

Fairfax Center Area Suburban Center

Existing Conditions Report

September 2013



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Contents	Page
Contact Information	4
Preface	6
Executive Summary	8
1. Demographics	13
2. Planning History	19
3. Land Use	31
4. Transportation	49
5. Housing	65
6. Environment	69
7. Heritage Resources	77
8. Public Facilities	83
9. Parks and Recreation	93
10. Conclusions	105
Appendices	111
Credits	131



The Fairfax County Government Center Complex is located in the approximate center of the Fairfax Center Area.



Fairfax County Board of Supervisors

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Web site: www.fairfaxcounty.gov

Fairfax Forward

Track the progress of the Fairfax Forward process and review the latest information.

Web site: www.fairfaxcounty.gov/dpz/fairfaxforward/

Fairfax Center Area Study

a component of Fairfax Forward

E-mail: DPZFairfaxCenter@fairfaxcounty.gov

Web site: <http://www.fairfaxcounty.gov/dpz/fairfaxcenter/>

Listserv: Look for “Fairfax Center Planning Study News” under “Land Use & Development” at www.fairfaxcounty.gov/email/lists/

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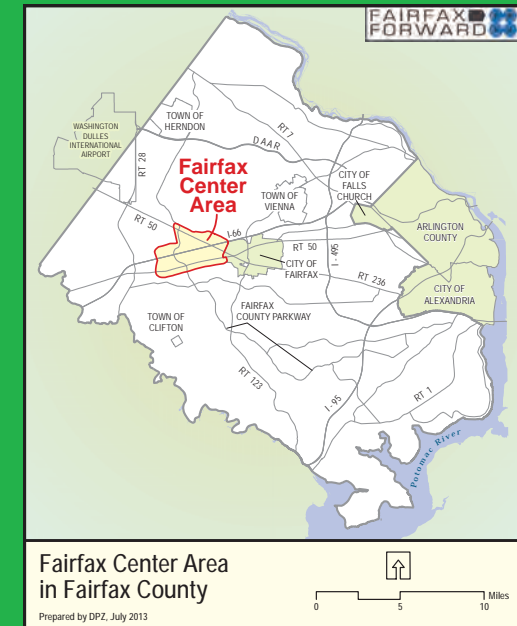
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The “Comprehensive Plan Announcements” E-mail Service

Subscribe to the free service on the county Web site under the Online Services/ E-mail Subscriptions link or at www.fairfaxcounty.gov/email/lists/. This service will provide timely announcements about the Comprehensive Plan, Plan Amendments, and other planning activity.



Preface

On July 9, 2013 the Board of Supervisors adopted Fairfax Forward, a new review process for the county's long-range land use plan, the Comprehensive Plan. The foundation of the new process is a Comprehensive Plan Amendment Work Program. The pilot work program schedules planning studies for the next three years 2013-2016. The studies are organized into countywide, activity center, or neighborhood planning studies. Countywide studies encompass the review of any plan guidance applicable to multiple areas or the entire county, including Policy Plan sections. Activity center and neighborhood planning studies are organized by the land classifications in the Concept for Future Development (Figure P.1).

The Concept geographically divides the county into different types of places. Mixed-use centers and industrial areas shown on the Concept are the county's designated node of growth or "activity centers", and are reviewed as part of activity center planning studies. The areas outside activity centers, which include the majority of the county, are defined by the Concept as Suburban Neighborhoods, Low Density Residential Areas, and Large Institutional Areas. Suburban Neighborhoods and Low Density Residential Areas generally comprise the county's stable neighborhoods and are reviewed as part of the neighborhood planning studies on the work program. Large Institutional Areas within the county, such as Fort Belvoir, Washington Dulles International Airport, and George Mason University, maintain separate jurisdiction for planning purposes that are not eligible for the county's Plan review.

The Fairfax Center Area Study is one of the first major activity center planning studies on the pilot work program. The work program estimates that the study will be completed in approximately three years. The study area is divided into a Suburban Center, Low Density Residential Areas, and Suburban Neighborhoods on the Concept and extends over four Magisterial Districts: Sully, Providence, Braddock, and Springfield Districts. The first phase of the study will examine the "transition areas," the Low Density Residential Areas and the Suburban Neighborhoods at the periphery of the study area. The second phase of the study will examine the Suburban Center.

The following Existing Conditions Report provides background on the Fairfax Center Area intended to facilitate the evaluation and formulation of recommendations during the study. The report includes demographic information, Comprehensive Plan recommendations and history, and land use, environmental, public facilities, and infrastructure data (Chapter 1-9). Chapter 10 describes observations and conclusions based on the existing conditions that can be considered a starting point for Plan review efforts. The Appendices contain supporting data tables and maps not otherwise contained in the body of the report.

For more information on Fairfax Forward and the Fairfax Center Area Study, visit the following websites:

www.fairfaxcounty.gov/dpz/fairfaxforward

www.fairfaxcounty.gov/dpz/fairfaxcenter

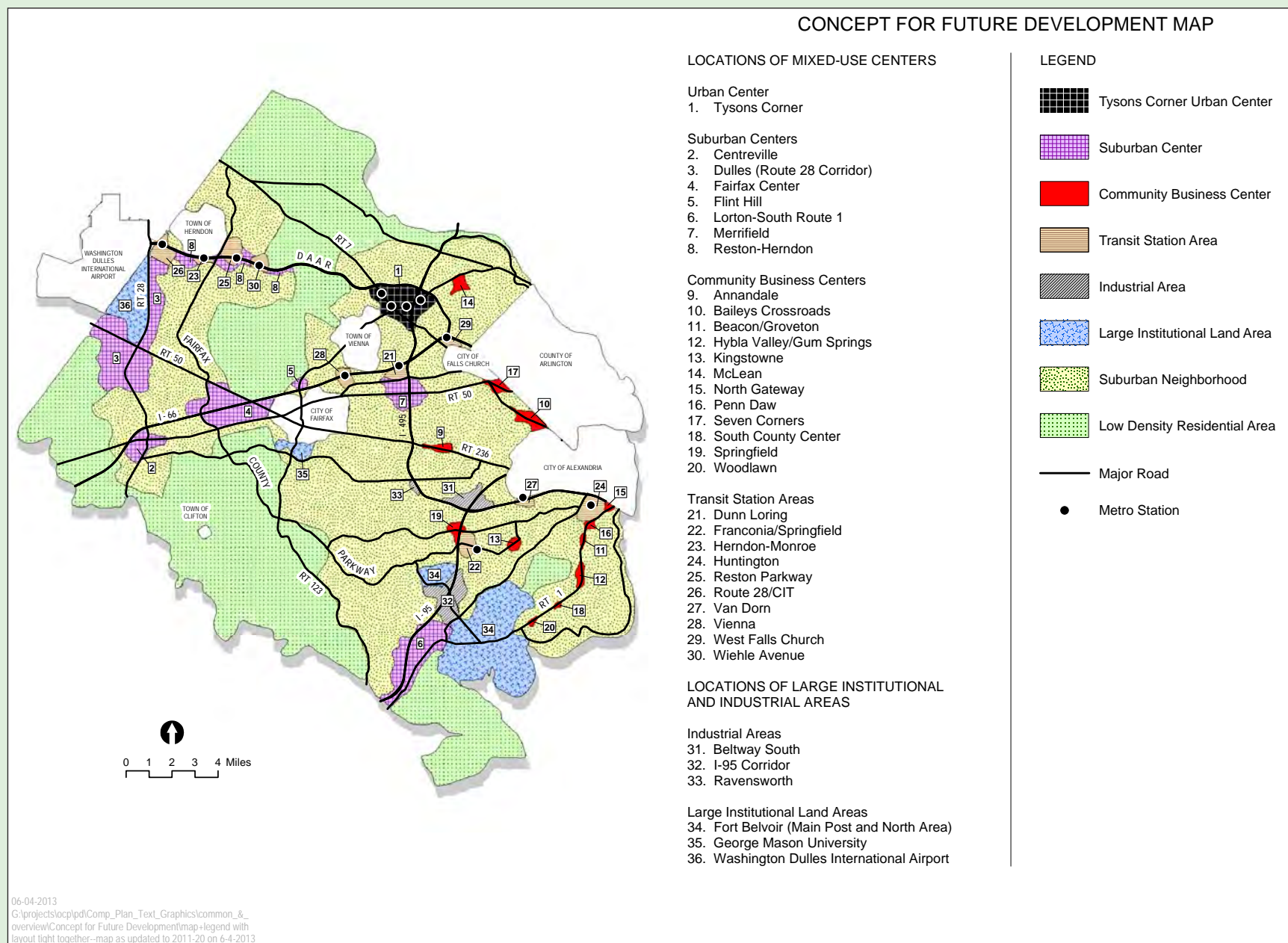


Figure P.1 Comprehensive Plan Concept for Future Development, amended through June 4, 2013.

Executive Summary

Overview

The Fairfax Center Area is one of Fairfax County's largest employment centers with over 42,000 jobs. Located in central Fairfax County, the study area consists of approximately 5,500 acres. Main thoroughfares include Lee-Jackson Memorial Highway (Route 50) to the north, Lee Highway (Route 29) to the south, Shirley Gate Road to the east, and Stringfellow Road to the west. Interstate 66 (I-66) bisects the study area, connecting the area to Arlington County, Washington D.C. and Prince William County.

Several prominent landmarks and nodes of activity are located within the Fairfax Center Area. The Fairfax County Government Center Complex is found in the study area. The study area also has several large retail and office developments within its boundaries. Fair Oaks Mall, located just north of I-66 at the intersection with Lee-Jackson Memorial Highway, is a large regional shopping center. The Fair Lakes area, located farther west along I-66, includes a mix of office, retail, and residential uses that permit residents to conveniently live, work, and shop in close proximity to one another. Other developments with a mix of uses include Fairfax Corner, located on Monument Drive and Fairfax Towne Center along West Ox Road.

Demographics

A demographic snapshot of the Fairfax Center Area illustrates a young and diverse population. A recent 2013 population estimate by Nielsen Site Reports estimates there to be approximately 42,000 residents today. Residents within Fairfax Center are younger than the county average. The median age of its residents is 33.9 years old, while the county median age is 37.3 years old. The Fairfax Center Area also has a diverse population. According to 2013 estimates, the ethnic breakdown is 53 percent white, 30 percent Asian, nine percent black or African American, and five percent are two or more races. Ten percent of the population identifies as being Hispanic or Latino. The diversity is further exemplified by the languages spoken at home. While approximately 60 percent of area residents speak only English, large portions of the population speak Asian/Pacific Islander (22 percent), an IndoEuropean language (eight percent), or Spanish (seven percent).

Planning History

In 1982, the Board of Supervisors (Board) adopted a new Comprehensive Plan for the Fairfax Center Area that established a vision for the area to be a central node of development activity within Fairfax County. The adopted Plan was the culmination of work by the Route 50/I-66 Task Force (Task Force), which was formed to ensure the rapidly expanding area was well-planned and efficiently

used land, infrastructure, and other resources.

The Plan recommended an innovative, incentive-based implementation, with three density/intensity levels having progressively higher performance standards in exchange for greater development density/intensity. The levels offer greater flexibility for development to respond to market conditions, provide a mechanism to acquire additional public amenities, and mitigate development impacts to public facilities, infrastructure, and the environment, commensurate with increased development intensity.

Land Use

The Concept for Future Development, a countywide policy framework that classifies areas according to intended character, divides the Fairfax Center Area into a Suburban Center, Suburban Neighborhoods, and Low Density Residential Area, as shown in Figure 3.1 of the Land Use chapter. Higher density development is focused in the core of the Suburban Center, while the Suburban Neighborhoods and Low Density Residential Areas serve as transition areas between the core area and the lower densities outside the periphery of the Fairfax Center Area.

Residential uses encompass more than one-third of the acreage in the Fairfax Center Area. The study area contains a wide variety of housing types, including single-family detached, single-family attached (townhouses), and multi-family units. Nonresidential uses occupy just under two-thirds of the land in the study area. These include office,

retail, industrial, institutional, and governmental uses, as well as open space, public parks and recreation, and vacant land.

A comparison of existing development to past and present Comprehensive Plan potential illustrates that the Fairfax Center Area has evolved with a mix of uses as initially planned, but proportions have changed over time, as amendments to the Plan and zoning cases have been approved. The number of existing dwelling units exceeds the original vision by more than 10,000 units, while existing nonresidential square footage is roughly equal to the original vision of the 1982 Plan.

Transportation

The Comprehensive Plan recommends significant transportation improvements for the study area, many of which have been completed. One of the major features is the designation of I-66 as an Enhanced Public Transportation Corridor, which indicates that transportation facilities, such as transit or high-occupancy vehicle (HOV) lanes, are planned. A unique implementation strategy for the Fairfax Center Area transportation plan is the Fairfax Center Area Road Fund, the county's first effort to structure an approach to collecting funds for transportation improvements. Through the use of this performance-based methodology, the study area's transportation network has been phased to the pace of development.

Currently, the primary mass transit options for the Fairfax Center Area are bus services provided by Fairfax Connector and Metrobus. Most service runs only during peak periods and functions as a commuter service to Metrorail and the District of Columbia. Future multi-modal transportation plans are addressed in several long-range plans, including the Transit Development Plan (TDP), which recommends increased bus service, and the Bicycle Master Plan, currently under review, which recommends additional bicycle facilities.

Affordable Housing

The Fairfax Center Area contains a range of housing options and opportunities. Within the Fairfax Center Area, 668 Affordable Dwelling Units (ADUs) have been constructed and an additional 208 unbuilt ADUs have been approved through the rezoning process. Twenty-four Workforce Dwelling Units (WDUs) have been constructed since the adoption of the WDU policy in 2007, and an additional 456 unbuilt WDUs have been approved through the rezoning process.

Environment

The Fairfax Center Area contains numerous environmental resources. Several stream valleys, which are mostly forested, traverse the study area. Asbestos and shrink-swell clays are naturally occurring in portions of the Fairfax Center Area. Development has resulted in increased amounts of impervious surfaces, which in turn

has adversely impacted water quality, deteriorated stream channels, and caused erosion. The Comprehensive Plan recommends strategies to mitigate impacts to these environmental features.

Heritage Resources

The Fairfax Center Area contains three heritage resources and several cemeteries. Two historic sites are included in the Fairfax County Inventory of Historic sites: Ox Hill Battlefield Memorial Park and Woodaman House. A third historic resource is the remnants of the Manassas Gap Railroad Independent Line, a railroad that once crossed the county. Many Native American sites, including campsites, hunting stations, or stone quarries dating from the earliest known occupation of the county 12,000 years ago, are located in undeveloped park areas of the area.

Public Facilities

The Fairfax Center Area is served by 20 public schools, including elementary, middle, and high schools. Twelve of these schools are projected to be over capacity within the next six years. Modular capacity enhancements, renovations, and identifying new school sites are underway to provide additional capacity to meet the future enrollment projection demands. Several community and regional libraries are located within close proximity to the study area. There are currently no full-service libraries located within the Fairfax Center Area nor has a need for one in the future been identified. The Fairfax Center Area is served

by several public safety facilities that provide police and fire and rescue support: the Sully and Fair Oaks District police stations, a planned public safety headquarters at the Government Center complex, and Fair Oaks and Fairfax Center Fire and Rescue Stations 21 and 40.

The Fairfax Center Area receives sanitary sewer treatment from Fairfax County and water from the Fairfax County Water Authority (Fairfax Water). A majority of the study area receives public sanitary sewer treatment within the Approved Sewer Service Area (ASSA); however, small portions are outside of the ASSA.

Parks and Recreation

The Fairfax Center Area is served by a variety of park and recreation facilities. There are 14 public parks totaling 489 acres that are completely or partially within the study area and 16 additional parks totaling 3,167 acres just outside the study area. These parks include athletic fields, trails, a RECenter, and stream valley parks with a range of facilities to serve county residents. As the Fairfax Center Area continues to evolve, so will its park and recreation facility needs.

Observations and Conclusions

The Fairfax Center Area has evolved over the past thirty years from a relatively undeveloped greenfield to a center of housing, employment, and county government. The 1982 Plan for the Fairfax Center Area created a blueprint for development that, while modified over time, has

provided for the construction of roads, public facilities, and the preservation of numerous stream valleys. Going forward, consideration should be given to updating some aspects of this Plan to ensure its continued relevancy, such as certain land use recommendations, subunit boundaries, development elements, and use-specific performance criteria. Editorial updates of factual information and references should be completed, as well as determining whether the low density and suburban neighborhoods at the periphery should remain in the Fairfax Center Area.

The image shows a large, modern building with a light beige facade. The letters "VDOT" are mounted on the wall in large, three-dimensional, light-colored characters. To the right of the logo, the building features several large, multi-paned windows. In the foreground, there are several young green trees and a low stone wall. Two people are visible near the entrance of the building, which is partially obscured by the trees. The sky is clear and blue.

VDOT

Virginia Department of Transportation Northern Virginia District
Headquarters.

1. Demographics

Overview

The Fairfax Center Area is one of the county's largest employment centers. Located in central Fairfax County, the area consists of approximately 5,500 acres. According to the US Census, the Fairfax Center Area offers over 42,000 jobs, mostly in professional, scientific, and technical services; retail; and health care and social assistance fields. The area is served by several major thoroughfares, including Lee-Jackson Memorial Highway (Route 50) to the north, Lee Highway (Route 29) to the south, Shirley Gate Road to the east, and Stringfellow Road to the west. Interstate 66 (I-66) bisects the study area, connecting the area to Arlington County, Washington D.C., and Prince William County.

Several prominent landmarks and destinations are located within the Fairfax Center Area. The locus of Fairfax County government is found in the study area as well as the joint Fairfax County Department of Transportation/Virginia Department of Transportation McConnell Public Safety and Operations Center. In addition to being the center of local government for the county, Fairfax Center has several retail and office centers located within its boundaries. Fair Oaks Mall, located north of I-66 at the intersection with Lee-Jackson Memorial Highway, is a large regional shopping center located in the study area. The Fair Lakes area, located farther west along I-66, includes a mix of office, retail, and residential uses that permit residents to conveniently live, work, and shop. Other prominent places include Fairfax Towne Center, a retail center north of the Fairfax County Government Center along West Ox Road, Fairfax Corner, a mixed-use center on Monument Drive, and the Pender Drive area, a mix of office and residential uses located off Waples Mill Road.

Demographics*

Population

According to the 2010 Census, there are 39,123 residents in the Fairfax Center Area. More recent population estimates indicate that there are approximately 42,000 residents (Figure 1.1). According to Nielsen, the study area experienced rapid population

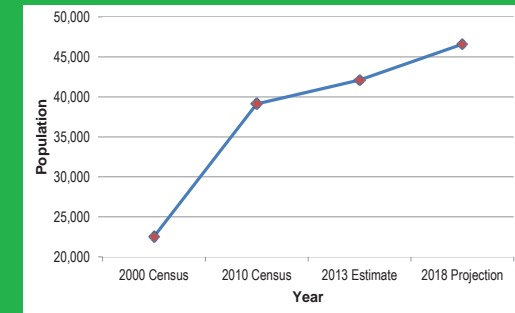


Figure 1.1 Population change in the Fairfax Center Area between 2000-2010 and 2018 population projection.

Source: Nielsen

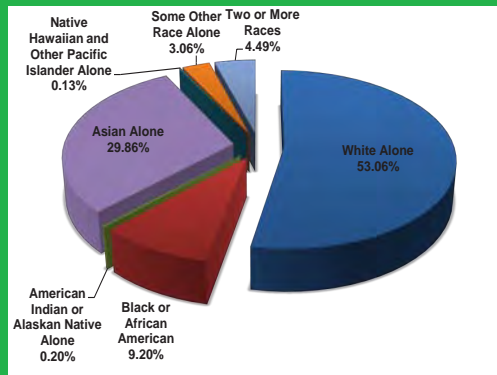


Figure 1.2 Racial composition of the Fairfax Center Area (2013 estimate). Source: Nielsen

growth in the 2000s, increasing by 74 percent between 2000 and 2010, making it one of the fastest growing areas in the region. According to the University of Virginia Weldon Cooper Center for Public Service, Loudoun County – the fastest growing county in Virginia – grew by 84 percent in the same time period. Since then, estimates indicate that recent population growth in the study area has slowed substantially but is still robust; between 2010 and 2013, the population increased by eight percent. Over the next five years, the population is expected to grow by approximately 11 percent.

The current median age for the population in the area is 33.9 years. The population of the area is younger than that of the county, where the current median age is 37.3 years. A majority (64 percent) of households have two or less people. Family households represent a little over half of the households (55 percent). The proportion of family households is projected to grow by approximately nine percent between 2013 and 2018. Current data indicates that approximately 22 percent of the study area population is under the age of 18, which is slightly less than 24 percent for the county as a whole. A majority of people living in the area (53 percent) are married; however a large portion of the population over age 15 has never married (36 percent).

Diversity

The population of the study area is relatively diverse. According to 2013 estimates, white residents make up 53 percent of the population. Asian residents make up 30 percent of the population and approximately nine percent of the community identifies as black or African American. Approximately five percent of the population is two or more races. Ten percent of the population identifies as Hispanic or Latino. Residents of all other races and ethnicities comprise the remainder of the community (Figure 1.2).

The Fairfax Center Area is more diverse than the county as a whole. According to the 2007-2011 American Community Survey Five-Year Estimates, the county is 64 percent white, nine percent black or African American, 18 percent Asian or Pacific Islander, and four percent multiracial. Fifteen percent of the county as a whole identified as Hispanic or Latino.

The diversity of the study area is also reflected in the number of languages that are

spoken at home (Figure 1.3). While approximately 60 percent of area residents speak only English at home, large portions of the population speak an Asian/Pacific Islander language (22 percent), an IndoEuropean language (eight percent), Spanish (seven percent) or another language (four percent). For Fairfax County as a whole, 37 percent of the population speaks Spanish at home, while 31 percent speak Asian or Pacific Islander languages.

Transportation

The number of vehicles per household can influence modes of travel. According to 2013 demographic estimates, a small portion (two percent) of households have no vehicle, while a majority have either one (40 percent) or two (43 percent) vehicles in the study area (Figure 1.4).

The percentage of cars per household is reflected in residents' transportation choices to work. According to 2013 estimates, the majority of workers living in the study area (approximately 74 percent of workers ages 16 and older) drove a car alone to work, while 11 percent carpooled, and seven percent took public transportation. Other modes of travel including walking and bicycling, were used by approximately three percent of workers. Almost five percent of area residents work from home. According to the 2007-2011 American Community Survey, approximately 75 percent of people drive to work alone in the United States (Figure 1.5).

Travel times to work vary for those in the Fairfax Center Area. The estimated average travel time for workers (age 16 and older) is 39.2 minutes. Approximately 15 percent of workers have a commute of 15 minutes or less. Most workers (64 percent) have commute times between 15 minutes and an hour in length, while 21 percent of workers travel more than an hour to work.

Income

There is a wide range of income levels in the Fairfax Center Area. Approximately nine percent of households make less than \$25,000; approximately 20 percent make less than \$50,000; and 48 percent make over \$100,000 (Figure 1.6). The 2013 estimated median household income is \$96,501. The median household income is

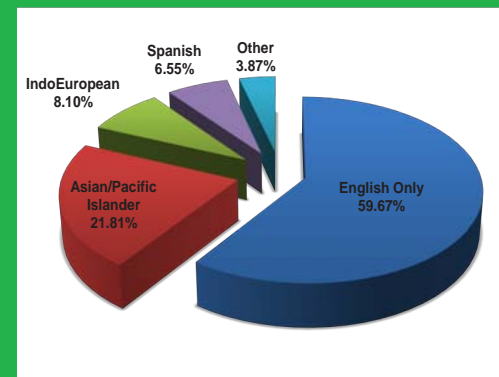


Figure 1.3 Languages spoken at home in the Fairfax Center Area (2013 estimate). Source: Nielsen

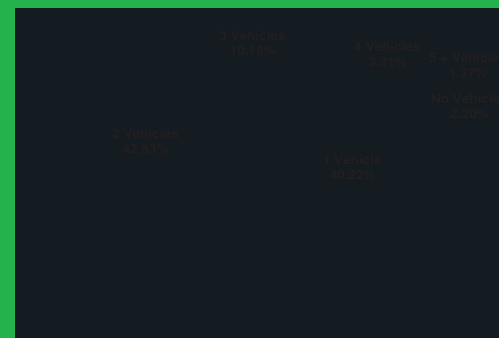


Figure 1.4 Car ownership in the Fairfax Center Area (2013 estimate). Source: Nielsen

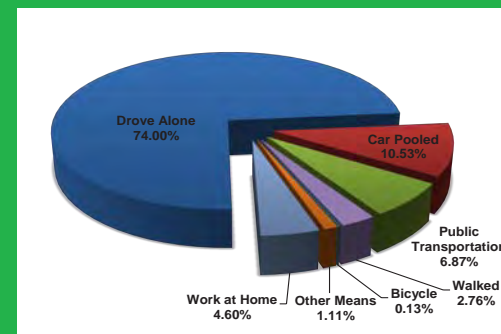


Figure 1.5 Mode of transportation to work for Fairfax Center Area residents (2013 estimate). Source: Nielsen

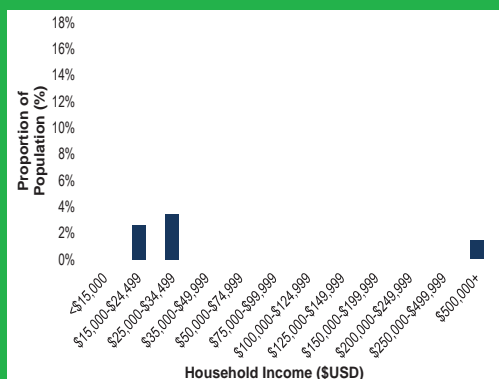


Figure 1.6 Household income in the Fairfax Center Area (2013 estimate). Source: Nielsen

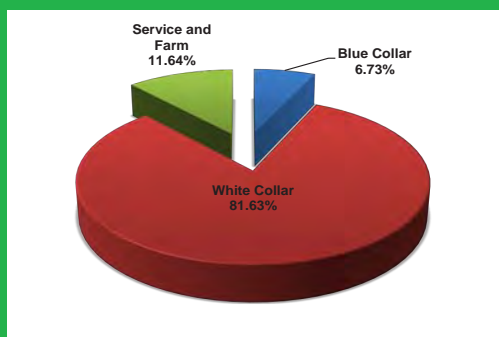


Figure 1.7 Occupational classification for Fairfax Center Area residents (2013 estimate). Source: Nielsen

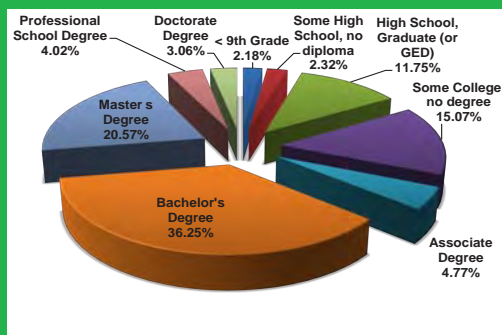


Figure 1.8 Educational attainment for Fairfax Center Area residents (2013 estimate). Source: Nielsen

less than that of the county as a whole, which was \$108,439 as reflected in the 2007-2011 American Community Survey Five-Year Estimates.

Employment and Education

Employment for residents in the study area is robust, with approximately 96 percent of the population age 16 and over being either employed or not in the labor force. Of the employed persons, 82 percent hold white collar jobs, 6 percent are employed in blue collar occupations, and 12 percent are employed as service or farm workers, although these are likely to be service workers (Figure 1.7). Large portions of the population hold jobs in Information Technology (14 percent), Management (13 percent), and Business/Finance (10 percent). The three largest sectors of employment are Private For-Profit (65 percent), Federal Government (11 percent), and Private Non-Profit (eight percent). Other sectors include Local Government (seven percent), State Government (one percent), Self-Employed (seven percent), and Unpaid Family Workers (0.05 percent).

