FAIRFAX COUNTY
BOARD OF SUPERVISORS
November 18, 2025

AGENDA

9:30	**Done**	Honoring Congressman Walkinshaw for his Service to Fairfax County Residents
9:30	**Done**	Presentations
9:30	**Done**	Presentation of the Veterans and Military Families Commission
10:00	**Done**	Board Appointments to Citizen Boards, Authorities, Commissions, and Advisory Groups
10:00	**Done**	Matters Presented by Board Members
10:00	**Done**	Items Presented by the County Executive
	ADMINISTRATIVE ITEMS	
1	**Approved**	Approval of Streets Into the Secondary System – McMillen Farm (Dranesville District)
2	**Approved**	Approval of Streets Into the Secondary System – Lake Hill Farms Section II (Peach Mill) (Springfield District)
3	**Approved**	Approval of the Master Agreement Between the Virginia Department of Rail and Public Transportation and Fairfax County for Use of Commonwealth Transportation Funds
4	**Approved**	Authorization to Advertise a Public Hearing to Consider an Ordinance to Amend and Repeal Sections of the Code of the County of Fairfax, Virginia -- Chapter 4 (Taxation and Finance), Chapter 21 (Automobile Graveyards), and Chapter 23 (Bondsmen)
5	**Approved**	Authorization to Advertise a Public Hearing on a Proposal to Vacate and Abandon a Portion of Luckett Avenue (Providence District)
6	**Approved**	Authorization to Advertise a Public Hearing on a Proposal to Vacate a Portion of a 20-Foot-Wide Alley (Mount Vernon District)
7	**Approved**	Supplemental Appropriation Resolution AS 26132 for the Department of Neighborhood and Community Services to Accept Grant Funding from the Virginia Department of Social Services to Pass Through Funding to Lorton Community Action Center for Rental Assistance

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	ADMINISTRATIVE ITEMS (continued)	
8	**Approved**	Authorization for the Police Department and Office of the Sheriff to Apply for and Accept Grant Funding from the Virginia Department of Criminal Justice Services Operation Ceasefire Grant or Operation Ceasefire Grant for Forensic and Analytical Technology
	ACTION ITEMS	
1	**Approved**	Approval of Proposed and Existing Signage at McLean Central Park (Dranesville District)
2	**Approved**	Approval to Establish the Dead Run Residential Cut-Through Permit Zone (Dranesville District)
	CLOSED SESSION	
	Held	Closed Session
	PUBLIC HEARINGS	
3:00	**Held**	Public Hearing to Receive Comment from Residents on the Proposed Legislative Program to be Presented to the 2026 Virginia General Assembly
3:30	**Approved**	Public Hearing on RZ 2019-PR-004 (Tysons MK, LLC and Tysons MK II, LLC) (Providence District) (Concurrent with SE 2019-PR-008)
3:30	**Approved**	Public Hearing on SE 2019-PR-008 (Tysons MK, LLC and Tysons MK II, LLC) (Providence District) (Concurrent with RZ 2019-PR-004)
3:30	**Approved**	Public Hearing on RZ 2024-PR-00008 (Flint Hill Propco LLC) (Providence District) (Concurrent with PCA 78-P-137-06)
3:30	**Approved**	Public Hearing on PCA 78-P-137-06 (Flint Hill Propco LLC) (Providence District) (Concurrent with RZ 2024-PR-00008)
3:30	**Approved**	Public Hearing on SEA 2009-DR-008-002 (Oakcrest School) (Hunter Mill District)

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	PUBLIC HEARINGS (continued)	
3:30	**Approved**	Public Hearing on PCA-86-C-119-09/ PRCA 86-C-119-03/ DPA 86-C-119-05 (RZPA 2024-HM-00019) (Boston Properties Limited Partnership) (Hunter Mill District)
4:00	**Approved**	Public Hearing on AF 2025-SU-00003 (Dean Local Agricultural and Forestal District) (Sully District)
4:00	**Approved**	Public Hearing on Proposed Plan Amendment 2023-III-20UP, Rock Hill Road in Land Unit L of the Dulles Suburban Center (Dranesville District)
4:00	**Approved**	Public Hearing on Proposed Plan Amendments 2023-III-2FC, Fair Oaks Business Park and 2023-III-3FC, Fairfax Ridge Road in Land Unit K of the Fairfax Center Area (Springfield District)
4:00	**Approved**	Public Hearing to Consider a Proposed Ordinance to Amend the Fairfax County Code by Repealing Chapter 28.1, Relating to Massage Therapy, Establishments and Services and Adding a New Chapter 28.2, Relating to Massage Establishments
4:00	**Approved**	Decision Only on the Contraction of Aylors Overlook HOA to Remove Refuse and Vacuum Leaf Collection Services
4:30	**Approved**	Public Hearing on the Acquisition of Certain Land Rights Necessary for the Construction of Columbia Pike Complete Streets Phase I, Grant 1400159-2021 (Mason District)
4:30	**Approved**	Public Hearing on a Proposed Zoning Ordinance Amendment Re: Planned Residential Community (PRC) Plan Exceptions and Minor Modification
4:30	**Approved**	Public Hearing on Proposed Plan Amendment 2023-I-3J, Prosperity Business Campus in Land Unit D (Part) of the Merrifield Suburban Center (Providence District)
4:30	**Decision Only Deferred to 12/09/25 at 4:00 p.m.**	Public Hearing on Proposed Plan Amendment 2022-CW-2CP, Comprehensive Plan Policy Plan Amendment: Phase 1
4:30	**Held**	Public Comment

Board Agenda Item
November 18, 2025

9:30 a.m.

Honoring Congressman Walkinshaw for his Service to Fairfax County Residents

ENCLOSED DOCUMENTS:
None.

PRESENTED BY:
Jeffrey McKay, Chairman, Fairfax County Board of Supervisors

Fairfax County, Virginia

BOARD OF SUPERVISORS AGENDA

Tuesday
November 18, 2025

9:30 a.m.

PRESENTATIONS

RESOLUTION — To recognize 50th Anniversary of Fairfax County's 1975 Comprehensive Plan. Requested by Chairman McKay and Supervisor Smith.

RESOLUTION — To recognize Pathway Homes in honor of its 45th anniversary and its impact on the region. Requested by Chairman McKay.

RESOLUTION — To honor Paul Gilbert for his retirement after years of service as Executive Director of the Northern Virginia Regional Park Authority. Requested by Chairman McKay.

PROCLAMATION — To designate November 17 – 21, 2025, as Crash Responder Safety Week in the County. Requested by Chairman McKay and Supervisor Lusk.

PROCLAMATION — To designate November 2025 as Veterans and Military Families Month in Fairfax County. Requested by Chairman McKay and Supervisor Lusk.

STAFF:
Tony Castrilli, Director, Office of Public Affairs
Jeremy Lasich, Office of Public Affairs
Imtiaz Ali, Office of Public Affairs

REVISED

Board Agenda Item
November 18, 2025

9:30 a.m.

Presentation of the Veterans and Military Families Commission

ENCLOSED DOCUMENTS:
~~None.~~ **Attachment 1: Veterans and Military Families Commission Inaugural Report.**

PRESENTED BY:
Penny Gross, Chair, Veterans and Military Families Commission

ATTACHMENT 1



ABSTRACT

This inaugural report summarizes the discussions, veteran services provider presentations, and overarching reoccurring themes identified during the Veterans and Military Families Commission meetings from July 11, 2024, through November 13, 2025.

Veteran and Military Families Commission

Veterans and Military Families Commission

Inaugural Report

November 18, 2025

ATTACHMENT 1

Veterans and Military Families Commission
Inaugural Report to the Board of Supervisors
November 18, 2025

Introduction

The Fairfax County Veterans and Military Families Commission was created by the Board of Supervisors in March 2024, with the direction to explore and represent issues and challenges faced by veterans, members of the Armed Forces, and their families in Fairfax County. The Board appointed 20 members to the Commission, six at-large and 14 representing various community and county agencies (brief biographies of Commission members are included at the end of this report). Terms are three years, and members may serve multiple terms. The Commission meets bi-monthly, rotating between in-person and virtual meetings which are open to the public. The inaugural meeting of the Commission was held on July 11, 2024.

