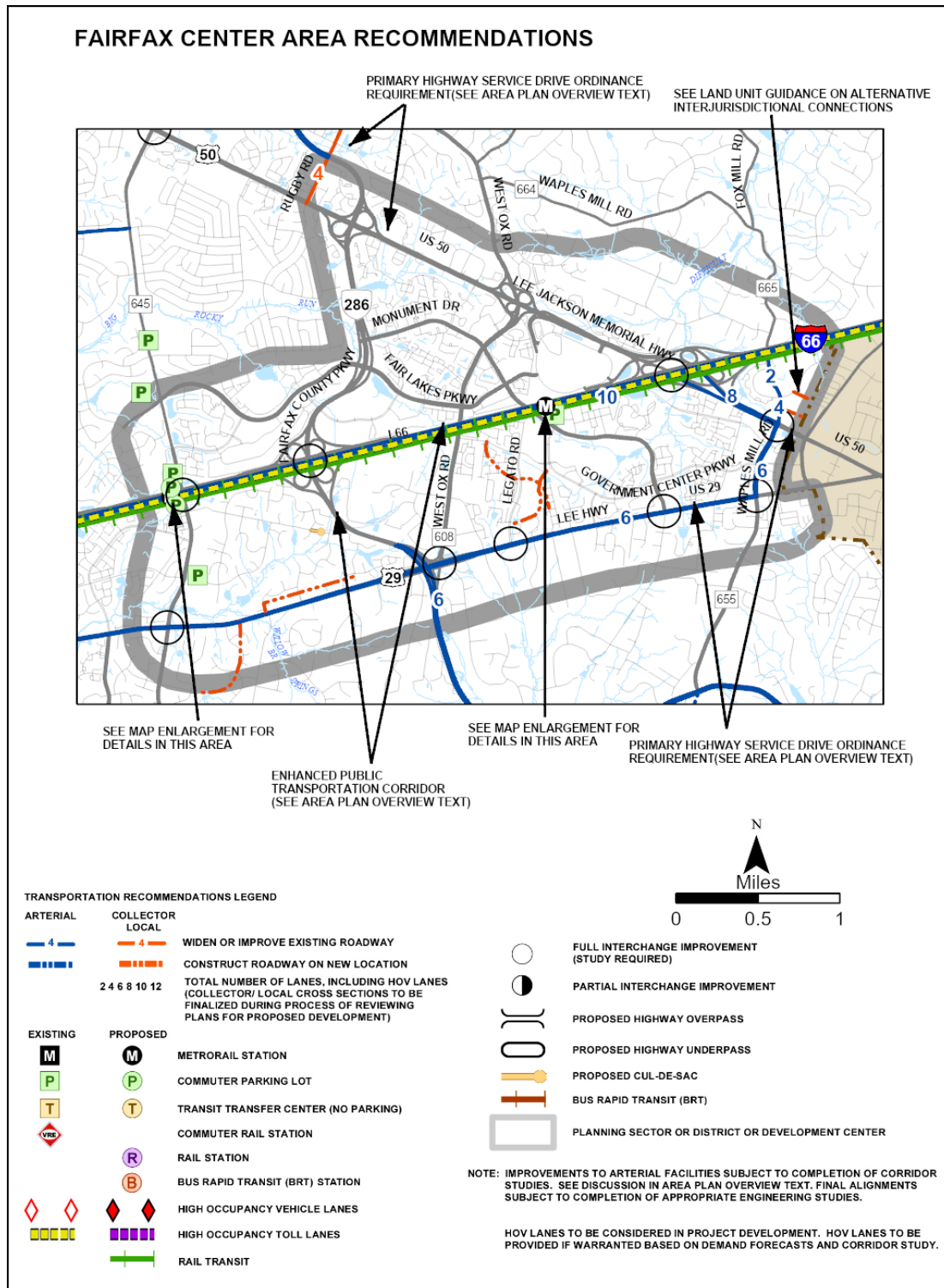
Planting design for parking lots and screening/buffering should be, at a minimum, in accordance with the Zoning Ordinance. Planting above the requirements of the Zoning Ordinance is expected for development above the baseline level, and the use of native plants is encouraged. Shade trees should be used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

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

TRANSPORTATION

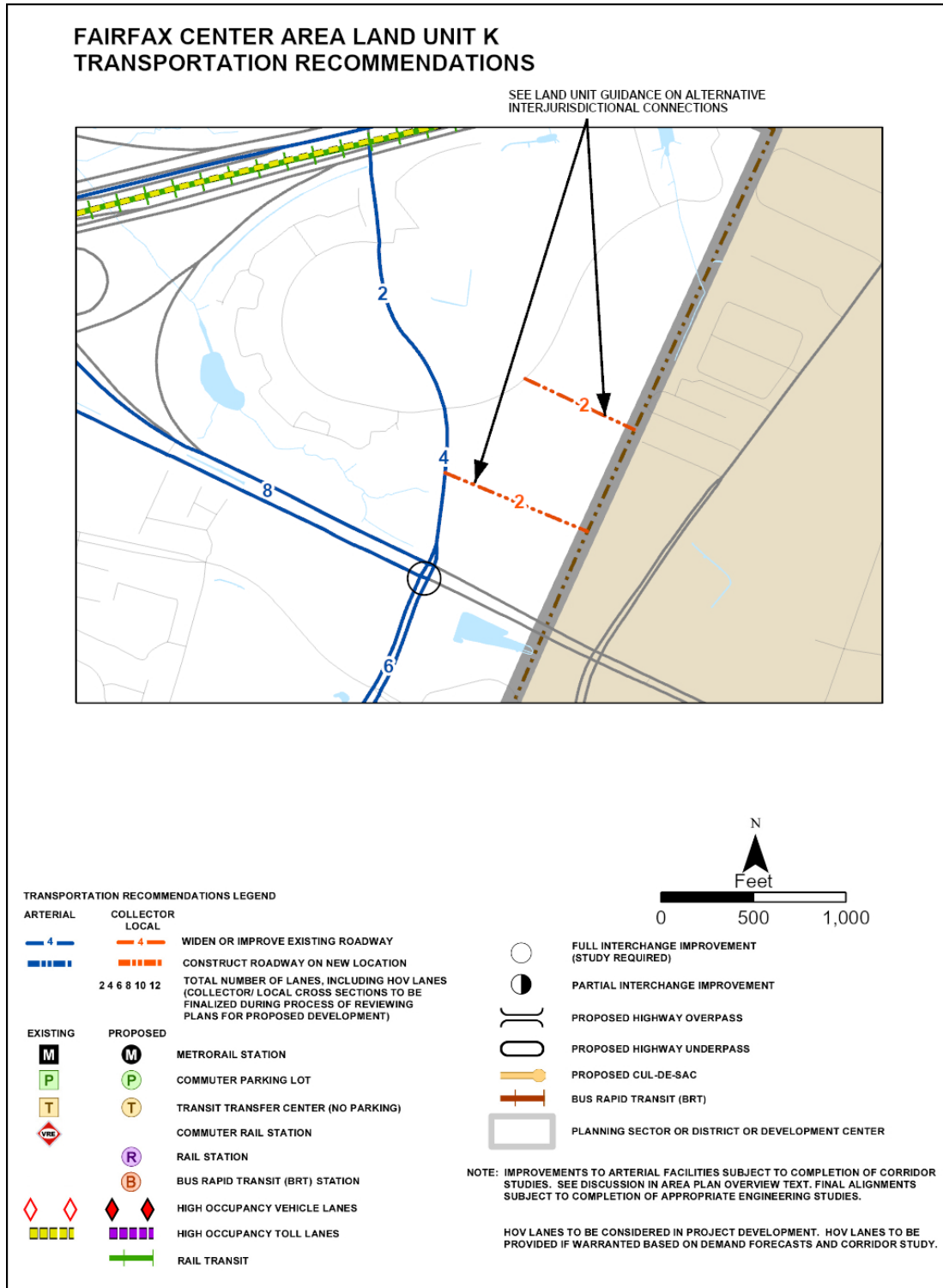
Transportation recommendations for the Fairfax Center Area are shown on Figures 3 through 5. In some instances, more detail is provided in the land use recommendations section.

Travel within and through the Fairfax Center Area is affected by land uses and transportation facilities in adjacent planning districts, as well as throughout the Northern Virginia region. Therefore, the transportation network affecting the Fairfax Center Area is comprised of several elements, many of which relate to more extensive countywide facilities, services, and policies.



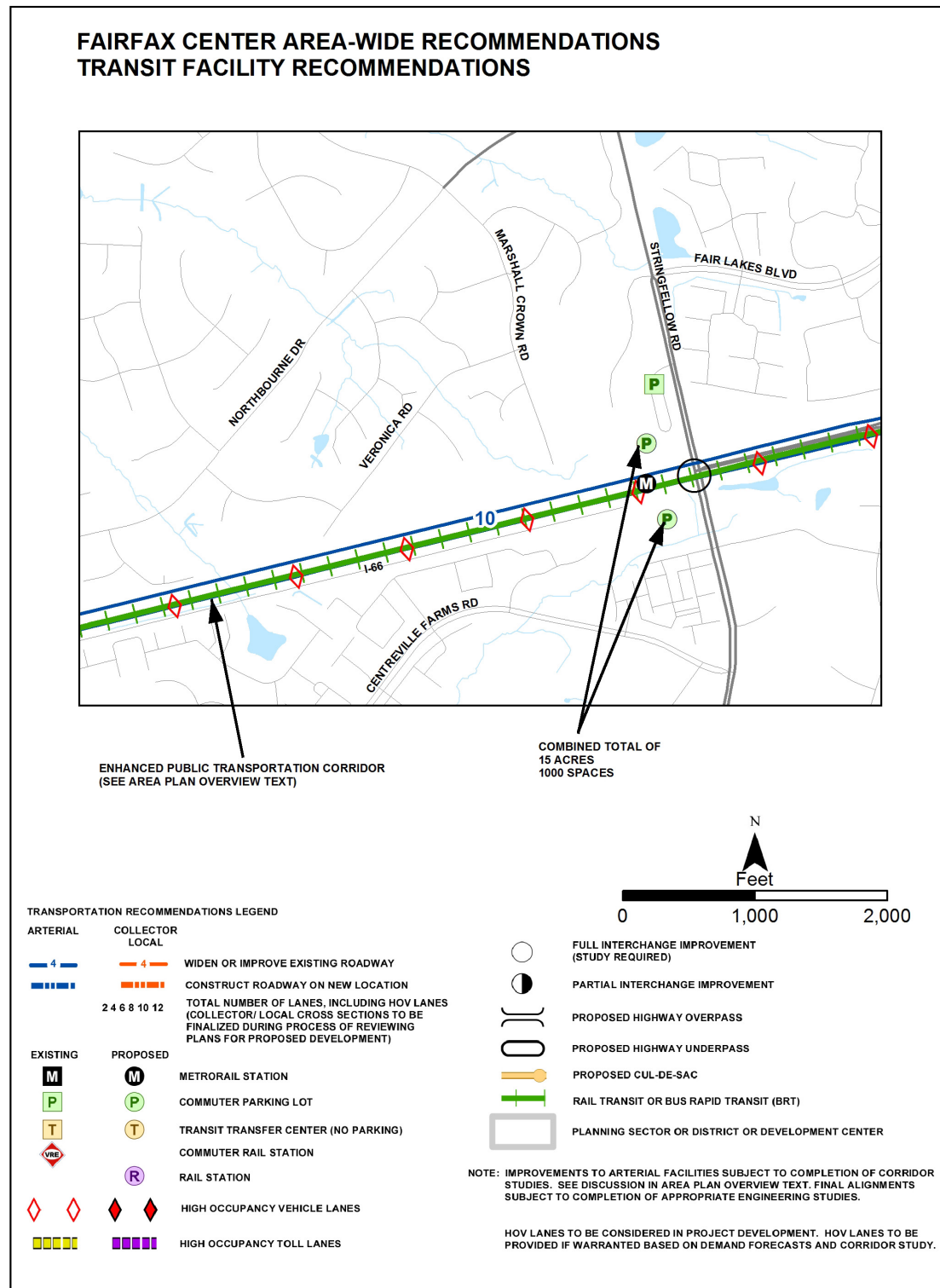
TRANSPORTATION RECOMMENDATIONS
 FAIRFAX CENTER AREA

FIGURE 3



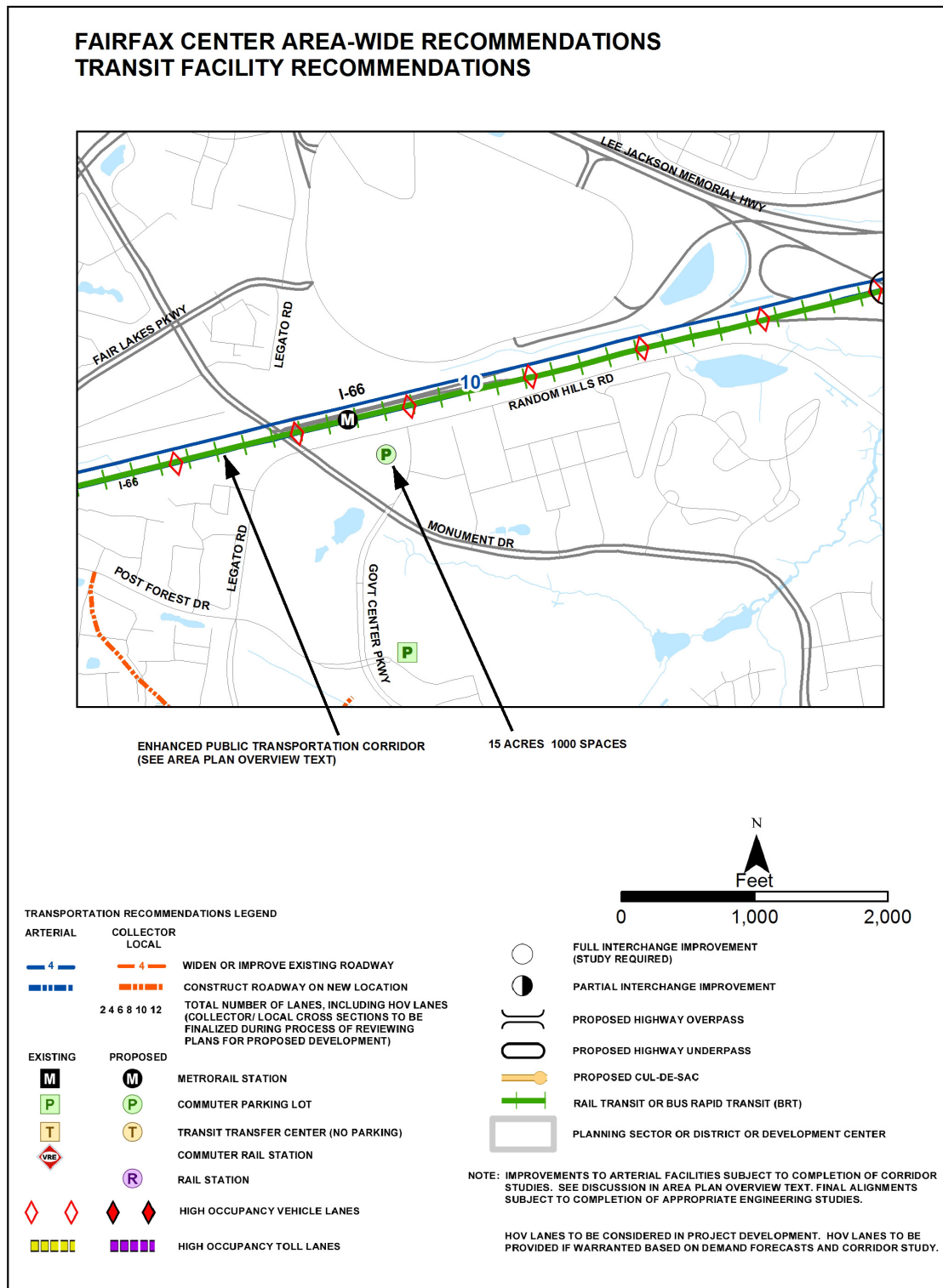
**FAIRFAX CENTER AREA
LAND UNIT K TRANSPORTATION RECOMMENDATIONS**

FIGURE 3b



**TRANSIT FACILITY RECOMMENDATIONS
 FAIRFAX CENTER AREA**

FIGURE 4



TRANSIT FACILITY RECOMMENDATIONS FAIRFAX CENTER AREA

FIGURE 5

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

Fairfax Center Area-wide Elements

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

Future High-Quality Transit

The concentration of land uses planned within the Fairfax Center Area makes it logical to extend Metrorail from the east, in the median of Interstate 66 (I-66). A preferred alternative developed by the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (VDRPT) recommends high occupancy toll lanes (HOT lanes) on I-66 from the Capital Beltway (I-495) to Route 15 in Prince William County. The preferred alternative maintains the necessary right-of-way for the expansion of Metrorail and the future Metrorail Stations in the Fairfax Center Area. The expansion of existing bus service would be needed to support this future Metrorail service and stations. Future Metrorail stations should be supported by pedestrian and bicycle facilities, drop-off zones, bus loading zones, bus shelters, benches, signs and lighting systems, landscaping and other amenities (e.g., restrooms, bike racks and lockers, information kiosks, and drinking fountains).

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

Roadway Network and Circulation

Roadway improvements for the Fairfax Center Area are shown on Figures 3 through 5. The improvements represent countywide elements as well as improvements specific to the Fairfax Center Area.

Interchanges

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

The amount of land needed for interchanges, and the extent to which access must be re-oriented, varies with the actual design of the interchange. Most planned interchanges have not yet been designed. In these instances, every effort should be made to accommodate the potential access modifications associated with a future design. In those instances where interchange designs have been approved or are in active stages of development, the maps contained in this section do not show these restricted access segments. Where an interchange project is in an active design stage, or where such designs have been approved, access in the intersection area should be consistent with such designs.

Implementation Aspects

The ability to implement transportation improvements is critical to the success of the Fairfax Center Area. A key factor in the implementation process is the ability to acquire or generate funding for these improvements. Applications for development within the Fairfax Center Area need to address specifically the health, safety, and welfare of its residents and employees. Any development intensities above the baseline are feasible only if the private sector contributes a proportional share of transportation improvements and/or funding to meet the transportation needs of the area. The proportional share of the transportation improvements provided by the private sector is established by the Board of Supervisors and reviewed periodically through a public process. This concept is used in other areas in Fairfax County and is critical in developing a funding plan for those urban centers.

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

Pedestrian and Bicycle Systems

Pedestrian and bicycle travel constitute major forms of transportation in the Fairfax Center Area, providing access among residential, employment, commercial, and community land uses. Walking and biking as modes of transportation provide benefits for both the user and the larger community, including improved health, fuel savings, reduced air pollution, and reduced traffic congestion.

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

Pedestrian Mobility

Coordinated walkway networks are fundamental as well as essential and should be required of all development in the Fairfax Center Area. Wherever possible, missing connections or substantial portions of the pedestrian network should be provided with new sidewalks, trails or other improvements. Comprehensive, coordinated walkway networks should be required for each site to provide full intra- and inter- parcel pedestrian circulation to and from all buildings, parking, recreational facilities, and to or through open space areas. New development should focus on

orienting itself to the pedestrian realm, creating logical connections from the street to the main entrance of the building.

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

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

Sidewalks and pedestrian facilities should be buffered from the roadway using landscape amenity panels, to create a comfortable environment for the pedestrian. Walkways should not be reduced or comprised by utility poles, roadway signs, mail boxes, etc. These features should be located on utility strips between curbs or road shoulders and walkways.

Bicycle Facilities

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

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

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

Parking Management Guidelines

The following guidelines for parking management in the Fairfax Center Area are recommended:

- On-street parking is not recommended on the arterial roadway system or service drives.
- On street, parallel parking should be included on local streets and on internal streets in new developments to buffer pedestrians from vehicle traffic, and to provide convenient parking for residents.
- Whenever possible, shared parking should be encouraged.
- The location of off-street parking should be coordinated with existing public transportation and pedestrian systems.
- Exterior and interior parking lighting design should provide adequate lighting levels that ensure public safety without creating glare and light spillage into adjacent structures, roads, and the pedestrian realm.

ASSISTED HOUSING

Assisted Housing in the Fairfax Planning District includes housing constructed and/or managed under programs which limit the amount of rent charged and the eligibility of occupants based on income. These limits are a condition for the provision of financial assistance from federal, state, or local sources. Assisted Housing includes units provided under the affordable dwelling unit and workforce dwelling unit programs, as well as other federal, state and local programs. In many cases, the assisted housing units represent only a portion of a larger development. Some programs have time limits, and those units would no longer be considered “assisted” after income eligibility and rent limitations have been removed. For an inventory of assisted housing programs administered by the Fairfax County Department of Housing and Community Development (DHCD) on behalf of the Fairfax County Redevelopment and Housing Authority, please contact the DHCD.

ENVIRONMENT

Land development in the Fairfax Center Area has the potential to adversely affect environmental resources, and therefore the evaluation of land development proposals should include a set of environmental considerations. Redevelopment also has the potential to improve downstream water resources through improved on-site stormwater management practices. Environmental policies for the Fairfax Center Area are tailored to protect remaining high-quality environmental resources in this area.

Water Quality

The Fairfax Center Area includes the headwaters for four watersheds that contain a variety of environmental resources: Difficult Run, Cub Run, Little Rocky Run, and Popes Head Creek. All of these watersheds except Difficult Run are tributaries to the Occoquan Reservoir water supply, and the careful control of stormwater management within these watersheds is essential to the protection of this water supply resource. With respect to the Difficult Run watershed, land use and water quality considerations are also of importance (as they are in all of the area’s watersheds) within the

context of watershed planning and implementation—Fairfax County has devoted significant efforts and resources to improve water quality and stream ecosystem health within all of the watersheds in the county. In addition, several stream segments of Difficult Run have been identified by the Virginia Department of Environmental Quality as having one or more water quality impairments per Section 303(d) of the Clean Water Act (as have been stream segments downstream of the other watersheds in the Fairfax Center Area). Once a water body is listed as impaired, a Total Maximum Daily Load (TMDL) report must be developed to identify the sources causing the water quality impairment, the pollutant reduction needed and responsible parties. Stormwater runoff volumes and energy contribute to downstream impairments, and therefore the control of stormwater runoff from upstream areas within all of the watersheds in the Fairfax Center Area can have benefits in addressing the impairments in downstream areas.

Development in the Fairfax Center Area has impacted the ability of the headwaters to fulfill the functional role in maintaining water quality by altering the naturally occurring intermittent streams, changing the natural topography, and replacing porous landscapes with impervious surfaces. The combined effects of these activities has induced increased scouring of stream channels and an influx of water pollutants. Earthwork, reduction in vegetation cover, and increased rate of run-off resulting from the use of impervious surface materials can result in erosion and increased sedimentation of the stream system. Water quality, stream profiles, and vegetated wildlife habitats along stream edges may be adversely affected. There are numerous available techniques of siting, construction methods and water quality management practices, including stormwater best management practices, better site design and low impact development techniques (see the Environment section of the Policy Plan, Objective 2, Policy k) and preservation and/or restoration of the stream valley Environmental Quality Corridor (EQC) system, that can support the preservation and enhancement of water resources. One or more of these techniques should be used in all development projects within the area. Redevelopment of previously developed sites provides opportunities to improve upon existing stormwater management measures and for installation of advanced stormwater management techniques.

Due to its watershed divide location, the Fairfax Center Area streams are small with intermittent channels predominating. Much of the area is relatively flat with some shallow soils. Freshwater wetlands are most likely to be present where hydric soils are found, particularly within floodplains and other areas near streams. The Fairfax Center Area also has areas of upland hardwoods. Wildlife is evident in the stream channels, the wetlands, forested areas, and meadows. Due to road construction and land development, much of the habitat is fragmented. The ecological resources of this area should be enhanced through the development process by restoring an enlarged EQC system that incorporates headwater streams, wetlands, and connected patches of upland hardwoods and other habitat types. All wetlands are to be preserved in their natural state, or their loss fully mitigated, ideally within the watershed.

There is also a need to protect the water and environmental quality of the Occoquan basin area. The Occoquan basin drains approximately 20 percent of the total area of Fairfax County. The reservoir stores water for a large percentage of the Northern Virginia population. Even though the present overall intensity of development within the Occoquan basin is relatively low, water quality levels in the basin are worsening, due to increasing development throughout the multi-jurisdiction watershed. Further influx of development into the area will be detrimental to water quality and wildlife habitats unless environmentally sensitive site development measures are utilized. Protection of water resources should be pursued through effective stormwater management and best management practice techniques that will reduce pollutant runoff and, where practicable, reduce stormwater runoff volumes. Every effort should be made to assure that streams will not flood and cause damage to neighborhoods and homes due to future construction in undeveloped areas. Stormwater infrastructure should be designed to ensure that runoff from a developing site will not adversely affect any neighboring sites.

Nonpoint source pollution has been identified as a major contributor to water quality problems in the Occoquan Reservoir. The impact of nonpoint source pollution is related to impervious cover and stormwater runoff volumes. As development becomes more intense and higher percentages of the land surface are paved, pollution concentrations in the urban stormwater runoff increase drastically. This nonpoint source pollution can be reduced by the implementation of BMPs. All projects in the area must comply with stormwater management and best management practice requirements as adopted by the Board of Supervisors. A range of practices and strategies are available to satisfy these requirements. There should be an emphasis on better site design and low impact development (LID) techniques (see the Environment section of the Policy Plan, Objective 2, Policy k) in order to minimize the adverse impacts of stormwater runoff.

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

High water quality should continue to be promoted in the Fairfax Center Area through land use and structural controls. The following guidelines are suggested to achieve this objective:

- Per the Environment section of the Policy Plan, Objective 2, Policy 1, pursue protection of stream channels and associated vegetated riparian buffer areas along stream channels upstream of Resource Protection Areas (as designated pursuant to the Chesapeake Bay Preservation Ordinance) and Environmental Quality Corridors.
- Encourage the expansion of EQCs beyond the minimum stream valley components by incorporating adjacent areas with natural features worthy of protection and encourage increased on site open space compliance above minimum requirements.
- Encourage cluster development in areas that are planned for low development densities. Such cluster development should be designed to maximize the preservation of remaining natural resources in the area and to minimize impervious cover, thereby reducing stormwater runoff volumes while maximizing areas within which groundwater resources can be recharged; this would be of particular benefit in the portion of the Fairfax Center Area within which an aquifer recharge area has been identified.
- Ensure that proposed new development and redevelopment provides onsite measures for water quality and quantity controls. Coordination of stormwater management controls among multiple development sites may also be effective in achieving stormwater management goals in an efficient manner. In some instances, new development may present an opportunity to contribute to one or more proposed projects noted in the watershed management plans.
- Environmentally-friendly stormwater design should be an integral design principle that is part of the conceptual stage of site development, recognizing that stormwater management measures may be phased with development. The stormwater design should first seek to minimize the effect of impervious cover, followed by the application of stormwater reuse, retention, detention, extended filtration and, where soils and infrastructure allow, infiltration to improve downstream waters. Coordination of stormwater management controls among multiple sites may also be effective in achieving stormwater management goals in an efficient manner. Stormwater management and water quality controls should be optimized for all future development projects consistent with the scale of such projects.
- Stormwater management and water quality controls for development and redevelopment should be designed to return water into the ground where soils are suitable or reuse it, where allowed. Stormwater quantity and quality control measures should be provided with the goal of

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

- At a minimum for any application at the overlay level, stormwater management measures and/or downstream improvements should be pursued to optimize site-specific stormwater management and/or stream protection/restoration efforts, consistent with the adopted watershed management plan(s) that is/are applicable to the site. Such efforts should be designed to protect downstream receiving waters by reducing stormwater runoff volumes and peak flows from existing and proposed impervious surfaces to the maximum extent practicable, consistent with watershed plan goals.