Educational attainment is high, with 60 percent of the work population having a Bachelor's Degree or higher. The study area also has a slightly higher level of educational attainment than the county as a whole, with 58 percent of the population age 25 or over having a bachelor's degree or higher. Currently it is estimated that 21 percent of the population age 25 and over in the study area have earned a Master's Degree, 36 percent have earned a Bachelor's Degree, four percent have earned a Professional School Degree, and three percent have earned a Doctorate Degree. Approximately four percent have not received a high school diploma or equivalent (Figure 1.8).

* Source of demographic information includes the following: Nielsen 2013 Demographic Snapshot Report provided by the Fairfax County Office of Community Revitalization, Annual Population Estimates for 2000-2010 produced by the Demographics Research Group of the University of Virginia Weldon Cooper Center for Public Service, and the U.S. Census Bureau American FactFinder for national and county census data.



Storefront at Fairfax Corner.



Townhouse development in the Fair Lakes area.

2. Planning History

The Board of Supervisors adopted Comprehensive Plan guidance for the Fairfax Center Area in 1982. The plan established a vision for the approximately 5,500 acre study area to be a central node of development and activity. The plan began with the creation of the Route 50/Interstate 66 Task Force by the Board on May 19, 1980. The Board directed the Task Force, composed of county residents, to assist in the formulation of planning policy recommendations for the study area. Several elements influenced the decision to begin the effort. First was the decision of the Board to re-locate the county government offices from the Massey Building to a 183-acre plot of land near the interchange of Lee-Jackson Memorial Highway and I-66. Another influence was the opening of the Fair Oaks Regional Shopping Mall, which was one of the largest malls in the area. Moreover, associated development was anticipated to occur around the mall, creating a mall-office-hotel complex. The mall, in addition to the nearby Pender and High Ridge business parks, were early signs of the future development potential of the area.

At the time of the study, the land use and zoning plans for the area were predominantly single land use assignments, which presented a sprawling character of development that did not efficiently use land, infrastructure, or other resources. The Task Force study cites that it did not want the study area to develop in a similar fashion to Tysons Corner, which in the early 1980s was largely office buildings with minimal retail uses, poor pedestrian circulation, and few open space and mass transit options. Reacting to this conventional homogenous development, the Task Force focused on designing multiple, mixed land use arrangements within the study area.

The “planned development” zoning classifications were identified as the vehicle to achieve the vision of the plan. These zoning districts would allow for the development of residential, office, retail, and other uses and create special mixed-use village cores in strategically placed areas. The design intended to mitigate sprawl, direct and concentrate development, and reduce energy consumption. The conceptual plan laid out a framework to put place land uses and associated densities, identify major cores



Office building in the Fairfax Center Area.



Fairfax County Government Center.

“Deviating from conventional zoning practice, the Plan recommends an incentive-based rather than a control-based implementation methodology.”

of development, delineate a hierarchical road system, and incentivize strong use of buffers and amenity features. The Plan would also give residents the ability to live, work, and play in a relatively compact area. To facilitate this lifestyle, the plan stressed the importance of preserving and creating open space, protecting environmental resources, and providing bicycle and pedestrian facilities.

The Board also adopted a new implementation strategy as part of the plan to encourage the superior quality of development envisioned for the new major focal point in the county. Deviating from conventional zoning practice, the plan recommends an incentive-based rather than a control-based implementation methodology. Since a majority of the study area was undeveloped at the time of Task Force deliberation, there were ample opportunities to create a new community based on the mixed use village concept. The proposed land use called for three density/intensity levels: baseline, intermediate, and overlay. The baseline level offered the lowest in terms of overall density/intensity. This option was based on the general overall density level in the adopted Comprehensive Plan for the study area with certain modifications in transportation, infrastructure, open space, and other land use elements. The intermediate level allowed for greater density/intensity than the baseline level and offered guidance through performance criteria in terms of controls and incentives. The overlay plan was the highest level of development density/intensity and therefore had the highest performance standards in terms of controls and incentives. The intent of offering this range of development density/intensity was to offer greater flexibility for development to adapt to changing market conditions and to provide a mechanism by which additional public amenities could be acquired with an increase in development intensity.

The total amount of areawide development at each level adopted by the Board was higher than the Task Force recommendation, recognizing that every parcel within the Fairfax Center Area would not develop to its full potential and offer greater flexibility. For example, the planned maximum development for commercial uses was increased by 25 percent above the level of development recommended by the Task Force. Residential potential as a part of mixed-use development was also increased.



Public art in the Fair Lakes area.



Outdoor dining at Fairfax Corner.



Condominiums at East Market in the Fair Lakes area.

Certain uses were not replanned, such as the Fair Oaks Mall, previously developed office buildings in the eastern portion of the Fairfax Center Area, and the planned Fairfax County Government Center. The planned development levels are illustrated in Appendix A.

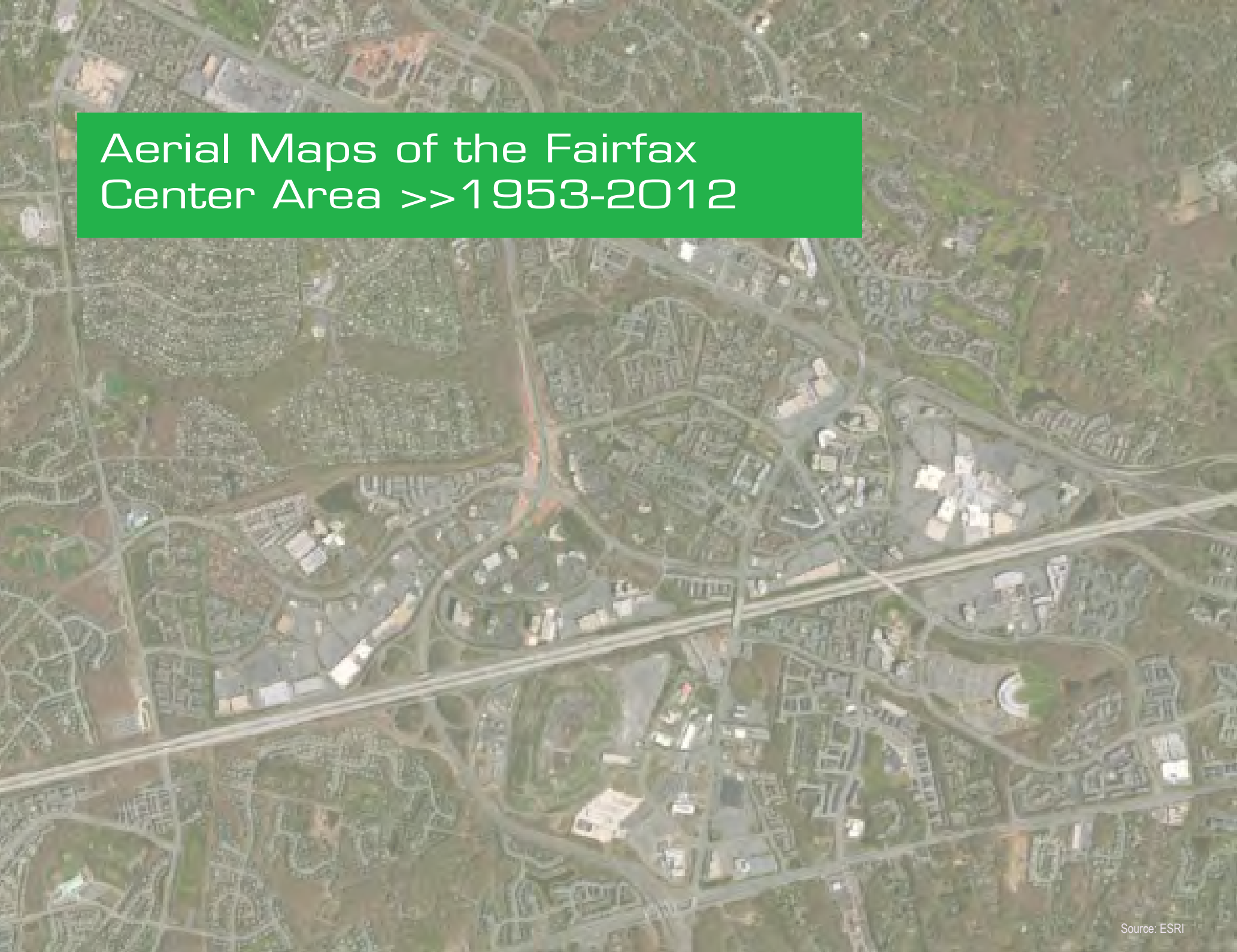
Since the plan was approved by the Board in 1982, there have been numerous amendments to the original plan. A review of past Comprehensive Plan amendments authorized by the Board and submitted through the Area Plans Review process reflects several development trends. In 1985, the Board commissioned a task force to explore the implications of 15 proposed Comprehensive Plan amendments for the Fairfax Center Area. Most of the nominations requested intensification of major portions of the area above the overlay level with a strong emphasis on increasing commercial office densities. The Board adopted approximately half of these amendments. Several subsequent Plan amendments added residential options to planned office uses or increased the density of planned residential uses at the intermediate and overlay levels. Several other amendments modified the Plan to recommend senior care facilities, reflecting the demand for services to serve the growing aging demographic in the county. This trend has continued. According to the Fairfax County Department of Family Services, the 50-plus and 70-plus populations are projected to increase 40 percent and 88 percent, respectively, between 2005 and 2030.

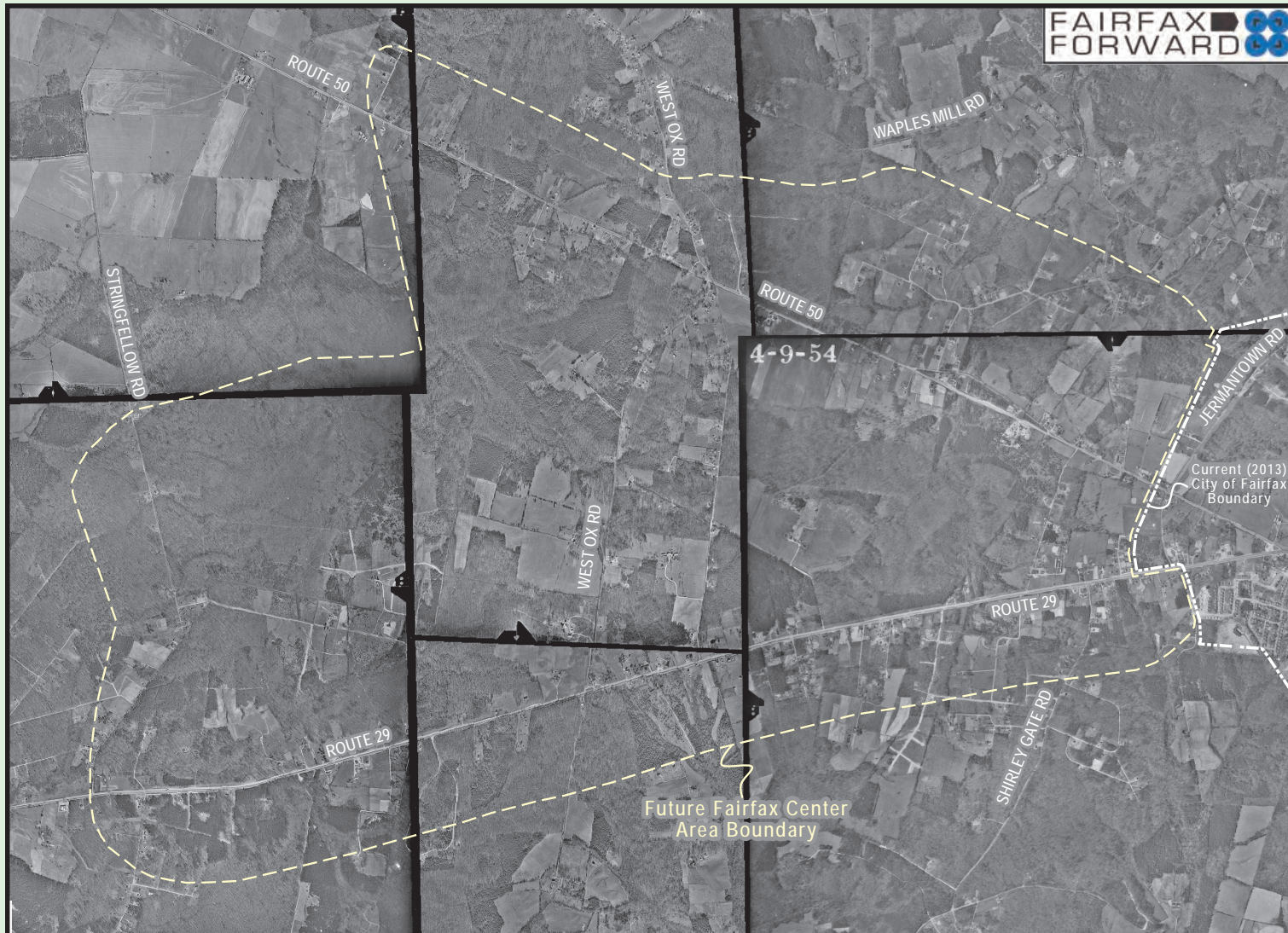
Planned for office mixed-use with housing as a secondary land use, the Fair Lakes area on the northwestern edge of the Fairfax Center Area has generally developed as a commercial shopping center with several stand-alone retail uses along the periphery. Residential uses are present in the area as well. The originally proposed vision has been modified over time, as several zoning applications gradually replaced office and residential uses with additional retail use space. Fairfax Towne Center, located west of the intersection of West Ox Road and Lee-Jackson Memorial Highway, was envisioned as a mixed-use center to include office, residential, and retail uses. In 2002, the Plan was amended to allow an option at the overlay level for additional hotel and/or multi-family residential uses.

Plan amendments adopted in the last ten years continue the trend of increased mixed-use development planned in the Fairfax Center Area. In 2006, a Plan amendment was adopted by the Board for Fairfax Corner, located at the intersection Government Center Parkway and Monument Drive. This amendment added a second mixed-use option to the Plan, recommending additional intensity with access to potential future Metrorail serving the area. In 2011, the Board adopted an amendment to the Comprehensive Plan for the Fair Oaks Shopping Mall for urban, mixed-use development. In addition to increasing intensity on the mall property, the amendment included two development options above the overlay level to reflect the potential for either Bus Rapid Transit or Metrorail serving the area. The amended Plan fosters a transformation of the mall into a transit-oriented, walkable environment. These options recommend meeting performance criteria above and beyond the overlay level to achieve more intense levels of development.

The history of the Fairfax Center Area is one marked by growth, exemplifying performance-based planning and implementation. As reflected in the following aerial maps, since the inception of the Plan in 1982, the Fairfax Center Area has transformed from generally undeveloped open space into one of Fairfax County's major activity centers with a diverse community.

Aerial Maps of the Fairfax Center Area >>1953-2012

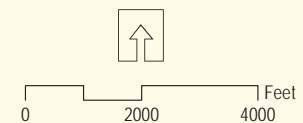


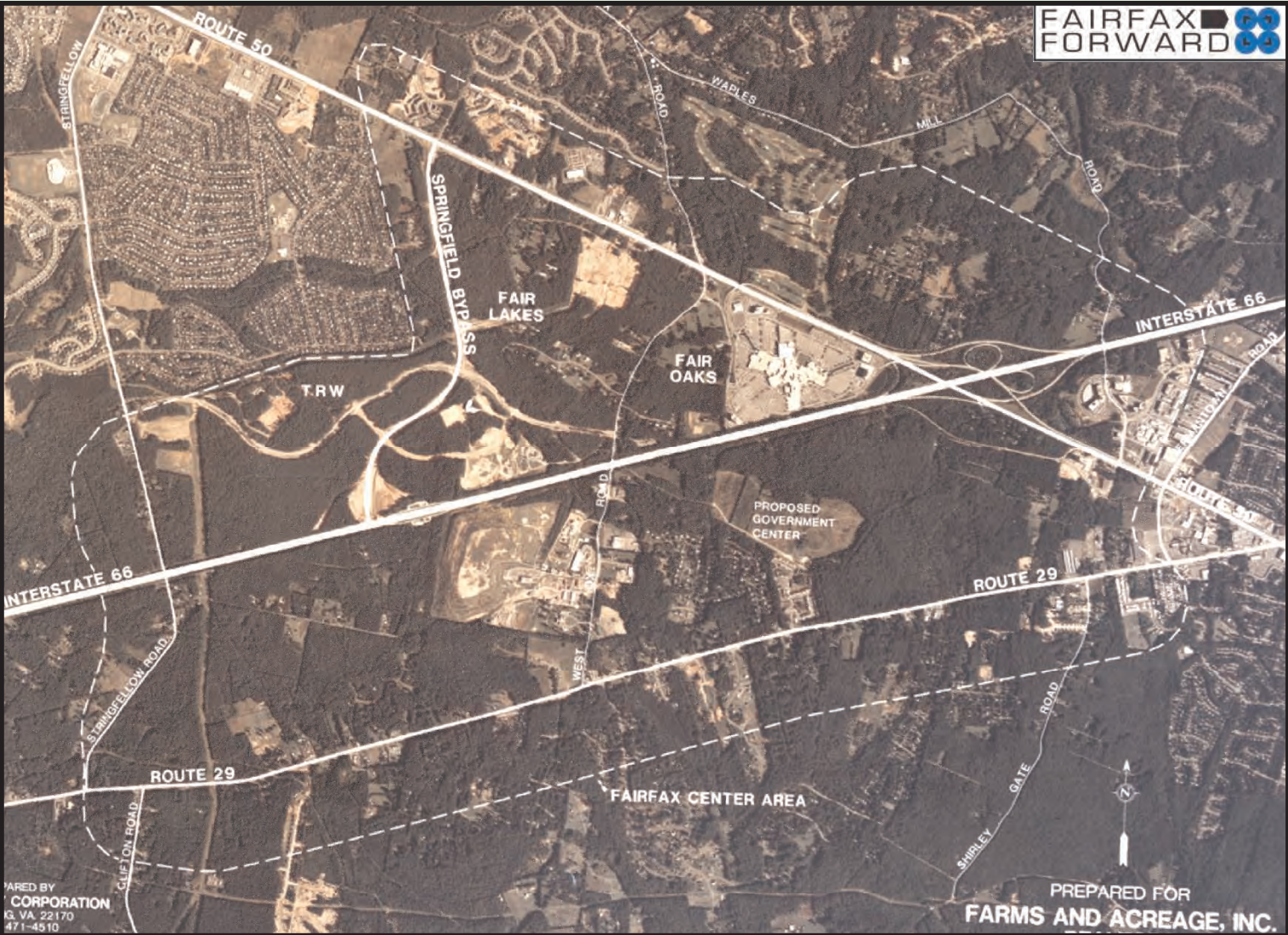


Aerial Map 1953 & 1954

Fairfax Center Area

Prepared by DPZ, July 2013
Flight Dates 1953 and 1954

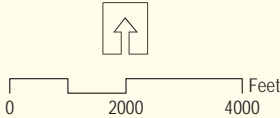




Aerial Map 1985

Fairfax Center Area

Prepared by DPZ, July 2013
Flight Date September 1985

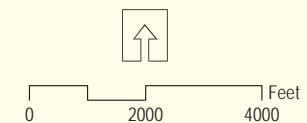




Aerial Map 1990

Fairfax Center Area

Prepared by DPZ, July 2013
Flight Date May 1990



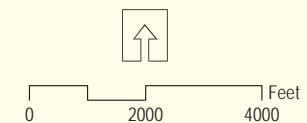




Aerial Map 2012

Fairfax Center Area

Prepared by DPZ, July 2013
Flight Date 2012





A commercial office building in the Fairfax Center Area.

3. Land Use

This section describes existing land uses, planned development potential, and implementation tools for the Fairfax Center Area. Existing land use is calculated based on data current to March 2013. The planned development potential is calculated based on the recommendations of the adopted 2013 Edition of the Comprehensive Plan, as amended through April 9, 2013. The Fairfax Center Area Comprehensive Plan recommends options at or above the overlay level to allow for more flexibility in development. The planned development potential is presented as ranges to reflect these options.

Concept for Future Development

Site-specific Comprehensive Plan guidance is linked to the Concept for Future Development, a countywide policy that classifies areas into one of eight designations according to the intended character. The Concept for Future Development consists of the Land Classification System and the Concept Map. The Land Classification System describes characteristics and land uses for each designation and provides corresponding guidance regarding the environment, transportation, heritage resources, public facilities, and parks and recreation. The system is intended to give direction for making planning decisions and is meant to be used in conjunction with the Countywide Objectives and Policies in the County's adopted Comprehensive Plan.

The Tysons Corner Urban Center, Suburban Centers, Community Business Centers and Transit Station Areas are characterized as mixed-use centers, which are the nodes of activity and growth in the county. The lower density neighborhood categories, Suburban Neighborhoods and Low Density Residential Areas, are recommended to be protected and maintained. The remaining two categories are Industrial Areas and Large Institutional Areas. The Large Institutional Areas include Fort Belvoir, George Mason University and the portion of the Washington Dulles International Airport that is within Fairfax County. These areas are not planned under the jurisdiction of Fairfax County.



Multifamily development in the Fairfax Center Area.



East Market is a mixed-use development in the Fair Lakes area.

Within this framework, the central portion of the Fairfax Center Area is classified as a Suburban Center, while the periphery is classified as Suburban Neighborhoods and Low Density Residential Areas. The Suburban Neighborhoods and Low Density Residential Areas serve as transitions to surrounding community planning sectors, as shown in Figure 3.1. The Suburban Center is generally located between Lee-Jackson Memorial Highway and Lee Highway, with a core area of the Suburban Center identified west of the Route 50/I-66 interchange. Suburban Neighborhoods surround the majority of the Suburban Center, with two exceptions. Low Density Residential Areas, characterized by larger lots than Suburban Neighborhoods, are located northeast of the Route 50/I-66 interchange and in the southeast portion of the Fairfax Center Area along Shirley Gate Road. As stated in the Comprehensive Plan, these classifications possess the following characteristics:

Suburban Centers are employment centers located along major arterials. These areas are evolving to include mixed-use cores such as transit station areas and town centers that are more urban in character. The core areas are generally surrounded by transitional areas of lesser intensity.

- » Encourage a complementary mix of office, retail and residential uses in a cohesive moderate to high-intensity setting.
- » A grid of streets and well-designed pedestrian connectivity should be established in core areas. The transitional areas outside of the core should have connectivity to core area amenities. Similarly, connectivity should be provided between transitional area amenities and core areas.
- » A balance of transportation and land use in core areas is important as Suburban Centers evolve to be less dependent on the personal vehicle as a result of transit accessibility.

Suburban Neighborhoods contain a broad mix of allowable residential densities, styles, parks and open space and contain the county's established residential neighborhoods. Suburban Neighborhoods are considered to be stable areas of little or no change. Where appropriate, supporting neighborhood-serving commercial services,

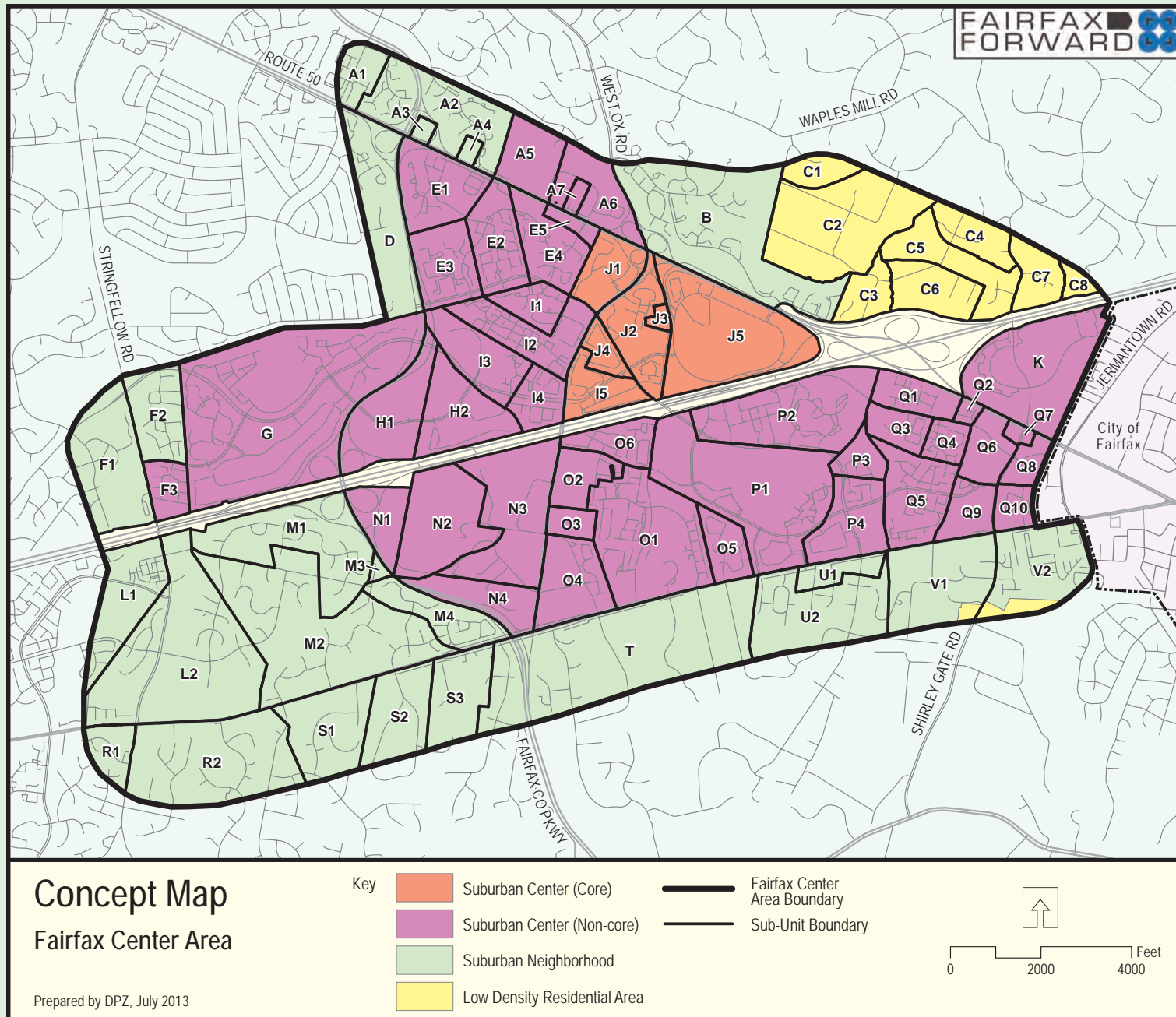


Figure 3.1 Fairfax Center Area Concept Map.



Single-family residential development in the Fairfax Center Area.

public facilities, and institutional uses are encouraged provided that the proposed intensities and character are compatible with the surrounding area.

- » Parks and recreation facilities should be distributed throughout Suburban Neighborhoods as needed to serve residents.
- » Access and internal circulation for nonresidential and higher density residential uses should be designed to prevent adverse traffic impacts on nearby lower-density residential uses. Reliance on the automobile should be diminished by encouraging the provision of pedestrian accessible community-serving retail and support uses.
- » For development within or adjacent to Suburban Neighborhoods that propose either a significantly higher intensity or a change in land use, primary access should be from major or secondary roadways which do not traverse adjacent stable residential areas. Transit service, generally bus service, should be provided to those portions of the Suburban Neighborhoods that are most likely to generate substantial ridership.

Low Density Residential Areas ensure the preservation of environmental resources by limiting development primarily to low density, large lot residential and open space uses. The loss of natural habitat coupled with the vital role that portions of these areas serve in protecting water quality dictates that development in these areas be minimized. These are stable areas of little or no change.