Fairfax County has a long history as home to veterans, members of the Armed Forces, and military families. Fairfax County resident George Washington was appointed the first commander-in-chief of the Continental Army on June 15, 1775, and his strong belief in honor, duty, and dignity inspired respect and confidence from people around him.

Fort Belvoir is the County's largest employer, and Fairfax County is home to thousands of active-duty military and reserve members, and an estimated 65,000 veterans. More than 14,000 students in Fairfax County Public Schools are connected to the military, and multiple schools have been recognized as Purple Star Schools. Additionally, Fairfax County is home to the Defense Logistics Agency, the Defense Threat Reduction Agency, the National Geospatial-Intelligence Agency, and the National Museum of the United States Army. The economic impact of direct defense spending and related income was estimated to be $28.4 billion in 2022, or 23 percent of the county's economy.

Executive Summary

Since its creation by the Board of Supervisors in 2024, the Fairfax County Veterans and Military Families Commission has focused on the needs and interests of veterans and military families. The Commission has worked to identify the unique issues and challenges faced by veterans and military families. It is a broad portfolio, and the Commission appreciates the support of the Board in addressing these issues. The Board Resolution and Bylaws for the Commission, as well as brief biographies of Commission members, are included in this report.

The Commission first adopted "Underlying Principles" for its work, including a commitment to dignity and security, and being strategic and disciplined in our research and recommendations. Many issues were identified, and the list was trimmed to five buckets – economics, education, family, health, and housing. Each bucket contained multiple items for review, and most items have connections to other items that will need collaboration as more interfaces are identified. A major effort will be an on-line needs assessment survey to be released in early January 2026.

The needs assessment data is expected to inform the work of the Commission, providing valuable insights into the needs and experiences of veterans and military families in Fairfax County. Until that data is available, the Commission has engaged with community stakeholders and partners to gain a qualitative understanding of needs; highlights and short-term recommendations are included below for the Board's consideration.

- Economics – The military presence in Fairfax County and Northern Virginia contributes nearly one-quarter of the county's economy, but the county continues to suffer from a military "brain drain" as transitioning military members find of cost-of-living troublesome and homeownership out of reach.

  Recommendations include providing career transition support and credentialing help in translating military experience into civilian-credentialed certifications and jobs locally, working with the Department of Human Resources to expand veteran hiring for county positions, and holding periodic military assistance and benefits information sessions with potential follow-up on a case-by-case basis.

- Education – An estimated 14,000 military-connected students are enrolled in Fairfax County Public Schools (FCPS). On average, a military-connected student moves/changes schools six to nine times between kindergarten and graduation. The school system has committed to achieving Purple Star designation for all its schools by the end of the 2026/27 school year. The Purple Star program provides support and facilitates a smoother transition environment for military-connected students. Delay in transfers of school records can impact appropriate placement in courses such as Advanced Placement or special education programs.

- Family – Families in Fairfax County, military-connected or civilian, experience a severe lack of adequate affordable housing. Many military families, assigned to this area for only a few years, must travel long distances to find housing that can accommodate their needs. It is easy for military families to get lost in Fairfax County as they spend significant time to piece together resources available from multiple agencies. Childcare

and spousal employment are additional challenges for military families as many private childcare providers are unwilling to complete the requirements to participate in Child Care Aware of America, the Department of Defense's primary fee-assistance program.

- Health – Although most military families have access to TRICARE, they consistently report difficulty accessing health care when providers do not accept TRICARE, with the largest gap in mental health services. Additionally,

  Recommendation: Fairfax County could consider partnering more with community healthcare providers to encourage them to establish more veteran-friendly healthcare services in the county. The Fairfax Veterans Treatment Docket serves justice-involved veterans, with legal issues often linked to untreated or inadequately treated mental health and substance use disorders. There is also a critical need for stronger collaboration between behavioral health providers, the courts, and veteran-serving organizations.

- Housing – The high cost-of-living means that military pay must be stretched even further, making it difficult to find affordable housing options near installations like Fort Belvoir. The vast majority of workers at Fort Belvoir do not live on base, and the Basic Allowance for Housing does not adequately cover rent for even a modest two-bedroom apartment plus utilities.

  Through the Office to Prevent and End Homelessness (OPEH), Fairfax County has reduced veteran homelessness by more than 40 percent as part of "Built for Zero," a national movement aimed at measurably and equitably ending homelessness across the United States. In FY 2025, Fairfax County ended homelessness for 44 veteran households through HUD VASH, Housing Choice Vouchers, and other supportive programs.

Throughout Commission discussions during the past 18 months, one item arose repeatedly: the need for a county webpage that makes Fairfax County even more welcoming to veterans and military families and ensures that no military family will "get lost" in Fairfax County. The Commission looks forward to working with the Board and county staff to design and populate such a webpage.

Recommendation: The Commission recommends the development of a central information hub located on the county website designed specifically for active-duty military, veterans, and military families to access pertinent information about county services.

Commission Activities

The Commission first adopted what it termed "Underlying Principles", which included a commitment to dignity and security, ensuring a warm "hand-off" in connecting military personnel and veterans with available and appropriate resources, and being strategic and disciplined our research and recommendations for the Board of Supervisors. To assist in organizing our work, the Commission welcomed several guest speakers with professional and personal insights into the subject matter. Those included Dr. Jennifer Sztalkoper, Regional Director of Virginia Veterans and Family Support in the Department of Veterans Services; Carrie Kagawa, former Strategic and Policy Advisor/Special Assistant to former Secretary of Defense Lloyd Austin; Ray Billy and Luke Frazza of the Veterans Connect ride program; and Jonathan Travis of the Travis Manion Foundation which trains mentors for character development in future generations.

The Commission began its work by identifying the issues affecting veterans and military families in Fairfax County, including education, housing, homelessness, spousal employment, childcare, translating military skills for civilian resumes, mental health, human resources issues, economic mobility, sexual trauma for female veterans, partnerships, Purple Star schools, and the veterans' docket. We trimmed the list to five buckets – economics, education, family, health, and housing – that could contain multiple related items for review. We also realized that a needs assessment of veterans and military families would help focus our future work. In partnership with George Mason University, a subcommittee was created to develop an on-line survey that will be released in January 2026. This data will provide critical insight to identify service gaps, highlight emerging trends, and guide evidence-based recommendations that can ensure that programs and resources are aligned with the actual needs of the community and deliver measurable impact.

Commission Findings to Date

Until our survey data is available and analyzed, there are numerous highlights and recommendations from the Commission for the Board of Supervisors to consider. Most items do not stand alone but have connections to other items and will need collaboration as more interfaces are identified.

Economics –

As indicated in the introduction, the military presence in Fairfax County and Northern Virginia contributes nearly one-quarter of the county's economy. Many active-duty military complete their armed forces careers here and have developed skills that can be useful in both the private and public sectors. However, converting military skills to a resume for the non-military arena can be challenging, and more attention needs to be given to encourage military and veterans to seek post-military employment locally. Fairfax County remains a great choice for veterans to live, work, and play. Access to employment, top secondary schools/colleges, and top tier medical-healthcare resources through the VA hospitals still are key areas that make Fairfax County more

attractive to active service members, veterans, and their families. Additionally, Fairfax County is a vibrant, welcoming community for everyone and is devoted to protecting the rights of all its residents, ensuring they have an equal opportunity to participate in our economic vitality.

With all these advantages, however, the County continues to suffer from a military "brain drain." Too many transitioning service members find the cost-of-living to be troublesome and the prospects for homeownership out of reach. Consequently, to retain and attract retiring military personnel, and keep their skills in Fairfax County, a few strategic themes might be considered: career transition support and credentialing help translating military experience into civilian-credentialed certifications and jobs locally; retention and attraction of veteran-friendly employers to continue or expand veteran hiring, mentorship, and remote work options.