Soils

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

Green Building Practices

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

HERITAGE RESOURCES

The Fairfax Center Area contains both known and potential heritage resources. A list of those heritage resources included in Fairfax County's Inventory of Historic Sites is listed on Figure 6, and

FIGURE 6
INVENTORY OF HISTORIC SITES
FAIRFAX CENTER AREA
(Inventory as of February 7, 2018)

Name	Location	Land/ Sub-unit	Parcel Number	Date
Ox Hill Battlefield Park	4134 West Ox Road, Fairfax	D4	46-3 ((1)) 28A, 31B, 32, 32A; 46- 3 ((5)) 5, 6	1862, 1915
Woodaman House	12816 Westbrook Drive, Fairfax	R2	55-2 ((3)) E2	c. 1790
Fairfax Villa Park	East of Shirley Gate Road between Lee Highway and Braddock Road, Fairfax	W2	56-4 ((6)) A, 39, 40, 41, 42, 87A; 57- 3 ((1)) 1, 2; 57-3 ((7)) A1	c. 5000 BCE- Early 20 th Century

- * Indicates demolition of primary resource: potential intact archaeological components
- N National Register of Historic Places
- V Virginia Landmarks Register
- H Historic Overlay District

a map of those resources is shown in the Bull Run Planning District on Figure 5 and in the Fairfax Planning District on Figure 5. The Inventory is open-ended and continues to grow. For information about these and other historic sites, consult the Fairfax County Department of Planning and Zoning. Identified heritage resources include:

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

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

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

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

There are several historic family cemeteries located within the Fairfax Center Area. Development plans must provide for their preservation in accordance with state and county statutes and ordinances. Other heritage resources including those protected by Historic Overlay Districts, or listed in the National Register of Historic Places or the Virginia Landmarks Register are also shown on Figure 6, and may be identified in the text and recommendations section.

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

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

The Virginia Landmarks Register and the National Register of Historic Places also officially recognize properties meeting specific criteria. Like the county Inventory, benefits of designation

include public recognition and enhanced support for preservation. In addition, projects that are funded or sanctioned by federal government agencies may require review to determine if they will have any effect on properties listed in or eligible for listing in the National Register of Historic Places. Alternatives must be explored to avoid or reduce harm to the historic properties.

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

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

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

PUBLIC FACILITIES

Existing public facilities located within the Fairfax Center Area and those to which a future need has already been identified are included in Figure 7. Major expansions of existing facilities (with the exception of federal or state facilities) or uses of land that are distinctly different than the use of the public facility must be considered by the Planning Commission through provisions outlined in Section 15.2-2232 of the Code of Virginia. For these existing facilities minor expansions which are in keeping with the character of the facility may be considered in conformance with the Plan.

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

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

FIGURE 7
FAIRFAX CENTER AREA
EXISTING PUBLIC FACILITIES

Land Unit	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
A					FCWA Fair Oaks Pumping Station	
B			County Admin.-Government Center, Herrity Building Community Development Center	Pennino Building Human Services Center		
C			Fair Oaks Police and Fire Station Co. 2			
G			Animal Shelter, DVS West Ox Maintenance Facility, Fire Training, Police Heliport		I-66 Transfer Station, Recycling Drop-off Facility	WMATA Bus Operations Facility *VDOT Maint. Yard Virginia Police Headquarters, PSTOC
H	Eagle View Elem. school		Fairfax Center Fire Station Co.40		Sanitary Sewage Pumping Station	
I					Sanitary Sewage Pumping Station	
J				Adult Care Residence for Persons with Mental Illness		
K					Sanitary Sewage Pumping Station	
N					Sanitary Sewage Pumping Station	
R			Girls' Probation Home			
W			Boys' Probation Home			

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

1. Expand the Girls' Probation Home to 24 beds. This facility is located on Parcel 55-4((1))10 on the north side of Lee Highway in Sub-unit R2.
2. Expand the Boy's Probation Home to 22 beds. This facility is located on Parcels 56-4((1))10 and 11 on the west side of Shirley Gate Road.
3. Expand or improve the existing Police Heliport.

PARKS AND RECREATION

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

Existing local parks and publicly accessible open spaces, and the Environmental Quality Corridors radiating outward from the headwaters of several stream valleys within the Fairfax Center Area form the backbone of the park system centrally located in the county. Major stream valleys within the Fairfax Center Area are Difficult Run, Big Rocky Run, and Little Rocky Run. Publicly accessible areas on public and private land, including trails and bikeways, supplement the public park and recreation elements.

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

New residents, employees and visitors increase the need for park space and recreational facilities. Limited opportunities remain to add significant parkland in the Fairfax Center Area. Therefore to offset impacts to park resources and service levels, all development within the Fairfax Center Area should contribute to creating new parks, adding park facilities, constructing trails, protecting remaining natural areas as well as cultural features in this area. Natural and cultural resource impacts on parks must be mitigated through best practice design, protections, and restoration methods. Future development in this area should also be encouraged to achieve environmental reclamation of degraded EQCs and other sensitive features.

The Park Classification System adopted as a part of the Policy Plan outlines a hierarchy of park and recreation facilities which should be jointly developed by the public and private sector as follows. Figure 8 lists the parks within the Fairfax Center Area.

Local Parks

Public local parks in close proximity to residents are deficient in the Fairfax Center Area. On-site local park facilities should be provided as part of all planned residential development with an effort to connect to the broader park system within Fairfax Center Area through green infrastructure and trails. Urban parks are recommended, as outlined in Appendix 2 of the Parks and Recreation Element of the Policy Plan, as integral features of mixed-use and transit-oriented development in the Fairfax Center Area. These parks should be developed and managed primarily by the private sector

FIGURE 8
FAIRFAX CENTER AREA
EXISTING PUBLIC PARKS
(As of May 2016)

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

in accordance with the Urban Parks Framework with planning and program support from public agencies. Private open space connectivity, such as that provided by Fair Lakes League, supplements the local park provision. Non-park public spaces, such as the Government Center grounds, are easily accessible to a large number of Fairfax Center Area residents, workers, and visitors who enjoy its landscaped areas, events and trail network. Its central location and various features serve an important local park and community building function. As most residents in the area lack yards, the need for additional dog parks and areas for community gardens are particularly important deficiencies to address.

District Parks

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

Resource-Based Parks

Resource-based parks have significant cultural and natural resources. These parks support nature, horticulture and history programs, gardening, nature watching and appreciation of local, regional, state, and national history. Although located mostly on the perimeter of the Fairfax Center Area, extensive stream valley parks are part of the resource-based parks network. These stream valleys provide opportunities for increased connectivity, trails, nature enjoyment, habitat protection and interpretative features. Some resource-based parks may have separate areas designated for recreation purposes. In addition to the stream valley parks, Ox Hill Battlefield Park, the site of the Ox Hill Memorial Markers and interpretive trail and features, is a significant cultural resource-based park that commemorates a major Civil War engagement.

TRAILS AND BICYCLE FACILITIES

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

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

Coordinated walkway networks are essential and should be required of all development in the Fairfax Center Area. Comprehensive, coordinated walkway networks should be required for each site to provide full intra- and interparcel pedestrian circulation to and from all buildings, parking, recreational facilities, and to or through open space areas and stream valley parks. High volume and high speed roadway intersection control and design should accommodate pedestrians through the use of separate pedestrian grade-separated crossings, walkway incorporation into roadway grade separations, pedestrian activated signals and crosswalks. Local roadway networks that are designed to discourage automotive through travel should allow nonmotorized through travel via cul-de-sac

connections. Pedestrian circulation should be provided through and from parking lots, and to transit stops.

CORE AREA VISION

The planned extension of Metrorail to the Fairfax Center Area presents an opportunity to transform the auto-oriented, suburban-style character of the core area into an interconnected, urban-style, transit- and pedestrian-friendly place. Future replanning in the Suburban Center Core Area may be appropriate due to the future provision of mass transit, pending further transportation studies. In addition to meeting the areawide recommendations for the Fairfax Center Area, all development including redevelopment and infill development within the Suburban Center Core should include the following elements:

Land Use

- A transit-oriented core area will include a mixture of existing uses, such as the Fair Oaks Mall and the Government Center, along with the development of surface parking lots and the redevelopment of lower-intensity uses. To create a lively, transit-oriented place, the vision should be realized through a synergistic mixture of land uses and a coordinated design.
- Residential uses should be designed and located in a manner that reduces the traffic-related noise impact on such uses, as per county policy. Retail uses should be conveniently located in the ground floor of buildings in order to serve the residents and employees, animate the street, and promote pedestrian activity. The retail uses also should be located strategically to take advantage of visibility and promote walkability, at such areas as prominent entryways, corridors, or public plazas. Residents, employees, and visitors should have convenient access to urban parks, open space, recreational space, and other services.
- If redevelopment includes individual development phases, a logical phasing plan should be part of any proposal to demonstrate how ultimate development at the greatest planned intensity will achieve Comprehensive Plan goals.

Urban Design

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

- Streetscapes should be animated and attractive through the usage of storefront windows with browsing areas, entrances, landscaping, plazas, unique paving materials, outdoor cafes, seating areas, and other street furniture or amenities.

Transportation

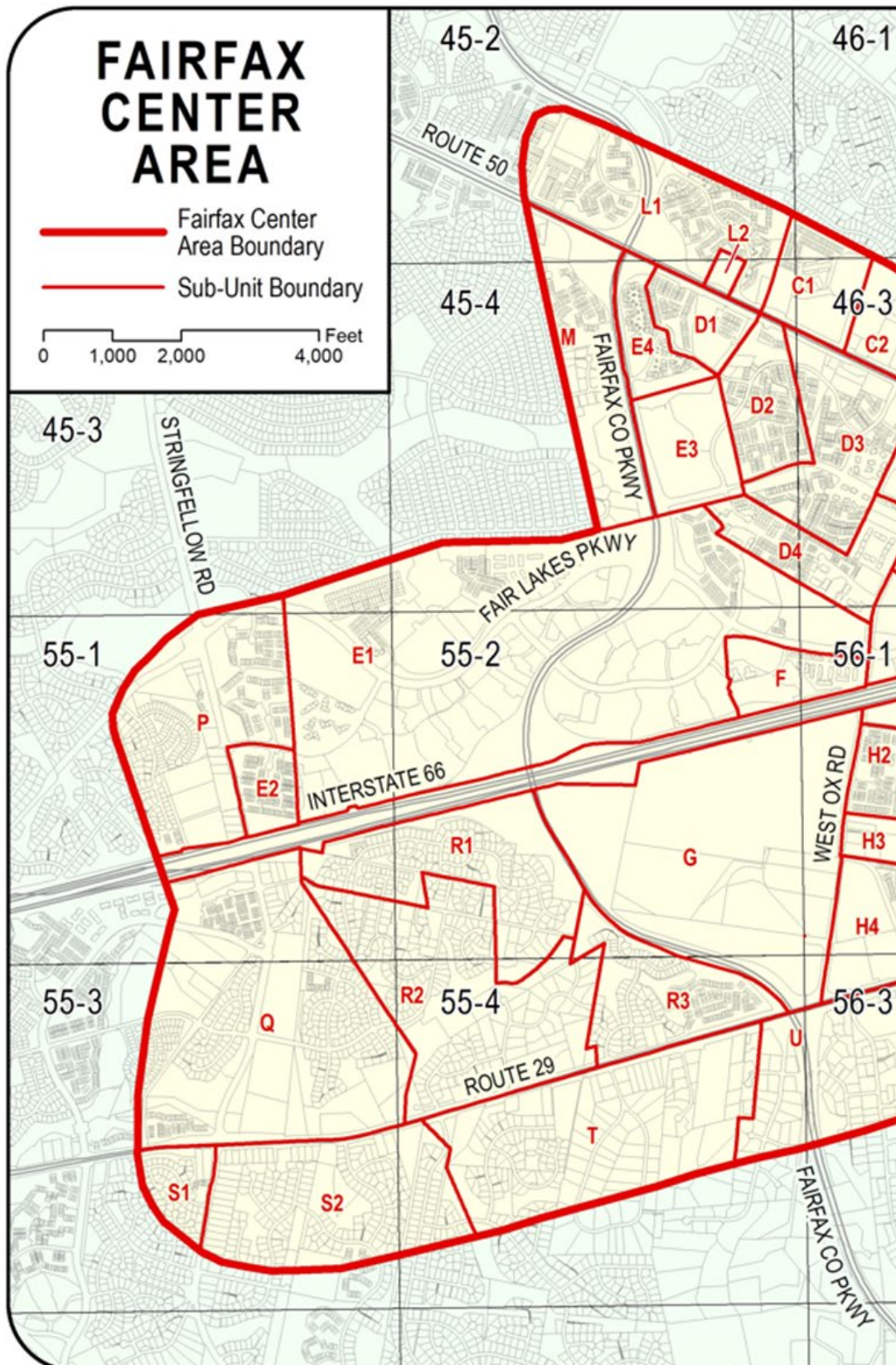
- The planned Metrorail extension to the core area is the key component of the new vision for the core area. This vision foresees the transformation of the core from its auto-oriented, suburban character into an inter-connected, urban, transit and pedestrian-friendly place. To facilitate this transition, any future redevelopment will need to balance new development with providing infrastructure and facilities for transit, pedestrians and bicycles in the core area. Focusing this new development around the Metrorail station is critical to promote the use of mass transit and the transformation of the core.
- Multimodal accessibility should be the primary component of any transportation analysis for a development plan. To enable this review, plans should identify opportunities to improve bike, pedestrian and transit accessibility to the site, and how connections into and within the core will be improved or enhanced to safely accommodate these modes. Vehicular and pedestrian conflicts at intersections should be identified, and the needs balanced and prioritized.
- Improvements to roadways, streetscapes, and intersections to the core area will be necessary with the development associated with the Metrorail Station. Access to and from the Metrorail station and within the core area should be facilitated with all development. These improvements should enhance multimodal connections and ensure safe facilities for pedestrians, bicyclists, drivers, and transit riders. Sidewalks, bicycle lanes, or bicycle signage should be integrated into the transportation network in the core area.
- Roads that are privately owned and/or maintained may be a critical component of the transportation network in the core area. All roads, public and private, should be designed to provide mobility for vehicles, transit, pedestrians, and cyclists, where a need is identified.
- In addition to roadway improvements and enhancements to the pedestrian environment, other strategies to reduce vehicular trips should be employed. A Transit Demand Management program should be developed for the core area and implemented in order to reduce vehicular trips with any redevelopment.
- Redevelopment should continue to allow direct local bus access to and through the core to support the existing and planned local bus service that accesses the area. Facilities for the transit riders, such as shelters, real time information displays, bus bays, bicycle racks, or other related improvements, should be provided.
- Parking in the core should be consolidated into structures, under-ground or above ground, and integrated into the streetscape in order to minimize, if not eliminate, surface parking lots. On-street parking for retail should be integrated into developments. Structured parking should be located behind buildings or, if visible from the street, screened or treated in a manner that contributes to the visual appeal of the streetscape. If surface lots must be utilized, redesign and consolidation is encouraged to facilitate improved pedestrian connections within the core area. Creative approaches to reduce the amount of required parking provided, such as shared parking strategies or parking maximums should be considered.

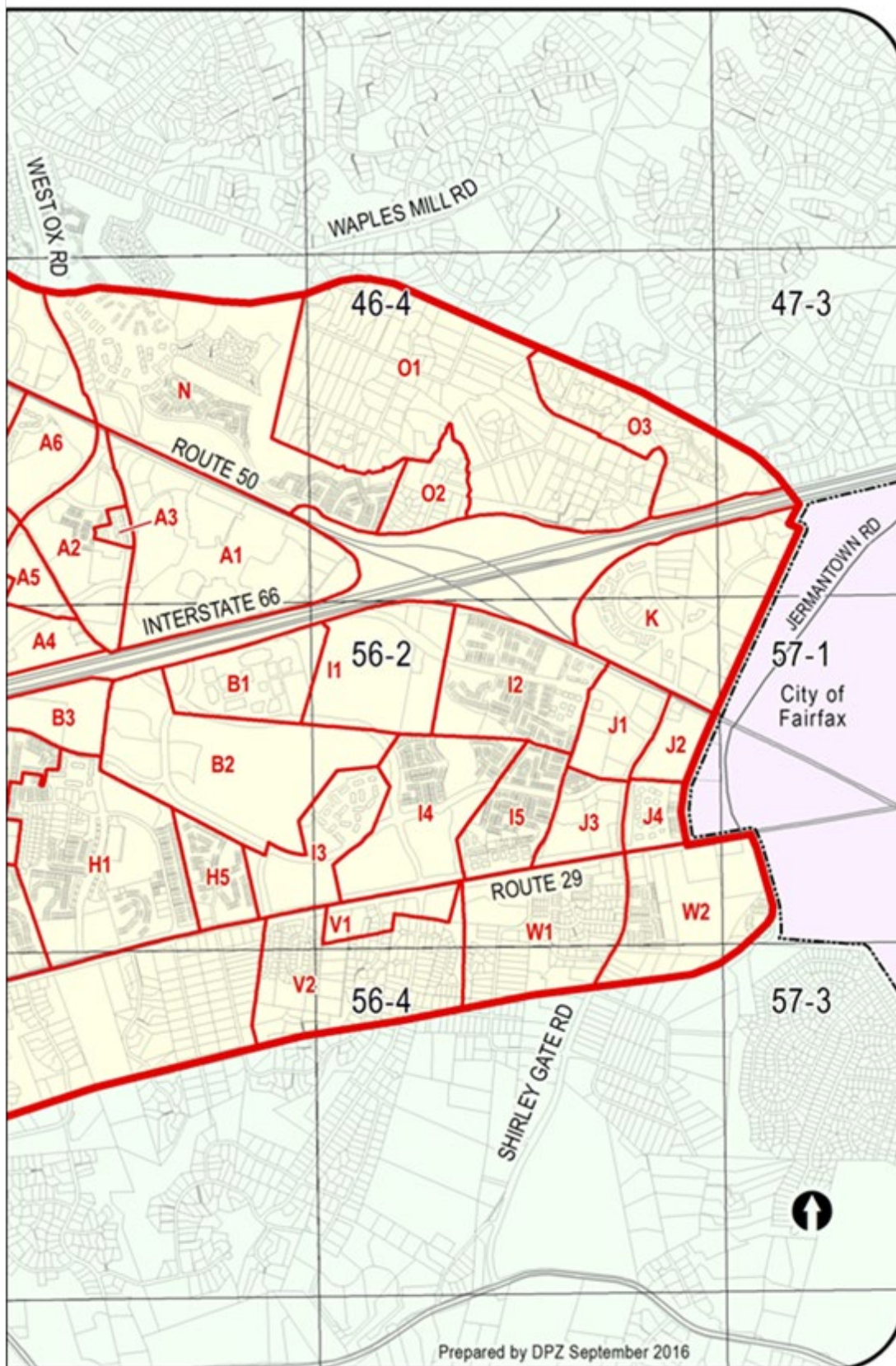
Parks and Public Facilities

- A network and hierarchy of open spaces and urban parks should be established consistent with the recommendations of the county's Urban Parks Framework.

Environment

- Any expansion or substantial renovations of existing structures should incorporate green building features to a significant extent. Incorporation of green building features for existing buildings should be encouraged.





LAND USE PLAN RECOMMENDATIONS - THE OVERLAY LEVEL

LAND USE

The land use assignments and intensities at the overlay level and associated options represent the preferred level of development if the guidance outlined within the Areawide Recommendations is satisfied. The overlay level is based upon a single core concept. In this concept the core area contains the most intense mixed-use development, and includes Land Units A and B. This core area is located west of the Lee-Jackson Memorial Highway (Route 50)/Interstate 66 (I-66) interchange, south of Lee-Jackson Memorial Highway, and north of Government Center Parkway and Post Forest Drive. The core consists of the Fairfax County Government Center; Fairfax Corner; Fairfax Towne Center; Fair Oaks Mall and the adjacent office, hotel and commercial uses; residential uses; as well as plazas and open space.

In general, intensity of development at the overlay level diminishes with distance from the core area. The baseline level represents the minimum level of density/intensity in the implementation approach for the Fairfax Center Area. The overlay level recommendations encourage the Fairfax Center Area to develop into a major mixed-use center in the county. Concentrations of multifamily residential developments in proximity to areas of commercial activity are incorporated in the Plan. While the overlay level is the preferred development intensity, an applicant may choose to develop at a lesser intensity of development.

Land Use Recommendations - By Land Unit

The Fairfax Center Area is divided into land units as shown in Figure 9. The Plan text recommendations are presented on an individual land unit and sub-unit basis. The Plan text refers to the maximum intensity allowed with the overlay level or associated options, as well as other considerations for development within each land unit.

The following land use categories are utilized within the land unit recommendations to achieve the desired mix of uses within the Fairfax Center Area.

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

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

SUBURBAN CENTER CORE AREA

General Development Conditions

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

LAND UNIT A

CHARACTER

This land unit is located west of the Lee-Jackson Memorial Highway /I-66 interchange and includes the Fair Oaks regional mall, Fair Lakes Promenade, Fairfax Towne Center, Centerpointe office development, and surrounding residential development.

RECOMMENDATIONS

Land Use

Sub-unit A1

Baseline: Mixed use up to .15 FAR

Overlay: Mixed use up to .65 FAR; 1.0 FAR

Sub-unit A1 consists of approximately 133 acres, including a 109.5-acre portion that contains the Fair Oaks Regional Mall at its center (“Mall Property” or “Mall”), as shown on Figure 10. Several office buildings, hotels, and other commercial uses around the perimeter of the Mall Property occupy the approximately 24-acre remainder of the sub-unit. There is a long-range vision to extend Metrorail to the area and a Metrorail station is planned to be located along I-66 with a pedestrian connection to the sub-unit. Prior to a Metrorail extension, a major I-66 Express Lane project (slated for completion in 2022) is underway, and there is potential for interim transit mode improvements, such as enhanced Express Bus service or a Bus Rapid Transit (BRT) system.

The Mall Property is planned at the overlay level for residential, retail, hotel, and office uses up to an intensity of 1.0 FAR, which equates to approximately 4.8 million square feet of development. The remainder of the sub-unit is planned at the overlay level for retail, hotel and office uses up to an intensity of .65 FAR overall. Any redevelopment at the overlay level should address the applicable Areawide Recommendations for the Fairfax Center Area, including the Core Area Vision, and applicable Use-Specific Performance Criteria. As an interim phase in the overlay level, the Mall Property is planned for retail and office uses up to

an intensity of .50 FAR. The development elements and the performance criteria recommended for overlay development should also be applicable to any interim phase of development.

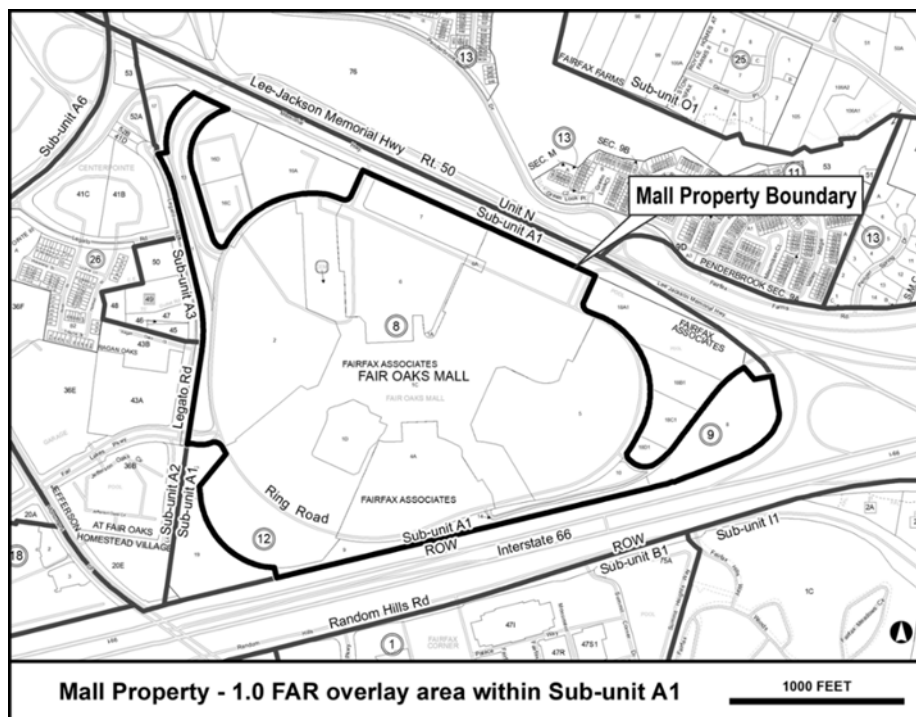


FIGURE 10

At such future time as the planned extension of Metrorail to the area is funded, areas of the Mall Property may be appropriate for additional transit-oriented development (TOD) at an intensity above 1.0 FAR. Such additional intensity will require additional planning studies, including a transportation analysis demonstrating that the transportation network will support the additional development potential, and studies to ensure that the TOD is integrated with previously-planned development, in support of the Core Area Vision and Areawide Guidelines. Development at the overlay level of up to 1.0 FAR should be designed to accommodate the future Metrorail station and supporting TOD by identifying those areas which may be critical to accommodating those uses and intensity, and ensuring that those areas remain suitable for the future development.

Redevelopment of the Mall Property

Redevelopment of the sub-unit, and the Mall Property in particular, presents an opportunity to transform the auto-oriented, suburban-style character of the sub-unit into an inter-connected, urban-style, multi-modal, transit and pedestrian-friendly place. The vision for such redevelopment is encapsulated in the Core Area Vision contained in the Areawide Guidance of the Fairfax Center Area. The elements of the Core Area Vision describe the redevelopment of surface parking lots and older lower-intensity uses into a modern, more urban mixture of residential and commercial land uses with a coordinated, pedestrian and transit-friendly design.

To achieve this goal, the ultimate vision for redevelopment of the Mall Property should be defined at the earliest phase of redevelopment through the creation of a conceptual master plan for the entire site. The master plan should reflect the intent and guidance of the adopted Core

Area Vision and represent the ultimate goal of an integrated, multi-modal, transit-oriented development. As individual development phases occur, the master plan may be subject to modification, but should continue to serve as an overall conceptual framework to guide elements such as the coordination of land uses, connectivity and site circulation, the provision of transportation improvements, and the creation of a connected open space network, to ensure the ultimate achievement of Comprehensive Plan goals. Each phase of development should provide planned infrastructure, parks, open space, and other amenities proportionate to the intensity of the development proposal and as is necessary to fully serve the residents and users at that phase of development.

Vision for Redevelopment

The vision should be realized through a synergistic mixture of land uses and a coordinated design. Initially, the Mall's retail use will comprise most of the total development on the Mall Property. As redevelopment occurs, the land use components should shift such that the Mall square footage becomes less of the total development, and new uses occupy the majority of the total square feet.

It is anticipated that residential uses will comprise a large percentage of redevelopment and residential will eventually become the primary use on the site. Retail uses, which typically generate a high number of vehicular trips to and from a site, should be reduced as necessary to adequately offset the transportation impacts of new development on the roadway network. At full buildout, retail is expected to comprise 20 percent to 25 percent of total development. Residential uses may comprise as much as 35 percent to 45 percent of total site development, while office, hotel, and other non-residential/non-retail uses make up the remainder. As redevelopment occurs, development plans should be reviewed to ensure that the proposed mixture of uses is consistent with the overall concept for the site, continues to satisfy Plan objectives, and would not exceed the capacity of the planned transportation network.