- » Low Density Residential Areas typically contain large lot single family detached housing and open space. They are generally located along the Potomac River and the Difficult Run and Occoquan watersheds. Policies emphasize the preservation of significant and sensitive natural resources, especially protection of the county's water resources.
- » Institutional or other neighborhood serving uses should be of a compatible scale and intensity.
- » Public facilities infrastructure is to be provided at an acceptable level of service without substantial negative impacts to the natural environment. Public facilities

in Low Density Residential Areas should be limited to those which are required to be located in these areas. Public water and sanitary sewer service are generally not to be provided in these areas.

Existing Development

As mentioned previously, the entire Fairfax Center Area consists of approximately 5,500 acres, including rights-of-way. For the purpose of evaluating existing and planned land use, Suburban Neighborhoods and Low Density Residential Areas are grouped and referred to as transition areas within this report. The Suburban Center makes up approximately 52 percent of the Fairfax Center Area, and the transition areas comprise approximately 48 percent of the study area. The approximate percentage breakdown of existing land uses within the entire study area (excluding rights-of-way) is shown in Figure 3.2.

The distribution of land use categories across the Fairfax Center Area and adjacent neighborhoods is shown in Figure 3.3. The land use that covers the most acreage within the study area is residential, encompassing over one-third of the land area in the Fairfax Center Area. Nonresidential uses are generally located within the Suburban Center portion of the Fairfax Center Area, along with a mix of residential housing types.

The Fairfax Center Area Suburban Center and transition areas are divided into sub-units for planning purposes, as shown in Figure 3.4. A complete table of existing land use by land unit can be found in Appendix B.

Residential

The Fairfax Center Area contains a variety of residential units, including single-family detached, single-family attached (townhouses) and multifamily units. Figure 3.5 summarizes the distribution of these units within the Fairfax Center Area. There are a total of 21,369 dwelling units within the Fairfax Center, of which approximately 17 percent are single-family detached units, 26 percent are townhouses, 56 percent are multifamily units, and 1 percent are mobile homes. Among the county's 29 activity centers, the Fairfax Center Area ranks first in the number of dwelling units. Nearly

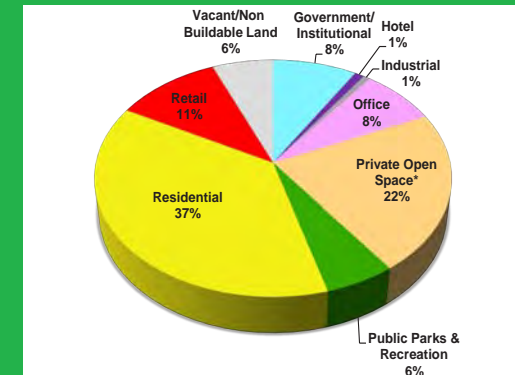


Figure 3.2 Distribution of land uses by acreage (includes Homeowners Association (HOA)-owned open space. Source: Fairfax County Department of Tax Administration (DTA)

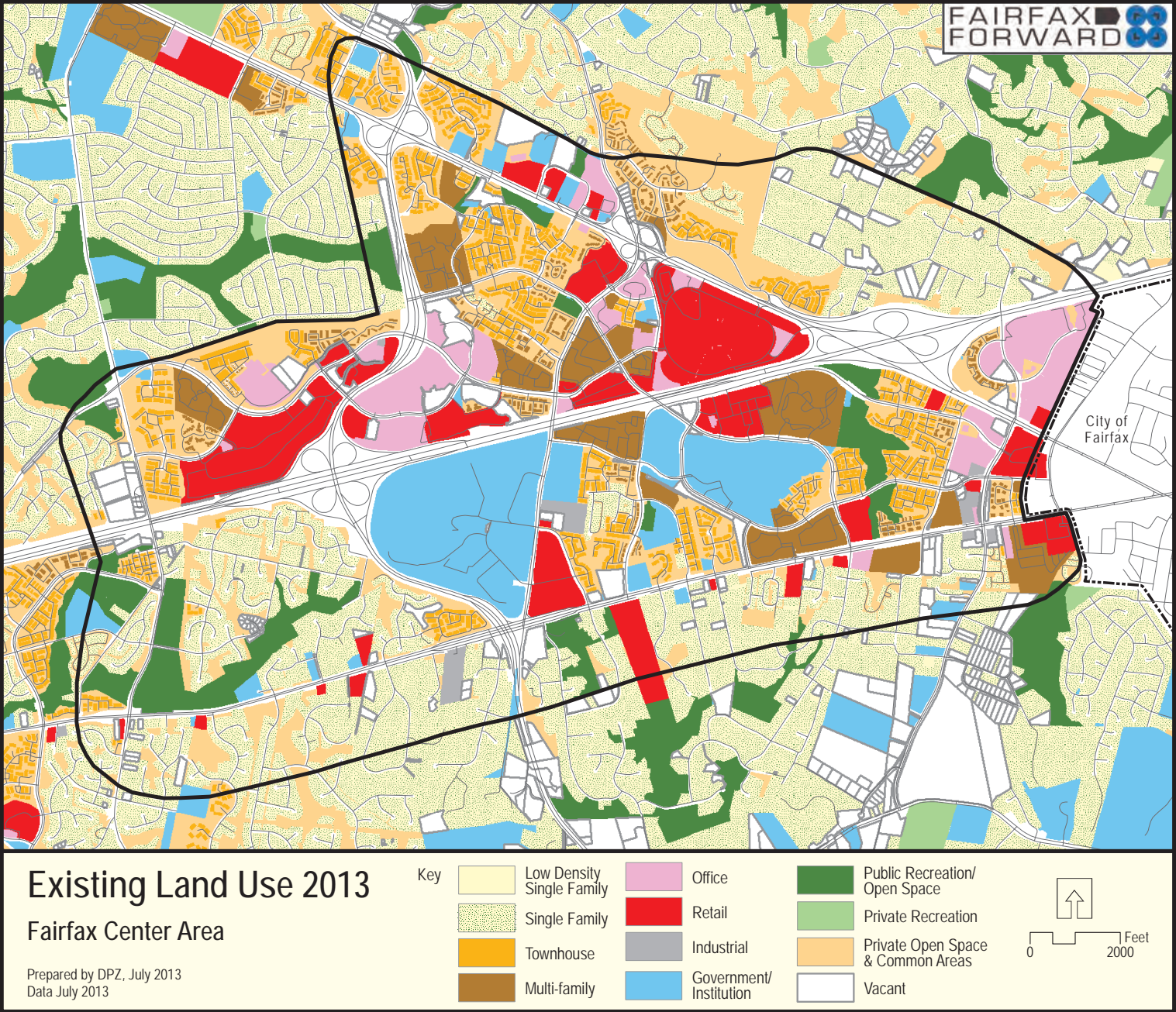


Figure 3.3 Existing land use within the Fairfax Center Area.

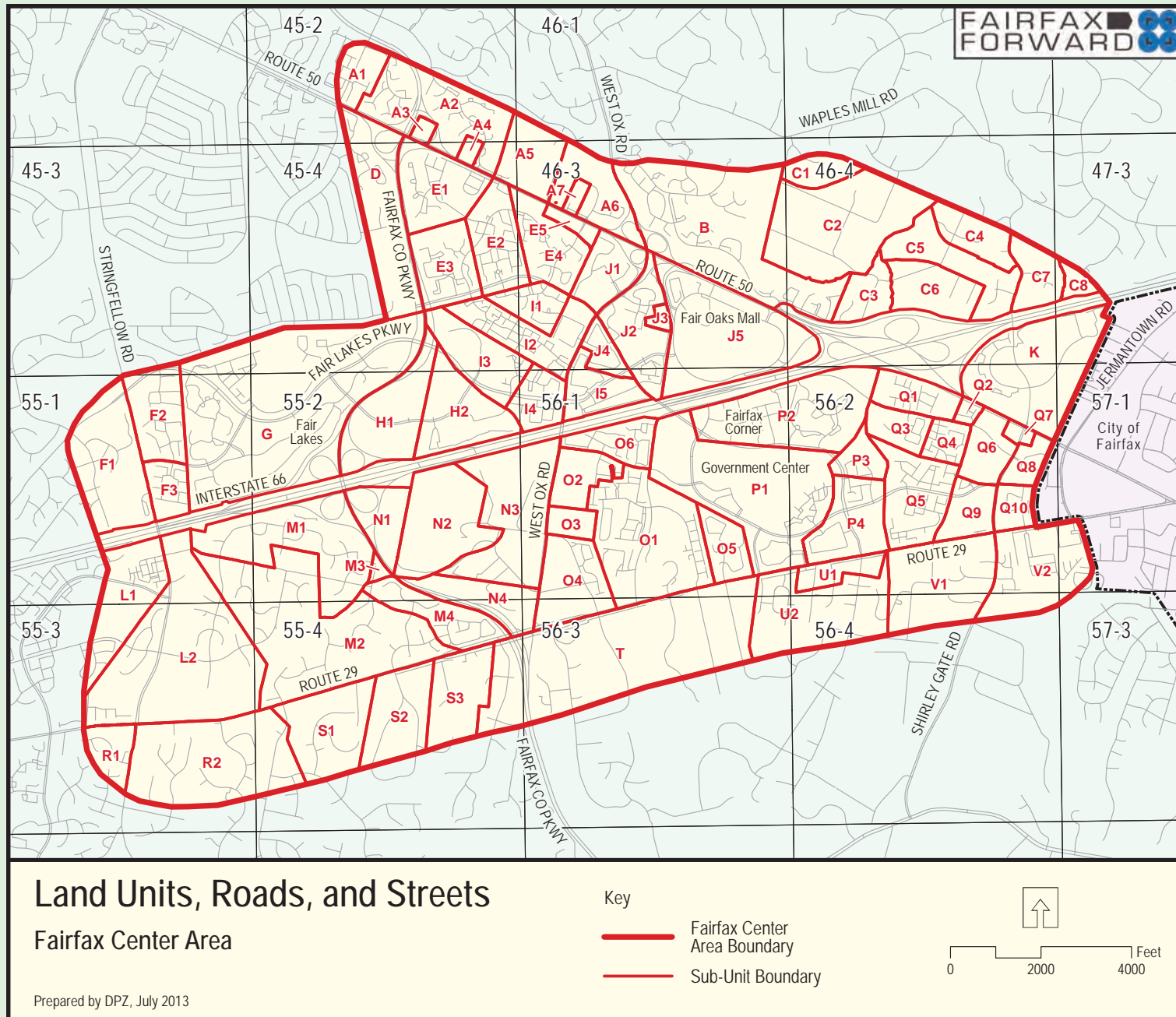


Figure 3.4 Fairfax Center Area sub-unit map.

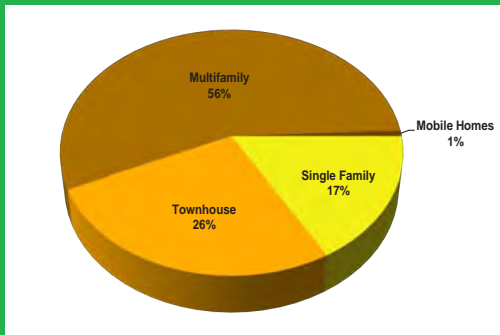


Figure 3.5 Distribution of dwelling units. Source: Fairfax County DTA

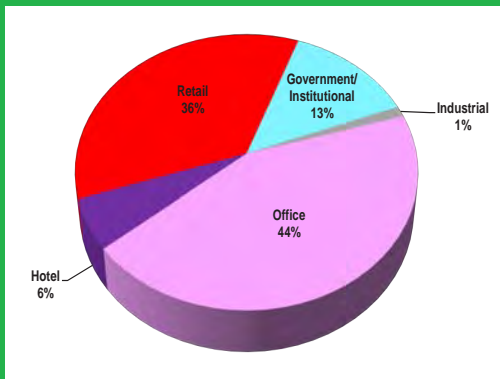


Figure 3.6 Distribution of Nonresidential Uses. Source: Fairfax County DTA

75 percent of all dwelling units are located within the Suburban Center, a majority of which are multifamily units. Dwelling units within the transition area are divided between single-family, townhouse, multifamily, and mobile homes, with the majority of the multifamily units contained within the Penderbrook subdivision in Land Unit B. The 155-unit Waples Mobile Home Park is located within the transition area south of Lee Highway and west of the City of Fairfax, in Sub-unit V2.

Nonresidential

Just under two-thirds of acreage in the Fairfax Center Area is classified in a nonresidential category, as previously shown in Figure 3.2. Of this, approximately one-half falls into the categories of private open space, public parks and recreation, and vacant land. Private open space includes areas planned to remain undeveloped and not otherwise planned for public parks or private recreation, as well as land that is dedicated as open space within planned developments. The other half is developed with government/institutional/public facilities, retail, hotel, industrial, and office uses. Figure 3.6 summarizes the distribution of gross floor area (GFA) for these uses within the Fairfax Center Area.

Approximately 96 percent of nonresidential GFA, exclusive of private open space, public parks and recreation, and vacant land, is located within the Suburban Center portion of the Fairfax Center Area. In terms of GFA, the most dominant land uses are office, which comprises 46 percent of nonresidential uses in the Suburban Center, and retail which comprises 36 percent. Nonresidential uses are discussed in further detail in the following sections.

Office

Presently, the Fairfax Center Area contains approximately 7.6 million gross square feet of office use, ranking fifth among the county's 29 activity centers. Of this, all but approximately 80,000 square feet is located within the Suburban Center portion of the Fairfax Center Area. Nearly 2.9 million square feet of office use is located in the eastern portion of the Fairfax Center Area, concentrated in Land Unit K and Sub-unit Q6. The Fair Lakes development contains approximately 2.4 million square feet of office use in Land Unit G and Sub-units H1, H2, and I3, and an additional 900,000

square feet of office use is located in the Centerpointe complex in Sub-unit J2.

Retail

Retail uses include stores in shopping centers and malls, restaurants, and automobile services establishments. The Fairfax Center Area contains over 6.2 million square feet of retail use, ranking second among the county's 29 activity centers. Of this, 95 percent is located within the Suburban Center. The largest retail center in the Fairfax Center is the Fair Oaks Mall, located in Sub-unit J5. Presently, this sub-unit contains approximately 2.7 million square feet of retail use, accounting for more than one-third of the retail space in the Fairfax Center Area. Land Unit G, which comprises the Fair Lakes shopping center, contains over 925,000 square feet of retail uses. Fairfax Corner, a mixed-use development in Sub-unit P2, is the third-largest concentration of retail in the Fairfax Center Area, with just over 600,000 square feet of retail presently developed. Outside of the Suburban Center, retail uses are isolated to individual parcels south of Lee Highway, as well as the Fairfax Centre shopping center in Sub-unit V2.

Hotel

Hotel uses include hotels, motels, and lodging facilities with convention and commercial facilities such as restaurants and gift shops within a hotel/motel complex. The Fairfax Center Area contains just over one million square feet of hotel use, the majority of which is located within the Suburban Center. Nine hotels are located within the Suburban Center, and one motel is located in the transition area along Lee Highway.

Industrial

The industrial category includes warehouse, wholesale, manufacturing, printing and publishing, industrial-flex, construction businesses, and other industrial uses. Industrial-flex is a term used to describe a combination of industrial and office uses within a single building. Contractors' offices, establishments for production, processing, manufacturing, or warehousing when combined with office use are examples of industrial flex space. Structures housing industrial flex uses are commonly characterized by an office facade with loading docks to the rear.



The Fairfax County Police Training Center.



Retail at East Market in the Fair Lakes area.



The Herrity Building is a government facility located in the Fairfax Center Area.



Private open space at Fairfax Towne Center.

Industrial uses account for a small proportion (approximately one percent) of nonresidential GFA in the Fairfax Center Area, ranking tenth among the county's 29 activity centers. Of this, 70 percent of industrial uses are located within the Suburban Center, and 30 percent are located in the transition area. In both areas, much of the GFA is developed as mini-warehouse storage uses, with two facilities in Sub-unit Q9 and one facility in Sub-unit V2. Other industrial uses within the Fairfax Center Area include horticultural activities and services, as well as small warehouses.

Government/Public Facilities/Institutional

These uses include government facilities such as government offices, public schools, post offices, fire stations, health and human services facilities, public safety and utilities, and transportation facilities. Approximately 2.3 million gross square feet of government, institutional, and public facilities uses are present in the Fairfax Center Area, ranking fourth among the county's 29 activity centers. Of this, nearly 92 percent is located in the Suburban Center portion. Of this, over 1.2 million square feet of government facilities are located in Sub-unit P1, housing the Government Center complex. An additional 400,000 square feet of these uses are located in Sub-units N3 and N4, which are home to the McConnell Public Safety and Transportation Operations Center, Virginia Department of Transportation offices, the Fairfax County Animal Shelter, and the Fire and Rescue Training Academy. Additional information on public facilities in the Fairfax Center Area can be found in Chapter 8, Public Facilities.

Private Open Space

This category includes areas planned to remain undeveloped and not otherwise planned for public parks or private recreation, as well as land that is dedicated as open space within planned developments for private use. Within the Fairfax Center Area, 22 percent of the total land area falls within this category. Some of this land is dedicated open space within single family detached housing developments, while other portions of the private open space within the Fairfax Center Area is common area in townhouse and multifamily residential developments.



The I-66 Transfer Station located off West Ox Road is a government use located in the Fairfax Center Area.

Land Use	Nonresidential Emphasis	Residential Emphasis
<i>Nonresidential</i>		
Office	17,680,000	13,180,000
Retail	4,600,000	4,560,000
Government/Institutional	270,000	170,000
Hotel	730,000*	830,000
Total Square Footage	23,280,000	18,740,000
<i>Residential Units</i>		
Single-family	3,800	4,400
Townhouse	9,400	11,800
Multifamily	7,300	10,500
Total Dwelling Units	20,500	26,700

Figure 3.7 Comprehensive Plan Potential Scenarios by Land Use. *Under this scenario approximately an additional 300,000 square feet of hotel use may be implemented in place of office use.

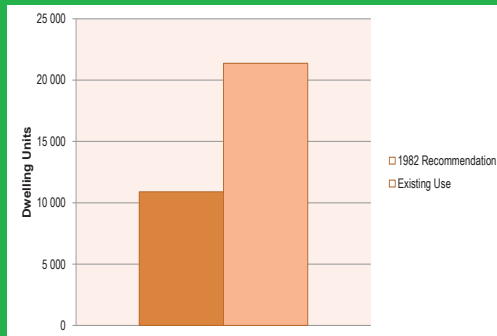


Figure 3.8 Comparison of Existing Residential Uses and 1982 Task Force Recommendation.

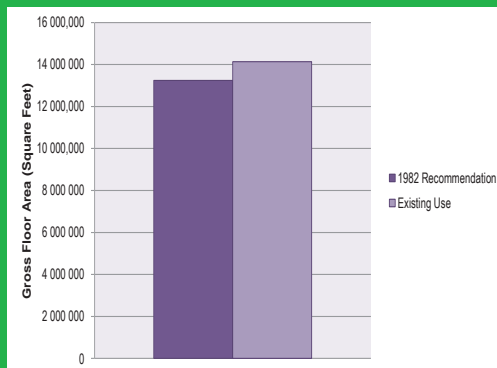


Figure 3.9. Comparison of Existing Nonresidential Uses and 1982 Task Force Recommendation.

Public Parks and Recreation

This category includes public parkland owned by the Fairfax County Park Authority, as well as publically accessible recreation spaces owned by the Fairfax County Board of Supervisors. Within the Fairfax Center Area, six percent of the total land area falls within this category. Additional information on park facilities within the Fairfax Center Area can be found in Chapter 8, Parks and Recreation.

Vacant and Nonbuildable Land

Vacant and nonbuildable land includes parcels that are undeveloped or have dilapidated structures of no visible use, as well as parcels that are considered undevelopable due to environmental constraints or the presence of transportation or stormwater facilities. Within the Fairfax Center Area, six percent of the total land area falls within this category.

Comprehensive Plan Potential

Maximum Planned Intensity

The Comprehensive Plan for the Fairfax Center Area employs an incentive-based system using three development levels, baseline, intermediate, and overlay, for each subunit. Each development level has progressively increasing density or intensity recommendations. In addition, many of the sub-units have one or more land use or intensity options at or above the overlay level creating the potential for different land use scenarios. Figure 3.7 illustrates the maximum planned potential, emphasizing either 1.) the maximum nonresidential options in the Plan or, 2.) the maximum residential options in the Plan. The calculation assumes that all sub-units in the Fairfax Center Area are developed to the maximum intensity recommended by the adopted 2013 Edition of the Comprehensive Plan, as amended through April 9, 2013.

Remaining Plan Potential

Plan potential Figures 3.8 and 3.9 compare existing land use to the Task Force recommendation in the original 1982 Fairfax Center Area Comprehensive Plan, and Figures 3.10 and 3.11 compare existing land use to adopted Plan potential.

In comparing existing uses to past and present Plan potential, it becomes evident that while the Fairfax Center Area has evolved with a mix of uses as initially planned, the relative proportion of these uses has changed in reflection of later Comprehensive Plan amendments. As shown in Figures 3.8 and 3.9, the number of existing dwelling units exceeds the original vision by more than 10,000 units, while existing nonresidential square footage is only marginally higher the original Task Force vision of the 1982 Plan. Amendments adopted in years subsequent to the initial adopted Plan added additional development potential to the area, some of which has been implemented. As Figure 3.10 shows, multifamily units are the predominant residential unit type in the Fairfax Center. Under a maximum residential emphasis scenario, the potential for an additional 6,000 townhouse units still exists. Some of this unbuilt potential may be due in part to the construction of multifamily units in lieu of townhouses in areas where a specific dwelling unit type is not recommended by the Plan. Likewise, some of this unbuilt development potential may also be due in part to a greater emphasis on residential as a secondary use in areas planned for office mixed-use.

Figure 3.11 shows that a significant amount (greater than 50%) of the maximum planned office use remains unbuilt. The underdevelopment of the planned office use can be explained by a few factors. First, some of the existing government/institutional use, such as the Government Center complex in Sub-unit P-1, has been constructed under the office recommendations within the Comprehensive Plan. The Government Center complex and other government uses account for approximately 1.2 million square feet of the planned office use in the Fairfax Center Area. In addition, approximately one million square feet of planned office use has yet to be constructed in larger developments such as the Fair Oaks Mall and Fairfax Corner.

Finally, development in the Fairfax Center Area has not always maximized the available office recommendations at the overlay level. In some cases, less intense residential uses were implemented at the intermediate level. In other cases of mixed-use developments, the mix of uses resulted in a greater emphasis on retail uses, with a lesser proportion of planned office uses included. As a result, the amount of office

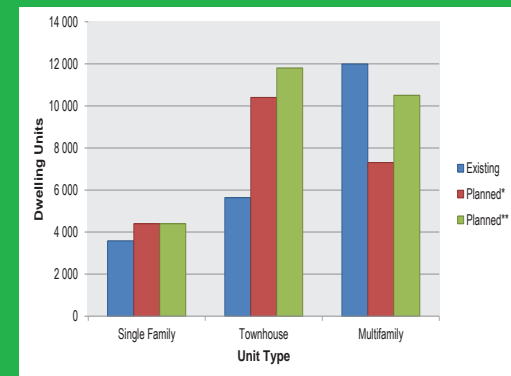


Figure 3.10 Comparison of Existing and Planned Residential Units. *Planned use assumes maximum nonresidential emphasis; **Planned use assumes maximum residential emphasis

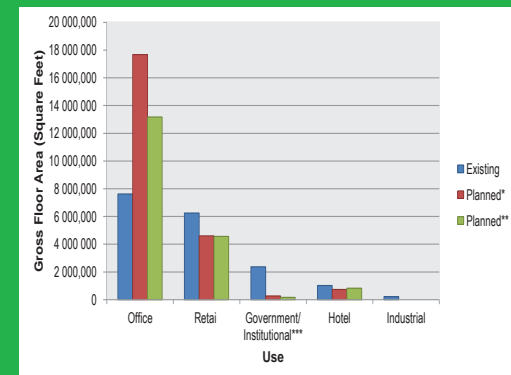


Figure 3.11 Comparison of Existing and Planned Nonresidential Uses. *Planned use assumes maximum nonresidential emphasis; **Planned use assumes maximum residential emphasis; ***Existing Government/Institutional use includes government uses built under planned office use recommendations

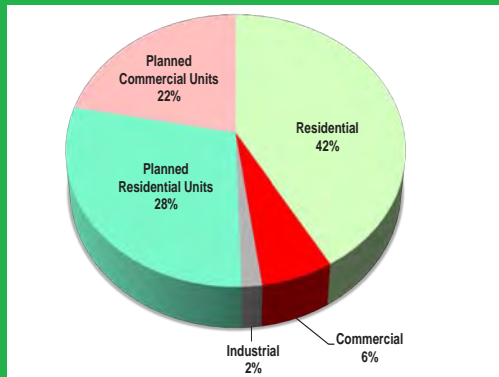


Figure 3.12 Distribution of zoning districts by acreage in the Fairfax Center Area.

development potential left in the Fairfax Center is more in line with that which is recommended under the maximum residential emphasis scenario.

Implementation Tools

Planned Development Zoning Classifications

Plan guidance for the Fairfax Center Area recommends that the county should take maximum advantage of the planned development zoning classifications, also known as P Districts, to implement the incentive-based recommendations of the Plan. The Plan states that these districts, Planned Development Commercial (PDC) and Planned Development Housing (PDH), provide more flexibility than conventional zoning districts to accommodate the major goals of the Fairfax Center Area Comprehensive Plan. Subsequent to the adoption of the Plan, the Planned Residential Mixed Use (PRM) district was added to provide for high density, multifamily development with secondary office or commercial uses.

The use of P Districts to implement the Comprehensive Plan recommendations for the Fairfax Center is illustrated in Figures 3.12 and 3.13. Half of the land within the Fairfax Center area is zoned PDH or PRM, reflecting the implementation of residential recommendations in the Plan. Planned residential districts are located in both the Suburban Center and transition area. An additional 42 percent of the land in the Fairfax Center Area is within a conventional residential district. These parcels are generally within the transition area and consist of many of the subdivisions that were developed prior to the establishment of the Fairfax Center Area plan.

The remainder of the land in the Fairfax Center Area is zoned for nonresidential uses. Of this, a substantial majority is zoned PDC, reflecting the implementation of planned recommendations. PDC zones are generally located in the Fair Lakes area, the Government Center Complex, Fairfax Corner, and areas to the west of Fair Oaks Mall along Monument Drive and West Ox Road. In addition to Fair Oaks Mall and Costco Plaza, conventional commercial and industrial districts are located in the eastern portion of the Fairfax Center area along Waples Mill Road.