Far too many military veterans and their families are not attuned to assistance programs and benefits they could, or should, apply for (e.g. health benefits, service-connected injury and disability compensation, housing assistance, transition, job placement services). Many governmental sponsored programs are not well understood; steps and procedures to apply are insufficiently accessible to many veterans, an especially acute situation for numerous Fairfax County veterans who do not use computers (many aging vets), or who do not engage in sufficient Internet access to information provided by such programs. County-sponsored periodic "military assistance and benefits information sessions" could provide an opportunity for dispersing both verbal and printed information and allow some individual follow-up for case-by-case consultation would help fill an identified gap.

Education –

Fairfax County Public Schools (FCPS) serve about 188,000 students, including about 14,000 military-connected children (about seven percent of enrollment). FCPS participates in the Purple Star Schools program, with a goal of designating each school a Purple Star School by the end of the 2026/2027 school year. To achieve this, FCPS utilizes dedicated personnel, including a Family Partnerships Specialist and a Military Outreach Liaison who focus on creating a supportive environment and facilitating smoother transitions for military-connected families in and out of the school division. Students in military families change schools an average of six to nine times between kindergarten and graduation. Such frequent moves can disrupt academic continuity and make it difficult to establish lasting social networks. Parental absence due to deployment and/or temporary duties often increases family stress and can be associated with higher rates of emotional and behavioral concerns in students. Moving between different states and districts often means exposure to a variety of academic standards and curricula. Students may have to repeat material in some subjects or arrive at a new school significantly behind their peers in others. Delay in transfer of school records can make proper placement in courses such as Advanced Placement or special education difficult and disrupt the continuity of Individualized Education Programs (IEPs) or 504 Plans.

Impact Aid compensates FCPS for revenue lost to tax-exempt federal properties such as Fort Belvoir and other federally owned facilities. In FY 2025, Impact Aid to Fairfax County was four million dollars for 12,000 federally connected students. This amount offsets only $200 to $300 in support per student. However, a federal funding freeze in July 2025 further threatened Impact Aid and $10 to 15 million in FCPS aid.

Northern Virginia Community College (NVCC) provides comprehensive resources to veterans and military-related personnel through its Office of Military and Veterans Services. The focus is on those who are utilizing Veterans Affairs (VA) and tuition assistance education benefits. NVCC also created the NOVAnext program to upskill transitioning veterans and government employees

in shorter timeframes than regular Associate Degree programs. NVCC serves more than 4000 military and veterans' personnel on its six campuses.

George Mason University (GMU) is a nationally recognized military-friendly institution with nearly 5000 military and veteran-connected (MVC) students, comprising 20 percent of incoming undergraduates and 19 percent of graduate students as of Fall 2024. GMU offers top-ranked programs for veterans and maintains strong partnerships with regional employers, many of which prioritize hiring veterans. GMU uniquely integrates service to the military/veteran community into academic and research programs (e.g. free legal services for veterans delivered as part of student training within the Antonin Scalia Law School, free therapy and psychological assessment for MVC individuals as part of training for clinical psychology, and counseling students through the Center for Community Mental Health). Additionally, the College of Education and Human Development provides training in military culture for Virgina educators through the Educate the Educator Initiative and supports local school divisions in strengthening their student-ambassador programs, which is a requirement for Purple Star designation from the Virginia Department of Education.

Family –

The lack of adequate affordable housing in Fairfax County and Northern Virginia has a severe impact on veterans and military families, as it does for non-military residents. Moving into Fairfax County can be confusing due to the wide array of agencies and programs. Families often spend significant time piecing together resources from multiple sources and, in the words of one Commissioner, "it's easy for military families to get lost in Fairfax County."

Military families struggle with limited and costly childcare options. Base child development centers frequently are full, with long waitlists. Off base, many private providers are reluctant to complete the requirements to participate in Child Care Aware of America, the Department of Defense's primary fee-assistance program.

Spousal employment remains a top challenge for military families. Frequent moves and licensing hurdles disrupt careers, while veterans often need help navigating the civilian job market. Fairfax County already partners with the Fairfax County Economic Development Authority and the Northern Virginia Regional Commission to support veteran employment. Expanding visibility of these efforts is key.

Athletics and sports can enhance communities and improve quality of life. Identifying or developing sports/athletic programming to promote connectedness within the target community through collaboration with the Fairfax County Park Authority. Family members, caregivers, and support systems should be encouraged to attend/participate as well as engage with identified community resources.

Health –

The Defense Health Network within the National Capital Region is made up of more than 12,000 healthcare team members spread through 34 medical and 11 dental facilities serving TRICARE-eligible beneficiaries. Nonetheless, military families in Fairfax County consistently report difficulty accessing health care when providers do not accept TRICARE, with the largest gap in

mental health services. Military children, in particular, often face long waiting times and limited in-network options during a period of high need. The County can play a vital role by partnering with INOVA and other healthcare systems to expand TRICARE acceptance and ensure adequate networks for both primary care and mental health. Partnerships with nonprofits and community-based organizations can help provide peer support, youth counseling, and crisis resources to address immediate needs.

In recent years, there has been a notable increase in veterans being referred to the Fairfax Veterans Treatment Docket for mental health-related concerns, particularly those stemming from combat-related challenges such as post-traumatic stress disorder, traumatic brain injuries, and difficulties reintegrating after deployment. All veterans on the docket are justice-involved, with legal issues often linked to untreated or inadequately treated mental health and substance use disorders. Alcohol use disorders remain a prevalent challenge, and homelessness continues to be a significant concern, often intertwined with mental health and substance abuse challenges, further impacting veterans' stability and rehabilitation. There is a critical need for stronger collaboration between behavioral health providers, the courts, and veteran-serving organizations.

A new VA Regional Medical Center (Fredericksburg Health Care Center) was opened in Fredericksburg in February 2025. This state-of-the-art complex is the nation's largest VA health care facility, slated to serve more than 35,000 veterans annually, and create up to 900 new jobs. This new facility is expected to allow for the expansion of access to care, improve services, and better meet the needs of our veteran community.

Fairfax County could consider partnering with more community healthcare partners (private sector providers) to encourage them to establish more veteran friendly healthcare services. The planned needs assessment survey will be useful in our future ability to drill down to county specific areas for veterans and military families.

Housing –

Housing and childcare are primary economic challenges for military families and veterans, as they are for many non-military residents. As of August 2025, median home prices reached $775,000, requiring a household income of $150,000-plus to qualify for a typical mortgage.

Average rents for a two-bedroom apartment can be $2500 a month, far above the national average. Junior enlisted personnel and families face the heaviest burden. Basic Allowance for Housing (BAH) barely covers modest apartments after utilities and does not cover the requirement for first and last month's rent up front. The high cost of living means military pay must be stretched even further, making it difficult to find affordable housing options near installations like Fort Belvoir where on-base housing is limited and waitlists can be up to a year.

The vast majority (85%) of workers at Fort Belvoir do not live on the base and as noted above, the Basic Allowance for Housing does not adequately cover rent for even a modest two-bedroom apartment plus utilities, let alone the requirement for first and last month's rent upfront at most apartment communities.

The Fairfax County Office to Prevent and End Homelessness (OPEH) has been invested in the work of ending homelessness for veterans and their households since 2013 through a robust

collaboration with area non-profits, county agencies, the Virginia Department of Veteran Services, the Washington DC Veterans Affairs Medical Center, and other invested stakeholders committed toward making veteran homelessness rare, brief, and a one-time occurrence. Fairfax County is an active participant in "Built for Zero," a national movement aimed at measurably and equitably ending homelessness in communities across America. Since 2019, Fairfax County has reduced veteran homelessness by more than 40 percent as part of "Built for Zero." In FY 2025, Fairfax County ended homelessness for 44 veteran households through housing opportunities supported by HUD VASH, Housing Choice Voucher, SSVF Rapid Rehousing, and other local, state, and federally funded housing opportunities.

Existing Fairfax County Programs for Veterans and Military Families

Fairfax County has initiated programs and policies that focus on veterans and military families, including Military Status Hiring Preference for county job appointments. Following is a listing of some county programs, along with FY 2026 budget and positions:

- Fairfax County Economic Development Authority (FCEDA) Military Talent Program – $150,000 and 1/1.0 FTE. The program works directly with Military Transition offices and employers to connect veteran talent with jobs across Fairfax County companies.