The addition of residential uses is intended to transform the existing auto-oriented retail environment into a 24-7, vibrant, livable community. Multifamily buildings that are five stories and greater have the design characteristics necessary to create the desired compact, walkable environment when thoughtfully integrated with supporting non-residential uses. Townhomes and stacked townhomes ("2-over-2" townhomes) are not considered appropriate for the intended type of urban, mixed-use development, except when they are physically integrated into other structures to activate the streetscape. Retail uses, exclusive of the Mall, and other active uses should be strategically located in the ground-floor of buildings, as is necessary to serve residents and employees, animate the street, and promote pedestrian activity at such areas as prominent entryways, corridors, or public plazas.

Urban Design

Redevelopment of the Mall Property should be consistent with the design guidance included in the Areawide Recommendations and Core Area Vision, which emphasize the creation of a vibrant, pedestrian-scaled environment with a distinctive character. A central plaza or park should be provided on the site to serve as a main attraction, contribute to the distinct identity of the place, and to serve as a foundation for a network and hierarchy of open spaces and urban parks located throughout the development, consistent with the recommendations of the County's Urban Parks Framework. Development proposals should demonstrate high quality in terms of site and building design, landscaping, materials, and urban park spaces, and should prioritize comfort and accessibility for persons of a variety of ages and abilities.

Parking for new development should be consolidated into structures, above-ground or underground. New freestanding parking structures and surface parking lots are not envisioned. If any existing surface lots remain on an interim or permanent basis, they should be redesigned to accommodate the addition of trees and other landscaping features, as well as pedestrian walkways.

Entryways, including the Fair Lakes Parkway and the planned transit station, should contain notable gateway features, such as public art, plazas, landscape features, or interesting architecture. Signage or other wayfinding devices should be installed as part of a comprehensive wayfinding plan to facilitate easy movement around the property. The architecture, landscaping, signage, and materials should establish unified design themes at the earliest phase of development.

Parks and Recreation

A comprehensive network of onsite urban parks, playgrounds, and recreational amenities should be integrated into the open space network included on the conceptual master plan, consistent with the recommendations of the Urban Parks Framework. Any phase of development should also address its impacts on surrounding parks and recreation facilities. A contribution to the construction of new athletic fields and/or upgrading existing fields at parks within the service area, the construction of master-planned park facilities, and the replacement or improvement of aging park facilities at nearby parks should be made when each phase of development is implemented.

Transportation

Circulation into, around, and through the Mall Property should be a primary component and organizing element of the conceptual master plan. The plan should promote connectivity throughout the Mall Property, to adjacent properties, and to the location of the future Metrorail station. In anticipation of the future Metrorail station, a prominent connection should be planned from the station location to the Mall, while additional multi-modal corridors of movement should connect logically and cohesively to land uses on the periphery of the Mall Property and outside of the land unit. The central location of the Mall building in the sub-unit presents a challenge for movement, particularly for pedestrians. The design should connect the activity within the Mall to the new development by aligning Mall corridors with pedestrian connections to and along the new roadways, and should consider providing appropriate public access through the Mall building (while recognizing the Mall's property rights), since the most direct connection across the site may occur through the Mall building itself.

In accordance with the Core Area Vision, multimodal accessibility should be the primary component of the transportation analysis for any development proposal. New multimodal infrastructure and facilities should be provided while improving existing infrastructure and connectivity to ensure safe facilities for pedestrians, bicyclists, drivers, and transit riders of all ages and abilities. Necessary improvements to roadways, streetscapes, and intersections should be identified on the conceptual master plan and may be phased as development builds out according to an associated phasing plan. Off-site opportunities to improve pedestrian, bicycle, and transit access in the general vicinity of the Mall Property, and to provide missing connections that could serve the area and/or the Mall, should also be considered, in coordination with FCDOT and the Virginia Department of Transportation.

Several major transportation connections have been identified as potential long-term future improvements that would increase accessibility to and from the sub-unit from surrounding areas within the Fairfax Center Core Area. The potential connections are:

- Extension of the east-west section of Legato Road (Route 7967) to the Ring Road;
- Extension of Government Center Parkway across I-66 to the Ring Road; or, if not feasible:
 - A pedestrian bridge across I-66 to the commuter parking/bus transit facility in Subunit B1.

The locations/landing areas of the potential future connections should be identified on the initial conceptual master plan and any redevelopment that interacts with or would impede those landing areas should include an evaluation of the feasibility of the relevant connection(s). Feasibility studies should include preliminary design and/or conceptual engineering as is necessary to determine the interface of the connections with the proposed redevelopment and the overall master plan for the property to ensure that the potential connections are not precluded by planned redevelopment, and that they may be designed to safely accommodate transit, pedestrians, bicyclists, and other users of the site.

Non-motorized connections into and through the sub-unit, across the Ring Road, and to the Mall building should be enhanced to ensure safe usage for pedestrians, bicyclists, drivers, and transit riders. To alert drivers to crossings of the Ring Road, those crossings should include pedestrian-activated signals and crosswalks, and may include special paving materials and striping. Crossings should be designed to avoid conflicts with vehicles and should connect logically to the circulation system established by the master plan. Above an intermediate level intensity of .25 FAR, a new pedestrian connection from Legato Road (Route 656) to the crosswalk where Route 50 ramps meet the Ring Road should be considered.

In addition, redevelopment above an intermediate level of .25 FAR should accommodate a safe pedestrian crossing from Fair Lakes Parkway, across the Ring Road, and to the Mall. An extension of the sidewalks from Legato Road along both sides of Fair Lakes Parkway is the preferred option. At a minimum, the sidewalk on at least one side of the Parkway should be extended to the Ring Road. However, if the preferred option cannot be immediately accommodated, then an interim option may be explored, involving an improvement to the existing pedestrian connection from Fair Lakes Parkway to the Ring Road, which aligns with the existing sidewalk to the mall. If neither of these options is feasible with development up to an intensity of .50 FAR, then another option, which accomplishes the objective of a safe, signalized, pedestrian crossing at a crosswalk in the vicinity of the Fair Lakes Parkway and the Ring Road, may be considered as an interim improvement. Redevelopment above .50 FAR should improve the intersection of Fair Lakes Parkway and the Ring Road and provide a pedestrian connection from the Ring Road to the Mall to facilitate safe pedestrian movement.

Redevelopment should also consider its impacts on nearby roadways. Fair Lakes Parkway is considered the major western access, and this roadway is anticipated to continue to function as such for all modes of travel in the future. As a result, redevelopment at the earliest phase should study Fair Lakes Parkway from the Ring Road to West Ox Road, to identify ways to improve pedestrian safety, access and mobility, while balancing vehicular needs. Furthermore, any new development should include a weave analysis for traffic entering eastbound Route 50 from either of the right-out exists, or the eastbound egress ramp from the Mall Property, and traveling to the westbound or eastbound I-66 on-ramps. The development should evaluate and potentially mitigate these movements, if a need is indicated by the analysis. The operations of Route 50 and Ring Road intersections should avoid queuing onto Route 50 with any redevelopment.

In addition to roadway improvements and enhancements to the pedestrian environment, other strategies to reduce vehicular trips should be employed. A Transportation Demand Management program should be developed and implemented to reduce vehicular trips that result from any redevelopment. Overall peak-hour trip reductions at the overlay level should be at least 20 percent.

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

Affordable and Workforce Housing

Redevelopment on the Mall Property should provide affordable and workforce housing through compliance with the Affordable Dwelling Unit Ordinance, Workforce Dwelling Unit Policy, and other applicable county policies. For proposals that exceed .65 FAR, any redevelopment should exceed the base recommendations for affordable and workforce housing. Furthermore, any new nonresidential development should also make a per-square foot financial contribution to the Fairfax County Housing Trust Fund that will be used to create affordable and workforce housing opportunities. The amount and period of time should be determined at the time of rezoning development review. If nonresidential floor area is achieved through a bonus for providing affordable and workforce dwelling units, the bonus floor area should not be included when calculating the contribution amount. Existing retail square footage being retained in the Mall and new ground level retail located in office, hotel, and residential buildings should also not be included when calculating the contribution amount.

Environment

Redevelopment of the Mall Property provides an opportunity to reduce impervious surface, achieve better control over stormwater runoff by managing stormwater at its source, and minimize downstream impacts to the streams in the area. In order to adapt to the increased intensity, duration, and frequency of storm events and resulting rainfall volumes, detention measures that reduce the volume, peak flow, and velocity of runoff to good forested conditions are expected to be pursued to the maximum extent practicable with any phase of development, as determined by Land Development Services. Runoff reduction may be achieved through the conversion of impervious areas to green space, implementation of green stormwater infrastructure such as bioretention facilities, green roofs, rainwater cisterns, and other creative measures. Stormwater management measures should be phased-in with those portions of the site being redeveloped and achieved by the time of and with the ultimate redevelopment of the Mall Property.

Any redevelopment should incorporate green building practices, including elements such as energy conservation, water conservation, and stormwater management measures in new buildings as per county policy within designated activity centers. New development should commit to County policy on green building, including certification through established green building rating systems, such as Leadership in Energy and Environmental Design program or other equivalent programs with third party certification. Any expansion or substantial renovations of existing structures should incorporate green building features to a significant extent, and incorporation of green building features for the existing Mall building should also

be encouraged. Adequate measures should be provided to mitigate negative transportation-related noise impacts on noise-sensitive uses, especially from Route 50 and Interstate 66, consistent with Objective 4 of the Environment element of the Policy Plan.

Sub-unit A2

Baseline: Residential use at 5 dwelling units per acre; office use up to .25 FAR
Overlay: Office mixed use up to 1.0 FAR

This sub-unit is planned for office mixed-use at an FAR of 1.0 at the overlay level and is developed with a mix of office, residential, and hotel uses. All development plans included provisions for a linear-park along the north side of Monument Drive. As an option at the overlay level, a total of 402,000 square feet of multifamily residential use is developed on Tax Map Parcel 46-3((1)) 36E, including a small integrated component of neighborhood-serving ground-floor retail. These uses were considered under the following conditions:

- Provide high-quality urban architectural and landscaping design to create a signature development on this very visible corner site.
- Development should take the form of high-density residential use. A majority of the units should be one-bedroom or efficiency units to minimize the impacts on schools.
- A contribution should be made to the county's affordable housing goals through an appropriate proffer for Affordable Dwelling Units (based on the prevailing Ordinance requirements at the time of Site Plan approval) or a combination of Affordable Dwelling Units and a contribution to the Housing Trust Fund.
- Provide the required parking for residents in structures. Provide convenient parking for visitors and customers of any proposed retail use onsite.
- Articulate the facades in order to reduce the appearance of the building mass.
- Provide a linear park along the east side of Monument Drive to encourage pedestrians to walk to nearby shopping, restaurants, movie theatres and workplaces. The linear park should meet the following conditions:
 - 1) Subject to approval of the Virginia Department of Transportation, remove the existing sidewalk in order to provide a single trail with improved landscaping, including street trees.
 - 2) Street trees should measure 3 inch caliper at a minimum.
 - 3) The width of the linear park should be a minimum distance of 20 feet.
 - 4) At least one major plaza should be provided as a public gathering place.
 - 5) To take advantage of the articulation of the buildings, additional small courtyards along Monument Drive should be provided, to include landscaping and benches.
 - 6) The intersection of Monument Drive and Fair Lakes Parkway is a major focal point in Land Unit A. The corner should be feature a special treatment that is visually pleasing to both pedestrians and drivers. Special features, such as landscaping with

a fountain, public art, an outdoor clock or appropriate architectural treatment(s) are encouraged to help define the corner site.

- Ensure that street trees are provided along Fair Lakes Parkway, relocating existing trees or replacing street trees lost during development as recommended by the county.
- Provide buffering and screening between the residential use and adjacent office and/or parking structures and lots.

Sub-unit A3

Baseline: Institutional use up to .15 FAR; office use up to .25 FAR
Overlay: Office use up to 1.0 FAR

The church that currently occupies this area is a viable land use within the context of the Plan. Expanding the church on-site up to .50 FAR may be appropriate under the following conditions:

- Design the institutional complex so that the buildings (including the parking structure) are coordinated in terms of landscaping, architecture, building materials, and pedestrian and vehicular access.
- Provide most, if not all, of the parking in a structure;
- Mitigate any negative impacts on the adjacent residential use that are the result of expanding the institutional use. Provide enhanced landscaping, buffering and screening between the institutional and residential uses to provide effective year-round screening between the uses. Landscaping should be installed during any redevelopment and maintained to ensure adequate height and coverage of vegetation throughout each development phase. Architectural treatments and enhanced landscaping for structured parking are encouraged to lessen the visual impact of the structure on the adjacent residential use.
- Coordinated development with adjacent development in Sub-unit A2 is encouraged, if feasible, to provide a second point of access to Sub-unit A3 and continuous pedestrian facilities on-site.

High-quality office use may be considered up to 1.0 FAR at the overlay level, comparable to that found in the adjacent Sub-unit A2, under the following conditions:

- Provide site and building design that mitigates the negative impacts of office use on the adjacent residential use, including, but not limited to, landscaping, buffering, and screening.
- Provide pedestrian facilities and landscaping on the frontage along Legato Road.
- Coordinated development with adjacent development in Sub-unit A2 is encouraged, if feasible, to provide a second point of access to Sub-unit A3 and continuous pedestrian facilities on-site.

As an option at the overlay level, residential use up to 1.25 FAR may be considered if the applicable conditions for the overlay level are met. High quality, urban-style architecture, landscaping, and site design should be provided including publicly accessible urban park

spaces and streetscape consistent with the development to the west along Legato Road. Architectural treatments and enhanced buffering and landscaping are strongly encouraged to lessen the visual impact of the buildings, including structured parking facilities, on the adjacent residential use. An urban-style design is encouraged. Construction of or contribution to pedestrian enhancements should be made on the Legato Road frontage along the eastern side of the sub-unit to improve connectivity to the Fair Oaks Mall and future planned transit station in Sub-unit A1 with any redevelopment.

Sub-unit A4

Baseline: Residential use at 8 dwelling units per acre
Overlay: Office mixed use up to .50 FAR

This sub-unit is planned for office mixed-use at .50 FAR. As an option, notwithstanding the .50 FAR office mixed use recommendation, approximately 125,000 gross square feet of retail/commercial use with a maximum of three additional free standing commercial uses is planned for and developed south of Fair Lakes Parkway, subject to the following conditions:

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

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

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

- Landscaping the perimeter of the site with the same high quality treatment as that which is recommended south of Fair Lakes Parkway.

Sub-unit A5

Baseline: Residential use at 2 dwelling units per acre

Overlay: Office mixed use up to .50 FAR

This sub-unit is planned for office mixed-use development at .50 FAR at the overlay level and is developed with multifamily residential use as a component of the office mixed-use development located in Sub-unit A2.

Sub-unit A6

Baseline: Residential use at 2 dwelling units per acre

Overlay: Office mixed use up to .45 FAR

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

- A coordinated development plan should be provided that defines both the ultimate vision and any phasing of the redevelopment. All phases should incorporate enhancements to the pedestrian environment for residents, visitors and workers.
- Higher intensities should be generally clustered on the northeastern portion of the subunit and along West Ox Road to consolidate the mixed use area and minimize visual impacts to the adjacent residential neighborhoods to the west, to the extent possible. New development should articulate building heights and massing to respond to the scale of adjacent uses and provide a gradual transition in height toward the residential areas to the west.
- The land area currently used for parking at the western end of the shopping center plaza may be appropriate for residential development with 10,000 to 20,000 square feet of retail use integrated into the development on the first floor facing the shopping center plaza. The residential development should not exceed four stories.
- Building articulation of the new development, including ground floor use and design, should utilize distinct architectural treatment and avoid large, monotonous areas of building wall as much as possible. Building frontage should typically follow new interior street geometry. In addition, attention should be paid to improving the street edge along West Ox Road, which should complement the development on the opposite side of the roadway through building orientation and placement, and high quality building design

and landscaping. Small, individual pad sites and drive-through uses should be discouraged.

- Smaller, more walkable blocks; enhanced transit stop(s) serving the site and pedestrian connections to and from the stop(s); and comfortable and convenient connections to usable open space areas, between buildings, and pedestrian facilities on all internal streets are encouraged to improve the pedestrian environment.
- A network of well-connected, usable public spaces should be provided in accordance with the Urban Parks Framework. Plazas and open spaces should be designed to function as public places for people to gather and linger. The existing central plaza and the linear park along Monument Drive should be enhanced and form the basis for the network. The central plaza should be highly visible as you enter the site from West Ox Road, designed for optimal use, and complemented by the building design and land uses surrounding it. The plaza should be supported by secondary open space areas that are distributed throughout the site, including the linear park along Monument Drive.
- The development should address the increased need for recreation facilities to serve future residents and office workers by providing convenient access to active recreation facilities and/or through a contribution to the Park Authority for the construction or improvement of nearby offsite recreation facilities that will be impacted.
- A well-connected trail and sidewalk system should be incorporated into the design that promotes walkability and bike-ability internally as well as connections to the surrounding areas. Special attention should be given to improving the safety of the crossing at West Ox Road and Legato Road for pedestrians.
- Any remaining surface parking lots are expected to provide continuous, attractive and safe pedestrian routes through them, as part of an overall circulation plan. Additional landscaping should be provided in the remaining surface parking to improve and coordinate connections through parking areas.
- Automobile circulation should be improved within the site through the establishment of a grid of streets and at access points by promoting the usage of the Monument Drive entrance through design and signage. This should be balanced by the need to encourage pedestrian activity.

Transportation

Enhanced pedestrian and bicycle connectivity should be provided within Land Unit A, such as between the existing West Ox Road–Lee-Jackson Memorial Highway interchange overpass sidewalk, the Legato Road cul-de-sac, existing Legato Road sidewalk, and the Fair Oaks Mall western pedestrian entrance/crosswalk. A direct pedestrian connection across Legato Road should be provided to enhance the connectivity from Ragan Oaks residential development to the Fair Oaks Mall western pedestrian entrance/crosswalk.

LAND UNIT B

CHARACTER

This land unit is located north of Government Center Parkway and Post Forest Drive, east of West Ox Road, south of I-66 and west of Land Unit I. This land unit contains the Fairfax County Government Center, Fairfax Corner, and multifamily residential development along Post Forest Drive. Transit improvements that are proposed for the area adjacent to I-66 include a Metrorail station and a park-and-ride facility. Potential facilities could also include express bus and kiss-and-ride facilities.

RECOMMENDATIONS

Land Use

Sub-unit B1

Baseline: Office use up to .25 FAR

Overlay: Office mixed use up to .35 FAR; 300-room hotel use

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

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

- Mitigation of noise impacts from I-66;
- Office development orientation to I-66;
- Housing development orientation to the EQC;
- Potential sharing of amenities with the Fairfax County Government Center;
- Mitigation of potential negative traffic impacts on surrounding areas;
- Mitigation of impacts on the adjacent, existing residential neighborhoods;
- Provision of pedestrian access throughout the site particularly along the north side of Monument Drive;
- Primary access should be from Monument Drive;
- Linkage to the Fairfax Center core area on the north side of I-66 via Monument Drive bridge; and
- Roadway connections should be provided between Random Hills Road and Monument Drive through Sub-unit B1.

This sub-unit contains the Fairfax Corner development, which is developed with office, retail and residential uses.

As an option at the overlay level, additional mixed-use development may be appropriate for Sub-unit B1, which has been developed as the Fairfax Corner mixed-use core area. Specifically, the 32-acre area shown in Figure 11 (bounded by Random Hills Road to the north, Government Center Parkway to the west, Monument Drive to the south, and Summit Corner Drive to the east, excluding the Camden Fairfax Corner development (Tax Map Parcel 56-1 ((1))47E and Tax Map Parcel 56-2 ((1))75A)) is planned for mixed-use development at .50 to 1.0 FAR, to encourage additional mixed-use development that will refine and enhance this core area of Fairfax Corner.

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

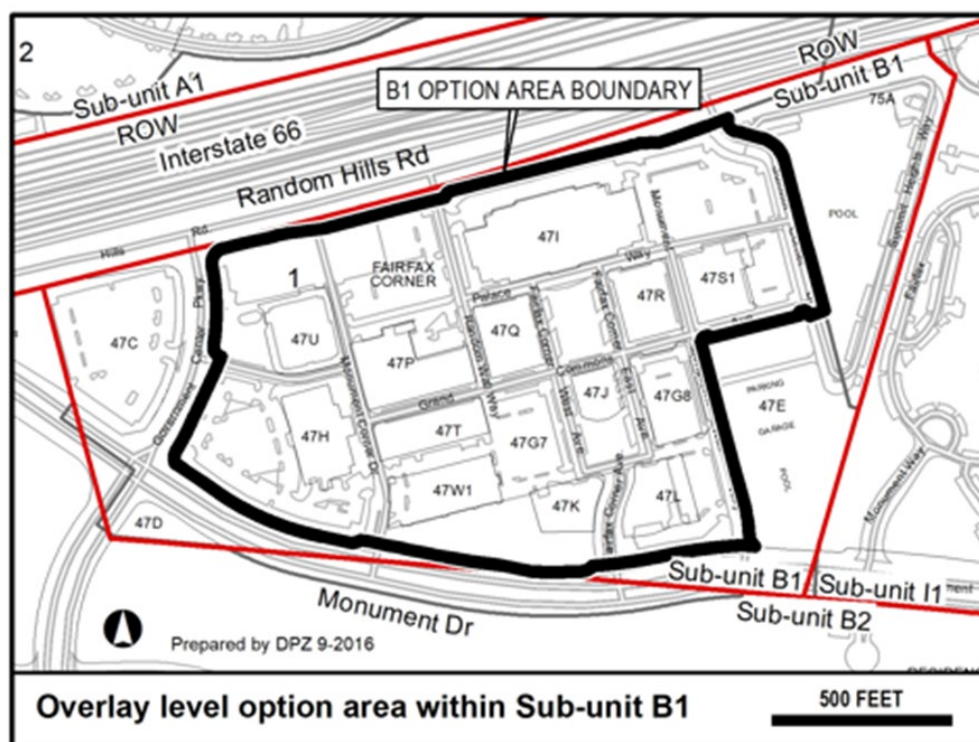


FIGURE 11

- Any residential development under this option will be deemed to be the high end of the Plan density range for affordable housing calculations. The provision of workforce dwelling units to accommodate the needs of individuals or families with low and moderate incomes is encouraged consistent with the countywide WDU Policy.

Design

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

- Open space and recreation areas should be provided to help meet the recreation needs of residents and others. These may include urban parks, plazas, courtyards, athletic courts, or tot lots; and
- A high-quality pedestrian-oriented environment should be maintained, including sidewalks and trails that safely connect the land uses within the site and to the surrounding area. These pedestrian pathways should be part of an overall circulation plan and should connect to a future transit facility site along Random Hills Road.

Transportation

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

Sub-unit B2

Baseline: Office use up to .25 FAR; public facilities

Overlay: Office mixed use up to .35 FAR; public facilities

This sub-unit contains the Fairfax County Government Center Complex: the main Government Center Building, the Herrity and Pennino buildings, the Public Safety Headquarters, and the Residences at the Government Center.

Buffering measures should be incorporated to mitigate potential impacts on adjacent residential communities. Pedestrian and bicycle linkages to the Fairfax Center core area are essential to the achievement of the objectives of the Plan. The grounds around the Government Center function as a park with open lawns, benches, stream valleys, and an extensive trail network. Additional park amenities and trail connections to serve health and wellness needs should be considered.

Additional affordable and/or workforce multifamily residential development may be appropriate on Parcel 56-1((15)) 14B, provided that such development advances the Plan's vision for the Suburban Center Core Area. Bonus intensity may be calculated per countywide ADU/WDU policies. The parcel is located along Government Center Parkway at a prominent entrance to the Government Center campus. Redevelopment on the campus should utilize the highest quality building materials and design, integrate seamlessly into the existing campus, contribute to the sense of place, utilize compatible architecture, and ultimately enhance the quality life for the residents. The height, scale, massing, and visual appearance of the new development should complement the architectural character of the buildings on the campus. Redevelopment should not encroach on the campus' amenities or natural areas nor impede the public functions on the campus. Additional stormwater management controls should be provided on the campus above the minimum standards per the Areawide guidance to mitigate the impacts of the development. Development is expected to meet the sustainability and

environmental standards for County-financed projects.

Sub-unit B3

Baseline: Residential use at 8 dwelling units per acre

Overlay: Residential use at 20 dwelling units per acre

This sub-unit is planned for and developed with multifamily residential use at 20 dwelling units per acre.

SUBURBAN CENTER NON-CORE AREAS

LAND UNIT C

CHARACTER

This land unit is located in the northwest quadrant of West Ox Road and Lee-Jackson Memorial Highway. It extends northward toward Ox Hill Road and westward to Alder Woods Drive. The land unit contains the Fifty West Corporate Center, the Fair Oaks Police and Fire Station, the Pender Professional Center, Pender Village Center, and an electrical substation.

RECOMMENDATIONS

Land Use

Sub-unit C1

Baseline: Residential use at 2 dwelling units per acre

Overlay: Office, retail, and institutional uses up to .25 FAR

This sub-unit contains the Dominion Virginia Power substation and transmission lines, as well as a church, retail center, and office use. The sub-unit is planned for low intensity office, retail and institutional use not to exceed .25 FAR at the overlay level, with the exception of Tax Map Parcel 46-3 ((1)) 15B, the electrical substation and transmission lines, which is planned exclusively for public facilities use except as otherwise stated below. It is important that this mix of uses be coordinated and integrated in a quality design. Development should provide substantial, vegetated open space buffers to the north and west, including the preservation of existing trees, in order to protect the existing residential use adjacent to this sub-unit. Buffers should be no less than 125 feet along the northern property line and no less than 50 feet along the western side of the property (north of Tax Map Parcel 45-4((1))9). Development of the sub-unit was subject to the following conditions:

- Retail development is limited to the front portion of the parcel, in front of the existing office building and adjacent to Lee-Jackson Memorial Highway, and should include a grocery store;
- New office development behind the existing office building should be compatible in scale and architectural treatment with surrounding development, and should be buffered/screened from the electrical substation;

- Limited parking and vehicular access for use by the sub-unit may be located on Tax Map Parcel 46-3((1))15B if substantial landscaping and/or screening of the substation is provided. Said landscaping and screening should be designed to permit vehicles to access the substation through Parcel 15B and should not preclude parking related to the substation;
- Free-standing pad sites should be limited to no more than one and should include no fast food establishments to limit traffic generation;
- Principal access should be from Fair Ridge Drive with secondary right-turn in/out access to Lee-Jackson Memorial Highway considered only with VDOT approval. There should be no vehicular connection to Alder Woods Drive; and,
- Development should be set back at least 40 feet and an attractive streetscape, including substantial landscaping, should be provided along Lee-Jackson Memorial Highway.

Residential use at 8-12 dwelling units per acre may be considered as an optional use to the planned office use on Tax Map Parcels 46-3((1))15A1 and 15C under the following conditions:

- The site design should successfully integrate the additional residential component with the non-residential uses, considering such features as physical connections, plaza or park spaces, and building layout.
- The scale and architectural treatment should be compatible with surrounding development in the sub-unit.
- Development should provide substantial year-round vegetated buffers to the north and west, including the preservation of existing trees, in order to protect the existing residential use adjacent to this sub-unit, as well as year-round vegetated buffering and screening to the electrical substation to the east.
- If the development is phased, a master plan for the site should be established with any redevelopment and supporting amenities and infrastructure should be provided at the earliest phase.
- In support of parks and recreation objectives, impacts on park resources and service levels should be offset through monetary and/or land contributions to the Park Authority. Development should further mitigate natural and cultural resource impacts on parks through best practice design, protections, and restoration methods. Pedestrian connectivity across Sub-Unit C1 should be promoted from the existing trail in Sub-unit C2 to the existing trail network in Sub-unit L1.
- Ground floor retail use may be appropriate in the existing office building on Parcel 15C.