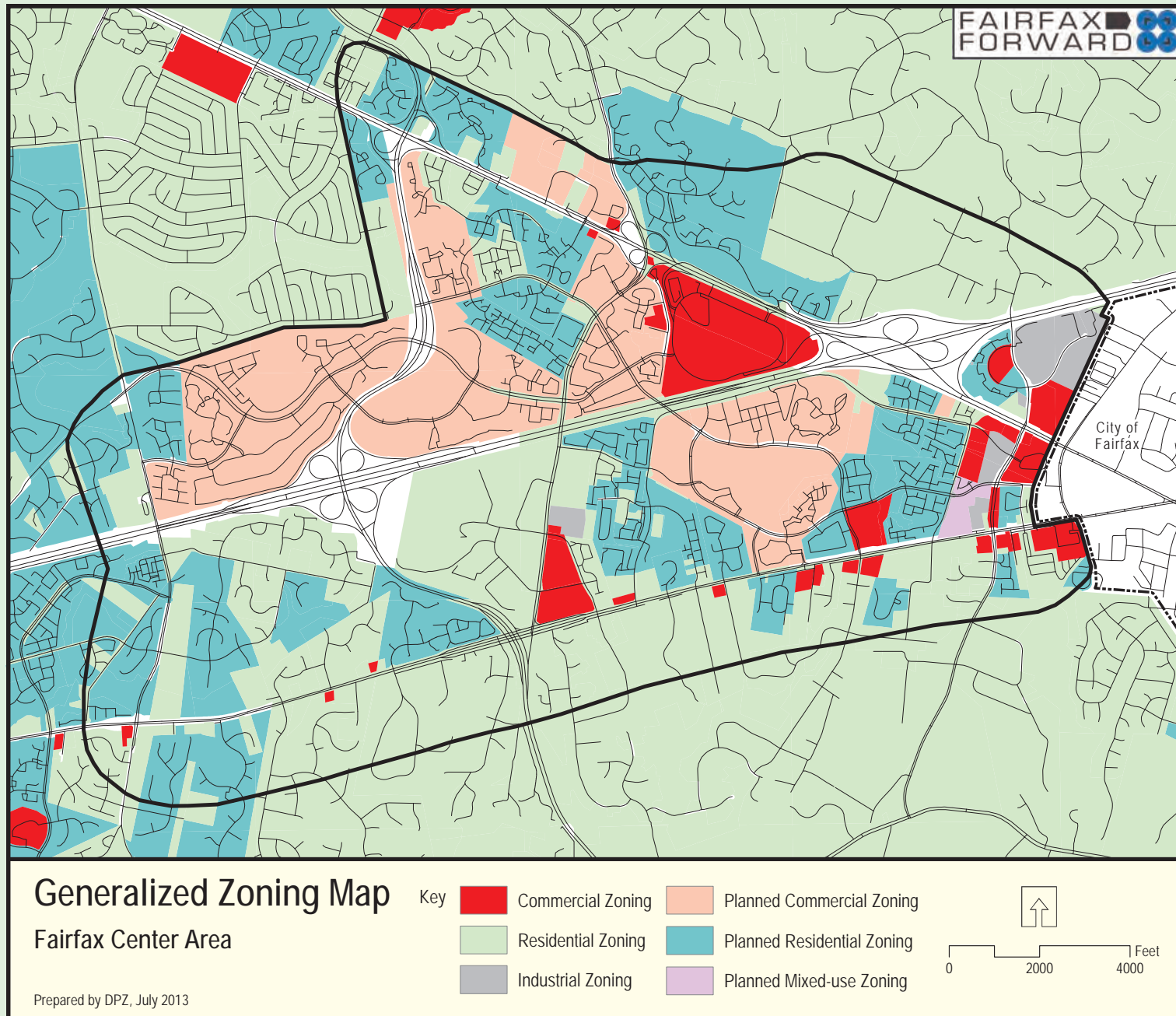


Figure 3.13 Generalized zoning map of Fairfax Center Area.



Monument Drive is located in the Fairfax Center Area.
Source: Google Maps; image taken September 2012

Development Elements

The development elements created for the Fairfax Center Area allow flexibility for development to adapt to market conditions and offer a framework for quality control mechanisms to be used. The Plan identifies a series of development elements as an implementation tool, intended to ensure high quality design and mitigate impacts of development. Plan implementation links progressively more detailed development elements (as quality controls) to progressively greater development intensity levels (quantity incentives above a baseline) at the intermediate and overlay levels.

The development elements cover a variety of issues applicable to the development of sites within the Fairfax Center Area. A summary of these topics is as follows:

- » *Transportation Systems* – includes provisions for construction of roadways, transit facilities, and nonmotorized transportation systems
- » *Environmental Systems* – highlights the preservation and improvement of environmental features such as Environmental Quality Corridors (EQCs), inclusion of stormwater management best management practices (BMPs), preservation of natural features, mitigation of highway-related noise impacts, provision of high-quality landscaping and screening, protection of groundwater resources, and energy conservation through such features as road and building siting
- » *Provision of Public Facilities* – contains elements such as dedication for parkland and public facilities such as schools, libraries, community centers, public activity spaces, and public safety facilities
- » *Land Use/Site Planning* – considers coordinated pedestrian and vehicle circulation systems, phased transportation and sewer infrastructure construction, appropriate transitional land uses, preservation of significant historic resources, major plazas, and structured parking
- » *Detailed Design* – includes elements such as signs, planting, lighting, screened surface parking, street furnishings

A complete listing of the development elements can be found within the current Comprehensive Plan: <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area3/fairfaxcenter.pdf>.

A primary reason that the development elements were introduced into the Plan was to facilitate construction of necessary infrastructure, such as roadway construction and the provision of public facilities, in support of additional development in the Fairfax Center Area. As this infrastructure has been constructed, it is possible that some of these criteria may no longer be applicable to individual development projects.

Use-Specific Performance Criteria

The county also uses performance criteria to evaluate development plans for the Fairfax Center Area. The purpose of these criteria is to serve as a set of guidelines for site planning, architectural design, and landscape design specific to various types of uses within the Fairfax Center Area. The land uses that are addressed by the criteria include the following:

- » Residential/Single-Family Detached
- » Residential/Single-Family Attached/Multifamily Low-Rise Housing
- » Residential/Multifamily-Elevator Housing
- » Commercial/Low Density Office and Neighborhood Center Criteria
- » Commercial/Campus Style Office Park
- » Research and Development/Utility and Light Industrial

The complete set of criteria can be found within the current Comprehensive Plan for the Fairfax Center Area: <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area3/fairfaxcenter.pdf>.



4. Transportation

The Fairfax Center Area is well-located in terms of its access to regional and interstate transportation systems. Lee Highway, Lee-Jackson Memorial Highway and I-66 run east–west through the study area, and the Fairfax County Parkway provides a north–south connection. I-66 and the Fairfax County Parkway are designated as Enhanced Public Transportation Corridors (EPTCs) on the Countywide Transportation Plan Map, adopted on July 31, 2006 and amended through September 13, 2011. EPTCs are corridors planned to provide major public transportation facilities, such as Metrorail, light rail, bus rapid transit, and high occupancy vehicle (HOV) lanes. Accessibility and travel through the Fairfax Center Area is affected by land uses and transportation infrastructure in the Fairfax Center Area, the adjacent areas in the county, and the Northern Virginia region. Since the adoption of the Comprehensive Plan for the Fairfax Center Area in 1982, the local and external factors have necessitated changes to the planned infrastructure.

The following section provides an overview of the existing and planned transportation facilities, performance of the roadway system, the Access Management Plan (AMP), and the Road Fund for the Fairfax Center Area. The AMP and Road Fund are both unique aspects of the adopted Fairfax Center Area Comprehensive Plan and have helped shape the transportation infrastructure present within the area today.

Transportation Plan

The 1982 Fairfax Center Area Comprehensive Plan recommended significant transportation improvements for the study area. Since adoption, some of the improvements recommended have been completed. The most notable completed improvements are the following:

Interchanges

- » I-66/Fairfax County Parkway
- » Lee-Jackson Memorial Highway/Fairfax County Parkway
- » Lee-Jackson Memorial Highway/West Ox Road



High-Occupancy Vehicle (HOV) lanes on I-66.
Source: Google Maps; image taken May 2012

Opposite: Intersection of Monument Drive and West Ox Road.



Intersection of Lee Highway with the Fairfax County Parkway.
Source: Google Maps; image taken May 2012

- » West Ox Road/Lee Highway/Fairfax County Parkway
- » Fairfax County Parkway/Fair Lakes Parkway/Monument Drive with widening of the parkway to six lanes between I-66 and Lee-Jackson Memorial Highway

Roadways

- » Fairfax County Parkway
- » Monument Drive
- » Government Center Parkway
- » Fair Lakes Parkway
- » Monument Drive and I-66 overpass
- » Widening Fairfax County Parkway to six lanes between I-66 and Lee-Jackson Memorial Highway in conjunction with the construction of an interchange at Fair Lakes Parkway/Monument Drive

The major transportation improvements recommended in the Comprehensive Plan for the Fairfax Center Area include the following (Figure 4.1):

At-Grade Improvements/Construction

- » Widening of Waples Mill Road to six lanes between Lee-Jackson Memorial Highway and Lee Highway
- » Widening of Rugby Road to four lanes between Fairfax County Parkway and Lee-Jackson Memorial Highway
- » Widening of Lee-Jackson Memorial Highway to eight lanes between Waples Mill Road and I-66

Interchanges

- » Waples Mill Road/Lee-Jackson Memorial Highway
- » Waples Mill Road/Lee Highway
- » Monument Drive/Lee Highway
- » Legato Road/Lee Highway

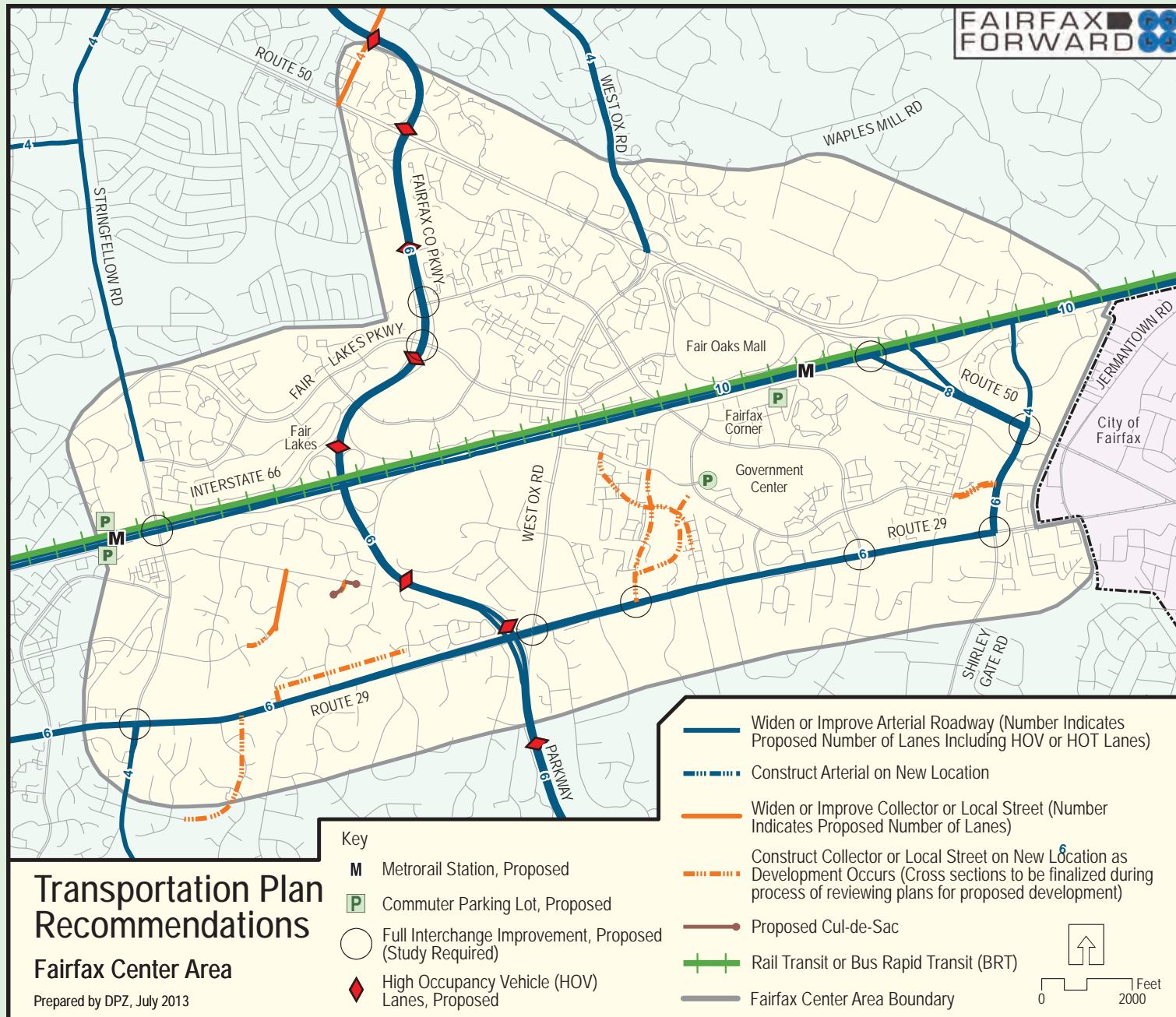


Figure 4.1 Planned transportation improvements for the Fairfax Center Area.



The Metrorail Orange Line along I-66. Source: VDOT

Lee Highway Reconstruction/Widening to Six Lanes

- » East of West Ox Road (completed), including interchanges at Shirley Gate Road, Monument Drive, and Legato Road
- » West of West Ox Road, including an interchange at Clifton Road/Stringfellow Road

Fairfax County Parkway Widening - Adding HOV Lanes

- » Construction of six through lanes between I-66 and Lee Highway

Metrorail Extension on I-66

- » The Metrorail extension on I-66 from Vienna to Prince William County passes through the Fairfax Center Area
- » The Fairfax Center Area has planned Metrorail station location points near Fair Oaks Mall and West of Stringfellow Road
- » Park and ride lots are planned near future Metrorail stations

In addition to the Fairfax County Transportation Plan, county and regional projects are depicted in various other long range plans. These plans include the following:

Constrained Long Range Plan (CLRP)

The Regional CLRP is a comprehensive plan of transportation projects and strategies that the National Capital Region Transportation Planning Board (TPB) anticipates can be funded over a 30-year time frame. CLRP projects that fall within the study area are shown in Appendix C.

TransAction 2040

The Northern Virginia Transportation Authority (NVATA) plans projects for the counties of Arlington, Fairfax, Loudoun and Prince William, as well as the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park. The Authority is charged with identifying short- and long-term transportation needs in Northern Virginia. Its planning, however, is not constrained by projected levels of funding. A complete list of TransAction 2040 projects can be found on the NVATA website:

<http://www.thenovaaauthority.org/trans2040overview.html>. Trans Action 2040 projects that fall within the study area, some of which are also shown on the CLRP, are shown in Appendix C.

Roadway Functional Classification

Roadway functional classification is the process by which street and highway facilities are grouped into classes according to the type of service the facility provides. The classification defines the role of a road or street in serving the flow of trips through the roadway network. Functional classification is useful when considering the dual role of the transportation network to provide both travel mobility and access to property. Appendix C depicts the functional classification of the major roadways in the Fairfax Center Area. The roadway classifications can be described as follows:

- » A **Freeway** is an expressway highway with four or more lanes, limited access, and no signals or at-grade intersections.
- » An **Expressway** is a highway with a wide grassy median, four to eight lanes, limited access, and few signals or intersections.
- » A **Principal Arterial** is a high capacity urban road with a divided median, four to eight lanes, and two or more turn lanes at intersections and no stop signs.
- » A **Minor Arterial** is rarely divided, has two or four lanes, and usually has turn lanes.
 - ◇ A **Type A** minor arterial is closely related to a principal arterial in terms of their traffic characteristics and role in the road network. They are typically multi-lane divided facilities with a minimum right-of-way of 122 feet. Interchanges are typically provided at intersections with freeways. Interchanges at other locations should only be provided where the results of a detailed traffic study indicate at-grade intersections cannot accommodate traffic.
 - ◇ A **Type B** minor arterial are somewhat shorter in length, traverse a less densely developed area, or are located in more mature areas and consequently built to a somewhat older design standard.



The Fairfax County Parkway is an example of an Expressway.
Source: Google Maps; image taken September 2012



Random Hills Road is an example of a Minor Arterial.
Source: Google Maps; image taken September 2012

“LOS measures how well the stream of traffic moves along roadways. It is generally defined in terms of speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.”

- » A **Collector** is two lanes, and may have some driveways and turn lanes
 - ◇ A **Subconnector** is a special category within the collector roadway classification in the Fairfax Center Area. A higher design standard is expected for a subconnector than for other collectors in the Fairfax Center Area.

Operational Efficiency of Selected Intersections

Roadways are planned, designed, constructed and improved based upon volume demand, future anticipated capacity needs, and travel time delays. Traffic operations are typically measured through level-of-service (LOS) standards. LOS measures how well the stream of traffic moves along roadways. It is generally defined in terms of speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Level-of-service is conveyed on a scale from “A” through “F”, with “A” representing conditions with extremely little traffic and F representing conditions with extremely congested traffic. These levels are defined as follows:

- » **LOS A** describes free flow condition. The operation of a street vehicle is unaffected by the presence of other vehicles.
- » **LOS B** indicates free-flow; however the presence of other traffic becomes noticeable. Drivers have slightly less freedom to maneuver.
- » **LOS C** indicates an influence of density on traffic operations. The ability to maneuver within traffic is affected by other vehicles.
- » **LOS D** indicates high-density flow in which speed and freedom to maneuver are severely restricted and comfort and convenience have declined even though flow remains stable.
- » **LOS E** indicates unstable flow at or near capacity levels with poor level of comfort and convenience.
- » **LOS F** represents forced traffic flow in which the amount of traffic approaching a point exceeds the amount that can be served. LOS F is characterized by stop-and-go waves, poor travel time, low comfort and convenience.

The Transportation section of the Policy Plan notes that the county strives to provide a street network LOS as high as practical recognizing social, environmental and

financial constraints are associated with a diverse county. At a minimum, LOS D should be provided, except where a lower LOS has been determined acceptable, such as in some activity centers.

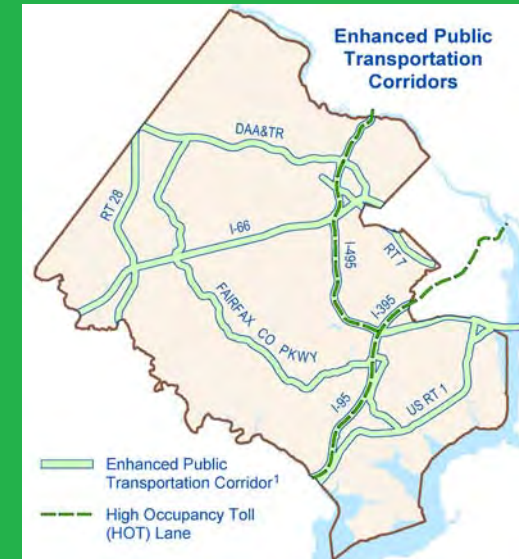
Appendix C includes a table that provides a list of the major signalized intersections in the study area indicating morning (AM) and afternoon (PM) peak hour performance. The delay is the average number of seconds a vehicle is delayed from free-flow conditions. The AM peak hour is defined as 7:15 AM to 8:15 AM and the PM peak hour is defined as 4:30 PM to 5:30 PM. Based on the data, all selected intersections in the Fairfax Center Area are currently operating at an acceptable LOS during peak hours.

Transit Services and Facilities in the Fairfax Center Area

One of the major objectives and policies of the Comprehensive Plan is to maximize the efficient use of the existing and future transportation system by reducing reliance on automobile travel, and encouraging better land use and transportation planning coordination within Fairfax County and the region as a whole.

I-66 is a designated “Enhanced Public Transportation Corridor” in the Comprehensive Plan. The Plan shows a Metrorail extension along I-66 from Vienna to Prince William County. The Fairfax Center Area is planned to be served by two Metrorail stations. The approximate locations of the stations are near the Fair Oaks Mall and west of Stringfellow Road.

A Tier One Environmental Impact Study (EIS) on I-66, west of the Beltway, was recently completed by the Virginia Department of Transportation (VDOT) and Virginia Department of Rail and Public Transportation (VDRPT). The main purpose of the EIS was to improve multi-modal mobility along I-66 corridor by providing diverse travel choices in a cost effective manner. The first tier of the study focused on three items: 1) the purpose and need for improved multimodal mobility; 2) the general location of the proposed improvements; and 3) identification of viable transportation mode options. The second tier of the study will focus on the impacts, costs, and congestion mitigation. Additional transportation options may prove beneficial to the study area.



Enhanced Public Transportation Corridors in the Fairfax County Transportation Plan (Adopted July 31, 2006, Amended through September 13, 2011).

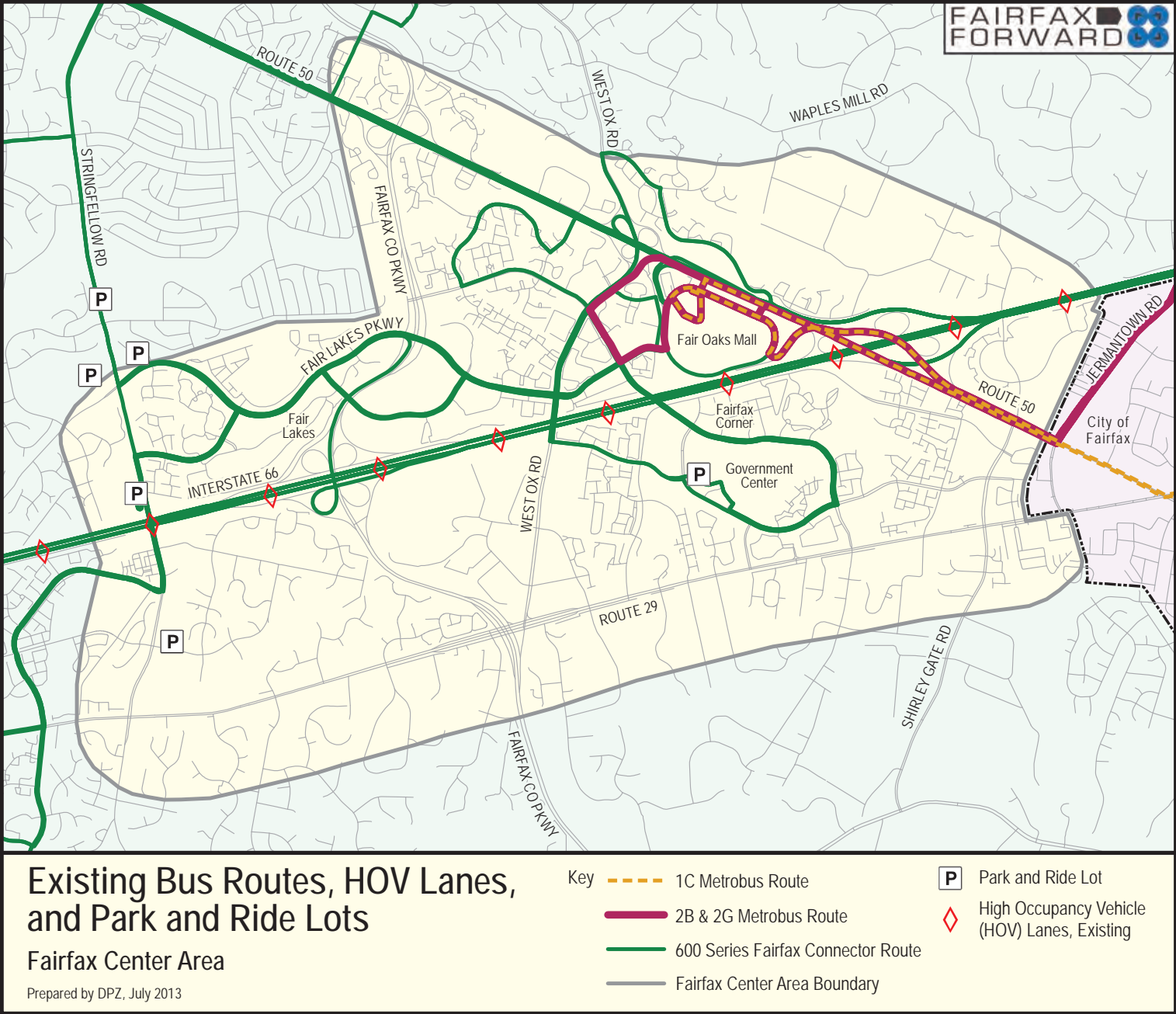


Figure 4.2 Existing bus routes, HOV Lanes, and Park-and-Ride lots serving the Fairfax Center Area.

The Fairfax Center Area was mainly served by Metrobus until the county's Fairfax Connector bus system absorbed a large portion of the routes in 2009. This change provided greater flexibility for the county to determine the levels and types of bus service at a lower cost as compared to operation by the Washington Metropolitan Area Transit Authority (WMATA). After 2009, the county increased services on many of these routes in the Fairfax Center Area by adding trips to extend the span of service and improving coordination with Metrorail.

Today, the Fairfax Center Area is mainly served by the Connector 600 series and Metrobus 1C, 2B and G. Much of the bus service in the western portions of the county runs only during morning and afternoon peak periods, functioning as commuter service to the Vienna Metrorail station and the urban core of the District of Columbia. Some of the bus services in the central and eastern portions of the study area run all day and serve major arterial roads, such as the 605 service from Fair Oaks to Reston. The 605 Connector service is the only route that provides a north-south bus connection to the Reston Town Center (Figure 4.2).

To facilitate efficient use of bus transit, Park-and-Ride lots are situated adjacent to major bus routes (Figure 4.2). The Stringfellow Park-and-Ride lot located north of I-66 on the west side of Stringfellow Road is undergoing expansion. Three hundred additional spaces will be added to the existing 387 spaces at the Park-and-Ride lot. The Comprehensive Plan shows future Park-and-Ride lots west of Stringfellow Road, south of I-66 and near Fair Oaks Mall. As previously mentioned, these two locations are planned for future Metrorail stations.

The Fairfax County Department of Transportation (FCDOT) has produced a Transit Development Plan (TDP), a comprehensive ten-year plan for bus service in the county including Fairfax Connector and Metrobus. The plan contains recommendations to increase service and overall transit usage in the study area. Besides suggesting revisions to the Connector series in the Fairfax Center Area, the TDP has recommended new express routes from Centerville to Tysons, Reston and George Mason University. All these routes would pass through the Fairfax Center Area.



Fairfax Connector bus.

“The Comprehensive Plan for the Fairfax Center Area calls for comprehensive and coordinated walkway networks within this area and greater inter- and intra-parcel connectivity.”

Pedestrian and Bicycle Systems

Bicycling and walking are viable forms of transportation for shorter trips and are important for people who live near transit stops. As transportation costs and congestion increases, walking and bicycling continue to grow in importance, taking automobiles off the road while also improving public health. The Fairfax Center Area is well-suited for nonmotorized transportation due to the proximity of different land uses and access to transit and commuter facilities. Most of the Park-and-Ride lots in the study area have facilities for bicycle parking.

Fairfax County is developing a Countywide Bicycle Master Plan. The plan will recommend improvements to the existing transportation system in order to make the county more bicycle-friendly. It will recommend how bicycle friendly design can be incorporated into future roadway projects, transit projects, and it will provide policy guidelines to both the public and the private sectors on establishing and promoting bicycling as a mode of transportation.

I-66, Lee-Jackson Memorial Highway, Fairfax County Parkway, and West Ox Road are major thoroughfares and adequate safety measures should be adopted for the successful implementation of the bicycle plan. The Comprehensive Plan for the Fairfax Center Area calls for comprehensive and coordinated walkway networks within this area and greater inter- and intra-parcel connectivity.

More details about existing bicycle routes within the Fairfax Center area can be found on the FCDOT website: <http://www.fairfaxcounty.gov/fcdot/bike/bikemap/>.

The complete countywide trails plan reflecting both existing and planned improvements for various trails and sidewalks can be viewed at <http://www.fairfaxcounty.gov/parks/trails/>.

Fairfax Center Area Road Fund

An important aspect of the transportation plan is the implementation of the recommended improvements. The ability to acquire and generate funding for transportation improvements is the key factor in the implementation process. The Fairfax Center Area Road Fund was the county's the first attempt to have an organized and

“The Fairfax Center Area Road Fund was the county’s first attempt to have an organized and structured approach to collecting funds for transportation improvements within the study area.”

structured approach to collecting funds for transportation improvements within the study area.

History and Background

In 1982, a subcommittee of the Route 50/I-66 Task Force launched a follow-up to the Fairfax Center Area Study to give further consideration to transportation improvements and approaches to financing additional facilities. In July 1982, the subcommittee released a report titled Financing Transportation Improvements in the Fairfax Center Area. The study indicated that the overlay level possessed a greater likelihood than the baseline level for securing public funding due to the significant contribution of the private sector towards off-site improvements associated with the greater density/intensity recommendations. The report was the first of its kind to establish transportation priorities as an integral part of a Comprehensive Plan. The report had “measured” the transportation problem, identified a specific set of priority improvements, placed a cost on them, and recommended an approach for assuming funding responsibility for needed improvements.