- Community Services Board (CSB) – $174,600 and 1/1.0 FTE. Regional Mental Health STEP-VA Service Member, Veterans, and Families Grant to build service capacity, participate and promote suicide prevention initiatives, and identify and provide training to support these efforts.

- Community Services Board (CSB) – $98,763 and 1/1.0 FTE. STEP-VA Veterans Services Grant supports a Peer Support Specialist grant position who engages veterans and navigates them to the appropriate service as well as provide additional training to CSB staff serving veterans and their families.

- Department of Tax Administration (DTA) – A total of 12,686 properties qualified for tax exemptions for disabled veterans, surviving spouse of disabled veteran, and surviving spouse of a military member who died in the line of duty. Fiscal impact of the program for tax year 2024 was $58,685,549.

- Neighborhood and Community Services (NCS) – $122,520 and 1/0.75 FTE. A dedicated Veterans Coordinator position to strategically increase the ability of individuals, groups, and organizations to work effectively to improve the well-being of veterans in Fairfax County, support veterans and military families through direct outreach, and provide information and referrals to services and resources within the community. The position also provides staff support to the Veterans and Military Families Commission.

- Neighborhood and Community Services (NCS) – $66,464. Military Child Care Subsidy Support Program manages and provides attendance records for each military child receiving childcare subsidies for the SACC program through outside organizations.

Housing and Community Development (HCD) – $2,198,999. Veterans Affairs Supportive Housing (VASH) is a collaborative initiative between the U.S. HUD and the VA to provide housing assistance to homeless veterans and their families.

Additional programs include Military Status Hiring Preference, SWaM (Small, Women, and Minority-Owned Businesses) Procurement Practices, the absentee Mail-in Ballot Program for Military Personnel, Entrepreneurship and Small Business Expo, and various fee waivers, free admissions, and complimentary activities through the Fairfax County Park Authority, the McLean Community Center, The Fairfax County Public Library and Department of Animal Services

Commission Member Biographies (alphabetical)

LTC Julie Austin (Fort Belvoir Military Installation) – Active-duty Army (Military Police), currently Headquarters Battalion Commander and Director of Emergency Services at Fort Belvoir. Prior to joining the Army in 2006, Julie graduated from The Citadel with a BA in Sports Management. She earned master's degrees in business and organizational security management from Webster College, National Security from the Naval War College, and Criminal Justice and Criminology from the University of Missouri in Kansas City, all while serving in the military.

Michael S. Donovan (Member At-Large) – Retired in June 2024 after a 40-year career as a national security professional, including 30 years of combined active and reserve service in the United States Army with the rank of Colonel. A longtime resident of the Braddock District, he has lived in Fairfax County for more than 30 years.

Dr. Jennifer Drake Patrick (George Mason University) – Associate Professor in the College of Education and Human Development, and Associate Director of the Elizabeth Sturtevant Center for Literacy, where she teaches courses to prepare teachers to become literacy specialists and coaches. She serves as the faculty fellow for the George Mason Military, Veteran, and Family Initiative and leads the School of Education's *Operation Educate the Educator*. The spouse of a retired U.S. Navy officer, she earned her Ph.D. from the University of Florida in 2009.

Kevin Gaddis (American Legion) – Member of American Legion Post 176 for more than 32 years, and past Commander of Post 176; also, a member of VFW Post 7916. With 30 years of combined active and reserve service in the United States Marine Corps, Kevin also worked at the Metro Transit Police Department and now is with the Transportation Security Administration.

Jamie Gaucher (Fairfax Department of Economic Initiatives) – Leads the Innovation and Strategy Team for the county's Department of Economic Initiatives. Previously served as Deputy State Director for the West Virginia Small Business Development Center and led a public-private partnership focused on economic development between the Town of Middlebury, Vermont, and Middlebury College. He earned a BA from Washington and Lee University and the Economic Development Financial Professional certification from the National Development Center.

Dr. Natalia Giscombe-Simons (Fairfax County Health Department) – A board-certified Adult Nurse-Practitioner with more than 37 years of clinical and nurse executive experience, including 25 years on active duty with the U.S. Air Force Nurse Corps, retiring in 2012 with the rank of Lt. Colonel. She deployed in support of Operations Enduring Freedom and Iraqi Freedom and served globally on multiple humanitarian missions. She received her BS in Nursing from the State University of New York at Stony Book, her Master of Science in Nursing from Syracuse University, and completed her Doctor of Nursing Practice from VCU in 2022.

Hon. Penelope A. "Penny" Gross (Member-At-Large) – Served as the Mason District Supervisor on the Fairfax County Board of Supervisors for 28 years, retiring in December 2023, and chaired the Northern Virgina Regional Commission's Community, Military, and Federal Facility Partnership for many years. An "Army brat," she earned a BS in Political Science from the University of Oregon and worked on Capitol Hill for 20 years before becoming an elected official herself. Mrs. Gross chairs the Commission.

Michael Halligan (Member-At-Large) – Completed more than 26 years of active-duty military service before retiring from the Marine Corps with the rank of Colonel in July 2025. He participated in combat deployments in support of Operations Iraqi Freedom and Enduring Freedom and served as the Military Advisor to the Deputy Undersecretary of Defense for Personnel and Readiness as well as Senior Military Advisor to the Under Secretary of the Navy during his final tour of duty. Mike earned a BA from Ohio University in 1999, an MMS from the Marine Corps University in 2016, and an MS from National Defense University in 2021.

Angela Howard (Member-At-Large) – Born and raised as a military child of the Army, and wife of an Army soldier, her lived experiences fuel her passion for advocating for military causes that support soldiers, veterans, retirees, and their families. Angela lives on the Fort Belvoir military base and has a lifetime of understanding the unique challenges and sacrifices of military life.

Jamie Hurd (CSB Veterans Treatment Docket) – A Licensed Professional Counselor in Virginia, Jamie supports justice-involved veterans through their rehabilitation journey at the Fairfax Veterans Treatment Docket. As a member of a military family, Jamie brings both professional expertise and personal insight into her work with veterans and their communities.

Gerald Krueger (Veterans of Foreign Wars) – Currently Commander of the historic VFW Post 609, Alexandria, Dr. Krueger completed 25 years in the U.S. Army, doing occupational medical research on preserving the health and performance of soldiers in stressful working environments. Retiring as a Colonel, he spent another 30 years in human factors and ergonomics work as a certified professional ergonomist. He is involved in other veterans' service organizations, including the American Legion, Association of the U.S. Army, Military Officer Assn. of America, and Vietnam Veterans of America.

Robert Magielnicki (Member-At-Large) – With more than 50 years of legal experience in government service, private practice, and in-house practice, Bob served as a Judge Advocate in the Navy's JAG Corps and, after leaving active duty, entered private practice as a trial and appellate lawyer. He served as the General Electric Company's Associate Litigation and Antitrust Counsel and Division Counsel to its Factory Automation Division. He is one of the two founding partners of Sheppard Mullin's Washington, D.C. office. Mr. Magielnicki serves as the Commission's secretary.

Vonzell Mattocks (Northern Virginia Regional Commission) – Director of Community and Military Partnerships for the Northern Virginia Regional Commission. He transitioned his service from the Marine Corps to the community through leadership roles at Northern Virginia Community College's Workforce Center, the Northern Virginia Technology Council, and Warriors Ethos. His work centers on empowering veterans, active-duty service members, and their families through workforce development, resources, and strategic partnerships.

Sean Read (Fairfax County Office to Prevent and End Homelessness) – Director of Homeless Services for the Office to Prevent and End Homelessness, he previously served as Vice President of Regional Programs for a homeless service non-profit and supported more than $15 million in District, Federal, and private foundations and grants. Mr. Read holds a BA in Psychology from Houghton University (NY), an MS in Human Development from Virginia Tech, and certificates in Clinical Foundations in Trauma Informed Care and Non-Profit Financial Success from SUNY Buffalo and Cornell, respectively.