Sub-unit C2

Baseline: Residential use at 2 dwelling units per acre

Overlay: Office use up to .25 FAR

This sub-unit is planned for low intensity office use at .25 FAR at the overlay level. Tax Map Parcel 46-3((1))13A, the Fair Oaks Fire and Rescue and Police Station, is planned for public facilities use.

Tax Map Parcel 46-3((1))14A contains an existing service station, a community-oriented retail use. Modernization and/or reconstruction of this service station may occur on Parcel 14A and Tax Map Parcel 46-3((1))14B2 between Parcel 14A and Fair Ridge Drive provided that the existing amount of gross floor area is not increased and at least four service bays are retained. A mini-mart and/or car wash could also be included, as long as the entire complex does not exceed the existing gross floor area.

As an option to the office use, Tax Map Parcel 46-3((1))14C is developed with an independent living facility with 200 units of housing for the elderly, subject to the following guidelines:

- Development should be designed to be compatible with adjacent uses in terms of building height, mass and scale.
- The development should be designed to architecturally complement and functionally relate to existing and planned commercial uses on Fair Ridge Drive.
- A minimum 100 foot vegetated buffer is provided adjacent to the single-family neighborhood to the north to achieve effective visual screening. Clearing and grading should be minimized in this buffer area to preserve mature trees and supplemental plantings should be provided as needed. If the east-west outlet road along the northern property line is not abandoned, the minimum 100 foot buffer should begin at the southern edge of the outlet road boundary.
- An effective vegetated buffer is provided on the western property line to visually screen the power station from the view of the new residents.
- Building height should taper down toward the northern edge of the property if necessary to achieve compatibility with the height of the residential neighborhood to the north.
- Usable open space such as a landscaped plaza or courtyard with seating which is designed as an amenity for the residents is provided. It is desirable that these amenities be coordinated with designs for Park Authority property to the east (Tax Map Parcel 46-3((17))4).
- Lighting is designed and located to minimize visual impacts on the adjacent residential neighborhood to the north.
- Pedestrian connections are provided to the retail center on Tax Map Parcel 46-3((1))15A3.
- Shuttle service is provided to bus and Metrorail facilities and other community services for the residents.

As an option, Tax Map Parcels 46-3 ((1)) 8 and 9B are recommended for affordable housing up to 35 dwelling units per acre with on-site supportive services, subject to the following guidelines:

- Quality of life/ Safety: The health, safety, and quality of life for residents is a top priority. Given the size of the site and its location adjacent to an interchange, building orientation

and site design should, to the extent practicable, reduce exposure to noise, enhance safety and privacy for residents, and maintain a landscaped viewshed along these major transportation corridors. Low fencing, landscape buffers, and where feasible, berms, preservation of existing trees and other vegetation, are strongly encouraged along Route 50 and West Ox Road. Enhanced landscaping is also encouraged along the northern side abutting the non-residential building.

- Pedestrian connections: Pedestrian facilities, including crosswalks, nearby sidewalks and trails, and other missing sections of the pedestrian network, are strongly encouraged to be provided or improved to connect residents to services, parks, open spaces, and transit while preserving or increasing desirable vegetation.
- Parking: A parking demand study should be submitted with any subsequent development given the tree preservation and open space needs on the site. Flexibility should be granted to reduce the amount of impervious surface and parking based on actual needs for the use. Tree preservation should be prioritized on the western portion of the property.
- Usable Open Space: Outdoor amenities for residents should be provided to the extent practicable, which could include a landscaped plaza, courtyard, or other usable open space.

Transportation

Enhanced pedestrian and bicycle connectivity should be provided within Land Unit C to improve access to transit services and nearby destinations. Pedestrian signals and crosswalks should be provided at the intersections of Route 50 and Fair Ridge Drive to enhance connectivity in line with the Trails Plan Map. The comfort of pedestrian facilities along Route 50, Fair Ridge Drive, and West Ox Road should be enhanced through the provision of additional buffering and distance from fast-moving vehicle traffic, and by providing street trees and pedestrian scale lighting.

LAND UNIT D

CHARACTER

This land unit is located south of Lee-Jackson Memorial Highway, west of West Ox Road and Fairfax Towne Center, and is bordered on the south and west by the Fair Lakes development. It contains the Fair Ridge, Cedar Lakes, Fairfield House, Fair Lakes Court, and Stone Creek Crossing residential developments, the Manor Care facility for senior citizens, and an office building. Ox Hill Battlefield Park, which commemorates the only major Civil War engagement within Fairfax County, is located in the southwestern quadrant of Monument Drive and West Ox Road.

RECOMMENDATIONS

Land Use

This land unit is planned and developed with residential uses. Given the difficulty of achieving the conditions of the overlay level on individual parcels, any development that did not incorporate adequate consolidation to meet development conditions was recommended to proceed at or near the baseline level.

General Development Conditions

- Parcel, interparcel access, adequate recreation facilities, and the linear park consolidation should be used to provide high quality, environmentally sensitive development.
- The Big Rocky Run EQC should be preserved in undisturbed open space and incorporated into the area's recreation and primary pedestrian open space system. Dedication to the county should be provided. Physical linkage and design continuity of this open space system is critical to the success of the area's planning objectives.
- The siting and mix of residential uses (which should not be higher or more dense than low-rise apartments and townhouses) should avoid crowding and logically relate to adjoining planned and existing land uses, the internal road network, EQCs and parkland. Building orientation should present a quality image from roadways bounding and traversing the land unit and take advantage of the open space for buffering and views.

Roadway Development Conditions

The roadway circulation for Land Unit D is based upon the following text:

- The termination of North Lake Drive within Sub-unit D1 and the provision of interparcel access within the sub-unit to the service drive along Lee-Jackson Memorial Highway.

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

Additional Development Conditions Specific to Each Sub-unit

Sub-unit D1

Baseline: Residential use at 2 dwelling units per acre

Overlay: Residential use at 6 dwelling units per acre

This sub-unit is planned for residential use at 6 dwelling units per acre at the overlay level. Development should incorporate full protection of EQC areas in a natural condition, and any development above the baseline level should provide neighborhood park facilities such as a playground or tot lot, fitness trail stations, and picnic and open areas.

The eastern portion of the sub-unit contains a nursing home and elderly care/assisted living facility, along with a portion of the Stone Creek Crossing townhouse community. The western

portion of this sub-unit developed at an overlay level of 7 dwelling units per acre and dedicated Tax Map Parcel 45-4((5))A, located in Land Unit M, to Fairfax County to meet the need for parkland and to conserve ecological resources.

Sub-unit D2

Baseline: Residential use at 2 dwelling units per acre

Overlay: Residential use at 8 dwelling units per acre

This sub-unit contains a significant amount of floodplain and EQC. It is planned for residential use at 8 dwelling units per acre at the overlay level and is developed with a mix of townhouses and low-rise multifamily units.

To obtain the overlay level, development provided sufficient consolidation to achieve Plan goals for the transportation network, EQC preservation, and park needs. Partial consolidations which did not provide all of the transportation or recreation facilities required in this sub-unit could satisfy their share of the transportation and recreation objectives by dedicating appropriately located land and/or contributing a proportional share of the funds needed to acquire land and/or construct those facilities if such facilities would most logically be located on land outside of an application property. Recreational facilities were provided concurrent with that development to ensure that existing recreational facilities in adjacent communities are protected. Additionally, arrangements for maintenance of the cemetery on Tax Map Parcel 45-4((1))21B were made with the adjacent development.

Sub-unit D3

Baseline: Residential use at 2 dwelling units per acre

Overlay: Residential mixed use at 8 dwelling units per acre

Sub-unit D3 is planned for residential mixed-use at 8 dwelling units per acre at the overlay level. Most of the sub-unit consists of the townhouse and multifamily subdivision of Fair Ridge built at a density of approximately 8 dwelling units per acre. The southern portion of Fair Ridge is oriented to Monument Drive and the linear park along it. Along the western edge of the sub-unit is an addition to Fair Ridge. The area fronting on Lee-Jackson Memorial Highway contains publicly-owned open space along the Rocky Run EQC. Additional commercial uses beyond the existing office building at the southeast quadrant of the intersection of Fair Ridge Road and Lee-Jackson Memorial Highway should not be permitted.

Sub-unit D4

Baseline: Residential use at 2 dwelling units per acre

Overlay: Residential use at 20 dwelling units per acre

This sub-unit is planned for residential use at a maximum overall density of 20 dwelling units per acre at the overlay level to serve as a compatible transitional use to surrounding planned uses. This area is developed with the Fairfield House Condominiums and the Cedar Lakes townhouse and condominium community. This sub-unit developed at the overlay level with the following recommendations:

- Parcels should be consolidated to the greatest extent possible and developed in a cohesive unified design;
- Multifamily units are appropriate and rental units are highly desirable;

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

LAND UNIT E

CHARACTER

This land unit located north of I-66 and south of the established Greenbriar residential community, bisected by the Fairfax County Parkway, contains the majority of the Fair Lakes mixed-use development and includes Fair Lakes Center, the Shoppes at Fair Lakes, other retail, restaurant and hotel uses, numerous office buildings, and multifamily and single family attached residential developments. Fair Lakes Parkway, Fair Lakes Circle and Fair Lakes Boulevard traverse this area. The Fairfax County Parkway bisects Fair Lakes from Route 50 to Interstate 66.

RECOMMENDATIONS

Land Use

Sub-unit E1

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Office mixed use up to .25 FAR. Refer to Plan text for recommendations for additional development options.

Sub-unit E1 consists of approximately 530 acres, which was planned in 1984 for mixed use development at an overlay level of .25 FAR. The overlay recommendation was fully entitled by a series of zoning approvals and developed as Fair Lakes over the following two decades, with a mixture of office, retail and hotel uses and housing as a major secondary land use. Development of the overlay plan also included the major roadways, infrastructure, and landscape that now define the area.

In 2006, the Plan was amended to add six site-specific development options in addition to the original overlay recommendation, totaling 1.4 million square feet of additional office/hotel, retail, and residential development potential. Subsequent zoning approvals entitled the additional option uses on specific sites within Sub-unit E1.

In 2017, the majority of the entitled option uses remained unbuilt and an additional Plan

amendment combined four of the six site-specific options into one Combined Development Option. The recommendation provided the flexibility to relocate the unbuilt Combine Development Option uses to other sites within Fair Lakes. The remaining two Plan options were not included in the Consolidated Development Option and continue to be parcel specific.

With the original overlay recommendation for Fair Lakes being fully built out, future development within Sub-unit E1 is limited to the continued buildout of the development options or potential repurposing or redevelopment of previously built overlay development.

The 2017 Plan amendment also introduced an updated Vision and Design Guidelines for Fair Lakes, which recognized the shift from the initial buildout of Fair Lakes per the original overlay recommendation to future development consisting of infill opportunities and redevelopment of existing uses. The Vision and Design Guidelines now serve as guidance for any new development or redevelopment proposal within Sub-unit E1, including development per the various development options, or redevelopment of uses previously developed under the original overlay recommendations.

Vision for Fair Lakes

Since its initial development in 1984, the Fair Lakes area has evolved from its original vision as a suburban office park with less significant but supporting secondary uses to an area with a mixture of uses with significant office, residential and retail components that have an extensive network of trails, lakes, parks, plazas and treed areas. The retail uses and transportation infrastructure support residential and employment uses within Fair Lakes and well beyond. Fair Lakes has been developed with architectural excellence, preservation and enhancement of natural features, uniform signage, lighting and high-quality landscaping and roadway entry treatments. Residential development includes high-quality design features, active recreation facilities, open space, and landscaping, including street trees, site and building entry landscaping, and screening of community facilities. Impacts on residential neighborhoods adjacent to Fair Lakes are mitigated through buffering and compatibility with adjoining land uses.

Redevelopment within Sub-unit E1 represents an opportunity to transform some areas of Fair Lakes from an auto-oriented, suburban center to a more vibrant urban mix of uses with higher density concentrations of land use. Further development should contribute to a stronger sense of place within a pedestrian friendly environment through infill or redevelopment that is designed to be compatible with adjacent land uses with mitigation of negative impacts on the transportation network or community facilities.

Development should strengthen the economic vitality and attractiveness of Fair Lakes, protect and strengthen existing residential areas, and maintain the high development standards that preserve and enhance this area as a high quality destination in which to live, work, shop, visit and recreate. Any residential development will be deemed to be at the high end of the Plan density range for affordable housing calculations. Pad sites and drive-thru facilities are discouraged but may be considered if the site size and configuration is adequate to achieve safe pedestrian and vehicular circulation, and does not negatively affect pedestrian connectivity.

The vision for future development within Sub-unit E1 is based on the development formats below:

- 1) **Mixed-Use Development – Redevelopment** consists of "mixed-use" with multiple uses integrated into one or more buildings that are located along and oriented toward street frontages, whose cumulative mass establishes an "urban" character. To accommodate

this type of development, it may be necessary to redevelop existing parking lots and/or replace existing buildings. Parking should be structured and/or below-grade; however, limited amounts of surface parking where necessary may be appropriate. Where parking structures are visible, architectural treatments should be used to minimize the visual impact on the surrounding uses. Walkable blocks should be created with buildings oriented toward street frontages with a significantly pedestrian-oriented configuration reflected by street level retail where possible, narrow streets (potentially including parallel parking), and public spaces (hardscape or softscape), and other design elements established in the Mixed-Use Performance Criteria.

- 2) In-Fill Development – Redevelopment that may be integrated with existing development with a single, stand-alone building. Although this development may typically be singular in use, a complementary relationship is expected with adjoining properties and surrounding neighborhoods; parking should be structured and/or below-grade; however, limited amounts of surface parking where necessary may be appropriate.

Redevelopment is envisioned to occur in a number of sub-areas, as identified on Figure 12. Sub-areas are classified as Redevelopment, Opportunity, and Transitional Areas.

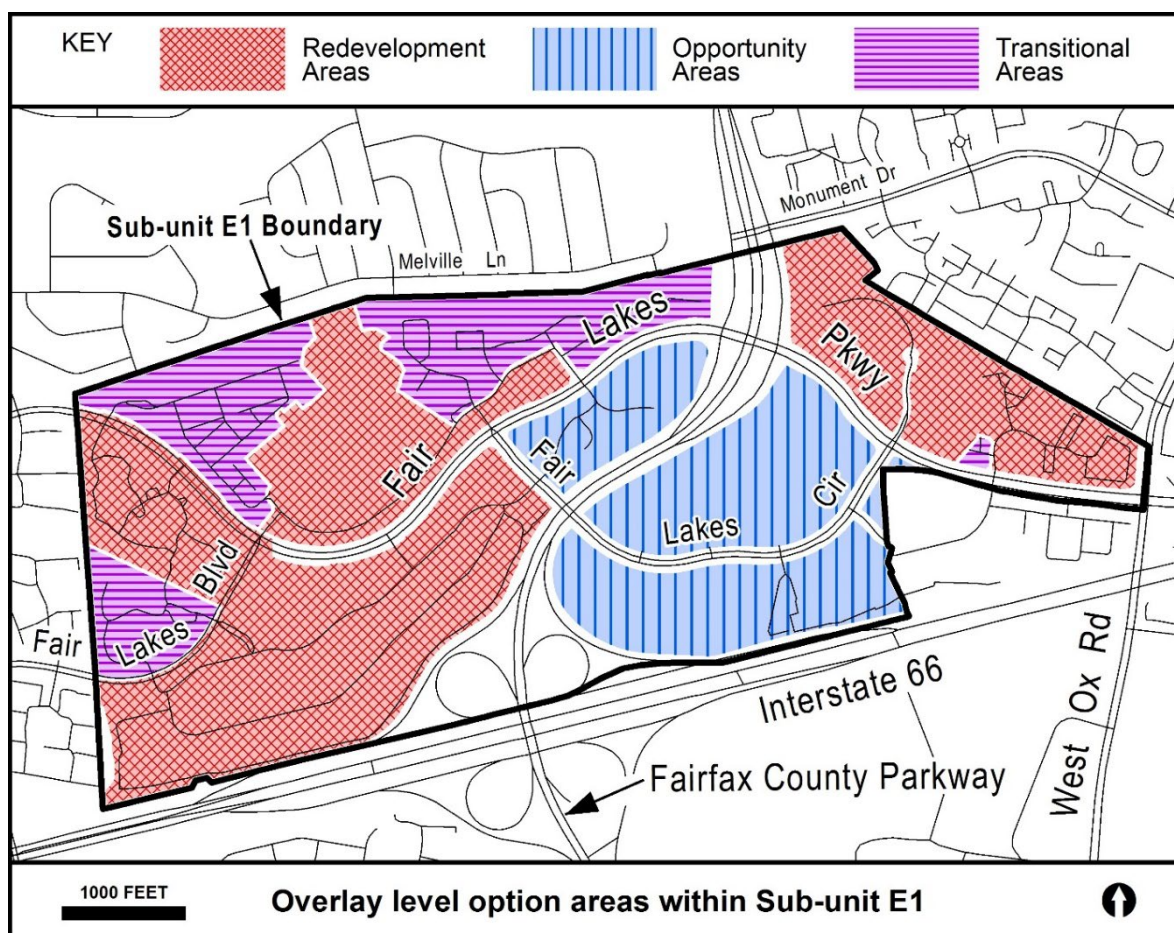


FIGURE 12

The Redevelopment Areas are those that are most likely to change and are primarily concentrated along Fair Lakes Parkway. These areas consist of existing office buildings, Fair Lakes Center, apartment complexes, and individual freestanding retail uses. Fair Lakes Center is a dominant focal point and is considered the "center" of Fair Lakes. Large parcels under single ownership, smaller and/or older buildings, and large expanses of parking lots characterize these Redevelopment Areas. They provide opportunities to establish a stronger image within Fair Lakes as a day-night activity center with a broader mix of uses such as, but not limited to, retail, office, hotel and/or mid- to high rise residential uses. Over time, the area is intended to transition into a more pedestrian-oriented district with a diverse mix of neighborhood and regional retail stores, jobs, and housing. Additionally, senior housing such as independent living and/or assisted living facilities may be appropriate. Infill development may also occur in these areas if it is demonstrated that infill development is appropriate in relation to existing uses, character, and location.

The Opportunity Areas represent developed areas consisting primarily of office uses, but include neighborhood retail uses (Shoppes), hotels, childcare, and restaurants. Market forces have increased development pressures and are encouraging a transition from a suburban mixed-use commercial center into a more urban-style regional mixed-use center. Over time, the Opportunity Areas should create a balanced environment through the creation of walkable neighborhoods where people can work, live, and play. New infill development and/or redevelopment is envisioned with the highest intensity concentrated around key intersections in these areas. These areas may include a mix of uses such as, but not limited to retail, office, residential, senior housing and hotel uses. Development within the Opportunity Areas will typically be single, stand-alone buildings that may include secondary uses.

The Transitional Areas represent primarily single-family residential neighborhoods as well as the buffer area adjacent to the Greenbriar community that are not planned for redevelopment. These areas are not envisioned to change.

Any development within Sub-unit E1 should be designed so that it is compatible with adjacent properties in terms of use, building scale, design and height and satisfies the Design Guidelines below and the Use-Specific Performance Criteria for the Fairfax Center Area.

Design Guidelines

Development within Sub-unit E1 is only appropriate if the following Design Guidelines are met:

1. A pattern of land uses that promotes the stability of neighboring residential areas by establishing transitional areas that mitigate the impacts of more intense development is ensured;
2. Buffer areas that are adjacent to interchanges and to established residential neighborhoods surrounding Fair Lakes should remain. Any new development should be designed in a manner that is compatible with the adjacent development with buffers and screening where necessary to protect adjacent neighborhoods or less intense uses. Noise, glare and traffic intrusion should be kept at a minimum;
3. Development should be limited, to the extent feasible, to the redevelopment of existing structures, parking and/or utility/stormwater management areas;

4. Building heights should generally taper down to the adjacent residential neighborhoods to minimize visual impacts and shadows, but design elements such as buffer, hardscape, softscape and/or architectural details should be considered;
5. Landscaping within redevelopment areas should enhance their appearance and sense of place;
6. Landscape buffering should be provided between existing development and redevelopment areas to achieve visual separation between differing uses but integrate them experientially into the character of Fair Lakes as a whole;
7. All primary and secondary building facades for any new development should be designed in a way to promote pedestrian activity recognizing the automobile-orientation of the area. Parking for buildout of additional density in Fair Lakes Center should be provided in structures which should be wrapped, to the extent possible, with non-residential uses on the ground floor to encourage an active, walkable environment. Sidewalks should safely connect the development with surrounding uses. Pedestrian connections should include attractive pavement treatments, safe crossings and appropriate landscape features;
8. New development should be compatible with existing and/or planned surrounding land uses and well-integrated through pedestrian connections, landscaping and amenities;
9. High quality site and architectural design for buildings and parking structures should be provided;
10. Buffering and screening along adjacent roadways should be provided to mitigate the visual impact of existing retail uses on residential uses, where applicable. Substantial buffering and screening of any redevelopment from the Fairfax County Parkway and Fair Lakes Parkway, where applicable. Any new development should minimize the loss of mature trees located in existing buffer areas along public roads to the extent feasible;
11. Non-residential uses may be located on the ground floor of a predominantly residential structure to activate the streetscape;
12. Public pedestrian access should be provided to nearby lake(s) to allow future residents and visitors to benefit from these existing amenities for any development proposals located in close proximity to these areas; and
13. Design of the redevelopment in Fair Lakes Center should provide for the integration with surrounding large-scale and stand-alone retail uses.

Development Options Above 0.25 FAR

The following development options represent additional development/redevelopment potential in excess of the overlay recommendation, unless otherwise noted. All such development is expected to conform to the Vision and Design Guidelines for Fair Lakes, as well as applicable Fairfax Center Area Areawide Guidance and Use-Specific Performance Criteria.

Combined Development Option:

A 2017 Plan amendment combined several previously adopted development options under a single recommendation:

Land uses for the Combined Development Options should be apportioned as follows:

- Up to an additional 230,000 SF of office and/or hotel use;
- Up to an additional 140,000 SF of retail use; and/or
- Up to an additional 700,000 SF of residential use.

Site-Specific Development Options:

In addition to the Combined Development Option, several additional development options above the 0.25 FAR overlay recommendation are also recommended within Sub-unit E1 for specific land uses/intensities on specific sites. These site-specific recommendations are not transferable to other sites within Fair Lakes:

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

- Amenities such as the inclusion of a restaurant or an indoor recreation facility should be provided if a hotel is constructed. If an office building or hotel is constructed, major or minor plazas, gathering spaces or other urban park features should be provided within or adjacent to the hotel or office use to promote activity between the existing office, hotel and residential uses;
- Pedestrian connections are established along Fair Lakes Circle to the east and west to existing retail areas;
- High quality site and architectural design for buildings and parking structures is provided, including compatibility with adjacent buildings; and
- Extensive landscaping should be provided, and any new development should minimize the loss of mature trees located in existing buffer areas along public roads.

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

- Pedestrian connections are provided to the surrounding uses;
- Appropriate buffering and screening should be provided and impacts to existing buffer areas should be minimized. Any new development should minimize the loss of mature trees located in existing buffer areas along public roads;
- Development is well integrated with existing uses through pedestrian connections, landscaping, and amenities;
- High quality site and architectural design for buildings and parking structures is provided, including compatibility with adjacent buildings; and

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

As an option at the overlay level, the redevelopment of Tax Map Parcel 45-4 ((11)) A2 may be appropriate for up to 400,000 SF of multifamily residential use, including up to 400 dwelling units, inclusive of approximately 54,000 SF of planned overlay intensity previously entitled on the parcel for office development. The extent to which the maximum planned level of density/intensity may be realized on the site is contingent on development reasonably addressing applicable areawide and sub-unit recommendations, including the Sub-unit E1 Design Guidelines, and the following additional conditions:

- Development should be generally compatible in height with existing residential uses north of Fair Lakes Parkway. A step down in building height along that frontage should be considered if a high-rise construction type is proposed.
- As is directed by the Fair Lakes Design Guidelines, the existing buffer of mature trees along Fair Lakes Parkway, and its intersection with Shoppes Lane, should be preserved to the extent that is feasible in order to provide screening of the proposed development and to maintain the established character of the roadway frontage.

Transportation

Transportation improvements should be provided to address potential impacts on internal roadway circulation patterns and access points associated with any development within Sub-unit E1. If requested by the Fairfax County Department of Transportation, a transportation analysis should be provided to evaluate the potential impacts associated with the redevelopment of previously implemented Plan intensity or transfer of planned densities associated with the Combined Development Options. Identified impacts from the proposed changes in land use on the transportation network, circulation and traffic operations should be mitigated to the satisfaction of the county.

Improved bus service should be considered as a TDM strategy for any new development. A safe and efficient pedestrian system should link the key areas in Fair Lakes to provide appropriate connections between office, retail, hotel and residential uses.

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

Ensure pedestrian and bicycle links to surrounding uses and existing trail systems are provided in order to allow the movement of people on foot and bicycle across Fair Lakes, both as a quality of life feature and as way of enhancing the area's cohesiveness, sense of place, and recreational amenities. Pedestrian connections should include attractive pavement treatments, safe crossings, and appropriate landscape features.

Parks and Recreation

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

Open space and recreation areas should be provided to help meet the recreation needs of residents and others. These should include features such as, but not limited to, urban parks, plazas, gathering spaces, courtyards, athletic courts, tot lots, special landscaping, street furniture and

pedestrian amenities per the Urban Parks Framework.

Impacts on Park Authority resources for residential development should be offset through the provision of or contribution to active recreation facilities in the service area of the development.

Sub-unit E2

Baseline: Residential use at 2 dwelling units per acre

Overlay: Office mixed use up to .25 FAR

Fair Lakes Boulevard intersects Stringfellow Road at the northern edge of Sub-unit E2. The area south of Fair Lakes Boulevard is planned for office mixed-use development at .25 FAR at the overlay level and is developed with the Greens of Fair Lakes townhouse community as a part of the Fair Lakes mixed-use development.

Sub-unit E3

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Office mixed use up to .25 FAR; residential use at 8 dwelling units per acre

This sub-unit is planned for office mixed use up to .25 FAR and residential use at 8 dwelling units per acre. Sub-unit E3 is developed with multifamily residential uses as part of the Fair Lakes mixed-use development.

Sub-unit E4

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Residential mixed use at 8 dwelling units per acre

This sub-unit contains townhouses which are part of the Fair Lakes development and is planned to continue in this use. Development proposals in this area were recommended to incorporate full protection of EQC areas in a natural condition. Any development above the baseline level was recommended to provide neighborhood park facilities such as a playground or tot lot, fitness trail stations, and picnic and open areas.

Transportation

Transportation improvements should be provided to mitigate the impact associated with development above the .25 FAR overlay level.

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

Parks and Recreation

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

LAND UNIT F

CHARACTER

This land unit is located north of I-66, west of West Ox Road, and south and east of Land Unit E. It contains the East Market mixed-use development including multifamily residential uses and a retail center.

RECOMMENDATIONS

Land Use

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Residential mixed use up to .45 FAR

Land Unit F is planned and developed for .45 FAR with approximately 80,000 square feet of retail use and a maximum of approximately 600,000 square feet of residential use.