Staff also developed Procedural Guidelines for contributing to a transportation fund for the Fairfax Center Area, which were adopted by the Board on November 22, 1982. The guidelines stated that the residential and the nonresidential contribution rates of the Fairfax Center Area would be adjusted annually based on the Consumer Price Index. The Board periodically reviews the public-private sector funding ratio through an established public process. An annual appraisal of funding and implementation of roadway improvements in the Fairfax Center Area is presented to the Board by staff. This annual appraisal is not conducted as a full-scale traffic analysis and roadway needs study. Rather, it evaluates the suitability of roadway project implementation with respect to specific site developments and the overall Fairfax Center Area development.

Contribution Formula

The Contribution Formula is designed to encourage the participation of the private sector in the funding and implementation of off-site roadway projects and provision of land and facilities for transit-related purposes. Off-site roadway projects are

defined for the Fairfax Center Area as follows:

- » Projects which include major improvements to non-interstate primary facilities such as Lee Highway, Lee-Jackson Memorial Highway, and the Fairfax County Parkway;
- » Improvements to secondary roadways, functioning as arterial roadways, including Waples Mill Road, Shirley Gate Road, West Ox Road, Stringfellow Road and Clifton Road;
- » Bridges and interchanges on interstate and primary roadways;
- » Traffic signals which are not otherwise required within the boundaries or adjacent to site subject to development; and
- » Those portions of roads internal to the Fairfax Center Area which are not within the boundaries of or adjacent to sites subject to development.

This formula does not relate to the dedication of right-of-way for or the construction of local and collector roads traversing the Fairfax Center Area where such roads lie within or adjacent to sites being developed. In addition, this formula does not apply to those improvements necessary for site access, such as turn lanes, traffic signals, or service drives. The expectation is that these improvements would be provided solely by the owners or developers of individual sites. These improvements are referred to as on-site projects.

Transit-related purposes are defined as the following:

- » Rail station and facilities peripheral to their function;
- » Park-and-Ride lots; and
- » Bus transit transfer stations and facilities peripheral to their function.

The formula does not apply to facilities or activities designed to address site-specific needs to reduce the number of single-occupant vehicle (SOV) trips, such as construction of bus shelters and implementation of a Transportation Demand Management (TDM) program.

“The Contribution Formula is designed to encourage the participation of the private sector in the funding and implementation of off-site roadway projects and provision of land and facilities for transit-related purposes.”



Government Center Parkway is an example of a Divided Roadway Facility. Source: Google Maps; image taken September 2012



Example of a Minor Service Road along Lee Highway. Source: Google Maps; image taken September 2012

Access Management Plan

To provide guidance for parcel accessibility to the arterial roadway system in the Fairfax Center Area, an Access Management Plan (AMP) was developed. The AMP was developed from an analysis of the planned arterial system and land uses for the Fairfax Center Area. The AMP identifies key design features of roadway circulation and access, which have directed development, infrastructure design, and implementation. The guidelines can be summarized as follows:

Divided Roadway Facility: All multiple-lane arterials should be designed as divided facilities in the Fairfax Center Area. This type of roadway design will separate the major ‘through’ travel movements, minimize traffic conflicts, and provide safer travel movement. Access points should be oriented over cross-over locations on divided roadway facilities. Driveway access points should be minimized between cross-overs.

Single-Ended Access (Cul-De-Sac): The length of the single-ended access points should be minimized whenever possible and should be no longer than 1,000 feet. This maximum length is recommended to provide the needed access for emergency vehicles and service vehicles and to provide adequate traffic flow and circulation.

Cross-Over Spacing: The minimum design speeds of roadways should be utilized in determining the cross-over (median break) spacing of divided facilities in the Fairfax Center Area. Adequate cross-over spacing is essential to providing sight distance, weaving distance, stopping distance between cross-over points and minimizing potential conflicts between through and turning movements.

Service Drives: Service drives should be minimized whenever possible in the Fairfax Center Area. Service drives provide for the separation of the access and travel functions along roadways designed to accommodate primarily through traffic movements and to orient adjacent parcels to a controlled access point.

Whereas the overall goal of the AMP was to identify the access between the planned arterial system and land uses of the area, more specific objectives were also identified:

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

In some cases one objective hindered the achievement of another. For example, minimizing median breaks required the existence of more service drives. Likewise, minimizing service drives required the existence of more median breaks (cross-over) and intersections. A concerted effort was made to balance the objectives to develop an efficient, economical and safe access plan for the study area.

Except for the collector-distributor roads associated with I-66 and Lee Highway, there are two types of service drives planned for the Fairfax Center Area:

Minor (Residential) Service Road: Predominately serves as an access street for residential uses; and

Major Service Road: Predominately serves as an access street for a mix of uses (e.g., multifamily residential and retail, office and retail) or a variety of nonresidential uses.



Multifamily units in the Fairfax Center Area.

5. Housing

The Board of Supervisors' goal for housing states that opportunities should be available to all who live or work in Fairfax County to purchase or rent safe, decent, affordable housing within their means. Affordable housing should be located as close as possible to employment opportunities without adversely affecting quality of life standards. It should be a vital element in high density and mixed-use development projects, should be encouraged in revitalization areas, and encouraged through more flexible zoning wherever possible.

Assisted housing provides financial assistance from Federal, State, or local sources. The programs limit the amount of rent and the eligibility of occupants based on income. Some programs have time limits, and those units would no longer be considered "assisted" after income eligibility and rent limitations have been removed. The programs listed below are included as "assisted housing." Most programs provide assistance to privately owned housing developments. In some cases, multiple sources of financing may be used.

- » Housing units owned or managed by the Fairfax County Redevelopment and Housing Authority (FCRHA) and operated by the Department of Housing and Community Development under the Federal Public Housing program or the local Fairfax County Rental program.
- » Housing units owned by the FCRHA and leased to the Fairfax Falls Church Community Services Board for use as group homes or to nonprofit groups for emergency housing
- » Federal Section 8 project based rent subsidy units, which are usually privately owned.

"The Board of Supervisors' goal for housing states that opportunities should be available to all who live or work in Fairfax County to purchase or rent safe, decent, affordable housing..."



Entrance to a multifamily development in the Fairfax Center Area.

- » Units subsidized under Federal mortgage subsidy programs including Section 202 (Elderly), Section 811 (Disabled), Section 221(d)(3), Section 235 or Section 236. These units may be publicly owned but most are owned by private or nonprofit entities.
- » Developments which were financed with FCRHA bonds where a portion of the units must have reduced rents for tenants who meet income eligibility requirements.
- » Tax Credit/Virginia Housing Development Authority (VHDA) financed projects with Low Income Housing Tax Credits and/or VHDA financing which establishes income eligibility requirements, many of which are privately owned.
- » Nonprofit rental units and group homes serving nine or more individuals and owned by private entities, which were assisted with loans or grants from the Community Development Block Grant (CDBG), Section 108 loans, Home Investment Partnerships Program (HOME), or Fairfax County Housing Trust Fund.
- » Moderate Income Direct Sales (MIDS) program units which are for sale to income eligible, first time home buyers with financial assistance provided in return for control of the re sale price of the home.
- » Homebuyer Equity Loan Program (HELP) and Silver Lining Initiative are loan programs using federal funds to help moderate income families to purchase market rate homes in the county. Financing was both down payment and gap financing in the form of a second deed of trust. The Silver Lining Initiative applied only to the purchase of homes in foreclosure. Both programs are currently not available.
- » Affordable Dwelling Units (ADU) for sale or for rent to serve households with incomes up to 70% of Metropolitan Statistical Area (MSA) average median

income (AMI) and which are required to be included in certain housing developments of 50 or more units pursuant to Article 2, Part 8 of the Fairfax County Zoning Ordinance. In some instances, units created under the ADU Program may be owned by the FCRHA or a nonprofit organization; if so, they would be considered in one of the other categories above.

- » **Workforce Dwelling Units (WDU)** are units created through the Board of Supervisors WDU Policy which was adopted in 2007 to provide affordable housing in mid and high-rise buildings which are exempt from the requirements of the Affordable Dwelling Unit ordinance. The Policy Plan recommends that Workforce Housing be provided within mixed-centers, including Suburban Centers. The WDU policy is a proffer-based incentive system designed to encourage voluntary development of new housing affordable to a range of moderate-income households earning up to 120% of AMI.

Within the Fairfax Center Area, 668 ADUs have been constructed and an additional 208 unbuilt ADUs have been approved through the rezoning process. The number of constructed ADUs represents an increase of more than 16 times over the number of ADUs existing or under construction in 2004. Twenty-four WDUs have been constructed since the adoption of the WDU policy in 2007, and an additional 256 unbuilt WDUs have been approved through the rezoning process.



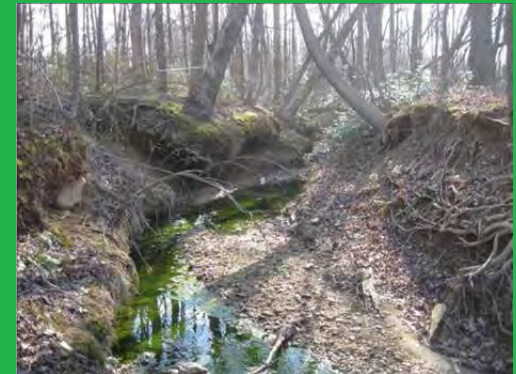
Experimental stream restoration project at the Fairfax County Government Center.

6. Environment

The county's environmental goals and policies are contained in the Environment section of the Policy Plan and the Chesapeake Bay Preservation Supplement. These goals reflect the belief of the community that environmental protection and preservation are overarching components of the quality of life. The opportunities and limitations on what may be achieved through environmental planning are affected by past actions and by the county's function as a home and employment center to a large number of people. Because thousands of acres of forest and agricultural land have been converted to urban and suburban development since the 1950s, the ability to achieve environmental protection goals simply by limiting future development no longer exists. The current scarcity of certain environmental amenities focuses current and future environmental planning efforts on the conservation of remaining resources and the rehabilitation of degraded environments.

The protection of Environmental Quality Corridors (EQCs) is a long-standing county policy designed to promote ecological resource conservation. A preserved network of the county's natural landscape can provide habitats for native species of flora and fauna, corridors for wildlife movement, open space, which in some cases can be used for passive recreation for the county's residents. EQCs also help mitigate pollution relating to water quality, microclimate control, and/or reductions in noise. The core of the EQC system is the county's stream valleys, which include the 100-year floodplains, adjacent steep slopes, and wetlands. Preservation of EQC land is currently achieved through the development review process, acquisition of parkland, and the donation of easements.

Fairfax County's Chesapeake Bay Preservation Ordinance divides the county between Resource Protection Areas (RPAs) and Resource Management Areas (RMAs). The RPAs are generally comparable to the EQCs, but are smaller in geographic extent. Within RPAs, redevelopment of existing uses and public utilities are permitted. Other uses may be allowed through an exception process which requires an assessment of the water quality impacts of the proposed use and selection of mitigation measures



Severely eroded stream bed.



Stream restoration project on Fairfax County Government Center property.



The Fairfax Center Fire Station 40 is a Leadership in Energy and Environmental Design (LEED) Certified building.
Source: Hughes Group Architects

that minimize these impacts. In RPA areas that have been significantly impacted by earlier development, it may be relatively easy to demonstrate that a well-designed project with water quality mitigation measures equals or improves upon existing conditions. In RPAs characterized by pristine conditions, designing adequate mitigation measures may be more difficult.

In addition to the abovementioned policies, the Policy Plan contains guidance regarding air quality, noise pollution, light pollution, soil quality, green building standards, and other environmental issues. Within Suburban Centers and other mixed-use centers, the Policy Plan ties attainment of certain Comprehensive Plan options, planned uses, or densities/intensities of development to the incorporation of green building practices. The use of these practices provides a holistic approach to the reduction of adverse environmental impacts associated with buildings and their landscapes.

The following section contains a survey of the environmental resources and constraints of the Fairfax Center Area.

Resource Protection Areas

The study area has several stream valleys and significant portions of RPA, as shown in Figure 6.1. Small tributaries of Rocky Run and Difficult Run flow into the study area from the north, and Little Rocky Run, Piney Branch, and a small portion of Popes Head Creek are located in the southern portion of the study area. Throughout the Fairfax Center Area, the condition of the RPA varies. Most of the RPA is contained in forested areas; however some portions of these streams, primarily by I-66 and Lee Highway, are diverted underground through piping. Environmental guidance within the adopted Fairfax Center Area Plan does not contain a discussion of RPA since policy about these areas was established in 1993 with the Chesapeake Bay Ordinance, after the Fairfax Center Area Comprehensive Plan's original adoption. While the adopted Comprehensive Plan text does not speak to RPAs, it does speak to the presence of EQCs within the Fairfax Center Area. Existing policy recommends that where practical and to the greatest extent possible, redevelopment should be seen as an opportunity to restore impacted areas to a more natural state.

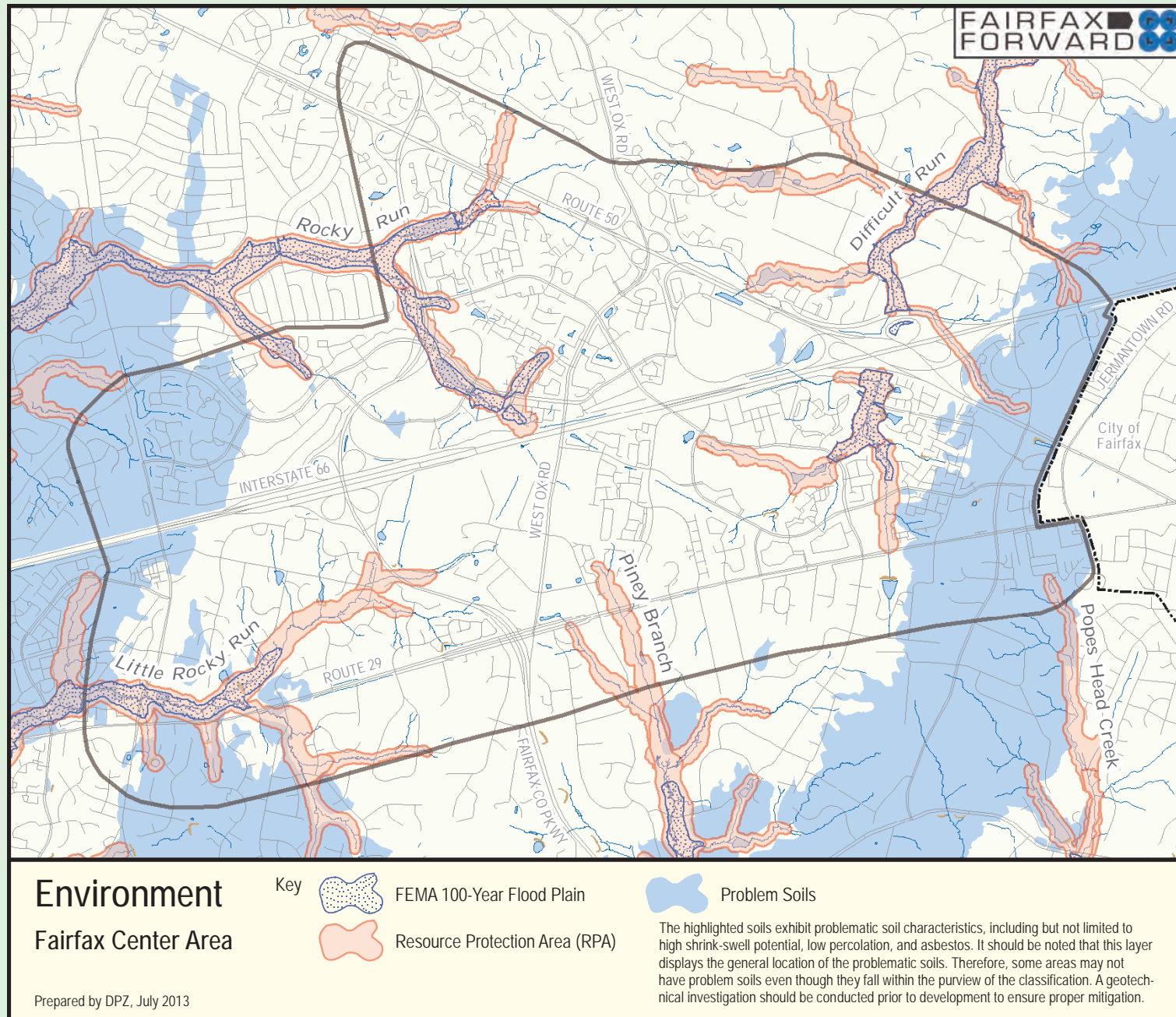


Figure 6.1 Environmental features in the Fairfax Center Area.



Rocky Run.

Noise

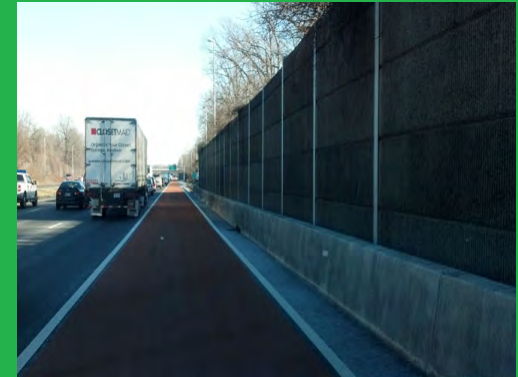
Transportation generated from I-66, Lee Highway, Fairfax County Parkway, and Lee-Jackson Memorial Highway may impact residential and other noise sensitive uses within the study area. Current Comprehensive Plan policies recommend against new residential development in areas with projected highway noise levels exceed Day-Night Loudness (DNL) 75 decibel (dBA). Noise levels exceeding DNL 65 dBA require mitigation for residential and other noise sensitive uses proposes for this area. A noise study is required to determine the actual extent of noise impacts to the site for existing and future predicted conditions.

Water Quality

Portions of the study area are covered with impervious surfaces as a result of development. These modifications to the natural environment have adversely affected the ability of the stream valley headwaters to maintain water quality by altering naturally intermittent streams, changing the natural topography, and replacing porous landscapes with impervious surfaces. The combined effects of these alterations have deteriorated stream channels and increased water pollution. Earthwork, reduction in vegetation cover, and increased rates of runoff resulting from the use of imperious surface materials have led to erosion and increased sedimentation into the stream system. As a result, the water quality, stream profiles, and vegetated wildlife habitats are adversely impacted.

The Plan recommends that high water quality be promoted in the Fairfax Center Area using several water quality management strategies. These strategies include using stormwater Best Management Practices (BMPs) and low impact development techniques, maintaining low-density development in environmentally constrained areas and stream valley headwaters, creating an extended EQC system to protect the stream valleys, and providing regional stormwater management ponds in lieu of on-site stormwater management. All development in the study area is recommended to utilize one or more of these techniques.

Portions of the Fairfax Center Area are located outside of the Approved Sewer Service Area (ASSA), including areas south of Lee Highway within the Occoquan River



Sound barrier wall along I-66 mitigates highway noise.
Source: VDOT



Stormwater BMP in a residential development.



Soil filling on a development site to mitigate problem soil.

Watershed and part of the Fairfax Farms subdivision within the Difficult Run Watershed. Long-standing county policies call for the preservation of areas outside of the ASSA as low density residential uses in order to safeguard water quality in these watersheds. These policies conform to the findings of the 1978 Difficult Run Headwaters Land Use Study and the 1982 Occoquan Basin Study, which sought to protect these environmentally-sensitive watersheds by reducing nonpoint source pollution.

Problem Soils

The Fairfax Center Area contains problem soils in several locations. The eastern portion of the Fairfax Center Area contains rock formations that contain naturally occurring fibrous asbestos. Additionally, shrink-swell clays occur in the eastern and far western portions of the study area. Highly erodible soils are also found adjacent to small tributaries on steep slopes. These soils and steep slopes along stream valleys make watershed preservation a top concern for the study area.



Green roof on Herrity and Pennino Building parking structure.



The Ox Hill Battlefield Park is located in the Fairfax Center Area. It is the site of the only Civil War battle to occur in Fairfax County, the Battle of Chantilly.

7. Heritage Resources

Heritage resources in the county are those sites or structures, including their landscape settings that exemplify the cultural, architectural, economic, social, political, or historic heritage of the county or its communities. Such sites or structures have been:

- » Listed on, or determined eligible for listing on, the National Register of Historic Places or the Virginia Landmarks Register;
- » Determined to be a contributing structure within a district so listed or eligible for listing;
- » Located within and considered as a contributing structure within a Fairfax County Historic Overlay District; or
- » Listed on, or meeting the criteria for listing on, the Fairfax County Inventories of Historic or Archeological Sites. These include historic buildings or other structures as well as historic period (post-1600s) and prehistoric (Native American, pre-1600s) archeological sites.

Heritage resources in the county include historic structures, landscapes, cemeteries, and historic and Native American archaeological sites. The Board's goal for preserving the county's heritage resources serves a public purpose by enhancing the quality of life through aesthetic diversity in the landscape and providing a sense of continuity to the county's historic and prehistoric past. This goal also recognizes that heritage resource preservation requires commitment from the public and private sectors and from the community.

There are thousands of recorded heritage resources located in Fairfax County. Most of these resources remain in private ownership and use, while only a handful are on public lands or open to the public as museums. Additionally, 13 Historic Overlay Districts have been designated by the Board and are protected by special provisions of the county's Zoning Ordinance. There are no Historic Overlay Districts located within the Fairfax Center Area.



Ox Hill Battlefield Park entrance off West Ox Road.



Commemorative marker marking location where Major General Philip Kearny was killed during Battle of Ox Hill (Chantilly).

The Fairfax County Inventory of Historic Sites

Established in 1969, the inventory is a catalog of historically significant sites within Fairfax County. The county's History Commission determines if a site is eligible to be listed on the inventory using a set of criteria. There are currently 360 sites on the inventory. These resources range from internationally-known Mount Vernon to more anonymous churches, bridges, houses, burial grounds, and objects. Inclusion on the inventory is an honorary designation and does not impose restrictions or limits as to what an owner can do with their property. The Fairfax County Comprehensive Plan recognizes these sites and lists them by area in the Heritage Resources sections. The lists within the Plan are updated on an annual basis. The Plan encourages preservation of these sites when possible. The History Commission is responsible for listing sites in the Inventory of Historic Sites. There is a nomination process, which includes submitting a request to the Department of Planning and Zoning staff review. Any person can nominate a site. The Inventory More information can be found on the website (<http://www.fairfaxcounty.gov/dpz/historic/ihs/>).

The Fairfax Center Area contains three known heritage resources (Figure 7.1). Two historic sites are included in the Fairfax County Inventory of Historic Sites: Ox Hill Battlefield Memorial Park and Woodaman House. Ox Hill Battlefield Memorial Park is a cultural resource park owned and operated by the Fairfax County Park Authority. The park is on a site where the Civil War Battle of Ox Hill, also known as the Battle of Chantilly, was fought in September 1862. It includes two memorial markers commemorating the deaths of two union generals killed in that battle. Woodaman House is a privately owned residence with its earliest section dating to circa 1790. A third historic resource, Manassas Gap Railroad Independent Line, once crossed the county, including the Fairfax Center Area. The historic railroad right-of-way has not been extensively documented in this area; however, there are existing remnants of the railroad bed. Additionally, historic and family cemeteries are scattered across the county, and at least 11 existed in the Fairfax Center Area in 1994. It is unclear if these cemeteries still exist.

Many Native American sites within the Fairfax Center Area exist in undeveloped

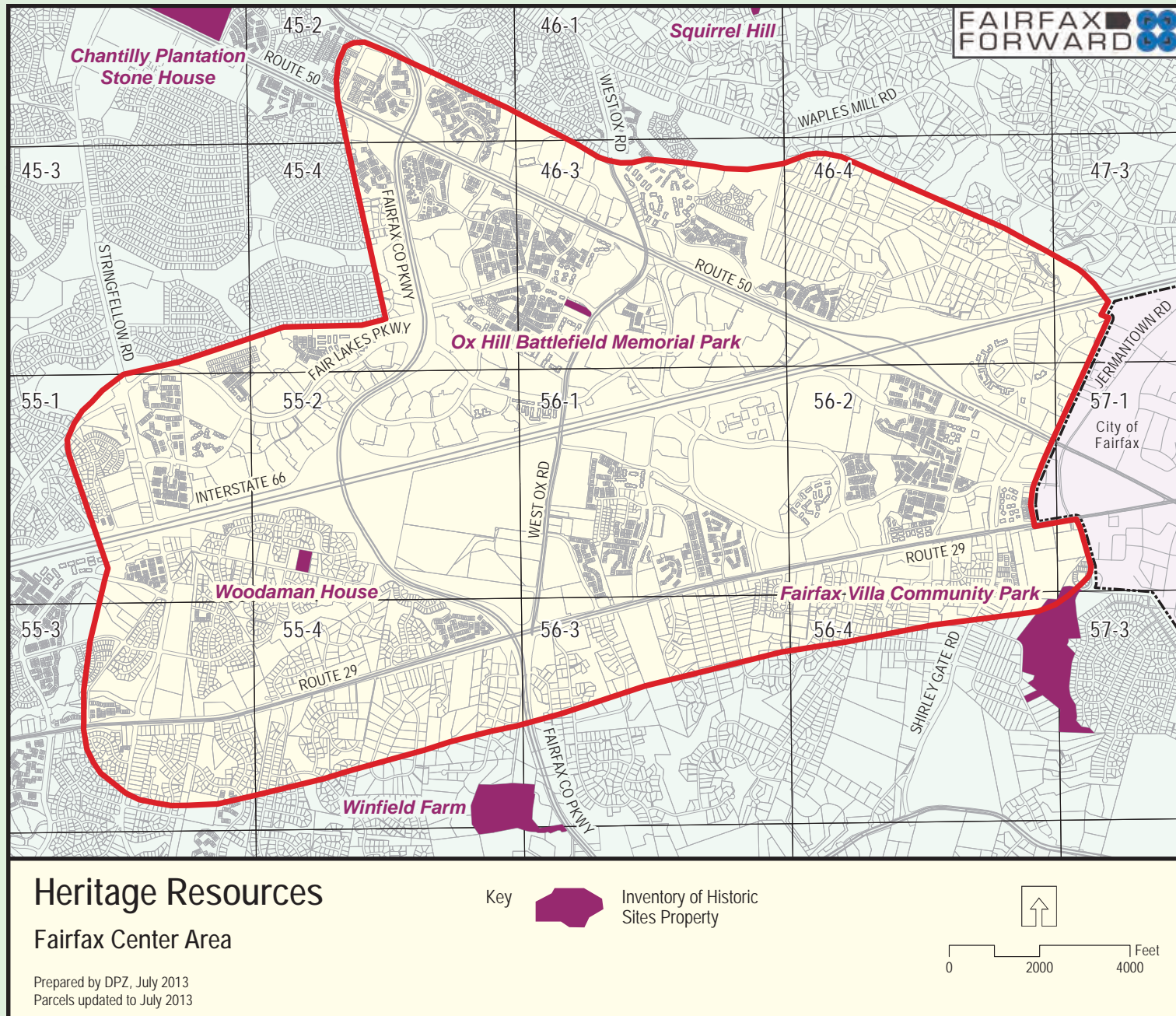


Figure 7.1 Heritage Resource locations in the Fairfax Center Area.

Memorial wreath at Ox Hill Battlefield Park.