Katie Server (Fairfax County Public Schools) – A Springfield District resident, Katie is the FCPS Family Partnerships Specialist for Military-Connected Youth and Families. She holds a Master's degree in education from the University of Georgia and brings more than 20 years of experience as a military spouse. In her career, she has overseen Army family programs designed to support military families and their loved ones to navigate, successfully, the unique challenges of military life.

Julie Shepard (Member-At-Large) – Julie is a dedicated military spouse and community leader with years of experience in advocacy, entrepreneurship, and nonprofit work. She founded GAMS – National Capital Region Military Spouses, a thriving network of more than 18,000 spouses, and has collaborated with civic, veteran, and business organizations across the region to strengthen support systems for military families. Julie is the Commission's vice-chair.

Kelley Tubbs (D.C. VA Medical Center) – Kelley, LCSW, currently serves as the Community Engagement Partnerships Coordinator for the Washington, D.C. VA Medical Center. Throughout his 18-year career in mental health, he has developed expertise in working/treating Severe and Persistent Mental Illness including, but not limited to, Major Depressive Disorder, Bipolar Disorder, Schizophrenia, and PTSD. Kelley has developed an interest in the correlation between Team Sports/Athletics and positive therapeutic outcomes, possibly leading to symptom reduction in those coping with mental illness/distress.

Yonas Wondwossen (Fairfax County Department of Family Services) – Serves as Director of the Child Care Assistant and Referral Program for Fairfax County, and oversees strategic planning, budget management, and program operations that support thousands of county families. A Franconia District resident, Yonas leads efforts to expand access to quality childcare, strengthen provider partnerships, and align services with community needs.

Commission Staff Support

Chris Pulley (Neighborhood and Community Services Veterans Coordinator) – Chris's primary mission is to connect Fairfax County's 79,000 veterans (per 2020 Census), active-duty service members, military retirees, and their families with services and supports, address gaps in services and opportunities, improve access to service systems, and enhance care connections for the military community. With support from the Board of Supervisors, Chris was able to conceptualize and establish a framework for the Commission to understand and work to address the most pertinent issues or challenges as they pertain to the military community living and working in Fairfax County. Chris provides staff support to the Commission. Additionally, Chris is an Air Force Veteran whose education includes a B.Sc. from Virginia Commonwealth University, M.S from Eastern New Mexico University and is a current Doctoral candidate with the United States Sports University.

Fairfax County is committed to nondiscrimination on the basis of disability in all county programs, services and activities. Where a TTY number is not indicated, use 711/Virginia Relay. Reasonable accommodations will be provided upon request; call 703-324-4600.

RESOLUTION
STATING THE PURPOSES, MEMBERSHIP, AND PROCEDURES OF THE VETERANS AND MILITARY FAMILIES COMMISSION

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia ("Board"), held in the Board Auditorium of the Fairfax County Government Center at 12000 Government Center Parkway in Fairfax, Virginia, on March 19, 2024, the following resolution was adopted:

WHEREAS, per the 2020 census, an estimated 79,000 veterans and an estimated 13,500 military-connected children and families reside in Fairfax County, and

WHEREAS, there is no previous or current Fairfax County Board, Authority, or Commission specifically addressing veterans and their families, or working to identify the unique issues and challenges faced by veterans and their families in Fairfax County, and

WHEREAS, the Board approved a motion calling for the establishment of the Veterans and Military Families Commission ("Commission") during its January 24, 2024, Board Meeting, and

WHEREAS, the Board has authority to establish the Commission under Virginia Code § 15.2-1411, and

WHEREAS, it is appropriate for the Board to adopt a resolution stating the purposes, membership, and procedures of the Commission,

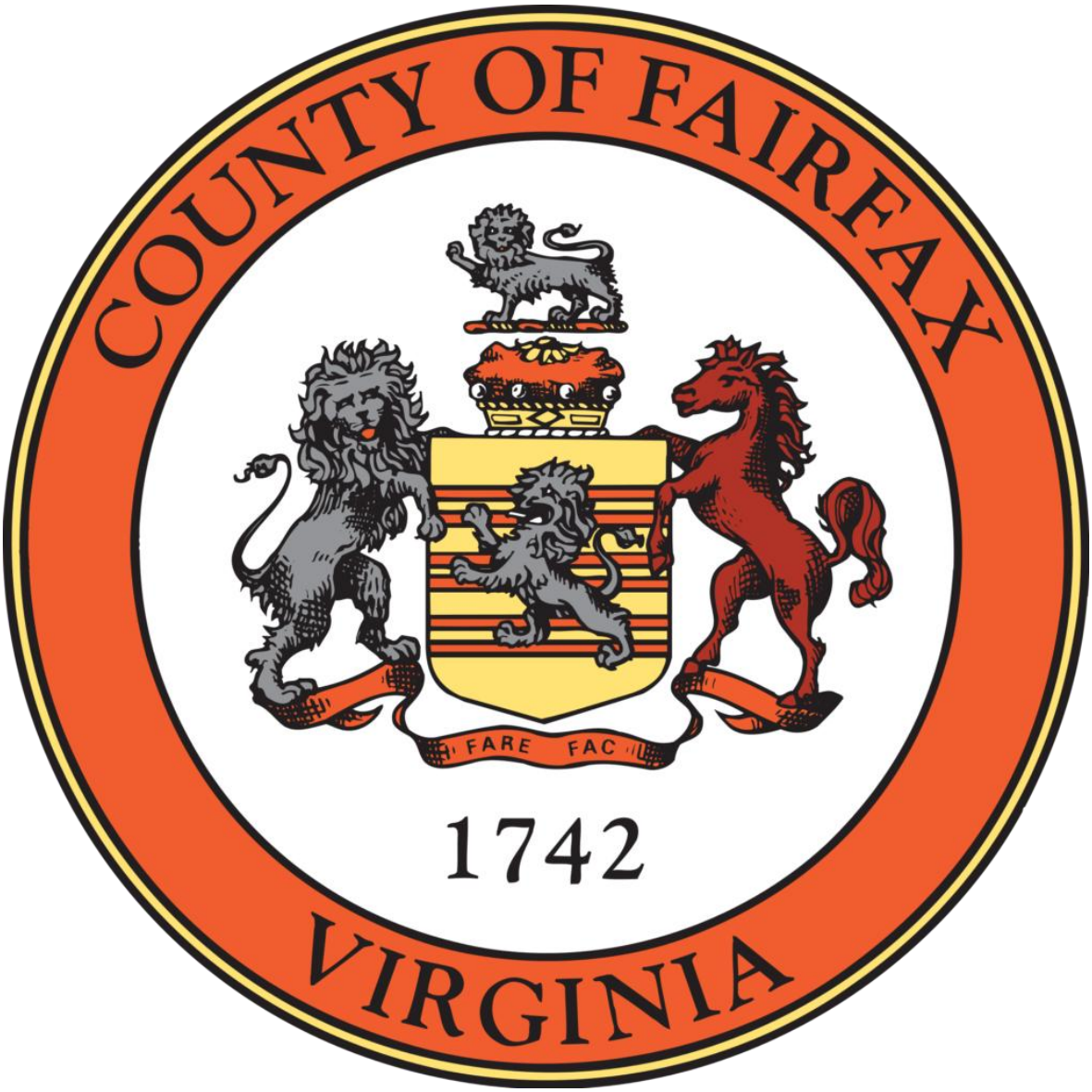
NOW THEREFORE BE IT RESOLVED that the Commission is authorized to function under the following **provisions**:

§ 1. PURPOSES. The purpose of the Commission, as coordinated through the Fairfax County Department of Neighborhood and Community Services, is to identify the unique issues and challenges faced by Fairfax County veterans, military retirees, and their families to connect them with services and supports, address gaps in services and opportunities, improve access to service systems, and enhance the institutional structures across the continuum of care for the military community. In pursuance of this purpose, the Commission shall:

(A) Consult with relevant County staff, and the Chairman and other members of the Board of Supervisors, as appropriate, to understand the most pertinent issues or challenges in the County which may benefit from the Commission's perspective.

(B) Determine the topics to focus on and the process or means to present veterans and their families experiences, knowledge, and solutions to the Board and appropriate agencies of County Government.