This sub-unit is developed under two options at the overlay level. The first option recommended residential use not to exceed .45 FAR, with the two-to-one ratio of primary to residential uses recommended within office mixed-use areas modified to include a greater proportion of residential uses. The second option recommended a furniture, home furnishings, home décor, home-design center, apparel or general merchandise store or other retail use with similar trip generation characteristics on the western portion of the land unit subject to the following conditions:

- Retail development should be located on the western portion of the site in order to be oriented with existing retail uses to the west of the site.
- Retail development should be compatible with existing retail uses to the west of the site with respect to high-quality design, building height, building materials and signage. Inappropriate uses include but are not limited to: home improvement store with a nursery, lumber yard or other large raw building material components; high volume, large discount store (e.g., Costco, Sam's Club); and restaurant park.
- Retail development requiring uses in outside areas are not desirable and are not in keeping with the character of existing retail uses in the area. In the event retail development requires outside area(s) such as for storage, display and sales, the area(s) should be screened on all sides with walls which are similar in architecture and building materials as the principal structure.
- Retail use should not exceed 172,000 square feet.
- Office use should not exceed 75% of the gross square feet of development.
- The total square feet of development should not exceed 668,000 square feet for an overall .45 FAR.
- Access is provided to the site from both Fair Lakes Parkway and the extension of Roger Stover Drive.
- Internal circulation improvements are provided to ensure access of all uses on the site to the median break at Fair Lakes Parkway.

- Reservation for future dedication of right-of-way along I-66 for planned improvements to I-66 is provided, including a flyover ramp from the HOV lanes to the mainline lanes.
- The following improvements are provided as deemed appropriate by the Fairfax County Department of Transportation:
 - Extension of the existing eastbound right turn lane between the primary site entrance and West Ox Road;
 - Extension of the existing left turn lane and addition of a second left turn lane at the Fair Lakes Parkway approach to West Ox Road;
 - Separate right turn lane northbound on Fair Lakes Circle at Fair Lakes Parkway; and
 - Turn lanes into the site as determined appropriate at the time of rezoning.

LAND UNIT G

CHARACTER

This land unit is located south of I-66, west of West Ox Road and east of the Fairfax County Parkway. Public facilities uses that are located here include the former landfill site, solid waste transfer station and citizens' trash disposal and recycling facilities, the Fairfax County Animal Shelter, the Fairfax County Fire and Rescue Academy, an equipment and maintenance facility, Virginia Department of Transportation (VDOT) and Fairfax Connector transportation maintenance facility, as well as the public safety and transportation operations center (PSTOC), and the Northern Virginia and State Police Headquarters.

RECOMMENDATIONS

Land Use

Baseline: Public facilities use

Overlay: Public facilities use

This land unit is planned for and developed with public facility uses. Traffic generated by the public facility use should not adversely affect the operations of the Fairfax County Parkway/West Ox Road/Lee Highway interchange and the surrounding roadway network.

A bus maintenance facility for the Fairfax Connector is located within this land unit and was developed subject to the following conditions:

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

Public Facilities

Expand or improve the existing Police Heliport.

LAND UNIT H**CHARACTER**

This land unit is located north of Lee Highway between the Government Center and West Ox Road. It contains several residential subdivisions including, Fair Chase, Alden Glen, Cambryar, Fair Oaks Landing, and Windsor Mews, as well as multifamily residential communities along the northern edge of the land unit. Retail, industrial, and institutional uses are also located in the western portion of the land unit. There is potential for creating a public greenway that extends through the existing wooded area at the intersection of West Ox Road and Post Forest Drive through to the northwest corner of the Route 29 and Legato Road intersection. The greenway should be preserved and enhanced for pedestrian and environmental purposes.

RECOMMENDATIONSLand Use**Sub-unit H1**

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Mixed use up to .35 FAR, residential use at 10 du/ac or residential use at 12 dwelling units per acre. Refer to Plan text for recommendations on options

This sub-unit is planned for mixed-use residential and office development not to exceed .35 FAR overall, and generally developed under an alternative at the overlay level with a mixture of housing types including single-family and multifamily units at an overall density of 12 dwelling units per acre. Development intensities taper down from the northern edge of the area near the Government Center toward Lee Highway and adjacent residential areas.

Development at the overlay level was subject to the following development conditions.

- To achieve the overlay level, logical parcel consolidation of Sub-unit H1 must occur to provide for well-designed projects that function efficiently and do not preclude other parcels from developing in conformance with the Plan. Parcels should be consolidated and developed in a coordinated manner under a single development plan in order to reach the overlay level.
- Single-family residential development generally should be located in the southern portion of the sub-unit. Multifamily units should be located adjacent to office development and generally in the northern portion of the sub-unit. Single-family residential units should be located adjacent to the Alden Glen townhouse development and along Lee Highway. However, multifamily units may be considered for the northern portion adjacent to Alden Glen, if a minimum 50 foot vegetated buffer is provided. All proposed residential uses should be compatible with the existing residential development in the sub-unit;

- Individual buildings adjacent to the Government Center should not exceed 90 feet in height, and heights should taper down to 35 feet adjacent to existing or planned residential development;
- The necessary roadway improvements for this sub-unit will be provided with access to the Government Center via Post Forest Drive. The extent of these improvements should be assessed for the proposed consolidation and be provided concurrent with redevelopment of this sub-unit. Access should be consolidated to minimize the number of access points to the collector roadway system;
- Adequate land should be dedicated to the Fairfax County Park Authority to enlarge Dixie Hills Park to ten to fifteen acres or another appropriate location within the sub-unit for a park should be provided. In addition to the parkland dedication, Neighborhood Park facilities should be provided to offset any impact of the proposed development beyond the capacity of existing facilities;
- If it is determined that an elementary school site is required to serve the increased population in this area, adequate land for such a facility should be dedicated. The school site should be co-located with the required parkland to allow for the sharing of recreation facilities;
- A fire station is planned for the northeast quadrant of the intersection of Legato Road and Lee Highway. It should have access from Legato Road to minimize the access points on Lee Highway. Any remaining land on this parcel not used for the fire station facilities should be retained in open space to serve as a buffer to adjacent uses; and
- A landscaped buffer should be provided along Lee Highway. A combination of adequate berming and landscaping consistent with that provided by other properties fronting on Lee Highway in this area will emphasize a parkway-like character along Lee Highway and serve to complement the low density residential area to the south of the roadway.

The Cambryar and Fairfax Ridge subdivisions developed as residential use at 4 dwelling units per acre. The Fair Oaks Hill subdivision along Lee Highway developed as residential use at 6 dwelling units per acre with substantial buffering and screening provided to any single-family detached properties.

A portion of Tax Map Parcel 56-1((1))35 contains spot commercially-zoned land, which is not recommended to be expanded or intensified along Lee Highway. This parcel was not incorporated in the consolidation encompassing the majority of the sub-unit. To encourage development of commercially zoned land with residential use consistent with Plan objectives for Lee Highway, a residential density of 10 dwelling units per acre is appropriate at the overlay level with the following conditions:

- A green corridor connection to the northwest should be preserved so that it can continue through adjacent properties to Post Forest Drive;
- Any stacked townhouses should be oriented to Legato Road as a continuation of the development pattern to the north; and,
- A contribution commensurate to that provided in the Dix-Cen-Gato rezoning should be provided.

As an option at the overlay level, residential use up to 12 du/ac may be appropriate for the specific use as an assisted living/independent living facility (approximately 200 units) on Parcel 35 if the applicable conditions for the overlay level are met

Sub-unit H2

Baseline: Institutional use up to .05 FAR

Overlay: Institutional use up to .15 FAR

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

As an alternative to the institutional uses, the eastern portion of the sub-unit is planned and developed with residential use at 8 dwelling units per acre at the overlay level. To achieve the overlay level, the following recommendations applied:

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

As an option to the planned institutional use on Tax Map Parcel 56-1((1))11H, residential use at a density of up to 8 dwelling units per acre may be appropriate subject to the following conditions:

- There should be effective buffering to the industrial and public facilities uses to south and west.
- Primary access to the site should be provided via Post Forest Drive, with the layout of the site oriented to this access point.
- The green corridor connection to the southeast should be preserved and continue through the site to Post Forest Drive.

Sub-unit H3

Baseline: Industrial use up to .15 FAR

Overlay: Office use up to .25 FAR

This sub-unit contains warehouse and industrial/flex uses. These uses, or new industrial/flex type uses up to .15 FAR, are recommended at the baseline level. Any industrial or industrial/flex development should retain the significant buffer provided by the existing R-1 zoning along the eastern edge of the sub-unit. This area should remain as undisturbed open

space. Should the sub-unit redevelop, low intensity office use not to exceed 40 feet in height and a maximum intensity of .25 FAR is appropriate at the overlay level. In addition, an automobile service station and related uses such as a car wash and mini-mart are developed on the southwest corner of this sub-unit as an overlay level use, subject to the following conditions:

- Provide an effective landscaped buffer area at the eastern and southern edges adjacent to residential uses and along West Ox Road;
- Provide a single consolidated access point from West Ox Road to this Sub-unit at the existing access point for Tax Map Parcels 56-1 ((13))3 and 4 and a single access point from Piney Branch Road. Until such time as Parcels 3 and 4 redevelop, a temporary, shared access to West Ox Road for Tax Map Parcels 56-1 ((13))1 and 2 may be considered along with the planned service station use for the southwest corner of the sub-unit;
- Demonstrate that the West Ox Road/Piney Branch Road intersection will operate at
- Provide safe and efficient on-site vehicular and pedestrian circulation.

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

Sub-unit H4

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Retail use up to .23 FAR; residential use at 8 dwelling units per acre

At the overlay level, this sub-unit is planned for and developed with community level retail and single-family, attached residential uses. Retail uses within Sub-unit H4 should not exceed 367,000 square feet, or an overall FAR of .23. Retail uses are generally oriented to the western portion of Sub-unit H4, while residential uses are generally located on the eastern portion of the sub-unit. The Windsor Mews townhouse development is developed in the eastern portion of the sub-unit at the overlay level of 8 dwelling units per acre.

Retail development in this sub-unit developed subject to the following conditions:

- Any retail development in Sub-unit H4 should be designed to complement and not adversely impact the low density residential character of neighborhoods south of the shopping center. The retail development in Sub-unit H4 should be designed as a single, integrated center and not appear as a strip commercial center.
- Parking areas should be sufficiently landscaped. This should be accomplished through a combination of appropriate building orientation and sufficient berming and landscaping to adequately screen the retail center from Lee Highway and complement the low density residential character planned and established along the Route 29 corridor in the Fairfax Center Area.
- Free-standing retail pads are discouraged but if approved must be well integrated with the larger retail center and with one another in terms of scale, materials and overall architectural and site design. Free-standing retail uses must also have a buffer area of sufficient width, berming and landscaping to adequately screen and buffer these retail uses from views along Lee Highway, be clustered around centralized parking, and be accessed internally to avoid the appearance of strip commercial use along Lee Highway

and West Ox Road. Retail signage, lighting and planting should be well integrated and not impact the surrounding residential neighborhoods to the east and south.

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

Sub-unit H5

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Residential use at 6 dwelling units per acre

This sub-unit contains the Alden Glen residential townhouse community that is planned for and developed with residential development at 6 dwelling units per acre.

LAND UNIT I

CHARACTER

This land unit is located north of Lee Highway, east of Fairfax Corner and the Government Center, south of I-66 and Lee-Jackson Memorial Highway, and west of Ridge Top Road. The land unit contains multifamily and townhouse residential neighborhoods and a grocery store.

RECOMMENDATIONS

Land Use

Sub-unit I1

Baseline: Residential use at 4 dwelling units per acre; residential use at 8 dwelling units per acre

Overlay: Office mixed use up to .35 FAR

This sub-unit is planned for office mixed-use development at an intensity of .35 FAR at the overlay level as a portion of the Fairfax Corner development, subject to the conditions located as outlined in Sub-unit B1. Sub-unit I1 is developed with multifamily residential uses at The Reserve at Fairfax Corner, which contains approximately 650 garden apartments.

Sub-unit I2

Baseline: Residential use at 1 dwelling unit per acre; residential use at 2 dwelling units per acre

Overlay: Residential use at 16 dwelling units per acre

This area is planned for residential development at 16 dwelling units per acre and is developed with a mix of townhouses and multifamily residential units. In addition, a hotel-use is planned for and located within the area along Random Hills Road. Residential development in this sub-unit developed subject to the following conditions:

- A community center and recreational facilities of adequate size should be provided for the use of the residents within the planned neighborhood. Usable public park land should also be dedicated to the County Park Authority.
- Development of the sub-unit should preserve and integrate tree cover to complement the design of the site. A 25-foot landscape buffer to include a berm not less than three feet in height with appropriate landscaping material as approved by Department of Planning and Zoning and the County Arborist is recommended along the eastern boundary of the area planned for residential use in order to protect it from the commercial development existing or planned east of Ridge Top Road.
- Due to the proximity of the site to I-66, noise attenuation measures may be needed.

Sub-unit I3

Baseline: Office use up to .25 FAR; public facilities use

Overlay: Residential use up to approximately twelve (12) dwelling units per acre

This sub-unit is planned and developed for residential use at approximately 12 dwelling units per acre. Buffering between Sub-units I3 and B2 should be maintained to mitigate potential impacts between residential communities and the Government Center campus. Pedestrian linkages to the Fairfax Center core area are essential to the achievement of the objectives of the Plan.

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

Sub-unit I4

Baseline: Office use up to .25 FAR; residential use at 1 dwelling unit per acre; residential use at 5 dwelling units per acre

Overlay: Office mixed use up to .40 FAR

Sub-unit P4 is planned for office mixed use at a maximum intensity of .40 FAR and developed with a mixed use as an option at the overlay level as follows:

1. Residential use up to 12 dwelling units per acre, with a mix of single-family attached and multifamily units.
2. Retail use up to .25 FAR is located east of Monument Drive and south of Government Center Parkway. There should be no direct access from Lee Highway to the shopping center. Retail use is developed subject to the following conditions:
 - Retail use is limited to a maximum of 125,000 square feet.
 - Retail use should be a neighborhood shopping center providing local-serving retail uses. A supermarket would be desirable as an anchor.
 - The shopping center should provide high quality landscaping between the shopping center and Lee Highway in a manner that limits but doesn't preclude visibility of the shopping center.

3. Land should be dedicated to the Fairfax County Park Authority for development of a community park in a manner that will coordinate with similar land dedication in Sub-unit I5.
4. Pedestrian access should be provided to connect the different uses on the site, as well as along Monument Drive and Government Center Parkway to link adjacent development.
5. The linear park along the east side of Monument Drive should be accommodated in development plans for the area and should be treated as a continuation of the linear park described in Land Unit A. In addition, an open space buffer should be preserved along the north side of the planned Government Center Parkway.
6. Tree preservation, as recommended by the county Urban Forester, is a high priority in the residential areas, but also should be integrated in the overall development. Existing vegetation should be preserved, maintained and supplemented with high quality landscaping as needed.
7. To mitigate visual and noise impacts, substantial and effective screening and buffering should be provided between nonresidential uses and areas planned for or developed with residential use. This should be accomplished through a combination of site design and other means such as landscaping, tree preservation, berms and/or solid architectural barriers.
8. Parking areas should be well landscaped and retail signage and lighting should not adversely impact existing or planned surrounding residential areas.

Sub-unit I5

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Residential mixed use up to 12 dwelling units per acre

This sub-unit is planned for and developed with residential or residential/mixed-use development at 12 dwelling units per acre at the overlay level. Development at the overlay level provided for coordinated development with neighboring parcels and dedicated land for development of a community park.

LAND UNIT J

CHARACTER

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

RECOMMENDATIONS

Land Use**Sub-unit J1**

Baseline: Office use up to .15 FAR

Overlay: Office use up to .70 FAR

This area contains office uses and is planned for medium/high intensity office use at .70 FAR. A portion of this sub-unit may be used to accommodate the planned interchange at Waples Mill Road and Lee-Jackson Memorial Highway. This area should be dedicated.

Sub-unit J2

Baseline: Retail use up to .15 FAR

Overlay: Retail use up to .35 FAR

This sub-unit is planned for community-serving retail use at a maximum FAR of .35 at the overlay level and contains the Fairfax Court shopping center. A portion of this sub-unit may be used to accommodate the planned interchange at Waples Mill Road and Lee-Jackson Memorial Highway. This area should be dedicated.

Sub-unit J3

Baseline: Office use up to .15 FAR

Overlay: Office use up to .70 FAR

Sub-unit J3 consists of the area between Ridge Top Road and Waples Mill Road, north of Lee Highway. It is planned for office use at an intensity up to 0.70 FAR at the overlay level. As an option, residential/mixed-use at an intensity up to 1.2 FAR was planned and approved with consolidation of approximately 18 acres. The approved 750,000 square feet of residential, office, hotel, and ground-level retail uses are to be provided under the following conditions:

- The character of the development should be primarily mid- or high-rise buildings with retail use integrated within the ground floor of residential and office buildings. Restaurants and ground-floor retail should help create an activity center for residents, visitors, and office workers. A defined and dynamic streetscape should be created along Ridge Top Road, Government Center Parkway, and all internal streets. Pad sites are not allowed.
- Buildings at the corner of Government Center Parkway and Ridge Top Road should be designed to incorporate ground floor retail. It is anticipated that at least 20,000 square feet of a variety of retail, restaurant, and community-serving uses should be located in the vicinity of this intersection.
- A minimum of a 50 foot vegetated buffer should extend from the planned right-of-way line to minimize noise and visual impacts of development along Lee Highway;
- The office component should total at least 200,000 gross square feet. However, up to 50,000 square feet of office use may be replaced by hotel use;
- The planned extension of Government Center Parkway to Waples Mill Road is to be constructed as a four-lane divided roadway within the first phase of development.

- Dedication of land, construction or contribution to the Fairfax Center Area Road fund should be made for the planned transportation improvements, which includes the Lee Highway and Waples Mill Road interchange;
- Land uses along the periphery of the development should complement the design and orientation of the neighboring land uses. In general building heights should taper towards the south and east, or landscaping should offset and soften the transition of the building heights if this tapering is not feasible. Development also should provide substantial buffering and interparcel access to any unconsolidated parcels;
 - A high quality, pedestrian-oriented living environment with recreation spaces, such as open lawn areas, urban parks, plazas and courtyards, should be provided to help meet the recreation needs of residents. Appropriate landscape features and pedestrian amenities, such as shading, seating, lighting, public art, bus shelters, trash cans, and other street amenities should be provided. A contribution should be made to offset the impact of this development on the active recreation facilities;
 - Sidewalks and trails should safely connect the land uses within the development and to the surrounding area. These pedestrian pathways should be part of the overall circulation plan that should include continuous sidewalks, attractive pavement treatments, safe crossings, and bicycle facilities;
 - An effective transportation demand management (TDM) program should be provided with each phase of development. It should encourage the use of alternative forms of transportation to reduce the number of vehicular trips. It should be based on the number and type of residential units and nonresidential square footage, as deemed appropriate by the Department of Transportation. Any development should establish and implement strategies for the centralized management of the program. The TDM program could include staffing, resources, and dedicated areas for these services. Resources for telecommuting, transit subsidies, and “live where you work” incentives could be provided. Other programs could include, but would not be limited to, rideshare, vanpool, and carpool matching services or guaranteed ride home programs;
 - The majority of the required parking should be structured or underground. Attractive façade treatments that are consistent with the overall architectural design should be used for any portion of a parking structures that is visible from the street;
 - A geotechnical study should be completed to identify the depth of the asbestos soils and provide appropriate abatement and public safety measures during construction;
 - Prior to any development, a survey should be conducted to determine the presence of significant historic archeological resources, using the scope of services approved by the county. The sub-unit has a high potential for these resources as it is known to have contained World War II Prisoner of War camp. Should any significant resources be found, then those resources should be conserved or the adverse impacts of any development mitigated. If resources are present, the applicant should work with the History Commission to write and fund the creation and installation of a historic marker on site;
 - Affordable housing should be provided through compliance with the Affordable Dwelling Unit Ordinance, an appropriate proffer of land or units for affordable housing, or a financial contribution to the Fairfax County Housing Trust Fund. In addition, the provision of workforce dwelling units to accommodate the needs of individuals or families with low and moderate incomes is encouraged consistent with the countywide

WDU Policy; and,

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

An option to replace a portion of the approved office use has been developed with single-family attached units. The remaining office component should be designed as professional office to serve the community with at least 35,000 square feet of development. The conditions achieved under the approved development should be maintained and enhanced, particularly those related to design and open space, as follows:

- The front façades of the single-family attached units are oriented toward Ridge Top Road and the Government Center Parkway or internal courtyards and pedestrian pathways. The façades should contribute to a defined and pedestrian-friendly streetscape. Internal courtyards and pedestrian pathways should be well-lit and useable with pedestrian-friendly elements such benches and shade trees. Garages and driveways should be oriented to the rear of the units, and sufficient visitor parking should be provided. The units should be sufficiently buffered and screened year-round from the office uses and structured parking facility to the north;
- The approved pedestrian plaza at the corner of Ridge Top Road and Government Center Parkway should be maintained near the single-family attached units. The plaza should complement the park on the south side of the Parkway and function as coordinated gateway features to the development. The plazas should be useable, well-landscaped, provide seating, and include distinctive elements, such as a fountain or public art; and,
- A community park is envisioned near the office use. The park should be well-lit and well-landscaped with shade trees and include elements that encourage public usage, such as a gazebo, plaza, and playground. This park may be an appropriate location for an historic marker regarding the World War II Prisoner of War camp. Other recreational amenities and open spaces designed to serve residents and guests are encouraged, including roof-top areas.

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

With consolidation of Tax Map Parcels 56-2 ((1)) 37A & 39, expansion of the exiting self-storage use may be considered on the consolidated property up to an intensity of 1.0 FAR. Any conditions of the previous options that remain applicable should be achieved, including those related to design characteristics/intent, pedestrian and landscape amenities, and geotechnical and archaeological studies, as well as areawide guidance and the following additional conditions:

- The properties should remain consolidated with any additional future redevelopment;
- Development should include a multi-story structure up to a maximum height of 65 feet at the corner of Route 29 and Waples Mill Road, with a minimum setback of 40 feet from each right-of-way. The multi-story structure should meet established County use standards for such uses located in mixed-use areas, including screening or fully enclosing loading and unloading areas, ensuring that no storage bay doors or lighted hallways are visible from the outside of the structure, and other requirements or standards;

- The architecture of the multi-story structure would be in a highly visible and prominent location and should not present the appearance of an industrial use but should resemble an office building with high-quality building materials, façade articulation, and roof variation. Exterior building materials should consist primarily of neutral or muted colors. The use of bright colors or other architectural elements for corporate branding is discouraged. Signage should be well-integrated, contribute to the gateway character, and avoid visual impacts to adjacent residential uses. Any existing buildings to remain visible from the rights-of-way should be enhanced with similar building materials and/or public art;
- Pedestrian-oriented streetscapes and landscaped buffers should be included along the frontages of both Route 29 and Waples Mill Road, sufficient to soften the mass of any new building and to buffer the view of the remaining single-story structures, and any parking or loading areas, from the adjacent roadways. The buffers should include ornamental and screening landscaping, removal of invasive species, and preserving mature trees determined by UFMD to be in good condition along the rights of way and within the VDOT rights-of-way of both Route 29 and Waples Mill Road, to the extent permissible by VDOT. The provision of pedestrian-oriented streetscapes and landscaped buffers should include the removal of the asphalt service drive along Route 29 in favor of additional landscaping. Mature trees on the site should be preserved to the greatest extent possible, if determined to be in good condition by UFMD, and landscaping should utilize natural landscaping principles, consist of regionally appropriate native plant species, and minimize the use of turf grass. The landscape plan should also be designed to accommodate planned sidewalk, trail, and/or transportation improvements with minimal impact to vegetation.
- Major paved trails along both Route 29 and Waples Mill Road, as called for on the County Trails Plan Map, should be provided or improved to current standards, to the extent feasible, given the constraints of the site.
- A community park should be developed on the subject property as an extension of the community park located on Tax Map Parcel 56-2 ((34)) B. The new park should include amenities such as a dog park or other community-serving features. An underground stormwater management facility to accommodate the new development may be located within the park area. A pedestrian walkway should extend from Waples Mill Road, across the subject property and the new park, and terminate at the existing off-site park. The facades of remaining single-story storage buildings adjacent to pedestrian areas, walkways, and parks should be reimagined to add visual interest and animate the pedestrian experience, through improvements such as the addition of decorative art panels to storage doors, or similar building treatments.
- Provision of or readiness for charging stations and related infrastructure for electric vehicles is encouraged, as is the provision of or readiness for roof-mounted solar charging systems.
- A contribution should be made to the Fairfax County Housing Trust Fund commensurate with non-residential use contributions in other mixed-use areas to compensate for the loss of potential affordable or workforce housing units that may have been realized with development under the alternate Plan option for the area.

Sub-unit J4

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Residential use at 20 dwelling units per acre

This sub-unit is planned for residential use at 20 dwelling units per acre at the overlay level and is developed with townhouse and multifamily residential uses subject to the following conditions.

- Residential development on the balance of this site should provide sufficient land for open space and on-site recreation facilities.
- Parcels should be consolidated to the greatest extent possible and developed in a cohesive, unified design.
- Substantial buffering of these residential units should be provided along Lee Highway and Government Center Parkway.

LAND UNIT K

CHARACTER

This land unit is located in the area north of Route 50, west of the City of Fairfax, south of I-66, and east of the Route 50 /I-66 interchange. The area is predominately developed with office uses and the Fairfax Ridge and Radiant at Fairfax multifamily residential developments.

RECOMMENDATIONS

Land Use

Baseline: Office use up to .25 FAR

Overlay: Office use up to .50 FAR

This area contains office uses, multifamily residential uses and a hotel. This land unit is planned for medium intensity office use at .50 FAR at the overlay level. Particular attention should be given to the presentation of a high-quality image from I-66 and Route 50. The planned roadway improvements for this area are shown on Figure 3.

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

The existing two pump stations, Pender and High Ridge, serving Land Unit K and portions of the City of Fairfax lack adequate capacity to accommodate increased demand from new development. New development should include engineering studies that evaluate the existing sewer infrastructure capacity and commit to providing any necessary improvements to offset the increased sewer flow demand for the full planned build out of the service area of the two pump stations.

A logical street grid with a cohesive network of internal and external streets and active transportation improvements should be provided that prioritize safe and convenient connections for pedestrians, cyclists, and vehicles to adjacent uses, transit facilities, and other destinations.

In order to provide a street appropriate for a residential neighborhood Waples Mill Road should be evaluated for two travel lanes (one in each direction) between I-66 and Fairfax Ridge Road/Pender Drive. The remaining space should be repurposed for planted medians and/or enhanced streetscapes. Turn lanes should be provided only where necessary in order to slow vehicle speeds and minimize pedestrian crossing distances at the intersections of Waples Mill Road, Pender Drive and Fairfax Ridge Road; and Waples Mill Road and Fairfax Ridge Road. Intersection improvements could also include roundabouts. Active transportation modes should be emphasized within the Waples Mill Road corridor that improve bicycle and pedestrian facilities, including wide pathways, buffers and street trees, and enhanced street crossing treatments, and could include a 10-foot shared use path and an adequate landscaped buffer, or equally comfortable, low-stress facility.