Battle of Ox Hill (Chantilly) historic marker along Monument Drive.

park areas. Native American site types include campsites, hunting stations, or stone quarries. The Native Americans used outcrops of quartz and cobbles available in streams for the manufacture of many types of tools, including spears, knives, arrow points, scrapers, axes, and awls. Also present are outcrops of high quality soapstone used to create bowls prior to the advent of ceramics, as well as ceremonial items. These Native American sites date from the earliest known occupations in the county 12,000 years ago up to European contact. It is very likely that the region contains additional sites in areas that have not yet been subjected to archaeological survey or historic research.

A formal survey of historic architectural resources has never been completed in the Fairfax Center Area. Therefore, there is a potential for unidentified existing heritage resources. The open spaces and residential areas of this sector are particularly likely to yield heritage resources, especially from the period of the Civil War.



Commemorative wreath at the Ox Hill Battlefield Park.



The Herrity Building is one of three government buildings located on Government Center Parkway in the Fairfax Center Area.

8. Public Facilities

Schools

A total of 20 schools serve the Fairfax Center Area. A table found in Appendix D lists the schools that serve the study area and shows the existing school capacity, enrollment, and projected enrollment. The projections in this table were completed prior to the adoption of the Fairfax/Lanier Boundary Study, which is discussed in a subsequent paragraph. Of these schools, only Eagle View and Powell Elementary schools are located within the study area.

The school capacity chart shows a snapshot in time for student enrollments and school capacity balances. Student enrollment projections are done on a six-year timeframe, currently through the 2017-2018 school year, and are updated annually. Within the next six years, 12 of the 20 schools are projected to be over capacity. A significant deficit will exist at the high school level and a slight deficit will exist at the elementary school level. There will, however, be capacity at the middle school level. Enrollment projections are not available beyond the six-year projection horizon.

Capital Improvement Projects

Modular capacity enhancements are currently underway at Frost Middle School to increase its capacity. Fairfax Villa, Greenbriar East, and Union Mill Elementary schools all have funded renovations scheduled for completion by the 2013-2014 school year. Renovation and capacity enhancements planned for Oakton High School and Rocky Run Middle School are scheduled for completion in the future. The FY2014-FY2018 Capital Improvement Program (CIP) also identifies the need for a new Fairfax/Oakton area elementary school.

Attendance Areas – Fairfax/Lanier Boundary Study

Under the current 2013-2014 school year attendance area boundaries, Lanier Middle and Fairfax High schools serve the vast majority of the study area. Fairfax County Public Schools (FCPS) recently completed a boundary study for Fairfax and Lanier resulting in attendance area changes. The majority of the changes from the study will



Fairfax County Government Center.



Rocky Run Middle School.

become effective in the 2014-2015 school year, with the exception of a portion of the Waples Mill Elementary School attendance area that will switch seventh graders from Lanier to Franklin Middle School in the 2013-2014 school year. The boundary changes reduce the size of Fairfax and Lanier attendance areas in the Fairfax Center Area.

School Facility Needs

Continued capacity challenges are projected at elementary and high school levels within the Fairfax Center Area. Traditionally, capacity needs have been addressed through new school construction, additions to existing facilities, interior architectural modifications, use of temporary or modular buildings, changes to programs, or changes to attendance areas.

The FY2014-FY2018 CIP identifies the unfunded need for a Fairfax/Oakton area elementary school that is in proximity to the Fairfax Center Area. At the high school level, capacity enhancements to Oakton High School, as well as a potential new high school in the western portion of the county, will provide additional high school capacity in the study area.

Libraries

The Fairfax County library system is composed of a hierarchy of regional and community libraries. The library facilities are located within designated service areas with the purpose of meeting the educational, recreational, and informational needs of the residents in the communities they serve. County libraries are divided into three categories with the following characteristics:

- 1) Regional Library
 - » Floor area between 25,000 sq. ft. and 39,000 sq. ft.
 - » Monthly circulation of at least 20,000
 - » 20,000 visitors per month

2) Community Library

- » Floor area between 10,000 sq. ft. and 17,000 sq. ft.
- » Monthly circulation between 10,000 and 50,000
- » 10,000 – 20,000 visitors per month
- » All other Libraries that are less than 10,000 sq. ft.

Four community and regional libraries are located within proximity to the Fairfax Center Area, serving the needs of residents. These consist of the following:

City of Fairfax Regional Library

- » Located at 10360 North Street, Fairfax, Virginia 22030
- » Opened January 2008
- » Includes the Virginia Room, Fairfax County's foremost collection of books, photographs, and manuscripts related to county history, government, and genealogy

Chantilly Regional Library

- » Located at 4000 Stringfellow Road, Chantilly, Virginia, 20151
- » Opened January 1995

Centreville Regional Library

- » Located at 14200 St. Germain Drive, Centreville, Virginia, 20121
- » Opened May 1970

Oakton Community Library

- » Located at 10304 Lynnhaven Place, Oakton, Virginia 22124
- » Opened September 2007
- » LEED Silver rated building

There are currently no community or regional libraries located within the Fairfax Center Area. Given that the Fairfax Center Area is nearing build-out with a mix of residential and commercial uses, there is not an anticipated need for future library facilities to meet community needs. There may, however, be an opportunity to



The Fairfax Regional Library.
Source: Google Maps; image taken September 2012.

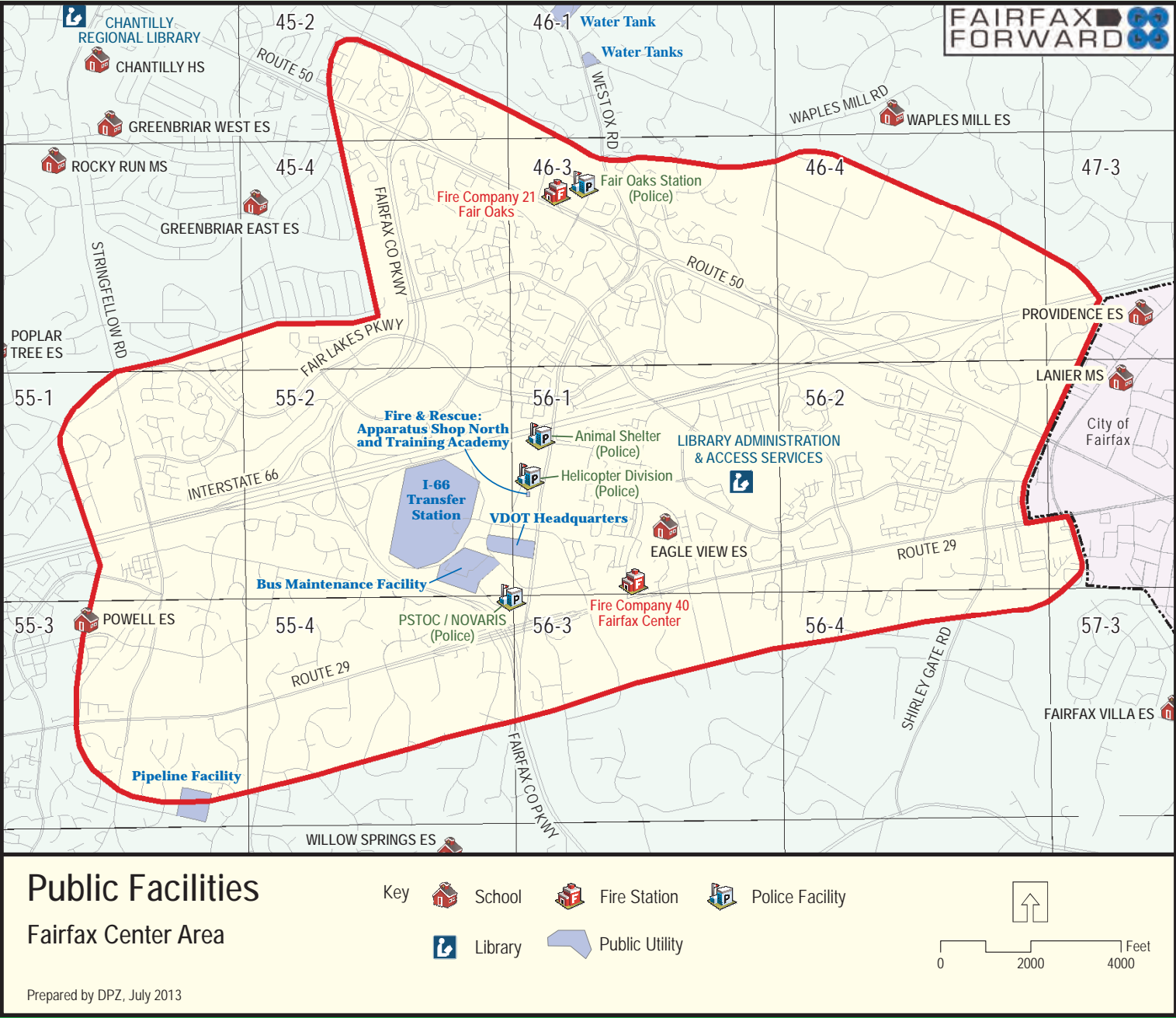


Figure 8.1 Public facility locations in the Fairfax Center Area.

expand the role of the Access Services branch, located within the Fairfax County Government Center. Access Services removes the barriers to library services for people with disabilities. Services may include providing opportunities to learn about assistive technology and equipment, providing books in alternative formats to people with vision impairments, and delivering books to readers who cannot visit a local library. Additionally, within the Fairfax Center Area, a small, community-oriented storefront location with limited seating and additional services could be provided for residents to use the internet, pick up items on hold, and inquire about other library services.

Public Safety

Police

Police and governmental buildings are the nucleus for police operational programs and critical logistic staging. Emerging trends and threats have changed the way law enforcement operates. While district stations historically have been utilized to spearhead community building initiatives, citizen interviews, public briefings, and station based services, the stations also house rapid deployment equipment and vehicles that cannot constantly be placed in service.

The ability to quickly send out specialized equipment to traffic incidents, active shooter situations, and other high profile threats is a timely fashion in paramount to the Fairfax County Police Department's success. Additionally, it is critical that community members have reasonable access to many police services offered at the stations. While police strive to take services to the neighborhoods, a need will always exist to offer many services directly from the station.

The Fairfax Center Area is served by Sully and Fair Oaks District police stations (Figure 8.1). The Fair Oaks District Station is currently under renovation, with the new expansion supporting approximately 40 additional officers. The tentative occupancy date is October 2013. The Sully District Police Station most likely has room for expansion should there be a need to increase capacity.

In addition to the expansion of the Fair Oaks District Police Station, there are



Oakton Community Library is a LEED Silver rated building.



Proposed new public safety headquarters (left) adjacent to Herrity Building.



McConnell Public Safety and Transportation Operations Center.

several other future development plans within the study area. Located on West Ox Road, the police heliport is in need of renovation and possibly reconstruction. The building has outlived its life expectancy and was originally considered a temporary facility. There is also a preliminary plan to add a DNA lab to the police forensic and public safety operations center located at the McConnell Public Safety and Transportation Operations Center on Alliance Drive off West Ox Road. Another future expansion is the relocation of the public safety headquarters from the Massey Building to a new facility adjacent to the Herrity Building on Government Center Parkway. The proposed eight-story building would serve as the headquarters for the police department, fire marshal, and sheriff's office. A proffer condition amendment (PCA) application was approved by the Board of Supervisors on July 31, 2012 to allow 26,667 square feet of development potential to be transferred from Land Bay C of the Government Center to a previously approved building in Land Bay B for a total building size of approximately 274,000 square feet. The tentative occupancy date is August-September 2016.

There are also plans to add two more police districts within Fairfax County to accommodate future population growth. The new districts, Tysons and South County, will provide the necessary capacity to serve these areas. The creation of these districts will require adjusting all other district boundaries and could eventually reduce the workload on the western districts near the Fairfax Center Area. Other boundary adjustments may be done periodically to keep one station from becoming over capacity.

Fire and Rescue

The Fairfax County Fire and Rescue Department is composed of 37 strategically positioned stations to effectively serve the county residents. Emergency response coverage for the Fairfax Center Area is primarily provided by the Fair Oaks Fire and Rescue Station 21 and the Fairfax Center Fire and Rescue Station 40, with some coverage by the Centreville Volunteer Fire and Rescue Station 17. Other facilities in the study area include the Fire and Rescue Training Academy and West Ox Apparatus Shop North (Figure 8.1).

Currently, the Fair Oaks Fire and Rescue Station 21 is undergoing a minor renova-

tion in conjunction with the major expansion of the Fair Oaks District Police Station. This capital project was funded by the 2006 Public Safety Bond Referendum. In addition, the expansion of the existing Fire and Rescue Training Academy located on West Ox Road is a funded capital project. There are currently no other funded improvements planned for any other fire and rescue facilities in the Fairfax Center Area.

It is important to note that the Centreville Volunteer Fire and Rescue Station 17 is staffed by career personnel twenty-four hours a day, seven days a week, but is a volunteer-owned fire station. Therefore, the facility and all frontline apparatus are funded by the Centreville Volunteer Fire and Rescue Department. Any future development in the Fairfax Center Area will need to include an analysis of the potential impact on volunteer funded fire and rescue resources as well as county funded resources.

Sewer and Water

Sanitary Sewer Service

The Fairfax Center Area is served by the Noman M. Cole Jr. Pollution Control Plant (NMCPCP) and the Upper Occoquan Service Authority (UOSA) treatment plant.

The NMCPCP serves the Accotink, Pohick, Long Branch, Little Hunting Creek, and Dogue Creek drainage basins. The county owns and operates the NMCPCP. In addition to the flow from the county, sewage from the City of Fairfax, Fort Belvoir and part of the Town of Vienna is also treated at the plant. The current average flow to the plant is about 40 million gallons per day (MGD), which is about 60 percent of the plant's 67 MGD treatment capacity. The existing treatment capacity at NMCPCP is capable of handling the projected flows from its service area through 2040.

The UOSA plant serves the southwestern part of the county. The plant is a regional facility that also treats sewage from Prince William County, and the cities of Manassas and Manassas Park. Under a service agreement, the county has 22.6 MGD treatment allocation of UOSA's 54 MGD treatment capacity. The county's current average flow to UOSA is less than 13 MGD, approximately 58 percent of its alloca-



Fairfax County Fire and Rescue Training Center located off of West Ox Road.



Noman M. Cole Jr. Pollution Control Plant located in Lorton, VA.

tion. The county's existing allocation at the UOSA treatment is capable of handling the projected anticipated sewage flow through 2040.

There are five pumping stations located within the Fairfax Center Area: one in Land Unit A (Penderbrook Pumping Station), in Land Unit K (Highridge and Pender Pumping Stations), one in Land Unit O (Piney Branch Pumping Station), and one in Land Unit P (Rt. 50/I-66 Pumping Station).

The current capacity of each of the pumping stations is adequate to handle the projected flow from their respective service areas through 2040. All of the sewer lines within the Fairfax Center Area have adequate capacity to handle the projected flow through 2040.

Portions of the Fairfax Center Area are located outside of the (ASSA), including areas south of Lee Highway and part of the Fairfax Farms subdivision (Figure 8.2). These areas are generally planned for low density residential uses which do not require public sewer service. However, the ASSA includes the Leehigh Village Conservation Area located along Village Drive at the southern edge of the Fairfax Center Area, in order to remedy public health hazards caused by failed and imminently failing septic systems.

Public Water System and Infrastructure

A majority of the Fairfax Center Area is served by the Fairfax County Water Authority (Fairfax Water). A small area along the eastern boundary of the study area is served by the City of Fairfax Utilities Department. It should be noted that as of this document's publication, Fairfax Water is in the process of finalizing an agreement with the City of Fairfax under which all city water customers would become retail customers of Fairfax Water.

The area has direct access to several existing transmission mains ranging in size from 16 inches to 36 inches in diameter (Figure 8.3). Due to topographic variation within the county, Fairfax Water's service area is divided into six major pressure zones to maintain target water pressures generally in the range of 35 to 80 pounds per square inch (psi). The water surface elevation of the Penderwood storage tanks control pressures in the Second High and Third High zones with overflow elevations

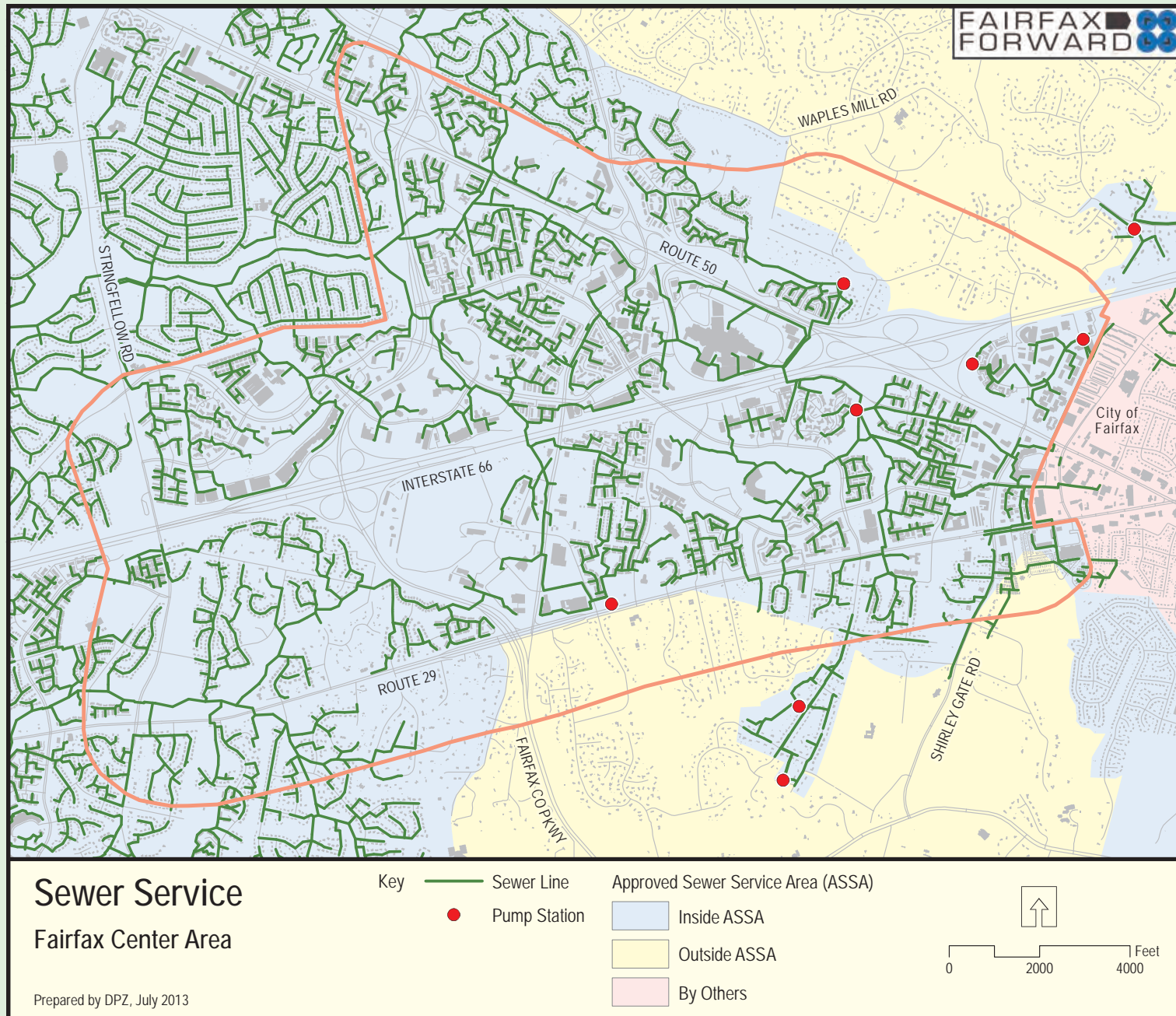


Figure 8.2 Sanitary sewer facilities serving the Fairfax Center Area.

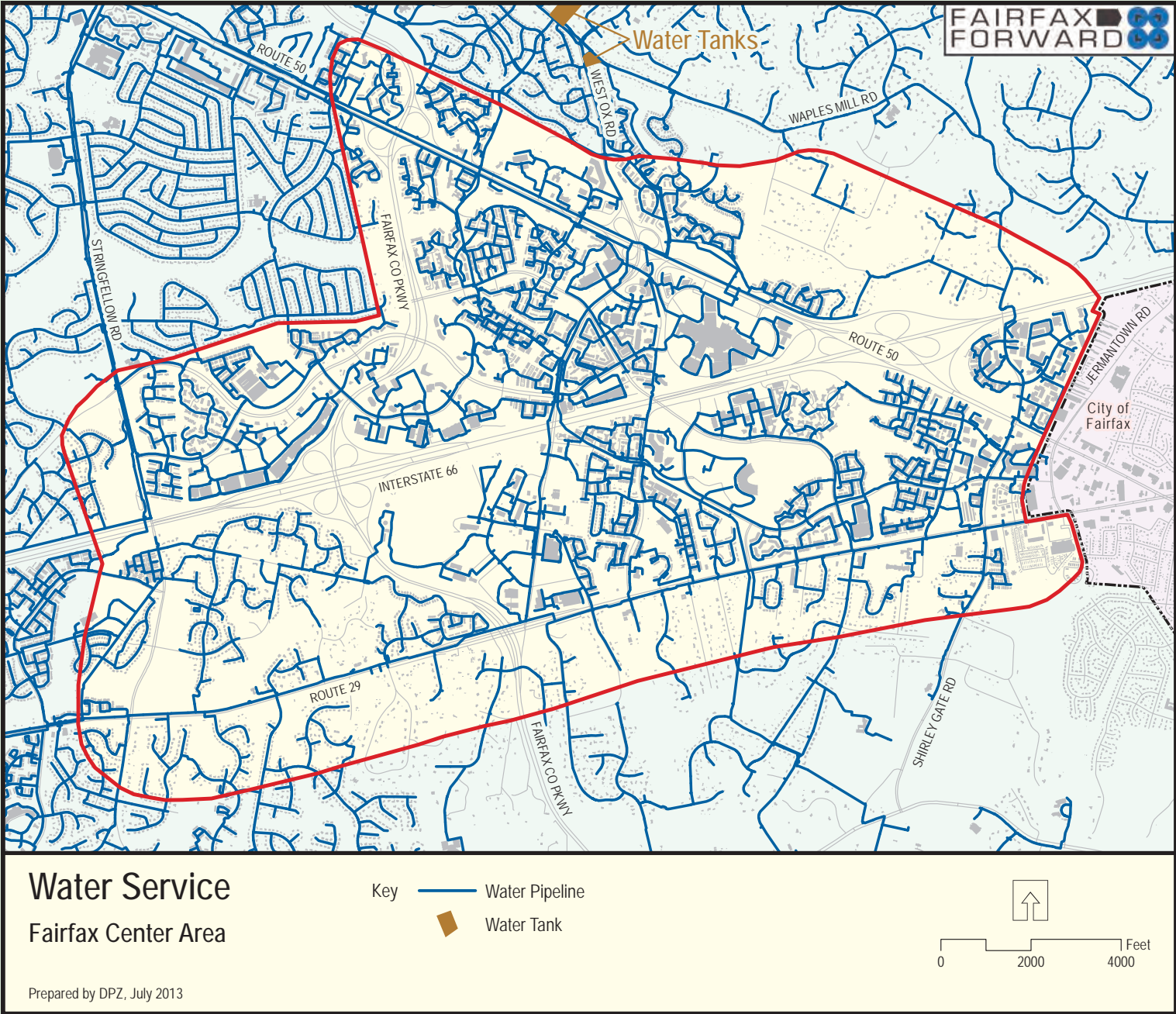


Figure 8.3 Water facilities serving the Fairfax Center Area.

of 555 feet and 600 feet, respectively. Customers west of West Ox Road fall within the Second High Pressure Zone (HPZ). Nearby transmission mains ranging in size from 16 inches to 36 inches in diameter are located along the Stringfellow Road, Lee-Jackson Memorial Highway, and West Ox Road corridors. Customers east of West Ox Road fall within the third HPZ. Nearby transmission lines ranging from 16 inches to 30 inches in diameter are located along the Lee-Jackson Memorial Highway, Lee Highway, West Ox Road, Legato Road, and Waples Mill Road corridors. The Fair Oaks pumping station provides high pressure service to the study area.

Fairfax Water identified future water system improvements as part of the 2011 update to its System Master Plan. One of these improvements, the installation of a transmission water main along the West Ox Road corridor from Lee-Jackson Memorial Highway to the Fair Lakes Parkway, is located within the Fairfax Center Area.



Baseball diamond at Greenbriar Park.

9. Parks and Recreation

Parks serve a variety of public functions, including resource protection and providing recreation opportunities. The parks that serve the Fairfax Center Area and the main facilities provided are identified within this report. Different park types serve different functions and have different service areas as follows:

Local Parks primarily offer a variety of active or passive recreation opportunities, in close proximity to county residents and employment centers. Areas designated for natural and/or cultural resource protection may also be included within these parks. Local parks primarily provide facilities for active or passive recreation, or both; provide areas for scheduled and unscheduled recreation activities and social gathering places; and service residential, employment, and mixed-use centers. In suburban settings, park size will typically be at least two and one-half acres and less than 50 acres. In urban areas, park size is typically less than five acres and often less than one-half acre. Visiting time to local parks will typically be less than two hours. Typical local park facilities may include picnic tables, open play tables, athletic fields, playgrounds, and trails. In a suburban setting and depending on the park size and facilities, the local park service area may be up to three miles.

District Parks are larger parks that serve greater geographic areas of the county and provide a variety of indoor and outdoor recreation facilities and experiences. Portions of these parks may be designated for natural and/or cultural resource protection. The service area can range from three to six miles, and the size of these parks is typically 50 to 150 acres. Generally, facilities in these parks are larger in number and scale than at Local Parks and support a longer visit. District Parks may combine recreation-oriented complexes of developed facilities with areas of the park that are undeveloped. Typical recreation activities at District Parks include golf, skating, cultural and holiday events, performing arts, sports, and activities scheduled in RECenters. Appropriate facilities include those that support active and passive recreation (often clustered together), areas for programmed activities, and gathering places and areas designated for resource



Football field at Greenbriar Park.



Penderbrook Golf Course.

protection. Lighted facilities and extended hours of operation are typical.

Resource-Based Parks include parkland with significant cultural and natural resources that are under the Park Authority's protection. Interpretative signage, trails, and visitor centers staffed with informational guides are common facilities found at this type of park. There may be times when this type of park is part of a large park, where significant athletic facilities are present in a separate section of the park.

There are 14 public parks totaling 489 acres that are completely or partially within the study area. Penderbrook Golf Course, which is open to the public, is also located within the study area. Additional recreational facilities are provided at county public school sites, private homeowner associations, and residential communities.

Residents and workers from the Fairfax Center Area are also served by park resources located within a reasonable distance in the surrounding planning districts including Bull Run, Fairfax, Pohick, and Upper Potomac, and the City of Fairfax. The majority of parkland serving the Fairfax Center Area is in local serving and stream valley parks. Most of the parkland is forested, which is beneficial in a highly urbanized area by providing habitat protecting numerous natural and cultural resources. This is exemplified by the Park Authority's Fairfax Villa Park. With the exception of the more extensive stream valley parks, such as Difficult Run, park and habitat corridors are fragmented. Connections between the parks and most of the communities they serve lack accessibility via a connected trail system. This lack of park and trail connectivity is further exacerbated by major roads. Existing facilities are listed Appendix E for each park, with planned facilities represented with a "P" in the column.