(C) Consider issues including but not limited to affordable housing, food insecurity affordable childcare, military veteran and spousal employment, mental health and medical treatment, justice-related issues, homelessness, military-connected educational challenges, and other matters as they pertain to veterans and their families living and working in Fairfax County.


COUNTY OF FAIRFAX
FAC FARE
1742
VIRGINIA

Board Agenda Item
November 18, 2025

10:00 a.m.

Board Appointments to Citizen Boards, Authorities, Commissions, and Advisory Groups

ENCLOSED DOCUMENTS:
Attachment 1: Appointments to be heard November 18, 2025

STAFF:
Jill G. Cooper, Clerk for the Board of Supervisors

FINAL COPY

APPOINTMENTS TO BE HEARD NOVEMBER 18, 2025
(ENCOMPASSING VACANCIES PROJECTED THROUGH DECEMBER 31, 2025)
(Unless otherwise noted, members are eligible for reappointment)

A. HEATH ONTHANK MEMORIAL AWARD SELECTION COMMITTEE (1-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Clifford L. Fields; appointed 2/09-1/20 by Bulova) Term exp. 1/21 *Resigned*	At-Large Chairman's Representative		McKay	At-Large Chairman's
Kerrie Wilson (Appointed 2/24 by Bierman) Term exp. 1/25	Dranesville District Representative		Bierman	Dranesville
VACANT (Formerly held by Philip Rosenthal; appointed 1/92-1/25 by Herrity) Term exp. 1/26 *Deceased*	Springfield District Representative		Herrity	Springfield

ADVISORY SOCIAL SERVICES BOARD
(4-year terms – limited to 2 full terms)

Incumbent History	Requirement	Nominee	Supervisor	District
Jessica DuBois (Appointed 5/24 by Walkinshaw) Term exp. 9/25	Braddock District Representative		VACANT	Braddock
VACANT (Formerly held by Ben Zuhl; appointed 12/21 by Foust) Term exp. 9/25 *Resigned*	Dranesville District Representative		Bierman	Dranesville

AFFORDABLE DWELLING UNIT ADVISORY BOARD (4-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
Richard N. Rose (Appointed 7/97-4/01 by Hanley; 9/05-5/09 by Connolly; 6/13-6/17 by Bulova) Term exp. 5/21	Builder (Multi-Family) Representative		By Any Supervisor	At-Large
James H. Scanlon (Appointed 6/93-5/17 by Bulova) Term exp. 5/21	Engineer/Architect/ Planner #1 Representative		By Any Supervisor	At-Large
Mark Drake (Appointed 2/09-5/12 by McKay) Term exp. 5/16	Engineer/Architect/ Planner #2 Representative		By Any Supervisor	At-Large

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AFFORDABLE DWELLING UNIT ADVISORY BOARD (4-year terms)
Continued from previous page

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by James Francis Carey; appointed 5/06 by Connolly) Term exp. 5/10 *Resigned*	Lending Institution Representative		By Any Supervisor	At-Large
Francis C. Steinbauer (Appointed 8/02-5/18 by Hudgins) Term exp. 5/22	Non-Profit Housing Representative		By Any Supervisor	At-Large

AFFORDABLE HOUSING ADVISORY COUNCIL (AHAC) (2-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
Jeremy Allen (Appointed 6/23 by Gross) Term exp. 6/25	Mason District Representative		Jimenez	Mason
VACANT (Formerly held by Keary Kincannon; appointed 6/23 by Storck) Term exp. 6/25 *Resigned*	Mount Vernon District Representative		Storck	Mount Vernon

CONFIRMATION NEEDED:

- Dr. Vernon Walton as the Business, Economic Development, Health #3 Representative

ALCOHOL SAFETY ACTION PROGRAM LOCAL POLICY BOARD (ASAP) (3-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
Ronald Boggio (Appointed 5/22 by McKay) Term exp. 10/23	At-Large #1 Representative		By Any Supervisor	At-Large
Grant J. Nelson (Appointed 10/95-5/01 by Hanley; 6/04-9/07 by Connolly; 6/10-9/19 by Bulova) Term exp. 6/22	At-Large #2 Representative		By Any Supervisor	At-Large
Darren Dickens (Appointed 11/96-5/01 by Hanley; 6/04-10/07 by Connolly; 6/10-9/19 by Bulova) Term exp. 6/22	At-Large #3 Representative		By Any Supervisor	At-Large
VACANT (Formerly held by Linda Perlstein; appointed 11/22 by Alcorn) Term exp. 10/25 *Resigned*	At-Large #6 Representative		By Any Supervisor	At-Large

ARCHITECTURAL REVIEW BOARD (3-year terms)

NOTE: Members shall be appointed by the Board as follows: At least two (2) members shall be certified architects; one member shall be a landscape architect authorized to practice in Virginia; one member shall be a lawyer with membership in the Virginia Bar; six (6) members shall be drawn from the ranks of related professional groups such as archaeologists, historians, lawyers, and real estate brokers.

Incumbent History	Requirement	Nominee	Supervisor	District
Jason Zellman (Appointed 5/18-12/22 by Herrity) Term exp. 9/25	Attorney Representative		By Any Supervisor	At-Large
Kaye Orr (Appointed 6/18-9/21 by Gross) Term exp. 9/24	Related Professional Group #1 Representative		By Any Supervisor	At-Large
VACANT (Formerly held by Ali A. Sohanghpurwala; appointed 9/23 by Smith) Term exp. 9/24 *Resigned*	Related Professional Group #2 Representative		By Any Supervisor	At-Large

ATHLETIC COUNCIL (2-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Marc Fernandes; appointed 10/20-1/22 by McKay) Term exp. 12/23 *Resigned*	Diversity-At-Large Principal Representative		By Any Supervisor	At-Large

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ATHLETIC COUNCIL (2-year terms)
Continued from previous page

Incumbent History	Requirement	Nominee	Supervisor	District
Eric Sohn (Appointed 4/10-3/24 by Herrity) Term exp. 11/25	Diversity At-Large Alternate Representative		By Any Supervisor	At-Large
Ian Harper (Appointed 10/23 by Foust) Term exp. 3/25	Dranesville District Principal Representative		Bierman	Dranesville
Brian Luwis (Appointed 7/19-6/21 by Foust) Term exp. 3/23	Dranesville District Alternate Representative		Bierman	Dranesville
VACANT (Formerly held by William Bright; appointed 1/20-3/22 by Lusk) Term exp. 4/26 *Resigned*	Franconia District Alternate Representative		Lusk	Franconia
VACANT (Formerly held by Hillary Richardson; appointed 9/20-6/22 by Alcorn) Term exp. 6/24 *Resigned*	Women's Sports Alternate Representative		By Any Supervisor	At-Large

BARBARA VARON VOLUNTEER AWARD SELECTION COMMITTEE (1-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Ken Balbuena; appointed 7/20-8/22 by McKay) Term exp. 6/23 *Resigned*	At-Large Chairman's Representative		McKay	At-Large Chairman's
VACANT (Formerly held by Barbara Glakas; appointed 1/12-6/19 by Foust) Term exp. 6/21 *Resigned*	Dranesville District Representative		Bierman	Dranesville
VACANT (Formerly held by Nancy Hall; appointed 6/24 by Jimenez) Term exp. 6/25 *Resigned*	Mason District Representative		Jimenez	Mason
VACANT (Formerly held by Diana Maria Rhodes; appointed 7/23-6/24 by Smith) Term exp. 6/25 *Resigned*	Sully District Representative		Smith	Sully

BOARD OF BUILDING AND FIRE PREVENTION CODE APPEALS (4-year terms)
NOTE: No official, technical assistant, inspector or other employee of the Department of Public Works and Environmental Services, Department of Planning and Development, or Fire and Rescue Department shall serve as a member on this Board.