Redevelopment Options

The following residential and mixed-use options represent additional redevelopment potential in excess of the overlay recommendation. Given the existing and planned mix of employment and

residential uses, Land Unit K is an activity node where new infill development should be integrated with a network of public parks, pedestrian facilities, and natural open spaces. Development under the options described below should provide commensurate facilities to contribute to such an open space network. Residential and mixed-use redevelopment should create a vibrant and sustainable living environment that prioritizes high-quality architecture and site design, access to multimodal transportation facilities, and other amenities for residents of all ages, incomes, and ability levels. Retail uses provided under the options should be community-serving in nature.

As an option to office use at the overlay level, the Fairfax Ridge Community is developed with multifamily residential uses at 20 to 25 dwelling units per acre subject to the following recommendations. Low-rise multifamily use and/or mid-rise multifamily use may be appropriate if the proposal results in a quality living environment. Less intensive uses or other unit types are generally not appropriate because they would not be compatible with existing office use. A quality living environment would include usable open space for recreation, buffers, screening and noise mitigation measures. Residential development should be designed in a manner compatible with the adjacent office buildings in terms of scale and height. Any development application for this option should also be evaluated in terms of adequately addressing the following conditions:

- Preservation of the Environmental Quality Corridor and the Resource Protection Area.
- Provide usable open space and on-site active recreation facilities sufficient to serve the residents of this complex.
- Provide pedestrian walkways connecting all portions of the development and linkages to adjacent properties.
- Provide noise attenuation measures, which may include noise barriers and/or a substantial vegetative buffer adjacent to I-66 and/or the I-66/Route 50 interchange; in addition, the site design should orient buildings in a manner that will further shield active recreational areas and open space areas from highway noise.
- At the time of zoning, provide an evaluation of the existing sewer system capacity and commit to providing any improvements necessary to offset the increased sewer flow demand of the residential development to the satisfaction of the City of Fairfax and Fairfax County.

As an option to office at the overlay level, Tax Map Parcels 56-2((1))19 and 20 are developed with the Radiant at Fairfax multifamily residential community use at a density of 16-20 dwelling units per acre with the following conditions. Development should be designed in a manner that is compatible with the adjacent residential development in terms of height, scale, materials and massing of buildings and meets the conditions above for residential development in Land Unit K. Access should be through the adjacent residential community to Fairfax Ridge Road. No residential development should occur on Parcel 20. Density associated with these two parcels should be used to the extent possible on Parcel 19 and some or all of Parcel 20 should be considered for dedication to the county for park and transportation purposes.

As an option at the overlay level, portions of the Fair Oaks Business Park (Tax Map Parcels 56-2 ((1)) 74B; 57-1 ((1)) 10 and 23) may be redeveloped with residential mixed use at an intensity up to 1.2 FAR provided the following criteria are met:

- The primary residential form under this option, as measured by the number of housing units, should be multifamily units to capitalize on compact building forms that can create a pedestrian-oriented open space network. Stacked townhomes may supplement these units to provide a diversity of housing types and compatible transitions to lower density residential

uses to the east of the site in the City of Fairfax.

- Site design should prioritize the development of high-quality, and publicly accessible urban parks within an open space network. Urban parks should include a mix of active and passive spaces that are integrated in locations that serve the development and the overall community.
- If townhouses are proposed along Pender Drive or Waples Mill Road, they should be oriented along these streets to activate the streetscape, enhance visibility, and establish a welcoming neighborhood-level streetscape.
- Development should provide compatible transitions in height to any adjacent residential uses through the use of setbacks, building form/type, landscaping/buffering, or through architectural elements.
- The parking structures, loading, and service areas should be located and designed to minimize visual impacts through the use of landscaping/buffering or architectural elements.
- Transportation improvements should include the following:
 - Streetscapes with pedestrian-scaled lighting, on-street parking, landscaping, and street trees.
 - Pedestrian facilities should be considered to facilitate connections to adjacent residential areas within the City of Fairfax.
 - Safe, protected pedestrian crossings should be provided along Waples Mill Road at Pender Drive / Fairfax Ridge Road.
 - A two-lane, multimodal, inter-parcel and interjurisdictional connection to the east from either Waples Mills Road or Pender Drive designed for connection to Jermantown Road, in the City of Fairfax.

As an option at the overlay level, Tax Map Parcels 46-4 ((1)) 15B; and 56-2 ((1)) 15C and 15D may be redeveloped with residential mixed use at an intensity up to 1.52 FAR (at up to 65 dwelling units per acre) provided the following criteria are met:

- The primary residential form should be multifamily units to optimize a pedestrian-oriented open space network.
- Site design should prioritize the development of high-quality, and publicly accessible urban parks within an open space network. Urban parks should include a mix of active and passive spaces that are integrated in locations that serve the development and the overall community.
- Development should provide compatible transitions in height to the surrounding residential uses through the use of step backs, setbacks, landscaping/buffering, or through architecture elements. Building heights should range from 50 feet - 75 feet.
- The parking structures, and loading and service areas should be located and designed to minimize visual impacts through the use of landscaping/buffering or architectural elements.
- Transportation improvements should include the following:
 - Streetscapes with enhanced lighting, on-street parking, landscaping, and street trees.

- Safe, protected pedestrian crossings should be provided along Waples Mill Road and Fairfax Ridge Road.

SUBURBAN NEIGHBORHOODS AND LOW DENSITY RESIDENTIAL AREAS

LAND UNIT L

CHARACTER

This land unit is located north of Lee-Jackson Memorial Highway and is bisected by the Fairfax County Parkway. It extends northward toward Ox Hill Road and westward to just beyond Rugby Road. The land unit contains the stable Fairwoods townhouse subdivision with a density of approximately 5 dwelling units per acre. Further west is part of the Murray Farms single-family detached subdivision. This land unit also contains institutional uses.

RECOMMENDATIONS

Land Use

Sub-unit L1

Baseline: Residential use at 2 dwelling units per acre

Overlay: Residential use at 5 dwelling units per acre

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

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

Sub-unit L2

Baseline: Residential use at 2 dwelling units per acre

Overlay: Residential use at 3 dwelling units per acre

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

LAND UNIT M

CHARACTER

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

RECOMMENDATIONS

Land Use

Baseline: Residential use at 2 dwelling units per acre

Overlay: Residential use at 3 dwelling units per acre

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

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

LAND UNIT N

CHARACTER

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

RECOMMENDATIONS

Land Use

Baseline: Residential use at 1 dwelling units per acre; golf course

Overlay: Residential use at 6.6 dwelling units per acre; golf course

This land unit is planned for residential use at 6.6 dwelling units per acre at the overlay level. It contains the Penderbrook subdivision and the Penderbrook Golf Course. The planned density for this land unit was predicated on a unified development plan for the area and the incorporation of the golf course as an area-wide public amenity. The golf course should be preserved either as an operating golf course or passive green space in perpetuity, should the privately owned golf course operation cease. The preservation of the golf course for public use in this area is essential to achievement of the Plan's objectives for the Fairfax Center Area. Land Unit N was substantially consolidated to develop a unified residential development that includes a mixture of townhouses and low-rise multifamily units at an approximately 2 to 1 ratio. The higher density development is oriented internally to minimize the impact on adjacent low density communities.

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

- No free-standing retail functions should be permitted;

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

Parks and Recreation

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

LAND UNIT O

CHARACTER

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

RECOMMENDATIONS

Land Use

Sub-units O1, O2, O3

- O1: Baseline: Residential use at .5 dwelling unit per acre
Overlay: Residential use at 1 dwelling unit per acre
- O2: Baseline: Residential use at 1 dwelling unit per acre
Overlay: Residential use at 2 dwelling units per acre
- O3: Baseline: Residential use at .1 dwelling unit per acre
Overlay: Residential use at .2 dwelling unit per acre

These sub-units contain the stable Fairfax Farms subdivision which should be buffered and preserved. The easternmost part of Sub-units O1 and O1 contain low density residential areas adjacent to Fairfax Farms and should reflect that land use, density and character. West and north of Difficult Run the area is planned for .5-1 dwelling unit per acre. East of Difficult Run it is planned for .5-1 and .1-.2 dwelling unit per acre, private open space or stream valley park. The area adjacent to Fairfax Farms Road is planned for private open space or stream valley park and 1-2 dwelling units per acre. Redevelopment to higher densities or intensities should not occur. Infill of vacant lots in the subdivision and in adjacent areas should be compatible with existing development in terms of use, intensity, and dwelling unit type. Fairfax County should continue to exercise its best efforts to protect the residential neighborhood of Fairfax Farms.

Parks and Recreation

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

LAND UNIT P

CHARACTER

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

RECOMMENDATIONS

Land Use

Baseline: Residential use at 1 dwelling units per acre

Overlay: Residential use at 3 dwelling units per acre

This land unit is planned for residential use at 3 dwelling units per acre at the overlay level. In addition, land in this sub-unit is proposed for use as a Metrorail commuter parking facility adjacent to I-66 as part of the I-66 Enhanced Public Transportation Corridor. Final site selection should be contingent upon the completion of a study of alternative sites which includes consideration of traffic impacts, environmental impacts and the potential impacts such a location would have on creating increased density pressures around it. Resolution of the final site location should be accomplished as part of the Enhanced Public Transportation Corridor study yet to be undertaken, or as a separate study effort. Prior to the completion of the study effort, steps should be taken to preserve the site identified in this sub-unit as shown on Figure 4.

LAND UNIT Q

CHARACTER

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

RECOMMENDATIONS

Land Use

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Residential use at 2 dwelling units per acre

Arrowhead Park is located in this land unit and is planned for public park use. The remainder of the area is planned for low density residential use at 2 dwelling units per acre at the overlay level. The western portion of Land Unit Q is part of the Centreville Farms Area and has generally developed under the redevelopment option for that area (see land use recommendations for the Centreville Area and Suburban Center). Sensitivity in site planning is required in areas affected by utility easements and rights of way that traverse this land unit. Noise and visual mitigation methods should be employed in portions of this sub-unit adjacent to I-66. Little Rocky Run traverses the southern portion of this land unit. This area should be left undeveloped as part of an open space system. The planned roadway improvements for this area are shown on Figure 3.

In addition, land in this land unit is proposed for use as a Metrorail commuter parking facility adjacent to I-66 as part of the I-66 Enhanced Public Transportation Corridor. Final site selection should be contingent upon the completion of a study of alternative sites which includes consideration of traffic impacts, environmental impacts and the potential impacts such a location would have on creating increased density pressures around it. Resolution of the final site location should be accomplished as part of the Enhanced Public Transportation Corridor study yet to be undertaken, or as a separate study effort. Prior to the completion of the study effort, steps should be taken to preserve the site identified in this land unit as shown on Figure 4.

Parks and Recreation

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

LAND UNIT R

CHARACTER

This land unit is located south of I-66, north of Lee Highway, and west of the Fairfax County Parkway. It contains residential subdivisions. The stable Willowmeade single-family, residential community is located in Sub-unit R2. A Fairfax County Girls' Probation Home is also located in this land unit.

RECOMMENDATIONS

Land Use

Sub-unit R1

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Residential use at 2.5 dwelling units per acre

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

Sub-unit R2

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Residential use at 2 dwelling units per acre

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

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

Sub-unit R3

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Residential use at 4 dwelling units per acre

Sub-unit R3 is planned for residential use at 4 dwelling units per acre at the overlay level and is developed with the Buckley's Reserve neighborhood. This area contains townhouses within the eastern portion of the neighborhood and single family residential units tapering to existing neighborhoods to the north and west. Visual buffering should be provided in any development plan for parcels fronting on Lee Highway.

Transportation

The roadway circulation for Land Unit R should be based upon the following text and is depicted on Figure 3.

1. All roads in Land Unit R shall be designated and constructed as interparcel connectors, and shall not be designed or constructed to facilitate or encourage through traffic.
2. All roads in Land Unit R shall be designed and constructed in a manner consistent with the residential character of the area.

Public Facilities

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

Parks and Recreation

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

LAND UNIT S

CHARACTER

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

RECOMMENDATIONS

Land Use

Sub-unit S1

Baseline: Residential use at 1 dwelling unit per acre
Overlay: Residential use at 3 dwelling units per acre

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

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

Sub-unit S2

Baseline: Residential use at 1 dwelling unit per acre
Overlay: Residential use at 2 dwelling units per acre

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

LAND UNIT T

CHARACTER

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

RECOMMENDATIONS

Land Use

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Residential use at 2 dwelling units per acre

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

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

As an option at the overlay level, Tax Map Parcels 55-4((1))30 and 31 may be appropriate for residential use up to a density of 4 du/ac for an independent and/or assisting living facility, provided the following conditions are met:

- Visual impacts to the adjacent existing neighborhoods are minimized to the extent possible through the provision of architecture that is compatible with the residential character of the area, appropriate buffering and screening that maximizes the use of existing vegetation.
- New development articulates building heights and massing to respond to the scale of adjacent uses and provides a gradual reduction in height toward the existing neighborhoods;
- Maximum building height is limited to 3 stories if oriented to Lee Highway.
- Supplemental landscape plantings are provided to assist in breaking up the building mass and to screen the parking area from Lee Highway; and,
- No vehicular connection is provided from Crouch Drive or Tractor Lane to the property.

LAND UNIT U

CHARACTER

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

RECOMMENDATIONS

Land Use

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Residential use at 2 dwelling units per acre

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

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

LAND UNIT V

CHARACTER

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

RECOMMENDATIONS

Land Use

Sub-unit V1

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Office use up to .25 FAR

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

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

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

Sub-unit V2

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Residential use at 2 dwelling units per acre

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

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

LAND UNIT W

CHARACTER

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

RECOMMENDATIONS

Land Use

Sub-unit W1

Baseline: Office use up to .15 FAR; residential use at .1 dwelling unit per acre; residential use at 1 dwelling unit per acre

Overlay: Office use up to .25 FAR; residential use at .2 dwelling unit per acre; residential use at 2 dwelling units per acre; residential use at 3 dwelling units per acre.

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

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

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

Sub-unit W2

Baseline: Office use up to .15 FAR; retail use up to .15 FAR; residential use at .1 dwelling unit per acre; residential use at 1 dwelling unit per acre
Overlay: Office use up to .25 FAR; retail use up to .35 FAR; residential use at .2 dwelling unit per acre; residential use at 3 dwelling units per acre

This area contains the Fairfax Centre shopping center, the Waples Mills Estates, which is a Manufactured Housing Community, a self-storage facility, and several single-family homes. Waples Mills Estates, located on Tax Map Parcel 56-2((1))46, is planned for manufactured housing use at a density of 5.9 du/ac and zoned for manufactured housing use. The community should remain located in this site.

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

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

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

- These parcels are fully consolidated;
- Access to Shirley Gate Road is limited to two points (i.e., directly across from Peep Toad Court and Nancyann Way);

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

Tax Map Parcel 56-4((6))1, which was not consolidated with the Cloisters of Fairfax subdivision, should only develop at the baseline level of 1 dwelling units per acre or an overlay level of 2 dwelling units per acre. Tax Map Parcels 56-2((4))11, 56-2((1))51A, 56-2((1))46 and the southern portion of Tax Map Parcel 56-2((1))47A are planned for residential use up to 3 dwelling units per acre at the overlay level.

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

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

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

- Full consolidation of all parcels is achieved;
- Landscape screening to adjacent residential uses and parklands is provided;
- Mature trees are retained to the extent feasible;
- Pedestrian access is provided to the adjacent commercial area to the north and to the parkland to the south;
- A minimum of four parking spaces per dwelling unit, and 25% additional parking spaces to be scattered throughout the site;
- No side load garages (i.e., a garage that shares circulation and access with an adjoining dwelling unit's garage) should be considered;
- Innovative storm water management techniques should be utilized; and

- Necessary improvements to Rust Road are made.

Public Facilities

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

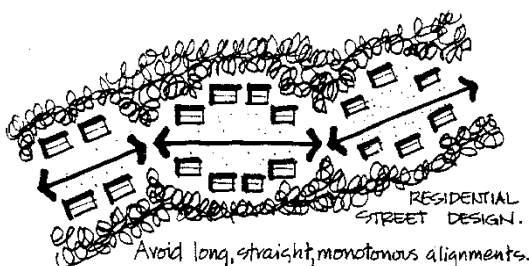
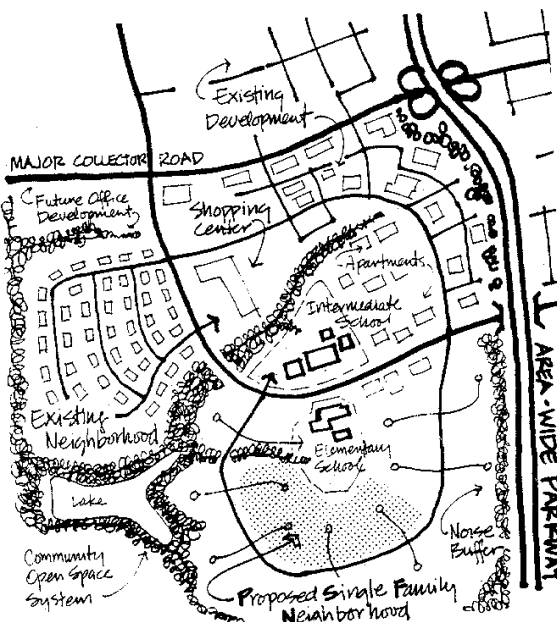
USE-SPECIFIC PERFORMANCE CRITERIA

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

Residential/Single-Family Detached Housing Criteria

Site Planning

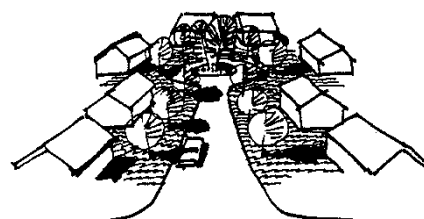
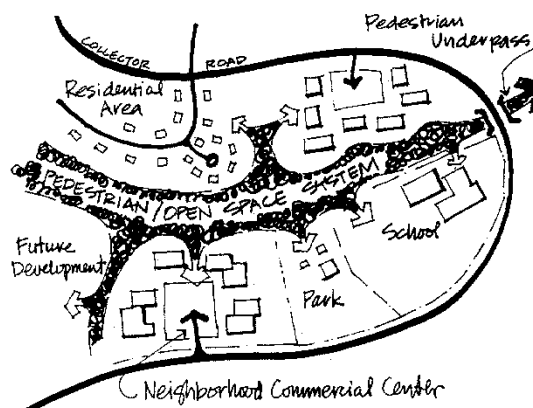
- General
 - Integrate new development with existing and future adjacent land uses.
 - Plan development in reasonably-scaled neighborhood modules.
 - Provide appropriate level, scale and location of support services/facilities (e.g., convenience commercial).
 - Provide pedestrian linkages to community-wide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



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

Architectural Design

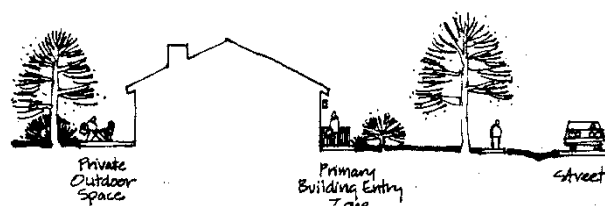
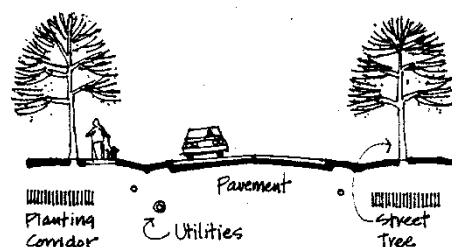
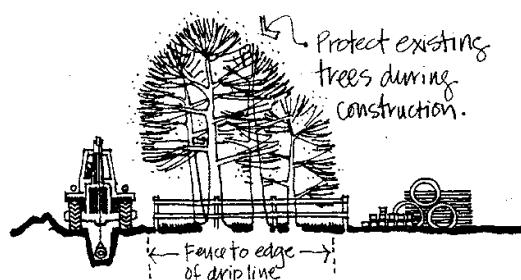
- Scale/Mass/Form
 - Provide general consistency in residential dwelling scale within each neighborhood.
 - Create interest through sensitive detailing and use of basic geometric forms for dwelling units.
 - Use varied setbacks to create interesting architectural (mass) relationships to the street.
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



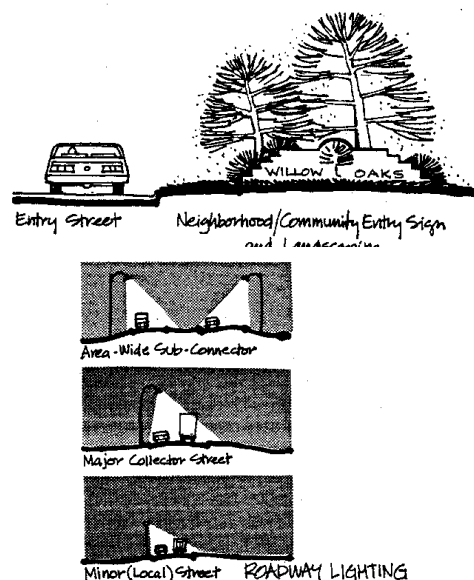
- Functional Relationships/Facade Treatment
 - Select and site appropriate building types with respect to natural topography
 - When units are in close proximity, locate windows/doors for maximum privacy between units.
 - Site units to maximize potential for shared or paired driveway entrances.
 - Segregate primary building entries from service-type entries.
 - Establish dwelling cluster architectural theme consistency, while avoiding literal facade repetition.
 - Use similar architectural materials within a given cluster of dwellings.
 - Keep architectural facade material types to a minimum on any single dwelling.
 - Carry all attached facade materials (such as wood siding) down to a finished grade elevation or paint to match adjoining facade.

Landscape Architectural Design

- Landscaping
 - Preserve existing quality vegetation to the greatest extent possible, integrating it into new designs.
 - Restore disturbed areas to a visually appealing landscape character through landscape architectural treatment.
 - Provide street trees along all roadways; use consistent species groupings to reinforce neighborhood character.
 - Locate street trees along roadways in landscape corridors away from underground utilities.
 - Use special landscape treatments to define primary building entry zones.
 - Use plant materials to define private outdoor social spaces for each unit, as needed.
 - Use overhead canopy, intermediate focus and ground cover type plants to achieve functional goals.
 - Provide well-landscaped special use areas for neighborhood residents (e.g., pool areas, parks, etc.).
 - Promote seasonal visual interest at major neighborhood focal points by using flowers and ornamental shrubs, trees, etc.



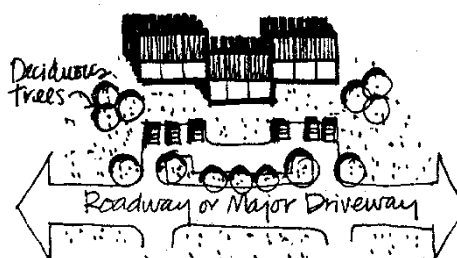
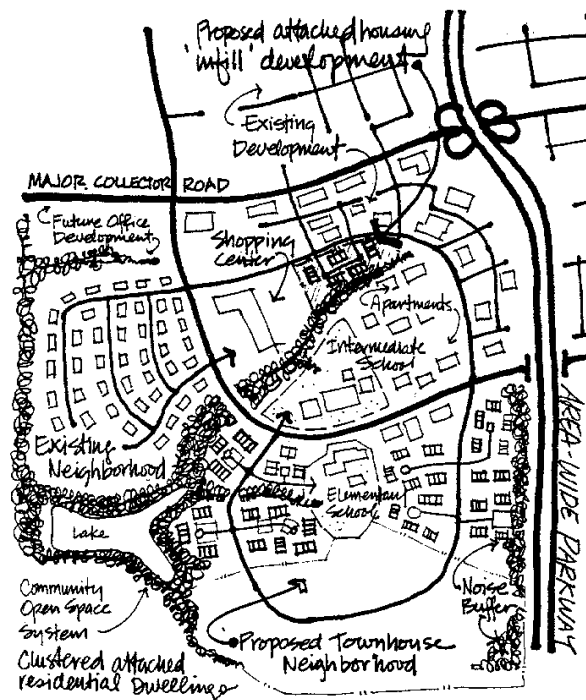
- Select low-maintenance landscape materials for large neighborhood common areas not likely to receive consistent maintenance.
- Site Furnishings/Signing and Lighting
 - Provide a well-designed signage system to identify and direct safe movement throughout the community-vehicular and pedestrian.
 - Provide well-designed neighborhood entry signs at major auto/pedestrian entry areas.
 - Provide roadway and pedestrian lighting systems consistent in style/intensity with each system hierarchy.
 - Provide special neighborhood entry area and identification sign lighting.
 - Ensure neighborhood architectural theme and light fixture style consistency.
 - Provide individual dwelling unit entry zone and street number illumination lighting.
- Site Furnishing/Fencing/Mailboxes
 - Avoid fencing along lot lines between homes; this practice reduces the visual depth and width of individual properties.
 - Use fencing materials which relate to the proposed function of the fence (e.g., solid for privacy).
 - Use fencing materials and style consistent with dwelling architectural materials and style.
 - Avoid long, monotonous solid walls or fence lines by using jogs or setbacks for visual interest.
 - If roadside mailboxes are used, provide units consistent to neighborhood or cluster architecture/style.
- Site Furnishings/Minor Structures
 - Outdoor utility sheds/buildings should relate to dwelling architecture and style.



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

Site Planning

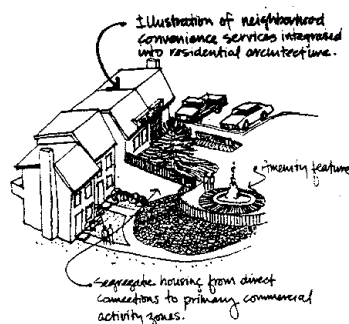
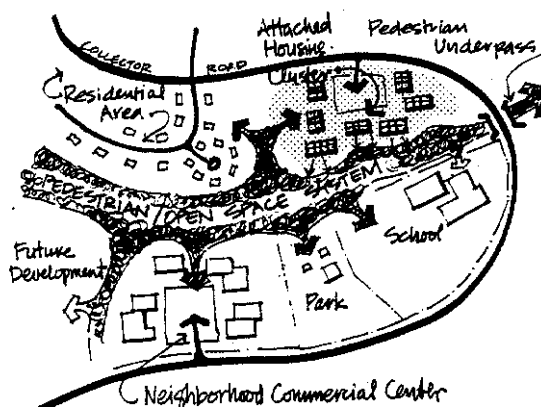
- General
 - Integrate new development with existing and future adjacent land uses.
 - Plan development in reasonably-scaled neighborhood modules.
 - Provide appropriate level, scale and location of support services/ facilities (e.g., convenience commercial).
 - Provide pedestrian linkages to community-wide amenity areas, services and facilities.
 - Consider potential highway noise impacts in community, neighborhood and dwelling unit design.
 - Emphasize the placement of clusters of multifamily buildings sensitively in the existing landscape context.
 - Incorporate neighborhood convenience service structures into the development architecturally, spatially and functionally.
 - Use green building techniques in planning and design.
 - Preserve or recover and record significant heritage resources.
- Access/Roads/Parking
 - Provide adequate, safe auto access to the neighborhoods from appropriate level roadways.
 - Use a hierarchical system of internal roadways and drives; do not access units directly onto major collector roads.
 - Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) through sensitive street/parking design/construction.
 - Road alignments should reinforce neighborhood scale; avoid long, straight, monotonous residential streets.
 - Avoid on-street parking; provide adequate off-street parking areas in scale with architectural masses.