Just outside of the Fairfax Center Area are 16 parks totaling 3,167 acres maintained by the Park Authority, including larger parks such as Ellanor C. Lawrence, Patriot, and Oak Marr Parks. These parks include athletic fields, trails, and a RECenter with a range of facilities and resources for Fairfax Center Area residents. The City of Fairfax also provides recreation facilities at parks and schools, including playgrounds, picnic areas, basketball courts, and athletic fields. Additionally, the Cross County

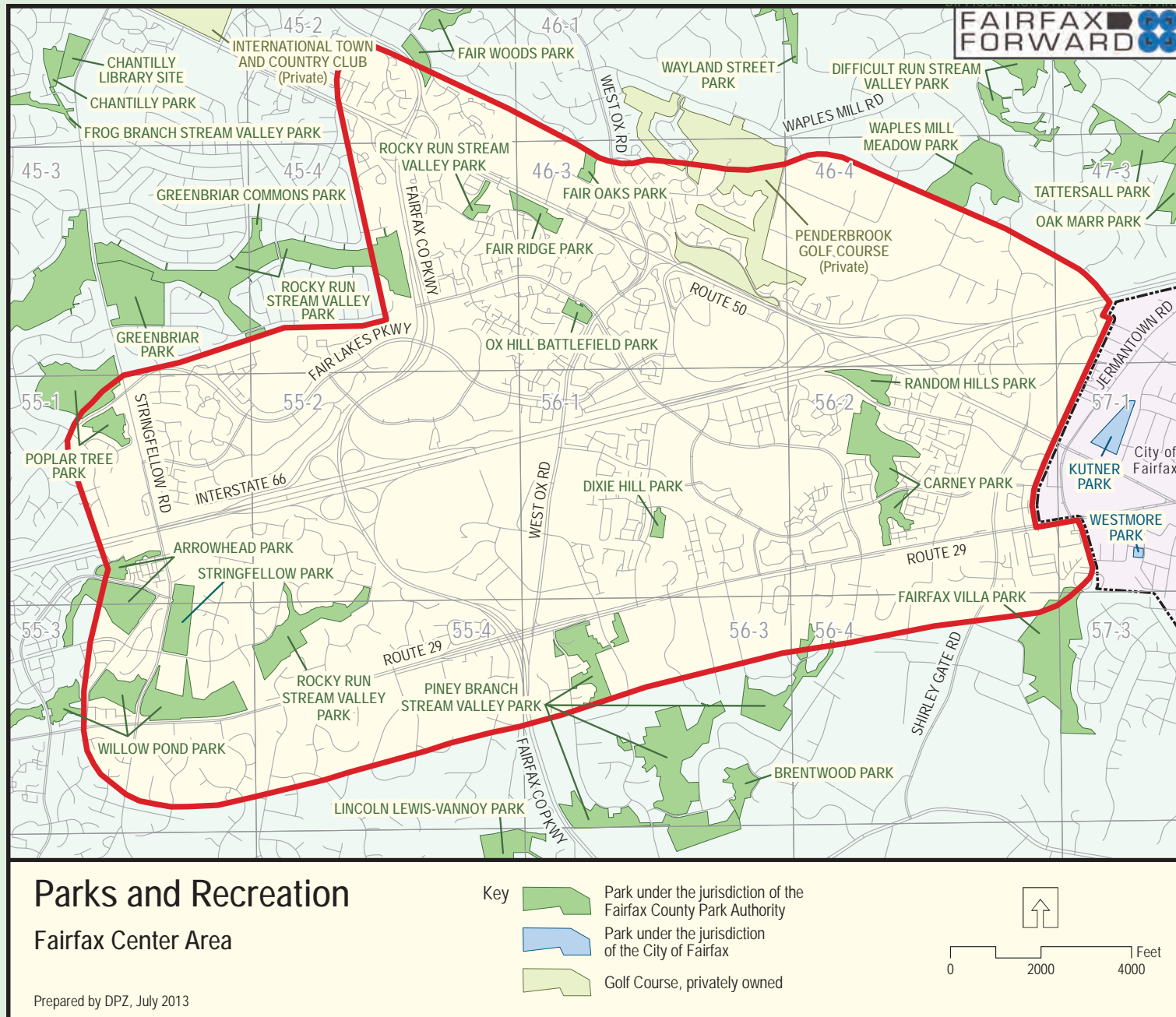
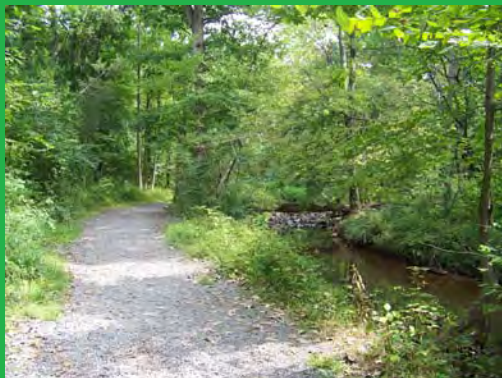


Figure 9.1 Parks serving the Fairfax Center Study Area.



Trail along Rocky Run Stream Valley Park.

Trail passes to the northeast of the Fairfax Center Area through Oak Marr Park and Difficult Run Stream Valley Park. Parks serving the Fairfax Center Area are shown in Figure 9.1. A list of individual public parks within and outside the Fairfax Center Area by classification, jurisdiction, acreage, and date of master plan approval, if appropriate, are found in Appendix E.

Arrowhead, Greenbriar, Poplar Tree, and Stringfellow parks provide athletic facilities in the northwestern portion of the Fairfax Center Area. Facilities include two synthetic turf rectangle fields at Poplar Tree Park and one at Greenbriar Park. Braddock Park provides six lighted softball fields, two rectangular fields, mini-golf, batting cages, picnic area, trails, and an open play area. Patriot Park provides the Park Authority's largest synthetic turf rectangle field and protection of extensive natural resources. Additional athletic facilities are planned to be built at Patriot Park. Oak Marr Park just outside the study area provides two lighted synthetic turf rectangle fields that are designed for cricket use in addition to the multiple sports typically scheduled on the fields.

The stream valley parks in this area provide both significant resource protection and trails through the area. The Gerry Connolly Cross County Trail (GCCCT) is over 40 miles long and connects the northern and southern boundaries of Fairfax County. It is the primary north-south trail corridor in the county, passing just to the northeast of the Fairfax Center Area, through Difficult Run Stream Valley, Little Difficult Run, Oak Marr, and Tattersall parks. Other trails serving the Fairfax Center Area include a system of sidewalks, publicly accessible trails, and trails within parks.

The 650-acre Ellanor C. Lawrence Park is a large resource-based park with an athletic field complex located along Route 28 north of Centreville. The site is primarily forested but also contains meadows, vernal ponds, and is drained by streams ranging in quality from good to excellent. This natural landscape faces great challenges due to invasive plants, deer, and past and present human disturbance. The Walney Visitor Center, located within a reconstructed 1780 farmhouse, offers a variety of educational exhibits with programs relating to local natural and cultural history. Ellanor C. Lawrence Park offers several miles of trails throughout a variety of habitats,

linking the park to the 3.4-mile Rocky Run Stream Valley Trail with communities to the east. Cabell's Mill historic site is available for rental and has a long history of hosting social events. The northwest portion of the park contains a complex of recreational facilities including a lighted synthetic turf field and a playground.

Fairfax Villa is a 58-acre wooded park near Shirley Gate Road that provides trails meandering through a unique example of nearly intact native, upland oak-hickory forest. A significant Native American mining site is present within the park and estimated to have been in operation 5,000 years ago. The park also contains a portion of the Civil War era Kamp Washington and Manassas Gap Railroad.

Oak Marr District Park, Golf Complex, and RECenter provide a wide variety of indoor and outdoor recreational facilities. Outdoor recreation facilities include two lighted rectangle fields, an open play area, picnic tables, a historic site, and trails. The Oak Marr Golf Complex adjoins the RECenter, providing a nine-hole golf course, 18-hole mini golf course, a driving range, and golf lessons. The Oak Marr RECenter has a heated Olympic-sized indoor pool with spa, beach, wading area, diving complex, as two racquetball courts, one with volleyball capacity, fitness center, and sauna. It also provides extensive programs and camps. A RECenter expansion to add fitness and programming areas is scheduled to begin in 2013. Oak Marr Park also has extensive forested areas containing numerous foot trails, but is impacted by deer overpopulation.

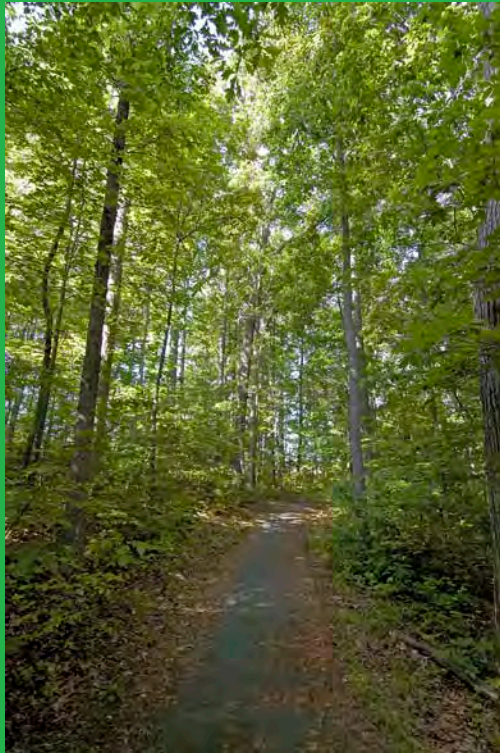
Twin Lakes Golf Course is located at the intersection of Braddock Road and Union Mill Road and is listed in Golf Styles Magazine as one of the "100 Must Play" courses of the mid-Atlantic region. The park offers two 18-hole golf courses, a driving range, a practice range, golf lessons, a clubhouse, and multi-use trails. The clubhouse is currently being expanded to better accommodate tournaments and other events.

Non-Park Authority Parks and Facilities

Several key non-County parks also serve residents in the Fairfax Center Area. The City of Fairfax maintains several local-serving parks and school sites that provide recreation facilities and natural areas. Local parks typically provide playgrounds,



Twin Lakes Golf Course.



Trail in Fairfax Villa Park.

playing fields, courts, gymnasiums, fitness centers, urban parks, and trails. The Penderbrook community operates a 135-acre public golf course, including a clubhouse, swimming, tennis, basketball, and fitness center.

Resource-Based Parks

There are many significant natural resources in and around the Fairfax Center Area. The study area includes headwaters for four watersheds and a variety of environmental resources, including Difficult Run, Cub Run, Little Rocky Run, and Popes Head Creek. All of these watersheds with the exception of Difficult Run are tributaries to the Occoquan Reservoir water supply. Difficult Run has been designated as a critical environmental area by the commonwealth and the county in recognition of the serious threat that development poses on water quality, wildlife habitats, and preservation of flora and fauna. Difficult Run also plays an important role in the water quality of the Chesapeake Bay.

The natural areas are a mixture of narrow swaths of low-lying lands in stream valley corridors and isolated, often developed, uplands. The larger parks, including Oak Marr District Park, Random Hills, Carney Park, Ellanor C. Lawrence, and Fairfax Villa Park contain some high-quality natural resources, including upland and bottomland forests, meadows, and streams. These resources are under stress due to intense development associated with encroachments from neighboring parcels, human activities, invasive species, and deer herbivory.

Large stream valley parks in the area contain fairly healthy wetlands and habitat that support uncommon plant as well as animal species. These parks along with several adjacent private parcels constitute the best habitat and stream buffering in the area. Corridors such as Difficult Run Stream Valley Park provide pathways for visitors and wildlife alike to travel throughout large portions of the county. Some high quality water resources also remain with healthy streams and intact vernal pools supporting terrestrial habitat. Willow Pond, Greenbriar Commons, and Piney Branch Stream Valley all have significant bottomland forests and wetlands.

Fairfax Villa Park is a good example of a natural area that has mature oak-hickory forest, which is the dominant climax forest community type in the study area. The relatively undisturbed soils and low levels of invasive plant cover are a sign of a healthy forest that is likely to remain so if managed properly. There has not been coordinated assessment, research, and documentation of natural resources on public and private properties in the Fairfax Center Area, with only Fairfax Villa and Patriot Parks having natural resource inventories.

Vegetation in Dixie Hill and Fair Ridge Parks is in poor health due to invasive plants and deer overpopulation. Poplar Tree Park has a good quality area of old growth northern hardpan basic oak hickory forest, which may be impacted by the Stringfellow Road widening project currently underway.

Park Access and Connectivity

Some of the larger community and district parks in and around the Fairfax Center Area are located along major roads, which make them accessible by automobile. Bike and pedestrian access is difficult because roads with heavy traffic present barriers and in most cases, there is a lack of interconnecting trails.

Many of the local and stream valley parks are accessible by pedestrians from adjacent communities because the parks were embedded within these communities as they were developed. While serving immediate communities, these parks are often difficult for the larger community to use due to not being readily accessible from major roads. Fairfax Villa, both the park and the community, are an example. Sometimes there are sidewalks or trails, but often informal paths from yards lead into the parks, which are not usually connected to the comprehensive countywide trail system.

A major weakness in the trail system in this area is the lack of interconnection between the parks or the greater communities they serve. This is mostly due to patchwork development and major roadways that stand in the way of potential trail connections. Just to the west of the Fairfax Center Area, a network of trails and sidewalks provides a good level of connectivity for pedestrians and bicyclists west to



Dixie Hill Park.



Ox Hill Battlefield Park.

Ellanor C. Lawrence Park. The existing trail network is shown in Figure 4.3.

Anticipated Land Use and Demographic Changes

The number of housing units and employment in this area will continue to grow at a moderate rate. A range of higher density and mixed-use developments are recommended for the Fairfax Center Area. Most significant land use changes will likely occur through redevelopment in areas developed prior to 1985. Without increases in stormwater management, control of human activities, white-tailed deer population, and nonnative invasive species, the quality of preserved parkland is threatened.

Several stormwater improvement projects are planned in and around the Fairfax Center Area. The proposed projects range from fixing existing stormwater facilities to new regional ponds, and stream restorations. While these projects will improve water quality within the area, care must be taken not to damage park resources. Affected parks include Ellanor C. Lawrence, Rocky Run Stream Valley, Difficult Run Stream Valley, Little Difficult Run Stream Valley, Willow Pond, all with several proposed projects, as well as at least one project in Piney Branch Stream Valley and at Lincoln Lewis Vannoy Parks.

Park Service Levels and Needs

The Fairfax Center Area is planned and developed with a mix of land uses to balance the residential and commercial uses. Parks in this area serve both those who live and work here. As this area has built out there have been few new parks and park facilities added compared to elsewhere in the county. Most of the public parkland and recreation facilities that serve area residents and employees are provided outside the Fairfax Center Area. Privately provided small scale recreation facilities augment the public provision of parks and recreation, but are not easily inventoried. Publicly accessible sidewalks and trails on non-public land also augment the provision of outdoor recreation opportunities.

To measure the level of park service, the Park Authority has developed population-based service level standards for parkland and park facilities. Using adopted service level standards, staff has identified a need for all types of parkland and recreational

facilities in this area. Existing parks within the Fairfax Center Area (Arrowhead, Carney, Dixie Hill, Fairfax Villa, Fair Oaks, Fair Ridge, Fair Woods, Greenbriar Commons, Ox Hill Battlefield, Poplar Tree, Random Hills, Stringfellow, Willow Pond, and Piney Branch Stream Valley Parks) meet only a portion of the demand for parkland and recreation facilities generated by development in the Fairfax Center Area. Even with the consideration of nearby parks outside of the Fairfax Center Area, only a portion of the demand for parkland at existing conditions in the Fairfax Center Area is met. In addition to parkland, the recreational facilities in greatest need in this area include basketball courts, playgrounds, diamond fields, rectangle fields, picnic shelters with amenities, a small scale skate park, and trails. A service level analysis was compiled using service level data for Fairfax and Bull Run Planning District. Current population data and projections for the Fairfax Center Area will be needed in order to conduct a more specific analysis for the study area.

The application of the urban parks policy guidance is also appropriate in the Fairfax Center Area for places that develop more densely. Integration of urban park features in this area include plazas, gathering places, amphitheater/performance spaces, special landscaping, fountains, sculpture, and street furniture are needed as are more recreation uses such as tennis courts, basketball courts, volleyball courts, bocce courts, tot lots, water play features, and skateboarding facilities. Incorporating recreation features to be more readily accessible by nonmotorized means in mixed-use settings will better serve the Fairfax Center Area with a full range of local recreation opportunities.



Shops at Fairfax Corner.

10. Conclusions

As shown throughout this report, the Fairfax Center Area has evolved over the past 30 years from a relatively undeveloped greenfield to a center of housing, employment, and county government. The 1982 Plan for the Fairfax Center Area and the subsequent amendments create a blueprint for development that guides the construction of roads and public facilities and preserves numerous stream valleys and historic features. Going forward, this Plan will continue to serve future development within the Fairfax Center Area; however, consideration should be given to updating some aspects of the adopted Plan to ensure its continued relevance.

The following sections highlight observations and recommendations for portions of the Fairfax Center Area Plan, based upon the information in this report. These recommendations are not intended to encompass all potential future modifications to the Plan and should be considered as a starting point for Plan review efforts in this area.

Area-wide Policies

The adopted Plan for the Fairfax Center Area contains several areawide recommendations that form the basis for the development elements. As highlighted throughout this report, these recommendations have helped to shape the Fairfax Center Area into the place that it is today. Given the time that has passed since the initial adoption of the Plan for this area, these recommendations should be examined to be sure that they remain up-to-date and consistent with the adopted Policy Plan. Specific examples of areas to be examined are cited in the following sections.

Transportation

Transportation recommendations in the adopted Plan for the Fairfax Center Area focus in large part on roadway improvements that were necessary to facilitate development of this area. As outlined in this report, many of these improvements have been implemented. Recent countywide planning efforts have focused on transit services and multi-modal connectivity, including pedestrian and bicycle systems. Transportation recommendations within the Plan should be examined to reflect constructed roadways and

“...the Fairfax Center Area has evolved over the past 30 years from a relatively undeveloped greenfield to a center of housing, employment, and county government.”



Veterans placing a commemorative wreath at the Ox Hill Battlefield Park.

commuter parking facilities, and to ensure that the planned system meets the future needs of the Fairfax Center Area. Once complete, recommendations from current studies, such as the Countywide Bicycle Master Plan and the Countywide Transit Network Study, should be incorporated into areawide guidance.

Housing

Plan recommendations for housing in the Fairfax Center Area outline a variety of assisted housing programs used to provide affordable housing within the area. This report highlights additional policies, such as the workforce housing program, that are now adopted as a part of the Policy Plan. As such, housing recommendations should be updated to reflect these policies.

Environment

The Fairfax Center Area features a variety of environmental features and constraints, including several stream valleys, the Occoquan Reservoir watershed, and areas of problem soils, which are highlighted in the adopted Plan text. Despite the presence of several stream valleys, the environmental guidance within the Plan does not include a discussion of RPAs. A discussion of stream assessments and stream protection strategies could be incorporated into this section as a means of updating perspectives on the health of streams in this area and concepts for improved protection, enhancement and restoration of these sensitive waterways. Likewise, the land use guidance and use-specific criteria provide extensive recommendations on energy efficient design and planning. Many of these elements are now covered by Policy Plan guidance on green building practices. A survey of environmental recommendations in the Plan guidance for the Fairfax Center Area should be conducted to ensure that these recommendations are consistent with current Policy Plan guidance.

Heritage Resources

Sites located on the Fairfax County Inventory of Historic Sites are listed within the Comprehensive Plan. An annual review process has been established to review and update these lists; however, accompanying recommendations regarding heritage resources are not a component of this review process. These recommendations should

be examined to be sure that they remain up-to-date and consistent with the adopted Policy Plan.

Implementation Tools

As described in this report, both the development elements and the use-specific performance criteria have been key components in the implementation of the Plan in the Fairfax Center Area. The development elements have helped to facilitate construction of necessary infrastructure, such as roadway construction and public facilities, within the Fairfax Center Area. Since a large majority of the planned improvements have been constructed, it is likely that some of these elements may no longer be applicable. Additionally, recent updates to other Plan policies, such as those related to green building practices and workforce housing, have not been incorporated into the development elements.

The use-specific performance criteria have served as a set of guidelines for site planning, architectural design, and landscape design specific to various types of uses within the Fairfax Center Area. Similar to the development elements, the use-specific performance criteria have not taken into account recent updates to other Plan policies. For example, there is no provision for mixed-use development on a single site.

To ensure that these tools remain a useful, relevant means to implement the Fairfax Center Area Plan recommendations, both the development elements and the use-specific performance criteria should be evaluated to ensure that their content and application remain consistent with the county's Plan policies.

Existing Conditions

Since the initial Plan adoption in 1982, the Fairfax Center Area has evolved into a thriving Suburban Center. While the Plan has not been implemented to its maximum extent in all areas, many parcels throughout the Fairfax Center Area can generally be considered as built-out. To more accurately depict this development, land use recommendations within the Fairfax Center Area Plan should be examined and updated where needed to account for this circumstance.

“The development elements have helped facilitate construction of necessary infrastructure, such as roadway construction and public facilities...”

“...consideration should be given as to whether or not the recommendations for these areas [Transition Areas] should remain within the Fairfax Center Area or...be relocated to adjacent community planning sectors.”

Initial sub-unit boundaries in the Fairfax Center Area and their associated recommendations were based upon parcel lines and proposed road alignments that existed at the time of the sub-unit boundaries' creation. As the Fairfax Center Area has grown, individual developments and roads have not exactly followed the boundaries of the sub-units as originally drawn. To organize the recommendations for Fairfax Center in a logical way, a comparison of implemented recommendations and the sub-unit boundaries should be conducted to rectify any inconsistencies that may exist.

Transition Areas

As illustrated in this report, differences exist in both the amount and type of development present in the transition areas of the Fairfax Center Area, as opposed to the Suburban Center portion. The transition areas, which are largely developed with residential uses and are classified by the Concept for Future Development as either Suburban Neighborhoods and Low Density Residential Areas, are more characteristic from a land use perspective of the adjacent planning sectors than the Suburban Center. The countywide Concept for Future Development Map should be examined to insure consistency with how these transition areas are classified in the adopted Fairfax Center Area Plan. As these areas are reviewed, consideration should be given as to whether or not the recommendations for these areas should remain within the Fairfax Center Area or if the recommendations should be relocated to adjacent community planning sectors. Impacts on the development elements and the road fund resulting from this potential relocation should be evaluated.



Directional sign in the Fairfax Center Area.



Storefront at Fairfax Towne Center.

Appendices

Appendix A - Planning History

	Commercial Square Footage	Dwelling Units
Baseline	7,230,000	5,800
Intermediate	106,300,000	7,800
Overlay	13,240,000	10,900

Task Force recommended level of development (1982).

	Commercial Square Footage	Dwelling Units
No Housing as Secondary Use		
Baseline	11,140,000	5,100
Intermediate	18,570,000	5,750
Overlay	23,640,000	7,650
Maximum Housing as Secondary Use		
Baseline	9,570,000	6,150
Intermediate	14,000,000	8,470
Overlay	17,420,000	11,790

Planned amount of development in adopted 1982 Plan.



Entrance sign Fairfax Villa Elementary School.

Appendix B - Land Use

Nonresidential Land Use by Land Unit (square feet)						
Land Unit	Government / Institution	Industrial	Office	Retail	Hotel	Total
A	195,737	-	380,484	153,513	136,527	866,261
B	-	-	-	-	-	-
C	-	-	-	-	-	-
D	20,202	-	-	-	-	20,202
E	8,430	-	22,596	-	-	31,026
F	6,330	-	-	-	-	6,330
G	-	4,422	637,673	926,374	83,113	1,651,582
H	6,559	-	1,316,186	307,912	241,778	1,872,435
I	-	-	564,148	146,617	-	710,765
J	16,208	-	1,637,652	2,994,454	312,513	4,960,827
K	-	-	1,947,506	-	92,691	2,040,197
L	18,496	-	-	-	-	18,496
M	13,127	-	-	5,715	-	18,842
N	623,504	-	-	-	-	623,504
O	176,710	43,660	-	348,554	-	568,924
P	1,228,410	-	136,977	748,007	-	2,113,394
Q	-	107,376	898,761	313,397	149,254	1,468,788
R	-	-	-	4,237	-	4,237
S	-	1,056	-	2,650	7,699	11,405
T	10,379	-	-	20,868	-	31,247
U	-	-	62,074	55,698	-	117,772
V	41,036	65,018	17,398	223,235	-	346,687
Total	2,365,128	221,532	7,621,455	6,251,231	1,023,575	17,482,921

Existing non-residential land use in the Fairfax Center Area by land unit (square feet).

Residential Land Use by Land Unit (dwelling units)					
Land Unit	Single Family	Townhouses	Multifamily	Mobile Homes	Total
A	246	534	-	-	780
B	85	420	1,267	-	1,772
C	188	-	-	-	188
D	28	121	-	-	149
E	-	852	1,158	-	2,010
F	132	411	-	-	543
G	1	214	1,133	-	1,348
H	316	-	208	-	524
I	42	484	1,290	-	1,816
J	415	90	1,319	-	1,824
K	162	-	829	-	991
L	284	240	-	-	524
M	460	164	-	-	624
N	-	-	-	-	-
O	59	779	1,372	-	2,210
P	258	371	2,145	-	2,774
Q	-	922	1,060	-	1,982
R	269	30	-	-	299
S	152	-	-	-	152
T	151	-	-	-	151
U	164	-	-	-	164
V	171	9	209	155	544
Total	3,583	5,641	11,990	155	21,369

Existing residential land use in the Fairfax Center Area by land unit (dwelling units).



Townhouses in the Fairfax Center Area.



Office building in the Fairfax Center Area.

Nonresidential Land Use by Land Unit (square feet)												
Land Unit	Government / Institution		Industrial		Office		Retail		Hotel		Total	
	Nonresidential Emphasis	Residential Emphasis	Nonresidential Emphasis	Residential Emphasis	Nonresidential Emphasis	Residential Emphasis	Nonresidential Emphasis	Residential Emphasis	Nonresidential Emphasis*	Residential Emphasis	Nonresidential Emphasis	Residential Emphasis
A	24,997	24,997	-	-	659,943	499,858	74,991	74,991	-	-	759,931	599,846
B	-	-	-	-	-	-	-	-	-	-	-	-
C	-	-	-	-	-	-	-	-	-	-	-	-
D	-	-	-	-	-	-	-	-	-	-	-	-
E	-	-	-	-	218,109	218,109	105,021	105,021	-	-	323,129	323,129
F	-	-	-	-	160,301	160,301	7,514	7,514	-	-	167,815	167,815
G	-	-	-	-	2,284,980	2,153,606	236,327	100,950	-	-	2,521,307	2,254,557
H	38,000	-	-	-	1,249,608	559,168	191,903	26,211	-	-	1,479,511	585,379
I	-	-	-	-	1,026,402	795,874	79,583	68,777	-	-	1,105,984	864,651
J	-	-	-	-	3,694,634	3,226,135	2,244,305	2,241,454	730,735	730,735	6,669,674	6,198,325
K	-	-	-	-	2,461,140	1,557,052	-	-	-	-	2,461,140	1,557,052
L	-	-	-	-	-	-	-	-	-	-	-	-
M	-	-	-	-	-	-	-	-	-	-	-	-
N	-	-	-	-	130,680	130,680	-	-	-	-	130,680	130,680
O	202,554	148,198	-	-	1,057,460	258,770	491,780	491,780	-	-	1,751,794	898,748
P	-	-	-	-	2,126,215	2,126,215	771,875	771,875	-	-	2,898,090	2,898,090
Q	-	-	-	-	2,338,696	1,226,779	138,988	421,074	-	94,500	2,477,684	1,742,354
R	-	-	-	-	-	-	-	-	-	-	-	-
S	-	-	-	-	-	-	-	-	-	-	-	-
T	-	-	-	-	-	-	-	-	-	-	-	-
U	-	-	-	-	185,130	185,130	-	-	-	-	185,130	185,130
V	-	-	-	-	86,655	86,655	254,787	254,787	-	-	341,441	341,441
Total	265,551	173,195	-	-	17,679,950	13,184,332	4,597,074	4,564,433	730,735	825,235	23,273,311	18,747,196

Planned non-residential land use in the Fairfax Center Area by land unit (square feet).