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Amado Fernandez; appointed 6/16-2/23 by Smith) Term exp. 2/27 *Resigned*	Alternate #3 Representative		By Any Supervisor	At-Large
VACANT (Formerly held by Michael Sanio; appointed 2/23 by Alcorn) Term exp. 2/27 *Resigned*	Alternate #4 Representative		By Any Supervisor	At-Large
VACANT (Formerly held by Daren Shumate; appointed 2/16-7/20 by Gross) Term exp. 2/24 *Resigned*	Design Professional #5 Representative		By Any Supervisor	At-Large

BOARD OF EQUALIZATION OF REAL ESTATE ASSESSMENTS (BOE) (2-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
Saif Rahman (Appointed 2/22-3/24 by McKay) Term exp. 12/25	At-Large #2 Representative		By Any Supervisor	At-Large
VACANT (Formerly held by Robert Mansker; appointed 9/06-10/22 by Gross) Term exp. 12/24 *Resigned*	At-Large #3 Representative		By Any Supervisor	At-Large
Fredric Wilson (Appointed 1/24 by McKay) Term exp. 12/25	Professional #1 Representative		By Any Supervisor	At-Large
Ryan Rauner (Appointed 1/18-3/24 by Herrity) Term exp. 12/25	Professional #3 Representative		By Any Supervisor	At-Large

CATHY HUDGINS COMMUNITY CENTER ADVISORY COUNCIL (2-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Gerald Padmore; appointed 3/21-5/23 by Alcorn) Term exp. 4/25 *Resigned*	Fairfax County #4 Representative	**Gerald Zavala** (Alcorn)	By Any Supervisor	At-Large
VACANT (Formerly held by Maryam Ovissi; appointed 3/21-5/23 by Alcorn) Term exp. 4/25 *Resigned*	Fairfax County #7 Representative		By Any Supervisor	At-Large

CELEBRATE FAIRFAX, INC. BOARD OF DIRECTORS
(2-year terms - limited to 3 full terms)

Incumbent History	Requirement	Nominee	Supervisor	District
Greg Dercach (Appointed 1/22 by Gross; 1/24 by Jimenez) Term exp. 9/25	At-Large #3 Representative		By Any Supervisor	At-Large

CHESAPEAKE BAY PRESERVATION ORDINANCE EXCEPTION REVIEW COMMITTEE (4-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Anne Kanter; appointed 9/11-10/18 by Bulova) Term exp. 9/23 *Resigned*	At-Large #1 Representative		McKay	At-Large Chairman's
VACANT (Formerly held by David W. Schnare; appointed 11/10-9/23 by Herrity) Term exp. 9/27 *Resigned*	Springfield District Representative		Herrity	Springfield

CHILD CARE ADVISORY COUNCIL (2-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
Thomas Fitzpatrick (Appointed 12/24 by Storck) Term exp. 9/25	Mount Vernon District Representative		Storck	Mount Vernon

CIVIL SERVICE COMMISSION (2-year terms)
NOTE: The Commission shall include at least 3 members who are male, 3 members who are female, and 3 members who are from a minority group.

Incumbent History	Requirement	Nominee	Supervisor	District
Nancy Angland Rice (Appointed 2/16-1/24 By Smith) Term exp. 12/25	At-Large #1 Representative	**Nancy Angland Rice** (Smith)	By Any Supervisor	At-Large
VACANT (Formerly held by Deborah Woolen; appointed 12/20-9/23 by Lusk) Term exp. 12/24 *Resigned*	At-Large #2 Representative		By Any Supervisor	At-Large
Sara Simmons (Appointed 2/20-1/24 by McKay) Term exp. 12/25	At-Large #3 Representative		By Any Supervisor	At-Large
Michael Grealy (Appointed 5/24 by Alcorn) Term exp. 12/25	At-Large #5 Representative	**Michael Grealy** (Alcorn)	By Any Supervisor	At-Large
Thomas Garnett (Appointed 1/20-3/22 by Lusk) Term exp. 12/23	At-Large #6 Representative	**Thomas Garnett** (Lusk)	By Any Supervisor	At-Large
Patrick Morrison (Appointed 2/20-11/21 by McKay) Term exp. 12/23	At-Large #7 Representative	**Renée Hamilton** (McKay)	By Any Supervisor	At-Large
Abraham Haspel (Appointed 7/23 by Walkinshaw) Term exp. 12/25	At-Large #8 Representative		By Any Supervisor	At-Large

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CIVIL SERVICE COMMISSION (2-year terms)
Continued from previous page

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Janice Hill; appointed 12/21 by Gross; 6/24 by Jimenez) Term exp. 12/25 *Deceased*	At-Large #9 Representative		By Any Supervisor	At-Large
Darrell Allen (Appointed 1/25 by Storck) Term exp. 12/25	At-Large #10 Representative		By Any Supervisor	At-Large
Herbert Kemp (Appointed 9/13-12/21 by Foust; 2/24 by Bierman) Term exp. 12/25	At-Large #11 Representative		By Any Supervisor	At-Large
John Townes (Appointed 12/09-1/24 by Herrity) Term exp. 12/25	At-Large #12 Representative		By Any Supervisor	At-Large

COMMISSION FOR WOMEN (3-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Sabrina Rose-Smith; appointed 1/23 by Jimenez) Term exp. 10/25 *Resigned*	Mason District Representative		Jimenez	Mason
VACANT (Formerly held by Pamela Montesinos; appointed 10/22 by Smith) Term exp. 10/25 *Resigned*	Sully District Representative		Smith	Sully

COMMUNITY ACTION ADVISORY BOARD (CAAB) (3-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Michele Hymer Blitz; appointed 5/21-2/24 by McKay) Term exp. 2/27 *Resigned*	At-Large Chairman's Representative		McKay	At-Large Chairman's
VACANT (Formerly held by Philip Rosenthal; appointed 1/01-3/24 by Herrity) Term exp. 2/27 *Deceased*	Springfield District Representative		Herrity	Springfield

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COMMUNITY ACTION ADVISORY BOARD (CAAB) (3-year terms)
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Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Kevin Hickerson; appointed 3/22 by Smith) Term exp. 2/25 *Resigned*	Sully District Representative		Smith	Sully

CONFIRMATIONS NEEDED:

- Mr. William Guthrie as the AARP Representative
- Ms. Delores Cole as the AARP Alternate Representative
- Mr. Ken McMillon as the Elected - Central Target Area #3 Representative
- Ms. Heather Thomas as the Elected - North Target Area #1 Representative
- Ms. Maria Levia Alfonso as the Elected - North Target Area #3 Representative
- Ms. Shari Zamarra as the Faith Communities in Action Representative
- Ms. Nicole Tapia as the Head Start Principal Fairfax County Representative
- Ms. Marcia McDevitt as the League of Women Voters Representative
- Mr. Michael Mahrer as the Literacy Council of Northern Virginia Representative

CONSUMER PROTECTION COMMISSION (3-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
Jacqueline G. Rosier (Appointed 10/22 by McKay) Term exp. 7/25	Fairfax County Resident #1 Representative		By Any Supervisor	At-Large
Dennis Kirk (Appointed 6/98-8/22 by Gross) Term exp. 7/25	Fairfax County Resident #4 Representative		By Any Supervisor	At-Large
VACANT (Formerly held by Paul Svab; appointed 11/21-7/24 by Herrity) Term exp. 7/27 *Resigned*	Fairfax County Resident #11 Representative		By Any Supervisor	At-Large

CONTINUUM OF CARE BOARD (CoC) (2-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
NEW POSITION	Dranesville District Representative		Bierman	Dranesville
Ruth Pearson (Appointed 9/23 by Smith) Term exp. 6/25	Sully District Representative		Smith	Sully

CRIMINAL JUSTICE ADVISORY BOARD (CJAB) (3-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
Herbert Kemp (Appointed 12/21 by Foust) Term exp. 11/24	Dranesville District Representative		Bierman	Dranesville
Ricardo E. Coleman (Appointed 9/16-3/21 by Gross) Term exp. 3/24	Mason District Representative		Jimenez	Mason

DULLES RAIL TRANSPORTATION IMPROVEMENT DISTRICT ADVISORY BOARD, PHASE II (4-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
Richard Fernicola (Appointed 1/22 by McKay) Term exp. 1/24	BOS At-Large #6 Representative		By Any Supervisor	At-Large

ENGINEERING STANDARDS REVIEW COMMITTEE (3-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Maya Huber; appointed 12/09-1/14 by Confirmation; 5/18 by Bulova) Term exp. 3/21 *Resigned*	Citizen #4 Representative		By Any Supervisor	At-Large

ENVIRONMENTAL QUALITY ADVISORY COUNCIL (EQAC) (3-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
Bryan P. Campbell (Appointed 2/20-11/22 by Walkinshaw) Term exp. 11/25	Braddock District Representative		VACANT	Braddock
Johna Gagnon (Appointed 11/10-11/16 by McKay; 1/20-11/22 by Lusk) Term exp. 11/25	Franconia District Representative	**Johna Gagnon**	Lusk	Franconia

FAIRFAX AREA DISABILITY SERVICES BOARD
(3-year terms - limited to 2 full terms)

NOTE: Members may be reappointed after being off the Board for three years. State Code requires that the membership in the local disabilities board include at least 30 percent representation by individuals who have physical, visual, or hearing disabilities or their family members. For this 15-member board, the minimum number for this representation would be five members.