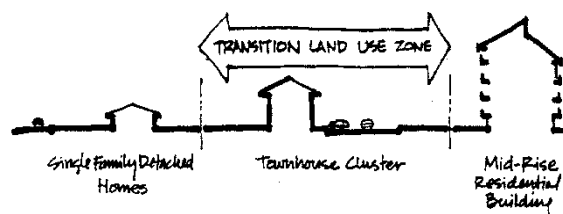
- Provide off-street, screened parking areas for special vehicle storage (e.g., recreation vehicles, boats, trailers, etc.).
- Establish distinct utility and landscaping corridors within street rights-of-way.
- Reduce impervious surfaces (roads, parking, buildings, etc.) through use of cluster design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

• Open Space/Community Facilities

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

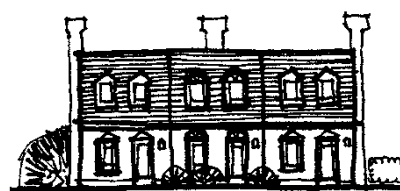


- Buffers
 - Use varying types and density/intensity of development as buffers for incompatible uses.
 - Take advantage of natural landscape edges and elements in buffering and defining neighborhood units.
 - Promote privacy between units with setbacks, plant materials, fences and grade changes.
- Utility/Service Areas
 - Use grass swales for surface drainage whenever possible.
 - Provide stormwater detention/ retention structures which can be retained as open space amenities.
 - Place all electrical utility lines underground; screen utility substations, service areas and heating/ventilation equipment from public view.
 - Screen refuse container (dumpster) areas from view, but maintain good service vehicle access.



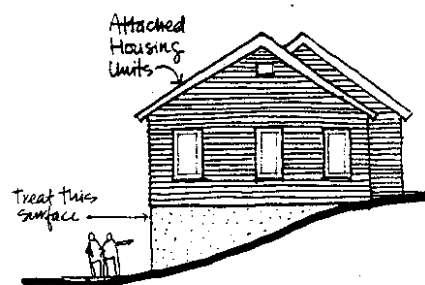
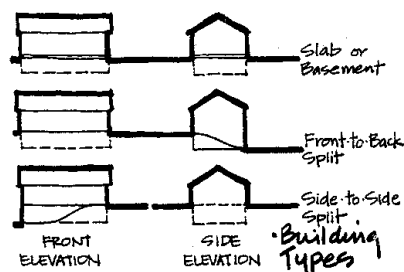
Architectural Design

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



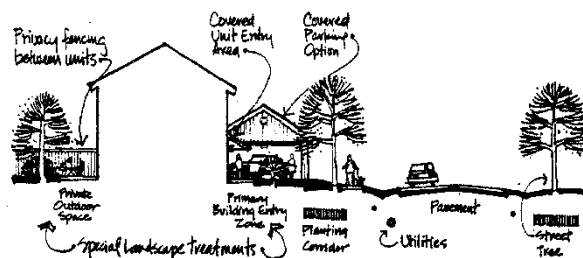
*Consistency of unit scale
with varied detailing
in Attached Unit design.*

- Functional Relationships/Facade Treatment
 - Select and site appropriate building types with respect to natural topography (e.g., split level vs. slab, etc.)
 - When end units are in close proximity, locate windows/doors for maximum privacy between units.
 - Segregate primary building entries from service-type entries.
 - Establish dwelling cluster architectural theme consistency while avoiding literal facade repetition among units.
 - Use similar architectural materials within a given cluster of dwellings.
 - Keep architectural facade material types to a minimum on any single dwelling.
 - Carry all attached facade materials (such as wood siding) down to a finished grade elevation, or paint to match adjoining facade.
 - Incorporate special, landscaped transition areas at dwelling unit entry areas into building/site design.
 - Consider the inclusion of covered unit entry areas in architectural design.

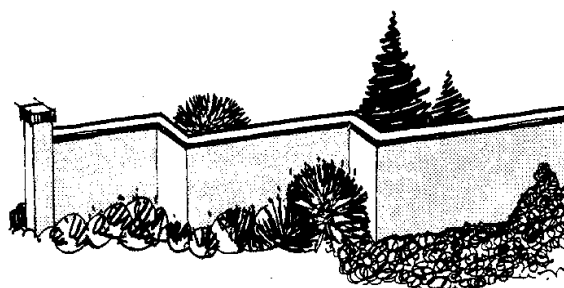
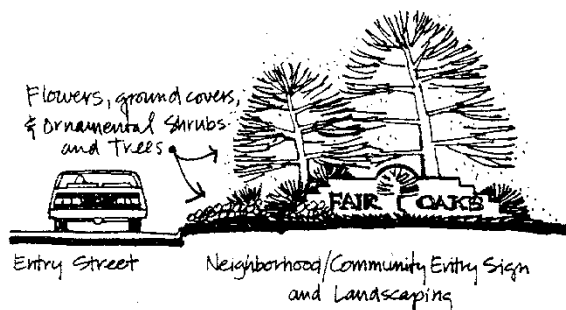
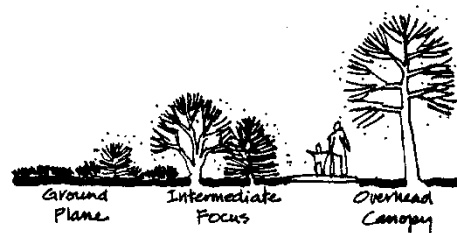
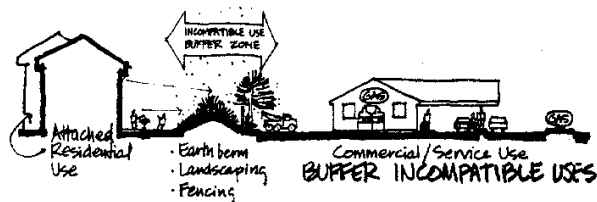


Landscape Architectural Design

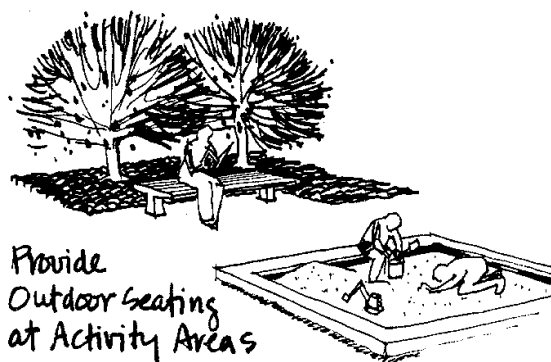
- Landscaping
 - Preserve existing quality vegetation to the greatest extent possible, integrating it into new designs.
 - Restore disturbed areas to a visually appealing landscape character through landscape architectural treatment.
 - Provide street trees along all roadways; use consistent species selection per street to reinforce neighborhood character.
 - Locate street trees along roadways in landscape corridors away from underground utilities.
 - Use special landscape treatments to identify and reinforce community, neighborhood and building cluster entry areas.
 - Use special landscape treatments to define primary building entry zones.
 - Use plant materials to define private outdoor social spaces for each unit, as needed.



- Buffer incompatible uses with land forms and/or landscape materials as needed.
 - Use overhead canopy, intermediate focus and ground cover type plants to achieve functional goals.
 - Provide well-landscaped special use areas for neighborhood residents (e.g., pool areas, parks, etc.).
 - Promote seasonal visual interest at major neighborhood focal points by using flowers and ornamental shrubs, trees, etc.
 - Select low-maintenance landscape materials for large neighborhood common areas not likely to receive consistent maintenance.
 - Shade and visually break up large parking areas by planting canopy shade trees in planting islands.
- Site Furnishings/Signing and Lighting
 - Provide a well-designed signage system to identify and direct safe movement throughout the community-vehicular and pedestrian.
 - Provide well-designed neighborhood entry signs at major auto/pedestrian entry areas.
 - Provide roadway and pedestrian lighting systems consistent in style/intensity with each system hierarchy.
 - Provide special neighborhood entry area and identification sign lighting.
 - Ensure neighborhood architectural theme and light fixture style consistency.
 - Provide individual dwelling unit entry zone and street number illumination lighting.
 - Site Furnishing/Fencing/Mailboxes
 - Use walls and fencing along lot lines between units to provide privacy for outdoor activity areas in front and rear of units when possible. This should be done in a manner which does not prevent solar access.
 - Use fencing materials which relate to the proposed function of the fence (e.g., solid for privacy).



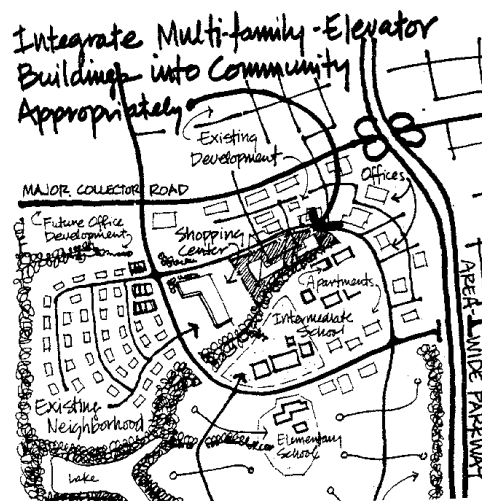
- Use wall or fencing materials and style consistent with dwelling architectural materials and style and in a manner which does not prevent solar access.
- Avoid long, monotonous solid fence lines by using jogs or setbacks for visual interest.
- If curbside mailboxes are used, provide multibox units consistent to the building cluster architecture/ style.
- Site Furnishings/Minor Structures/ Seating
 - Outdoor utility sheds/buildings should relate to dwelling architectural materials and style.
 - Provide bus shelters at major roadway entries as needed to serve residents utilizing existing or proposed transit services.
 - Consider the provision of gazebos or other outdoor shelters with architectural design compatible to residential building design.
 - Consider provision of other outdoor architectural elements, such as trellises or kiosks.
 - Provide outdoor seating at appropriate activity areas (e.g., tot lots, pool area, etc.).
 - Provide hard-surfaced landscaped recreational areas, especially around swimming pool/clubhouse areas.



Residential/Multifamily-Elevator Housing Criteria

Site Planning

- General
 - Integrate new development with existing and future adjacent land uses appropriately; locating it near employment/shopping cores and mass transit access points.
 - Plan development using reasonably-scaled architectural masses, which relate positively to site and adjacent use conditions through siting, setbacks and landscaping.
 - Provide appropriate level, scale and location of support services/facilities (e.g., convenience commercial) integrated into overall architectural

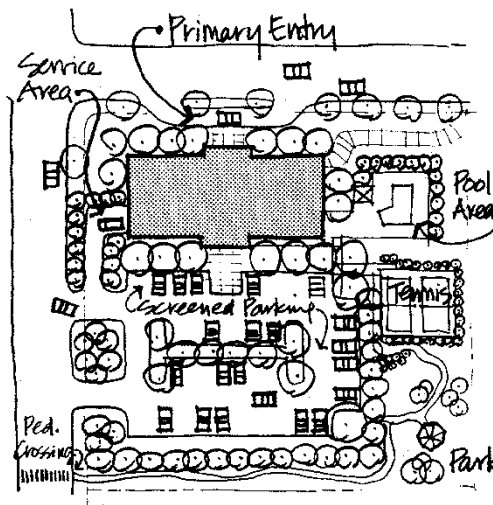
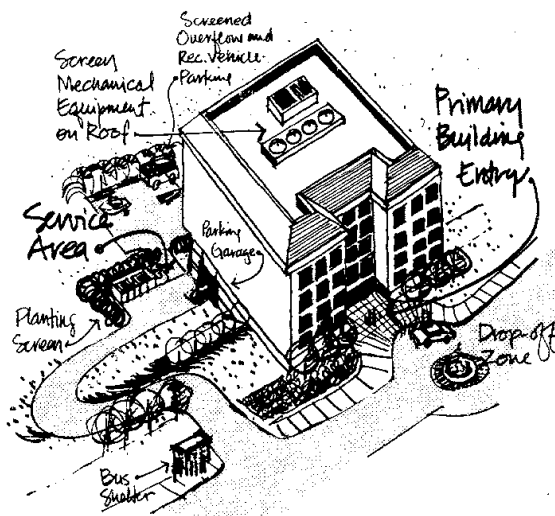


design.

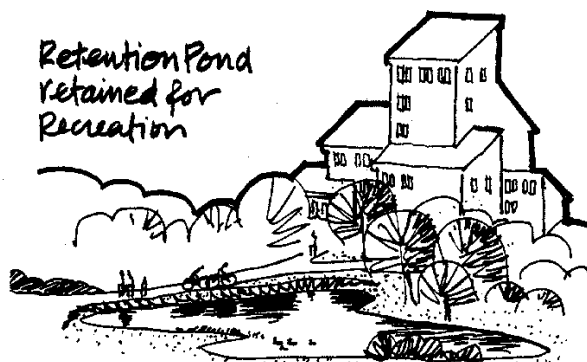
- Provide pedestrian linkages to community-wide amenity areas, services and facilities.
- Consider potential highway noise impacts in community, neighborhood and dwelling unit design.
- Use green building techniques in planning and design.
- Provide a quality visual image to all (off-site) public views, as the structure will be considered an area-wide visual amenity.
- Take care in siting tall structures to avoid (sun) shading of structures on adjacent lots.
- Preserve or recover and record significant heritage resources.

• Access/Roads/Parking

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



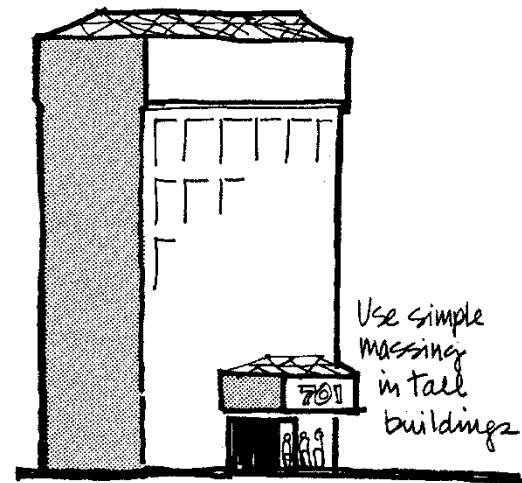
- parking areas.
 - Adhere to existing Fairfax County development standards for minimum parking space and drive dimensions, etc.
- Open Space/Community Facilities
 - Integrate natural open space amenities into overall site plan development.
 - Provide a continuous pedestrian/open space system linking on- and off-site activity nodes.
 - Provide courtyard, park and recreational areas/facilities (e.g., pools, tennis courts, tot lots, etc.) for use of residents; link to the open space system.
 - Design safe pedestrian system crossings at roads.
 - Use natural (especially wooded) open space corridors/areas as transition ones, visual amenities and buffers.
 - Integrate on-site service and amenity features into overall functional and design scheme.
- Buffers
 - Use varying scale and arrangements of structures on-site to act as buffers for incompatible use relationships.
 - Take advantage of natural landscape edges and elements in buffering and defining architectural elements.
 - Use architectural elements (walls, buildings, etc.) as visual and roadway noise buffers.
- Utility/Service Areas
 - Use curb and gutter systems within the primary building and parking zone for auto and drainage control.
 - Away from the major architectural/parking core, use grass swales for surface drainage whenever possible.
 - Provide stormwater detention/ retention structures which can be retained as open space amenities.
 - Place all electrical utility lines underground; screen utility substations and service areas from public view.



Architectural Design

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

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



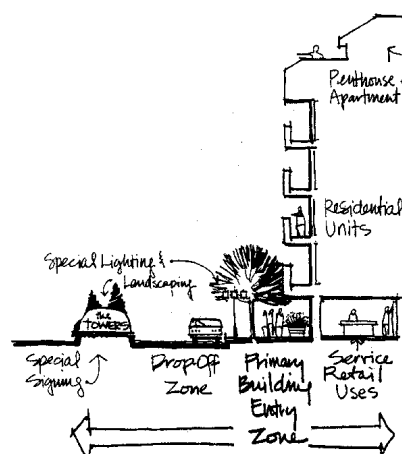
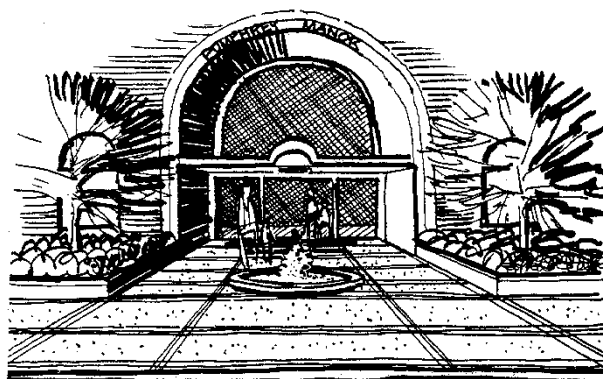
Landscape Architectural Design

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

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

• **Site Furnishings/Signing and Lighting**

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



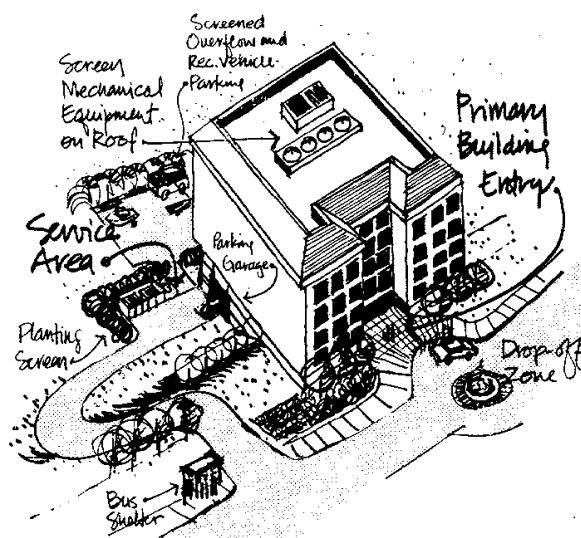
- Site Furnishings/Walls and Minor Structures
 - Use concrete or masonry walls in conjunction with building style and materials for screening and grade-change accommodation.
 - Avoid long, monotonous walls by incorporating jogs or setbacks for visual interest.
 - If entry gates are used, ensure that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



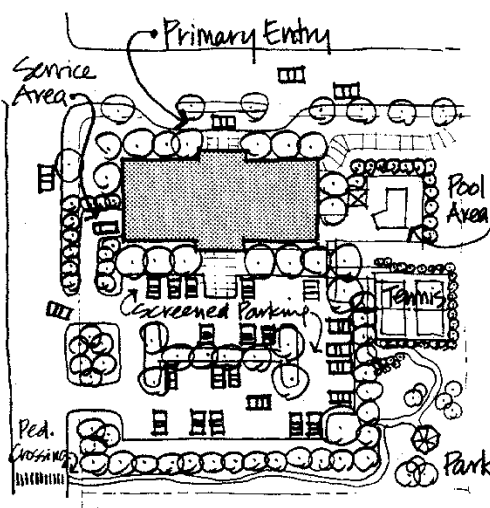
Mixed Use Criteria

Site Planning

- General
 - Integrate new development with existing and future adjacent land uses appropriately; locating it within cores and near mass transit access points with quality pedestrian access.
 - Select type and scale of commercial office uses within each development which will serve local area needs.
 - Plan development using reasonably-scaled architectural masses, which relate positively to site and adjacent use conditions through siting, setbacks and landscaping.
 - Provide appropriate level, scale and location of support services/facilities (e.g., convenience commercial) integrated into overall architectural design.
 - Provide pedestrian linkages to community-wide amenity areas, services and facilities.
 - Consider potential highway noise

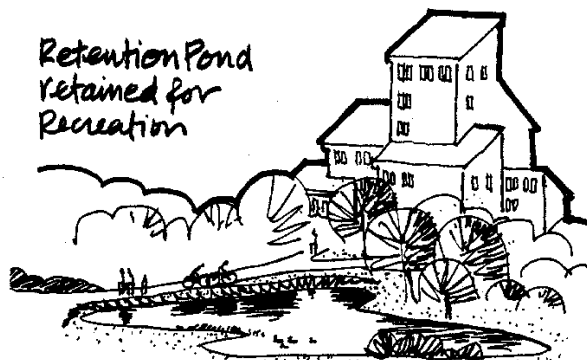


- impacts in community, neighborhood and dwelling unit design.
 - Use green building techniques in planning and design.
 - Provide a quality visual image to all (off-site) public views, as the structures will be considered an area-wide visual amenity.
 - Take care in siting tall structures to avoid (sun) shading of structures on adjacent lots.
 - Use criteria for shared parking and open space between uses in site development, if feasible.
 - Preserve or recover and record significant heritage resources.
- Access/Roads/Parking
 - Provide adequate, safe auto access into the site from appropriate level roadways.
 - Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) through sensitive street/parking design/construction.
 - Segregate resident and service entry areas; provide adequate area for service/emergency vehicle access and operation.
 - Use structured parking whenever possible; integrate parking decks into overall building architecture.
 - Segregate service and maintenance drives and parking areas from customer entry and parking zones.
 - Establish distinct utility and landscaping corridors within street rights-of-way and parking areas.
 - Provide a well-landscaped, high-quality image toward the street, and buffer service areas from public view.
 - Adhere to existing Fairfax County development standards for minimum parking space and drive dimensions, etc.
 - Open Space/Community Facilities
 - Integrate natural open space amenities into overall site plan development.
 - Provide a continuous pedestrian/ open space system linking on- and off-site activity nodes.
 - Provide courtyard, park and recreational areas/facilities for use of residents; link



to the open space system.

- Design safe on-site pedestrian systems and crossings at roads.
 - Consider inclusion of neighborhood-level facilities as part of a mixed-use program for neighborhood centers (e.g., recreation uses and small commercial, office and service uses, etc.)
 - Use natural (especially wooded) open space corridors/areas as transition ones, visual amenities and buffers.
 - Integrate on-site service and amenity features into overall functional and design scheme.
- **Buffers**
 - Use varying scale and arrangements of structures on-site to act as buffers for incompatible use relationships.
 - Take advantage of natural landscape edges and elements in buffering and defining architectural elements.
 - Use architectural elements (walls, buildings, etc.) as visual and roadway noise buffers.
 - **Utility/Service Areas**
 - Use curb and gutter drainage systems adjacent to buildings and main parking areas, but use grass swales, when possible, in other areas on-site.
 - Provide stormwater detention/ retention structures which can be retained as open space amenities.
 - Place all electrical utility lines underground; screen utility substations and service areas from public view.
 - Screen all service/maintenance areas from public view.
 - Provide for safe on-site storage and off-site disposal of refuse and wastes generated by commercial/service uses.

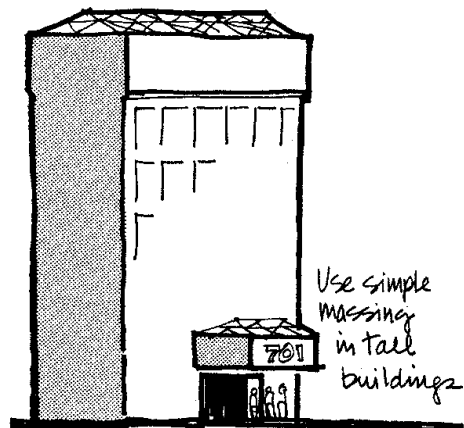


Architectural Design

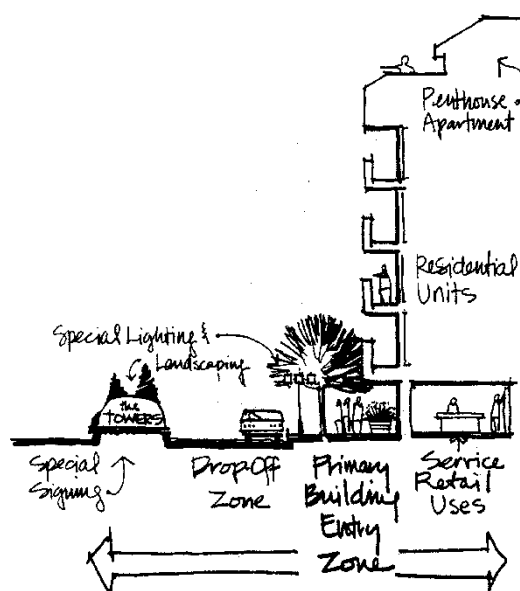
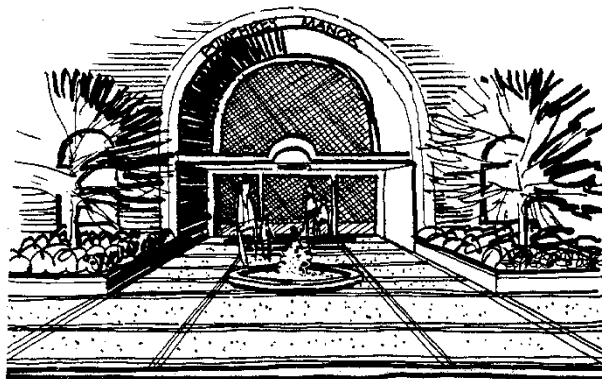
- **Scale/Mass/Form**
 - Maintain relatively simple massing in tall structures, with openings and entries clearly articulated through building offsets and texture/material changes.
 - Adhere to established Fairfax County building bulk and setback requirements.
 - Create interest through sensitive detailing and use of basic geometric forms for commercial structures.
 - Use varied setbacks to create interesting architectural (mass) relationships to the street.
 - Integrate architectural masses/forms into natural topography of site.
- **Functional Relationships/Facade Treatment**
 - Select and site appropriate building types with respect to natural topography.
 - Segregate primary building entries from service-type entries.
 - Dwelling unit number and arrangement for each building should reinforce feeling of security and neighborhood among residents.
 - Avoid false facade treatments which are unrelated to building form/ function.
 - Carefully select and restrict the variety of architectural facade materials for each building, but avoid monolithic facade treatments.
 - Establish architectural theme consistency.
 - Integrate community and resident service uses into building architecture.
 - Incorporate major landscaped plazas at major building entrances, featuring special paving, seating, plantings and water features such as fountains.

Landscape Architectural Design

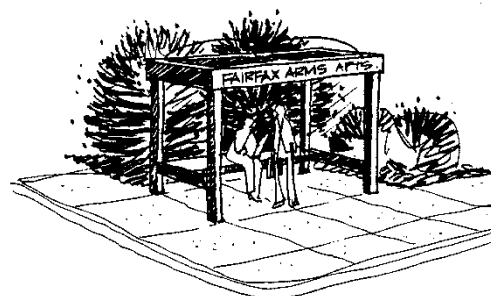
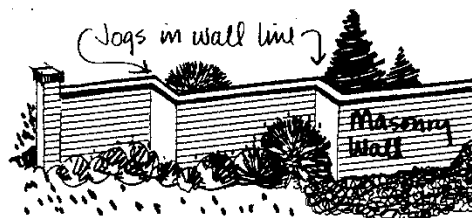
- **Landscaping**
 - Preserve existing quality vegetation to the greatest extent possible, integrating it into new designs.
 - Restore disturbed areas to a visually appealing landscape character through landscape architectural treatment.