*Note: Under this scenario approximately an additional 300,000 square feet of hotel use may be implemented in place of office use

Residential Land Use by Land Unit (dwelling units)								
Land Unit	Single Family		Townhouses		Multifamily		Total	
	Nonresidential Emphasis	Residential Emphasis	Nonresidential Emphasis	Residential Emphasis	Nonresidential Emphasis	Residential Emphasis	Nonresidential Emphasis	Residential Emphasis
A	12	12	505	505	-	300	517	817
B	-	-	1,076	1,076	-	-	1,076	1,076
C	323	323	-	-	-	-	323	323
D	216	216	-	-	-	-	216	216
E	74	74	1,196	1,196	51	51	1,321	1,321
F	382	382	27	27	55	55	465	465
G	-	-	350	366	710	744	1,060	1,110
H	-	-	72	313	215	636	288	949
I	-	-	362	521	1,506	1,828	1,868	2,349
J	-	-	245	290	1,898	2,405	2,144	2,694
K	-	-	-	-	-	1,020	-	1,020
L	410	410	195	195	137	137	742	742
M	1,162	1,162	-	-	-	-	1,162	1,162
N	80	80	-	-	-	-	80	80
O	120	157	667	846	1,279	1,503	2,066	2,506
P	-	-	1,181	1,181	797	797	1,978	1,978
Q	-	-	4,519	5,243	662	979	5,181	6,222
R	346	346	-	-	-	-	346	346
S	360	360	-	-	-	-	360	360
T	430	430	-	-	-	-	430	430
U	136	136	-	-	-	-	136	136
V	322	322	66	66	-	-	388	388
Total	4,372	4,409	10,463	11,825	7,310	10,454	22,144	26,689

Planned residential land use in the Fairfax Center Area by land unit (dwelling units).

Appendix C - Transportation

CLRP (Constrained Long Range Plan)			
Facility	From	To	Improvement
Fairfax County Parkway (Route 286)	Chain Bridge Road (Route 123)	Dulles Toll Road (Route 267)	a. Widening to six lanes from Route 123 to I-66 b. Widening to 8 lanes between I-66 and Fair Lakes Parkway (adding HOV Lanes) c. Widening to 6 lanes between Fair Lakes Parkway and Route 267 (adding HOV Lanes)
I-66	Route 15 (Haymarket)	I-495	Study Access Improvements
I-66	Fauquier County	Rosslyn (Arlington)	Transit service improvements along the entire corridor
Lee Highway (Route 29)	Pleasant Valley Drive	City of Fairfax	Feasibility study - widening from four to six lanes

CLRP projects within Fairfax Center. Source: FCDOT

Trans Action 2040			
Facility	From	To	Improvement
Fairfax County Parkway (Route 286)	Franconia Springfield Parkway (Route 289)	Dulles Toll Road (Route 267)	Widen by adding additional HOV lanes
I-66	Route 15, Haymarket	I-495	Study access improvements
I-66	Fauquier County	Rosslyn (Arlington)	Transit service improvements along the entire corridor
Lee Highway (Route 29)	Pleasant Valley Drive	City of Fairfax	Feasibility study - widening from four to six lanes

TransAction 2040 projects in Fairfax Center. Source: FCDOT

Roadway Functional Type	From	To
Freeways/Expressways		
I-66	Prince William County	Arlington Road
Fairfax County Parkway	Braddock Road	Lee-Jackson Memorial Highway
Other Principal Arterial		
Lee Highway	Prince William County Line	Fairfax City Line
Lee-Jackson Memorial Highway	Loudoun County Line	Fairfax City Line
Minor Arterial (Type A)		
Shirley Gate Road	Route 29	Fairfax County Parkway
West Ox Road	Route 50	Lawyers Road
Waples Mill Road	Route 50	Route 29
Minor Arterial (Type B)		
Fair Lakes Parkway	West Ox Road	Stringfellow Road
Stringfellow Road	Lee-Jackson Memorial Highway	Lee Highway
Waples Mill Road	Lee-Jackson Memorial Highway	West Ox Road
Subconnectors		
Monument Drive	Fairfax County Parkway	Lee Highway
Fair Lakes Parkway	Legato Road	Fair Lakes Boulevard
Fair Lakes Boulevard	Stringfellow Road	Fair Lakes Parkway
Government Center Parkway	Waples Mill Road (extended)	Monument Drive

Roadway functional classification in Fairfax Center. Source: FCDOT



I-66 is an example of a Freeway/Expressway.
Source: Google Maps; image taken August 2012



West Ox Road is an example of a Minor Arterial (Type A).
Source: Google Maps; image taken August 2012



Fair Lakes Parkway is an example of a Subconnector
Source: Google Maps; image taken August 2012



Fair Lakes Parkway at Fair Lakes Boulevard.
Source: Google Maps; image taken May 2009



Government Center Parkway at Monument Drive.
Source: Google Maps; image taken September 2012

Intersections	AM		PM	
Fair Lakes Parkway @	Delay (seconds)	LOS	Delay (seconds)	LOS
Market Common Drive	12.8	B	16.1	B
Fair Lakes Boulevard	19.8	B	16.4	B
Shoppers Lane	8.4	A	17.1	B
Shopping Entrance	7.8	A	16.5	C
Fair Lakes Boulevard	24.4	C	32.8	C
West Ox Road @				
Penderbrook Road	20.1	C	40.8	D
Legato Road	16.7	B	30.1	C
Monument Drive	39.3	D	44.1	D
Cedar Lakes Drive	8.3	A	11	B
Fair Lakes Parkway	35.7	D	52.8	D
Post Forest Drive	15	B	20.9	C
Piney Branch Road	19.5	B	23	C
Alliance Drive/Costco Plaza	15.6	B	28.8	C
Stringfellow Road @				
Fair Lakes Parkway	61.4	E	31.6	C
Fair Lakes Boulevard	27.6	C	46.1	D
Park and Ride	4.4	A	10.3	B
I-66 HOV	3.2	A	14.4	B
Centerville Farms Road	13.1	B	8.6	A
Leland Road	16.2	B	9	A
Government Center/Monument Drive @				
Monument Drive	21.9	C	33.3	C
Forum Drive	11.2	B	7.7	A
Post Forest Drive	13	B	11	B
Monument Drive and Government Center Parkway	23.5	C	26.9	C
Monument Drive and Fairfax Corner	7.5	A	9.3	A

Intersection level-of-service summary for major intersections in Fairfax Center (Table 1 of 2). Source: VDOT

Intersections	AM		PM	
	Delay (seconds)	LOS	Delay (seconds)	LOS
Lee-Jackson Memorial Highway @				
Middle Ridge Drive/Rugby Road	47.8	D	68.3	E
Dorforth Drive	14.3	B	13.2	B
Fair Ridge Drive – North	13.6	B	17.8	B
Fair Ridge Drive - South	29.2	C	37.8	D
Lee Highway @				
Stringfellow Road/Clifton Road	53.7	D	76.5	E
Hampton Forest Way	12.6	B	15.9	B
Summit Drive	9.1	A	16.1	B
Piney Branch Road	16.1	B	22	C
Legato Road	17.8	B	11.2	B
Forum Drive	18.5	B	21.5	C
Robertson Farms Circle	8.5	A	17.8	B
Monument Drive	23.5	C	26.7	C
Ridge Top Road	18.2	B	34.5	C
Fairfax County Parkway @				
Lee-Jackson Memorial Highway WB Off-Ramp	3	A	4	A
Lee-Jackson Memorial Highway EB Off-Ramp	5.4	A	3.7	A
Monument Drive – Ramp B	18.3	B	17.2	B
Monument Drive – Ramp C	9.8	A	10.6	B
Fair Lakes Parkway - Ramp A	21.2	C	29.1	C
Fair Lakes Parkway – Ramp C	16.5	B	20.3	C

Intersection level-of-service summary for major intersections in Fairfax Center (Table 2 of 2). Source: VDOT

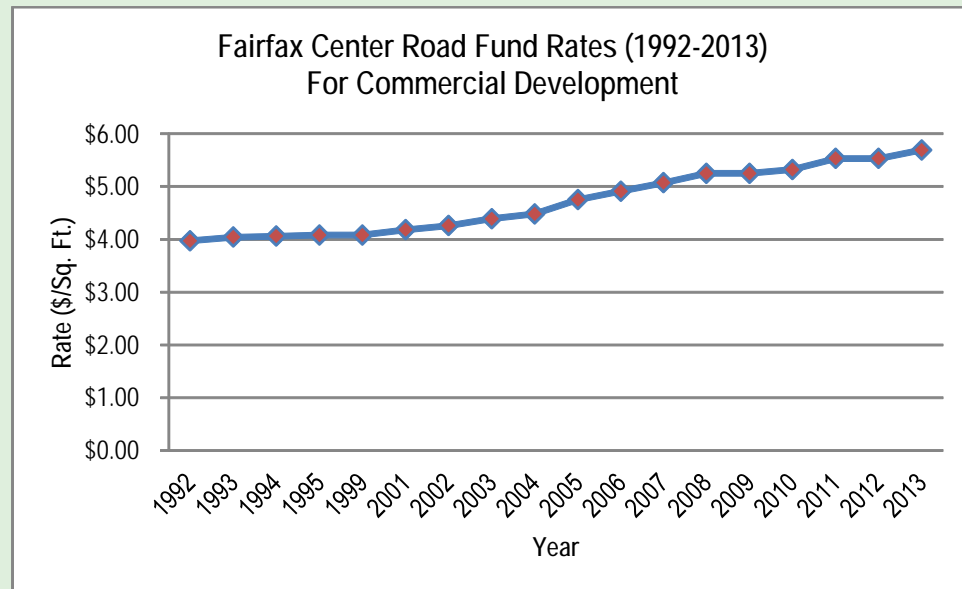
What is Level-of-Service?

Level-of-service (LOS) measures how well the stream of traffic moves along roadways. It is generally defined in terms of speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Level of service is conveyed on a scale from "A" through "F", with "A" representing conditions with extremely little traffic and F representing conditions with extremely congested traffic. These levels are defined as follows:

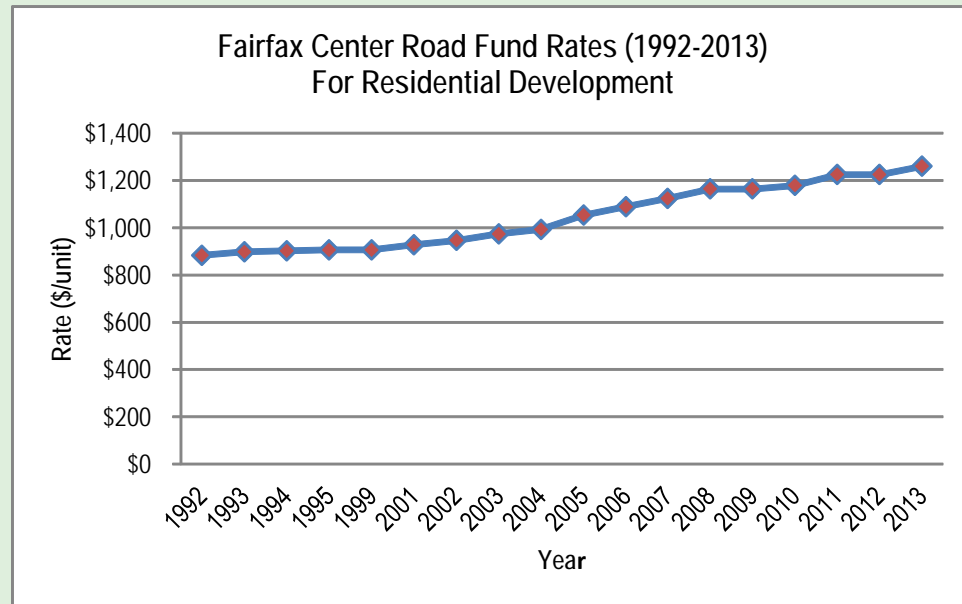
- » **LOS A** describes free flow condition. The operation of a street vehicle is unaffected by the presence of other vehicles.
- » **LOS B** indicates free-flow; however the presence of other traffic becomes noticeable. Drivers have slightly less freedom to maneuver.
- » **LOS C** indicates an influence of density on traffic operations. The ability to maneuver within traffic is affected by other vehicles.
- » **LOS D** indicates high-density flow in which speed and freedom to maneuver are severely restricted and comfort and convenience have declined even though flow remains stable.
- » **LOS E** indicates unstable flow at or near capacity levels with poor level of comfort and convenience.
- » **LOS F** represents forced traffic flow in which the amount of traffic approaching a point exceeds the amount that can be served. LOS F is characterized by stop-and-go waves, poor travel time, low comfort and convenience.

Fairfax Center Rates 1992-2013			
Year	Commercial SF	Residential	Date Effective
1992	\$3.97	\$883	1/27/1992
1993	\$4.04	\$898	3/1/1993
1994	\$4.06	\$902	3/1/1994
1995	\$4.08	\$906	4/1/1995
1999	\$4.08	\$906	6/28/1999
2001	\$4.18	\$928	1/8/2001
2002	\$4.26	\$946	3/18/2002
2003	\$4.39	\$974	3/24/2003
2004	\$4.48	\$993	3/15/2004
2005	\$4.75	\$1,053	3/21/2005
2006	\$4.91	\$1,089	7/31/2006
2007	\$5.07	\$1,124	9/24/2007
2008	\$5.25	\$1,164	10/1/2008
2009	\$5.25	\$1,164	
2010	\$5.32	\$1,179	11/6/2008
2011	\$5.53	\$1,225	12/1/2011
2012	\$5.53	\$1,225	
2013	\$5.69	\$1,260	1/8/2013

Fairfax Center Area Road Fund rate history for residential and commercial development. Source: FCDOT



Fairfax Center Area road fund rates for commercial development (1982-2013) (Source: FCDOT).



Fairfax Center Area road fund rates for residential development (1982-2013). Source: FCDOT

Route	Priority Corridor(s)	Peak Headways	Service
605	Route 50	60 minutes	Reston Town Center to the Fairfax County Government Center
621	I-66	30 minutes	Provides service from Penderbrook to Fairfax County Government Center
622	I-66	30 minutes	Penderbrook to Fair Ridge
623	I-66	30 minutes	Fairfax County Government Center
630	Braddock Road	30 minutes	Centerville South
631	Braddock Road	30 minutes	Little Rocky Run
632	Braddock Road	30 minutes	Westfields Boulevard - Walney Road
640	Braddock Road	30 minutes	Stone Road- West Fields Boulevard
641	Braddock Road	30 minutes	Centerville South-United Methodist Church Park and Ride
642	Braddock Road	30 minutes	Sully Station
644	Braddock Road	30 minutes	Centerville (Stone Road) Park-and-Ride
650	Centerville Road, I-66	30 minutes	Chantilly
651	Centerville Road, I-66	30 minutes	Chantilly-Brookfield
652	Centerville Road, I-66	30 minutes	Chantilly-Franklin Farm

Fairfax Connector bus routes serving the Fairfax Center Area. Source: FCDOT

Lot Name	Number of Parking Spaces	Usage Level	Fairfax Connector Routes
Fairfax County Government Center	170	42%	605, 621, 623
Stringfellow Park and Ride	385	100%	630, 631, 632
St. Paul Chung Catholic Church	100	9%	605, 632, 640

Existing Park-and-Ride lots in the Fairfax Center Area. Source: FCDOT



Fairfax Connector bus picking up passengers.

Appendix D - Public Facilities

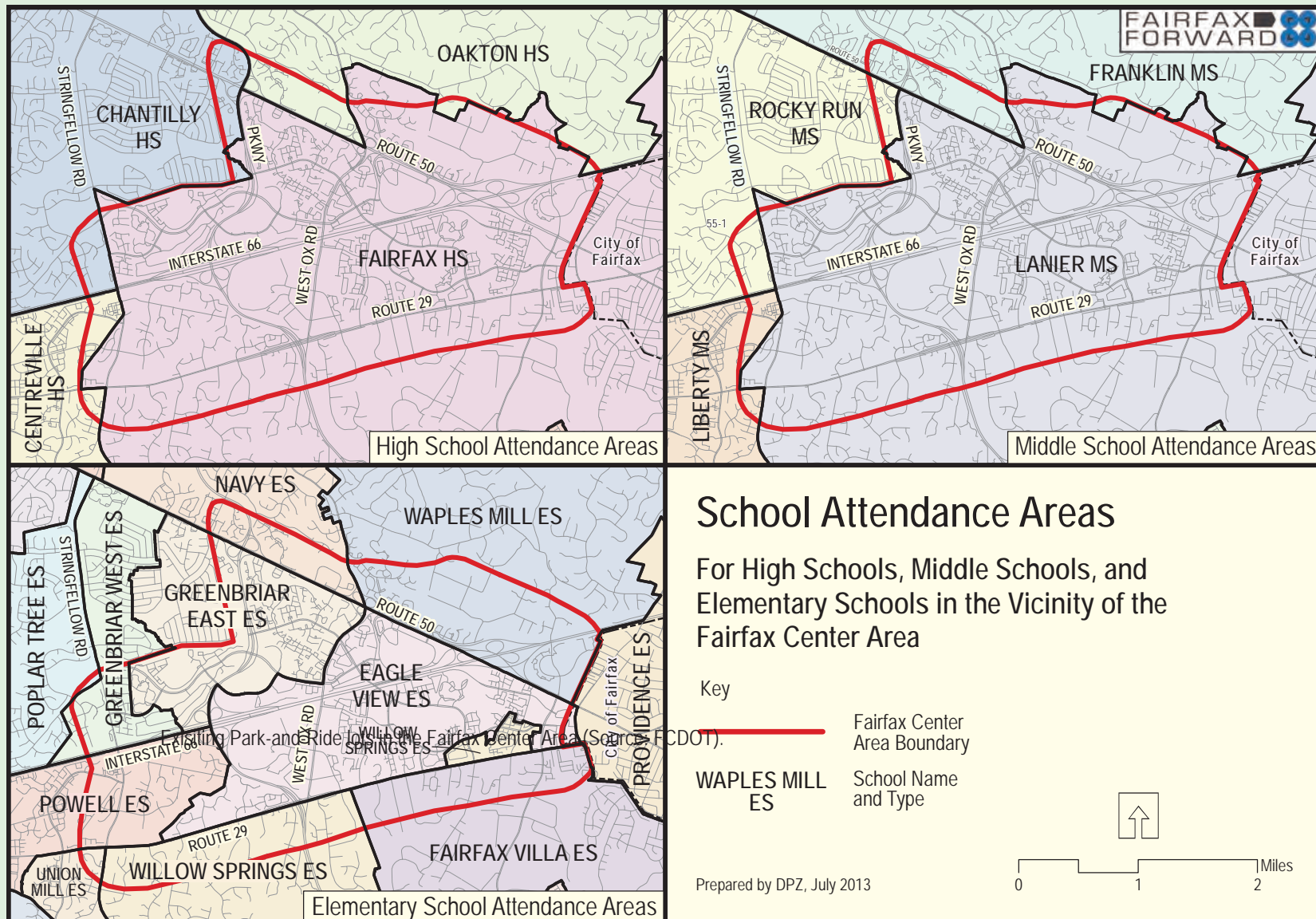
School	Capacity 2012/2017	Enrollment (9/30/2012)	2013-14 Projected Enrollment	2013-14 Capacity Balance	2017-18 Projected Enrollment	2017-18 Capacity Balance
Elementary Schools						
Eagle View	903/903	926	819	84	1,073	-170
Fairfax Villa	448/625	456	551	74	590	35
Greenbriar East	774/1,014	857	981	33	1,159	-145
Greenbriar West	875/875	995	928	-53	1,013	-138
Navy	829/829	814	745	84	603	226
Poplar Tree	763/763	629	599	164	454	309
Powell	1,201/1,201	1,161	1,186	15	1,330	-129
Union Mill	776/959	789	974	-15	921	38
Waples Mill	855/855	856	899	-44	938	-83
Willow Springs	950/950	975	918	32	971	-21
Middle Schools						
Franklin	1,080/1,080	838	837	243	848	232
Frost*	930/1,064	1,081	1,051	13	1,040	24
Lanier	1,307/1,307	1,239	1,226	81	1,421	-114
Liberty	1,283/1,283	1,112	1,113	170	1,251	132
Rocky Run	1,070/1,070	1,018	1,050	20	1,078	-8
High Schools						
Centreville	2,056/2,056	2,381	2,441	-385	2,498	-442
Chantilly	2,583/2,583	2,631	2,687	-104	2,761	-178
Fairfax	2,412/2,412	2,659	2,782	-370	3,011	-599
Oakton	2,078/2,078	2,165	2,267	-189	2,269	-191
Woodson*	2,327/2,327	2,226	2,157	170	2,262	65

School capacity, enrollment, and projections for facilities serving the Fairfax Center Area. Source: FCPS

Capacities based on 2014-2018 Capital Improvement Program (November 2012).

Projected Enrollments based on 2012-2013 to 2017-2018 Year Projections (April 2012).

*School attendance area will be located in Fairfax Center Area beginning in 2014-2015 school year.



School attendance areas for schools serving the Fairfax Center Area.

Appendix E - Parks and Recreation

Park Name	Acreage	Park Classification	Approved Master Plan
Arrowhead	35.61	Local	2001
Carney	40.44	Local	
Dixie Hill	3.42	Local	1980
Fair Oaks	3.69	Local	
Fair Ridge	8.78	Local	1985
Fair Woods	14.36	Local	
Fairfax Villa	59.67	Resource Based	2007
Greenbriar Commons	4.48	Local	
Ox Hill Battlefield	4.72	Resource Based	2004
Penderbrook Golf Course	135.22	Private	
Piney Branch Stream Valley	184.24	Resource Based	
Poplar Tree	48.26	District	1985
Random Hills	11.44	Resource Based	
Stringfellow	17.67	Local	
Willow Pond	52.42	Local	

Parks within the Fairfax Center Area. Source: FCPA

Park Name	Acreage	Park Classification	Approved Master Plan
Braddock	56.8	District	1997
Brentwood	10.06	Local	
Cobbdale Park	0.53	City of Fairfax	
Difficult Run Stream Valley	900.68	Resource-Based	
Ellanor C. Lawrence	649.96	Resource-Based	1991
Fairchester Woods Park	0.99	City of Fairfax	
Garnchayne	21.31	Local	
Greenbriar	36.55	District	1985
Historic Centreville	21	Resource-Based	2008
International Town and Country Club	226.34	Private	
Kunter Park	10.24	City of Fairfax	
Lincoln Lewis-Vannoy	41.49	Local	2012
Little Difficult Run Stream Valley	389.69	Resource-Based	
Oak Marr	138.53	District	2009
Pat Rodio Park	3.97	City of Fairfax	
Patriot	130.54	District	2003
Providence Park	16.16	City of Fairfax	
Rocky Run Stream Valley	319.51	Resource-Based	
Tattersall	36.01	Local	1977
Twin Lakes Golf Course	357.1	District	1993
Waples Mill Meadow	36.74	Resource-Based	
Wayland Street	21.17	Local	1978
Westmore Park	0.98	City of Fairfax	

Parks serving the Fairfax Center Area located outside the study area. Source: FCPA



Historic dairy complex at Ellanor C. Lawrence Park.



Sports fields at Oak Marr Park.



Twin Lakes Golf Course.

Park Name	Golf Course	Trails	Horseshoe Pit	Picnic Area	Open Play Area	Playground/Tot Lot	Rectangle Fields
Arrowhead		Y				P	3
Carney		Y			Y	Y	
Dixie Hill				Y		Y	
Fair Oaks		Y					
Fair Ridge		Y					
Fair Woods							
Fairfax Villa		Y					
Greenbriar Commons		Y	Y	Y	Y	Y	
Ox Hill Battlefield		Y					
Penderbrook Golf Course	Y						
Piney Branch Stream Valley		Y		Y			
Poplar Tree		Y		Y	Y	Y	3
Random Hills		Y					
Stringfellow		Y					3
Willow Pond		Y					

Existing and planned park facilities within the Fairfax Center Area (Table 1 of 2). Source: FCPA

Note: Y = presence of facility P = facility is planned 1 = number of each facility

Park Name	Diamond Fields	Volleyball	Tennis	Basketball	Fitness Center	Indoor Pool	Historic Feature
Arrowhead							Y
Carney			1	1			
Dixie Hill				1			
Fair Oaks							
Fair Ridge			2	1			
Fair Woods							
Fairfax Villa							Y
Greenbriar Commons		1					
Ox Hill Battlefield							Y
Penderbrook Golf Course			Y	Y	Y	Y	
Piney Branch Stream Valley							
Poplar Tree	4			P			
Random Hills							
Stringfellow							
Willow Pond				1			

Existing and planned park facilities within the Fairfax Center Area (Table 2 of 2). Source: FCPA

Note: Y = presence of facility P = facility is planned 1 = number of each facility

Park Name	Mini Golf	Golf Course	Trails	Amphitheater	Picnic Area	Open Play Area	Playground/Tot Lot
Braddock	Y		Y		Y		P
Brentwood			Y		Y	Y	Y
Cobbdale Park							Y
Difficult Run Stream Valley			Y			Y	
Ellanor C. Lawrence			Y	Y	Y	Y	Y
Fairchester Woods Park							Y
Garnchayne							
Greenbriar			Y		Y	Y	
Historic Centreville							
International Town and Country Club		Y					
Kunter Park			Y		Y		
Lincoln Lewis-Vannoy							
Little Difficult Run Stream Valley			Y				
Oak Marr	Y	Y	Y		Y	Y	
Pat Rodio Park							
Patriot			Y				
Providence Park			Y		Y		Y
Rocky Run Stream Valley			Y			Y	
Tattersall			Y				
Twin Lakes Golf Course		Y	Y				
Waples Mill Meadow			Y				
Wayland Street			Y				
Westmore Park					Y		Y

Existing and planned park facilities outside of the Fairfax Center Area (Table 1 of 3). Source: FCPA

Note: Y = presence of facility P = facility is planned 1 = number of each facility

Park Name	Rectangle Fields	Diamond Fields	Volleyball	Tennis	Basketball	Fitness Center	Indoor Pool
Braddock	2	6	P	P	P		
Brentwood							
Cobbdale Park							
Difficult Run Stream Valley							
Ellanor C. Lawrence	4	3			2		
Fairchester Woods Park					Y		
Garnchayne							
Greenbriar	3	2		2			
Historic Centreville							
International Town and Country Club				8			
Kunter Park	Y			Y			
Lincoln Lewis-Vannoy		3					
Little Difficult Run Stream Valley							
Oak Marr	2					Y	Y
Pat Rodio Park	Y	Y					
Patriot	1	P					
Providence Park				Y	Y		
Rocky Run Stream Valley							
Tattersall							
Twin Lakes Golf Course							
Waples Mill Meadow							
Wayland Street							
Westmore Park				Y	Y		

Existing and planned park facilities outside of the Fairfax Center Area (Table 2 of 3). Source: FCPA

Note: Y = presence of facility P = facility is planned 1 = number of each facility

Park Name	Racquetball Handball	RECenter	Historic Feature	Historic Rental Facility	Nature Center
Braddock					
Brentwood					
Cobbdale Park					
Difficult Run Stream Valley			Y		
Ellanor C. Lawrence			Y	Y	Y
Fairchester Woods Park					
Garnchayne					
Greenbriar					
Historic Centreville			Y		
International Town and Country Club					
Kunter Park					
Lincoln Lewis-Vannoy					
Little Difficult Run Stream Valley					
Oak Marr	Y	Y	Y		
Pat Rodio Park					
Patriot					
Providence Park					
Rocky Run Stream Valley			Y		
Tattersall			Y		
Twin Lakes Golf Course			Y		
Waples Mill Meadow			Y		
Wayland Street					
Westmore Park					

Existing and planned park facilities outside of the Fairfax Center Area (Table 3 of 3). Source: FCPA

Note: Y = presence of facility P = facility is planned 1 = number of each facility

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