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



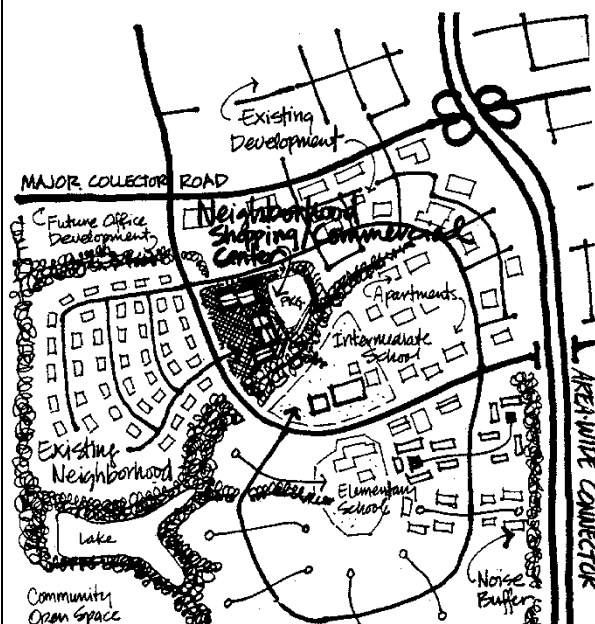
- Site Furnishings/Walls and Minor Structures
 - Use concrete or masonry walls in conjunction with building style and materials for screening and grade-change accommodation.
 - Use materials which relate to the proposed function of the fence or wall (e.g., solid for privacy).
 - Use wall and fence materials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



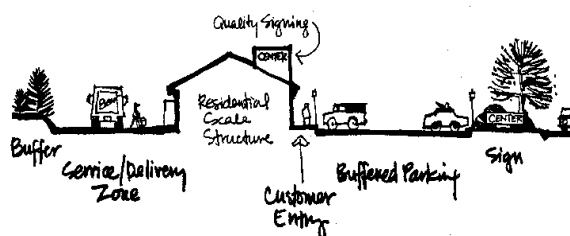
Commercial/Low Density Office and Neighborhood Center Criteria

Site Planning

- General
 - Integrate new development with existing and future adjacent land uses appropriately; locate new centers with quality vehicular and pedestrian access.
 - Select type and scale of commercial office uses within each development which will serve local area needs.
 - Use criteria for shared parking and open space between uses in site development, if feasible.
 - Provide pedestrian linkages to residential neighborhoods and community-wide amenity areas, services and facilities.
 - Use green building techniques in planning and design.
 - Preserve or recover and record significant heritage resources.



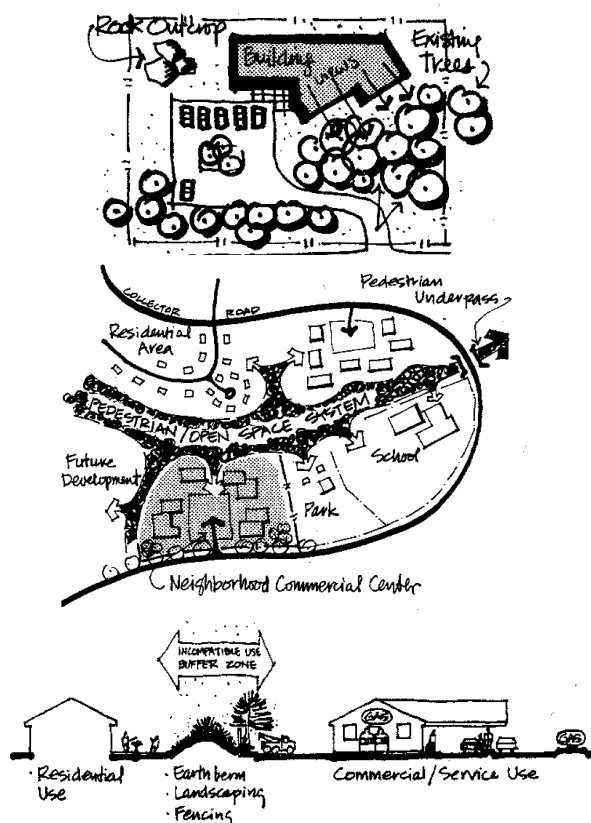
- Access/Roads/Parking
 - Provide adequate, safe auto access into the center from appropriate-level roadways.
 - Provide well-screened off-street parking areas for customers; keep these parking lots in scale with the development and neighborhood.
 - Minimize natural site amenity disturbance (e.g., quality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



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

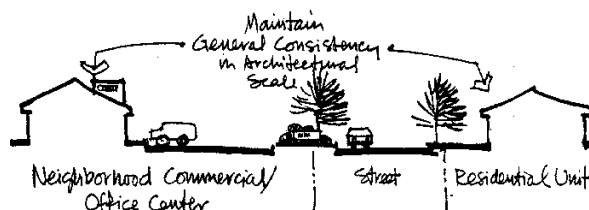
- Buffers
 - Use varying scales and arrangement of buildings on-site as buffers for incompatible use relationships.
 - Take advantage of natural landscape edges and elements in buffering and defining neighborhood center components.
 - Use architectural elements (walls, buildings, etc.) as visual and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

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



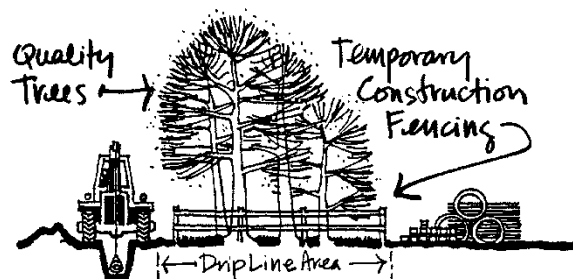
Architectural Design

- Scale/Mass/Form
 - Provide general consistency between neighborhood residential unit scale and proposed neighborhood/commercial/office complex scale.
 - Create interest through sensitive detailing and use of basic geometric forms for commercial structures.
 - Use varied building facade setbacks to create interesting architectural (mass) relationships to the street.
 - Cluster buildings around courtyard-like areas to reinforce neighborhood scale.
- Functional Relationships/Facade Treatment
 - Select and site appropriate building types with respect to natural topography.
 - Use current energy conservation technology in architectural and heating/cooling systems design.
 - Minimize solar heat gain for cooling and maximize solar heat gain/retention for heating by sensitive design treatment.
 - Establish center-wide architectural theme consistency.
 - Use similar architectural materials within the center development.

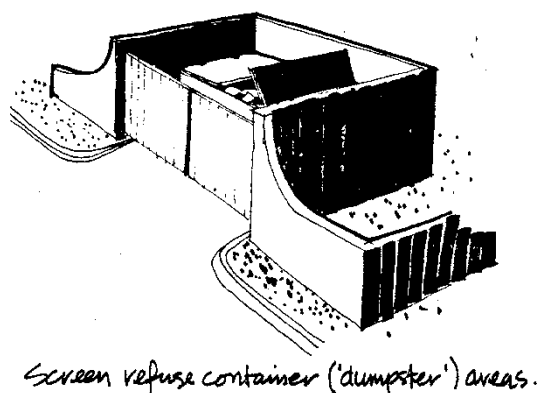
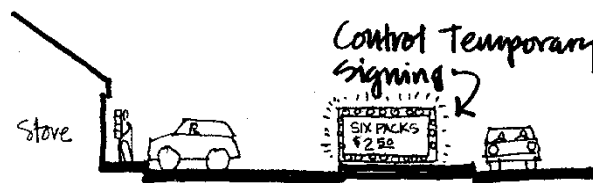
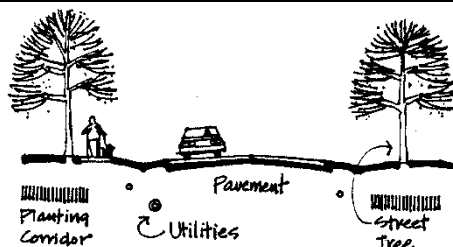


Landscape Architectural Design

- Landscaping
 - Preserve existing quality vegetation to the greatest extent possible, integrating it into new designs.
 - Restore disturbed areas to a visually appealing landscape character through landscape architectural treatment.
 - Provide shade trees in all parking lots; use consistent species groupings to reinforce development character.
 - Locate street trees along roadways and parking areas in landscape corridors away from underground utilities.
 - Use special landscape treatments to identify and reinforce the center's entry areas.
 - Use special landscape treatments to define primary building entry zones.



- Buffer incompatible uses with land forms and/or landscape materials as needed.
 - Use overhead canopy, intermediate focus and ground cover type plants to achieve functional goals.
 - Promote seasonal visual interest at major neighborhood focal points by using flowers and ornamental shrubs, trees, etc.
 - Select low-maintenance landscape materials for areas not likely to receive consistent maintenance.
- Site Furnishings/Signing and Lighting
 - Provide a well-designed signage system to identify buildings and direct safe movement for ingress and egress (vehicular and pedestrian).
 - Provide well-designed project entry signs at major auto/pedestrian entry areas.
 - Ensure quality design for commercial signs on-site and on building facades; all buildings (within the same development) Should portray consistency in signing criteria adherence.
 - Control the use of temporary commercial advertising signs; do not use movable signs with flashing lights along street edges.
 - Ensure neighborhood architectural theme and light fixture style consistency.
 - Site Furnishing/Fencing/Walls/Minor Structures
 - Use materials which relate to the proposed function of the fence or wall (e.g., solid for privacy).
 - Use wall and fence materials and style consistent with the center's architectural materials and style.
 - Avoid long, monotonous solid wall or fence lines by using jogs or setbacks for visual interest.
 - Outdoor utility sheds/buildings should relate to major building architecture and style.
 - Provide walled enclosures to screen outdoor storage and refuse (dumpster) areas.

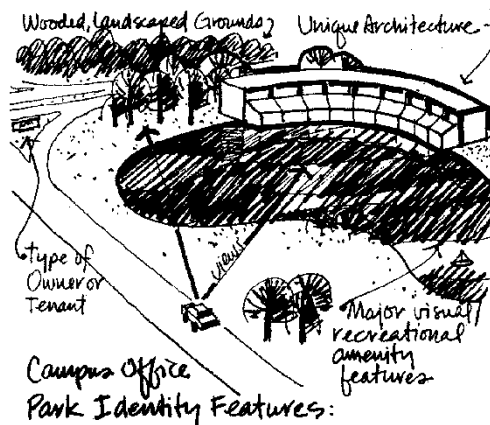
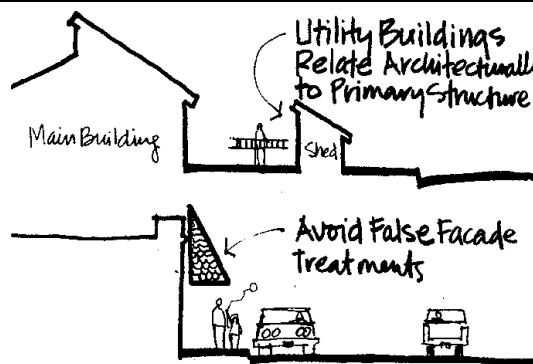


- Keep architectural facade material types to a minimum on any single building facade.
- Carry all attached facade materials (such as wood siding) down to a finished grade elevation, or paint exposed walls to match such facades.
- Avoid false facade treatments which are unrelated to building form/function.
- Carefully select and restrict the variety of architectural facade materials for each building.

Commercial/Campus Style Office Park Criteria

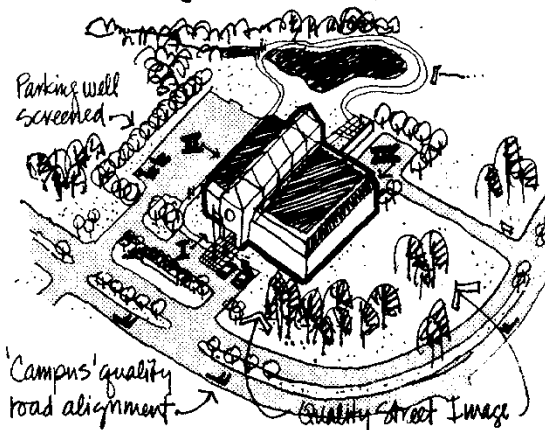
Site Planning

- General
 - Integrate new development with existing and future adjacent land uses appropriately.
 - Plan development in relatively large-scaled tracts to assure substantial open space provision.
 - Establish a strong sense of identity for each particular office campus or park.
 - Provide appropriate level, scale and location of support services/facilities (e.g., eating establishments, business support and convenience commercial) to serve employees/businesses locally.
 - Use green building techniques in planning and design.
 - Preserve or recover and record significant heritage resources.

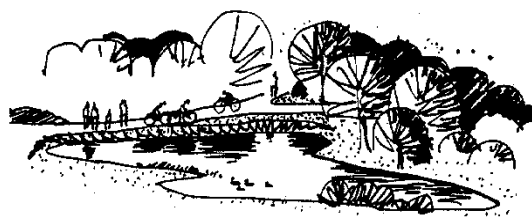


- Access/Roads/Parking
 - Provide adequate, safe auto access into the development from appropriate-level roadways.
 - Use a hierarchical system of internal drives and roadways; do not access parking directly onto major collector roads.
 - Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) through sensitive road, building and parking design/construction.
 - Provide well-screened off-street parking areas for employees/visitors.
 - Road alignments should reinforce campus quality and scale; avoid long, straight, monotonous street layouts.
 - Provide some parking areas for compact cars in order to reduce the area of impervious site cover.
 - Provide screened parking areas for special vehicle parking/storage (e.g., maintenance vehicles, trailers, equipment, etc.).
 - Establish distinct utility and landscaping corridors within street rights-of-way and parking areas.
 - Segregate service, maintenance and loading zones from employee/visitor vehicle areas.
 - Provide a well-landscaped high-quality image toward the street.
 - Reduce impervious surfaces (roads, parking, buildings, etc.) through use of cluster design techniques.
 - Adhere to existing Fairfax County development standards for minimum parking space and driveway dimensions.
- Open Space/Community Facilities
 - Integrate natural open space amenities into overall site design.
 - Provide a continuous pedestrian/open space system linking activity nodes internally and externally.
 - Design safe pedestrian system crossings at roads.
 - Use natural (especially wooded) open space corridors/areas as transition zones, visual amenities and buffers.

Segregation of visitor(I), employee(II) and Service(III) vehicle areas:

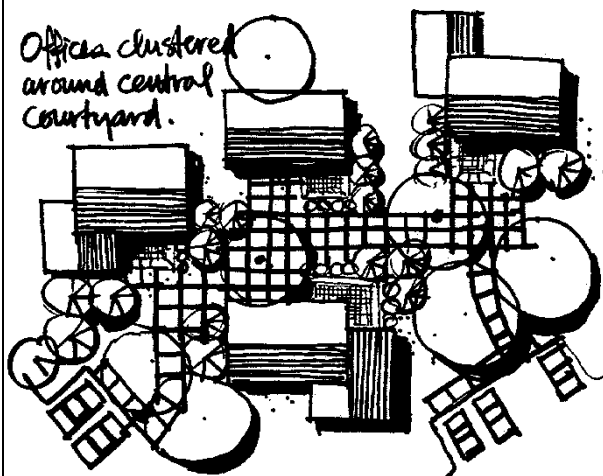


- **Buffers**
 - Use varying scales and arrangements of building masses as buffers for incompatible use relationships.
 - Take advantage of natural landscape edges and elements in buffering and defining building and parking zones.
 - Use existing vegetation masses along with earth berms and architectural walls as visual and roadway noise buffers.
- **Utility/Service Areas**
 - Use grass swales for surface drainage whenever possible.
 - Provide stormwater detention/ retention structures which can be retained as open space amenities.
 - Place all electrical utility lines underground; screen utility substations and service areas from public view.
 - Provide for safe on-site storage and off-site disposal of refuse and wastes generated by commercial/service uses.



Architectural Design

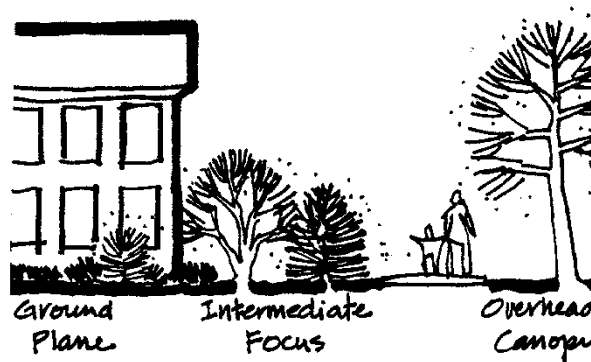
- **Scale/Mass/Form**
 - Provide general consistency in architectural scale within each development cluster.
 - Create interest through sensitive detailing and use of basic geometric forms reflecting building function.
 - Use varied building/facade setbacks to create interesting architectural (mass) relationships to the street.
 - Cluster buildings around courtyard-like amenity areas to create a strong sense of arrival for pedestrians.
 - Buildings with large-area structural modules should be located on flat or gently sloping sites only.
- **Functional Relationships/Facade Treatment**
 - Select and site appropriate building types with respect to natural topography.
 - Segregate primary building entries from service-type entries.
 - Establish architectural theme consistency throughout each office complex.



- Use similar architectural materials within a given cluster of office buildings.
- Keep architectural facade material types to a minimum on any single building facade.
- Carry all attached facade materials down to a finished grade elevation, or paint exposed walls to match such facade materials.
- Avoid false facade treatments which are unrelated to building form/function.
- Carefully select and restrict the variety of architectural facade materials for each building or building cluster.

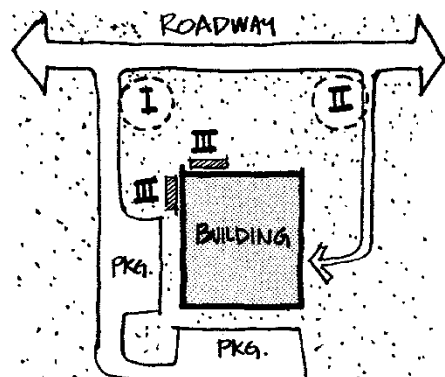
Landscape Architectural Design

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



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

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



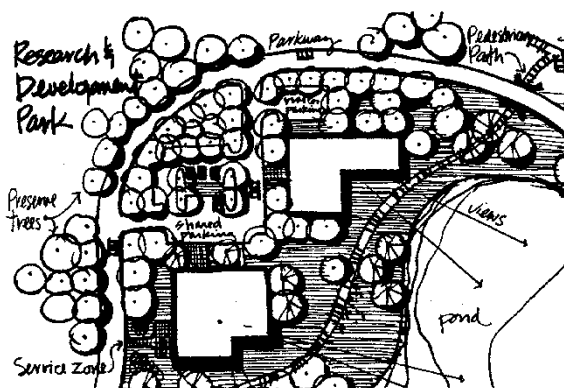
BASIC SIGN CATEGORIES:

- I** Entrance Identification
- II** Service Entrance
- III** Building/Corporate Logo

**Research and Development/Utility
and Light Industrial Criteria**

Site Planning

- General
 - Consider appropriateness of each particular use to the image/environment of the Fairfax Center Area.
 - Integrate new development with existing and future adjacent land uses appropriately.
 - Plan development in relatively large-scale tracts to assure substantial open space provision, especially for buffering.
 - Establish a strong sense of identity for each development.
 - Locate utility uses (such as power substations, water pump stations and waste water treatment plants) away from conflicting land uses, if feasible.
 - Provide pedestrian linkages to community-wide amenity areas, neighborhood services and facilities, as needed.
 - Use green building techniques in planning and design.
 - Preserve or recover and record significant heritage resources.
- Access/Roads/Parking
 - Provide adequate, safe auto and truck access into the development from appropriate level roadways.
 - Use a hierarchical system of internal roadways; do not access parking/service areas directly from major collector roads.
 - Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) through sensitive utility right-of-way, road, building and parking design/construction.
 - Road alignments should reinforce development quality and scale; avoid long, straight, monotonous street layouts.
 - Provide off-street, screened parking areas for special vehicle parking/storage (e.g., maintenance vehicles, trailers, utility equipment, etc.).
 - Establish distinct utility and landscaping



corridors within street rights-of-way and parking areas.

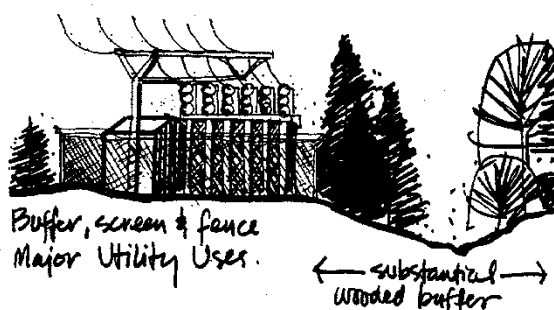
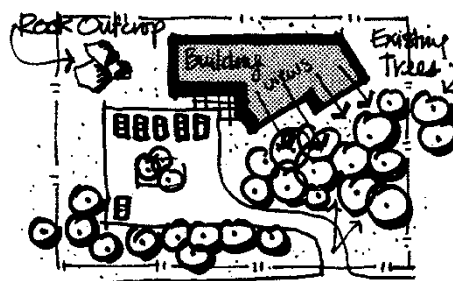
- Segregate service, utility equipment, maintenance and loading zones from employee/visitor vehicle areas.
- Reduce impervious surfaces (roads, parking, buildings, etc.) through use of cluster design techniques.
- Adhere to existing Fairfax County development standards for minimum parking, loading and driveway space requirements.

• Open Space/Community Facilities

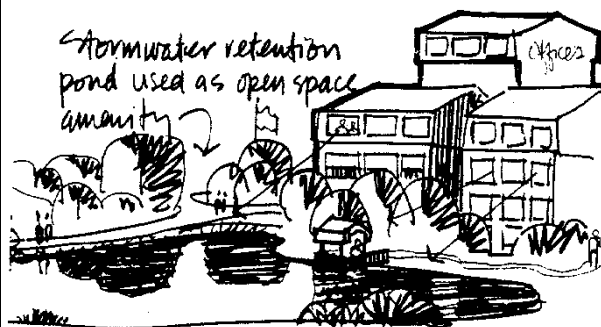
- Integrate natural open space amenities into overall site design.
- Provide a continuous pedestrian/open space system linking activity nodes internally and externally.
- Design safe pedestrian system crossings at roads; provide grade-separated intersections when possible; use handicapped-access design criteria.
- Use natural (especially wooded) open space corridors/areas as transition zones, visual amenities and buffers.
- Use utility right-of-way corridors as potential pedestrian systems.

• Buffers

- Provide safety fencing or walls around potentially dangerous service, industrial or utility uses.
- Use varying scales and arrangements of building masses as buffers for incompatible use relationships.
- Take advantage of natural landscape edges and elements in buffering and defining building, utility equipment and parking zones.
- Make special efforts to screen utility complexes from public view; consider off-site visual impact of tall utility structures in design and siting of such elements.

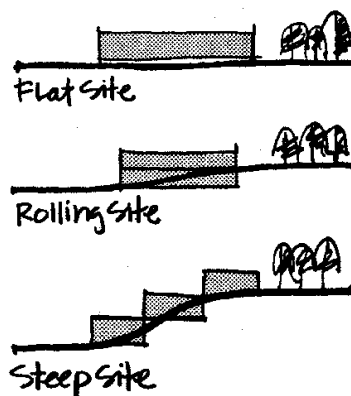


- **Utility/Service Areas**
 - Use grass swales for surface drainage whenever possible.
 - Provide stormwater detention/retention structures which can be retained as open space amenities.
 - Place all electrical utility lines underground; screen utility substations and service areas from public view.
 - Provide for safe on-site storage and off-site disposal of refuse or wastes generated by research and development, industrial or utility uses.

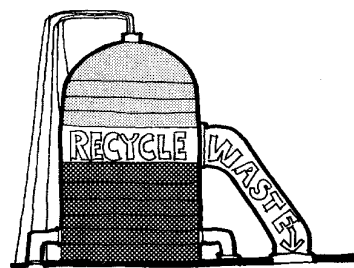


Architectural Design

- **Scale/Mass/Form**
 - Provide general consistency in architectural scale within each development cluster.
 - Create quality architectural statements through the use of basic geometric forms reflecting each building's function.
 - Use varied building setbacks to create interesting architectural (mass) relationships to the street.
 - Cluster buildings around courtyard-like areas to reduce overall visual impact of large scale architectural masses.
 - Buildings with large floor module needs should be located on flat or gently sloping sites.
- **Functional Relationships/Facade Treatment**
 - Select and site appropriate building types with respect to natural topography.
 - Segregate primary building entries from service-type entries, when applicable.
 - Use similar architectural materials within a given cluster of buildings.
 - Keep architectural facade material types to a minimum on any single structure.
 - Carry all attached facade materials down to a finished grade elevation or paint exposed walls to match such facade materials.



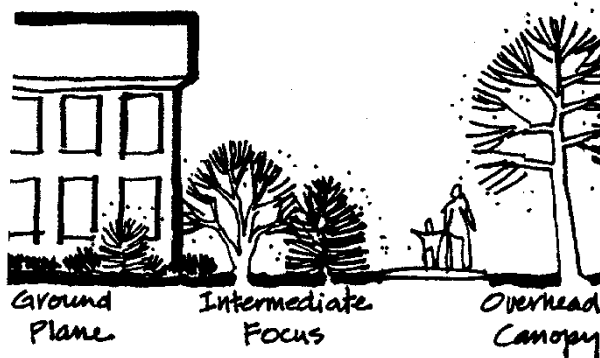
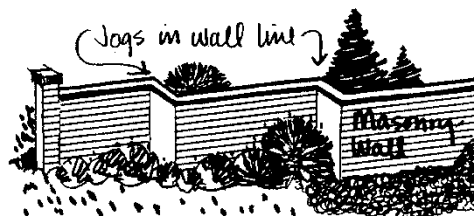
- Avoid false facade treatments which are unrelated to building form/function.
- Consider the use of special paint and graphic treatment to industrial and utility structures and elements (e.g., super graphics or color coded utility tanks, pipes and structures).
- Carefully select and restrict the variety of architectural facade materials for each building or structure.



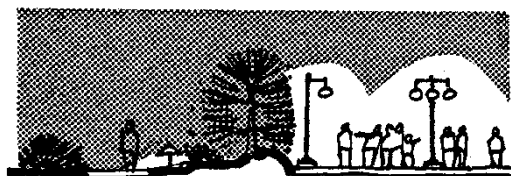
'Super-graphics' utilized on Utility Structures

Landscape Architectural Design

- Landscaping
 - Preserve existing quality vegetation to greatest extent possible, integrating it into new designs.
 - Restore disturbed areas to a visually appealing landscape character through landscape architectural treatment.
- Site Furnishing/Fencing/Walls/Minor Structures
 - Use walls and fences as unifying architectural elements between related, but separate, buildings when possible.
 - Use materials which relate to the proposed function of the fence or wall.
 - Provide adequate safety fencing or walls around industrial or utility uses, as needed.
 - Use wall or fence materials and style consistent with building architectural materials and style.
 - Avoid long, monotonous solid walls or fence lines by using jogs or setbacks for visual interest.
 - Outdoor utility sheds/buildings should relate to major building architecture and style.
 - Provide walled enclosures to screen outdoor utility/storage/service areas.
 - Provide shade trees in parking lots; use consistent species groupings to reinforce development character.
 - Locate street trees along roadways in landscape corridors away from underground utilities.
 - Use special landscape treatments to identify and reinforce major development entry areas.
 - Use special landscape treatments to



- define primary building entry zones.
 - Buffer incompatible uses with land forms and/or landscape materials, as needed.
 - Use overhead canopy, intermediate focus and ground cover-type plants to achieve functional goals.
 - Promote seasonal visual interest at major focal points by using flowers and ornamental shrubs, trees, etc.
 - Select low-maintenance landscape materials for areas not likely to receive consistent maintenance.
- Site Furnishings/Signing and Lighting
 - Provide a well-designed signage system to identify buildings and direct safe vehicular and pedestrian movement throughout the development.
 - Provide well-designed entry signs at major auto/pedestrian entry areas.
 - Provide design guidelines for all commercial/industrial signing within the development, including temporary, advertising, construction and information signing.
 - Provide roadway and pedestrian lighting systems consistent in style/intensity with each system hierarchy.
 - Ensure on-site architectural theme and light fixture style consistency; use simple, functional lighting design.



*Intimate
Space*

Plaza Space