Incumbent History	Requirement	Nominee	Supervisor	District
Christie Garton (Appointed 5/22-11/22 by McKay) Term exp. 11/25	At-Large #1 Business Community Representative	**Christie Garton** (McKay)	By Any Supervisor	At-Large
VACANT (Formerly held by Courtney Cezair Mayers; appointed 6/21 by Foust) Term exp. 11/24 *Resigned*	Dranesville District Representative		Bierman	Dranesville
Deborah K. Hammer (Appointed 3/16-1/20 by Storck) Term exp. 11/22 ***Not eligible for reappointment***	Mount Vernon District Representative		Storck	Mount Vernon

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FAIRFAX AREA DISABILITY SERVICES BOARD
(3-year terms - limited to 2 full terms)
Continued from previous page

Incumbent History	Requirement	Nominee	Supervisor	District
Melissa Hochberg (Appointed 1/25 by Palchik) Term exp. 11/25	Providence District Representative	**Melissa Hochberg**	Palchik	Providence
Michael Ritter (Appointed 6/22 by Herrity) Term exp. 11/24	Springfield District Representative		Herrity	Springfield

FAIRFAX-FALLS CHURCH COMMUNITY SERVICES BOARD
(3-year terms – limited to 3 full terms)
NOTE: In accordance with *Virginia Code* Section 37.2-501, "prior to making appointments, the governing body shall disclose the names of those persons being considered for appointment." Members can be reappointed after 1-year break from initial 3 full terms, VA Code 37.2-502.

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Alisha Keirstead; appointed 6/24 by Storck) Term exp 6/28 *Resigned*	Mount Vernon District Representative		Storck	Mount Vernon

HEALTH SYSTEMS AGENCY BOARD (3-year terms - limited to 2 full terms)
NOTE: Members may be reappointed after a 1-year break

Incumbent History	Requirement	Nominee	Supervisor	District
Lydia Lawrence (Appointed 2/22 by Foust) Term exp. 6/24	Consumer #5 Representative		By Any Supervisor	At-Large
Bridget M. Jennison (Appointed 5/22 by Walkinshaw) Term exp. 6/24	Provider #1 Representative		By Any Supervisor	At-Large
VACANT (Formerly held by Magalie Emile-Backer; appointed 1/19-6/21 by Storck) Term exp. 6/24 ***Not eligible for reappointment*** *Resigned*	Provider #2 Representative		By Any Supervisor	At-Large
VACANT (Formerly held by Maria Zlotnick; appointed 6/20 by Alcorn) Term exp. 6/25 *Resigned*	Provider #4 Representative		By Any Supervisor	At-Large

HISTORY COMMISSION (3-year terms)
NOTE: The Commission shall include at least one member who is a resident from each District.

Incumbent History	Requirement	Nominee	Supervisor	District
Jennifer Macpherson (Appointed 3/25 by Lusk) Term exp. 12/25 *Franconia District*	Archaeologist Representative		By Any Supervisor	At-Large
VACANT (Formerly held by Joseph Imamura; appointed 7/23 by McKay) Term exp. 12/24 *Resigned*	Architect Representative		By Any Supervisor	At-Large
VACANT (Formerly held by Carmen Powell; appointed 9/23 by Foust) Term exp. 6/24 *Resigned*	At-Large #1 Representative		By Any Supervisor	At-Large
Tammy Mannarino (Appointed 1/20-12/22 by Storck) Term exp. 12/25 *Mount Vernon District*	At-Large #2 Representative		By Any Supervisor	At-Large
Todi Carnes (Appointed 6/25 by Lusk) Term exp. 12/25 *Franconia District*	At-Large #3 Representative		By Any Supervisor	At-Large
Carmen Powell (Appointed 7/25 by Alcorn) Term exp. 12/25 *Hunter Mill District*	Citizen #3 Representative	**Carmen Powell** (Alcorn)	By Any Supervisor	At-Large

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HISTORY COMMISSION (3-year terms)
NOTE: The Commission shall include at least one member who is a resident from each District.
Continued from previous page

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Jenee Lindner; appointed 12/21-1/25 by Herrity) Term exp. 12/27 *Resigned*	Citizen #4 Representative		By Any Supervisor	At-Large
Margaret Coleman (Appointed 6/24 by Jimenez) Term exp. 12/25 *Mason District*	Citizen #7 Representative		By Any Supervisor	At-Large
VACANT (Formerly held by Steve Sherman; appointed 9/21 by Lusk) Term exp. 12/23 *Resigned*	Citizen #9 Representative		By Any Supervisor	At-Large
VACANT (Formerly held by Lynne Garvey-Hodge; appointed 12/21 by Gross) Term exp. 12/24 *Resigned*	Historian #1 Representative		By Any Supervisor	At-Large
Anne Stuntz (Appointed 1/20-11/22 by Alcorn) Term exp. 12/25 *Hunter Mill District*	Historian #2 Representative	**Anne Stuntz** (Alcorn)	By Any Supervisor	At-Large

HUMAN RIGHTS COMMISSION (3-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Eduardo Conde; appointed 1/20-10/23 by Gross) Term exp. 9/26 *Resigned*	At-Large #8 Representative		By Any Supervisor	At-Large
Meena Bhinge (Appointed 9/21 Walkinshaw) Term exp. 9/24	At-Large #10 Representative		By Any Supervisor	At-Large

HUMAN SERVICES COUNCIL (4-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Jane Edmondson; appointed 10/23 by Foust) Term exp. 7/27 *Deceased*	Dranesville District #1 Representative		Bierman	Dranesville
Nancy Hall (Appointed 2/25 by Jimenez) Term exp. 7/25	Mason District #2 Representative	**Nancy Hall**	Jimenez	Mason
Anthony Santelises (Appointed 7/24 by Palchik) Term exp. 7/25	Providence District #1 Representative		Palchik	Providence

Continued on next page

HUMAN SERVICES COUNCIL (4-year terms)
Continued from previous page

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Edward Yost appointed 3/23 by Smith) Term exp. 7/27 *Resigned*	Sully District #2 Representative		Smith	Sully

INDUSTRIAL DEVELOPMENT AUTHORITY (4-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
Inge Gedo (Appointed 11/09-10/21 by Herrity) Term exp. 10/25	At-Large #3 Representative		By Any Supervisor	At-Large
VACANT (Formerly held by Christopher Glaser; appointed 11/21 by Alcorn) Term exp. 10/25 *Resigned*	At-Large #4 Representative		By Any Supervisor	At-Large
Jonathan Higgins (Appointed 4/14-11/17 by Bulova;10/21 by McKay) Term exp. 10/25	At-Large #5 Representative		By Any Supervisor	At-Large

INFORMATION TECHNOLOGY POLICY ADVISORY COMMITTEE (ITPAC) (3-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
Rajni Goel (Appointed 1/20-12/22 by Foust) Term exp. 12/25	Dranesville District Representative		Bierman	Dranesville
VACANT (Formerly held by Brian McMahon; appointed 1/22 by Alcorn) Term exp. 12/25 *Resigned*	Hunter Mill District Representative		Alcorn	Hunter Mill
Richard Kostro (Appointed 7/18-12/22 by Storck) Term exp. 12/25	Mount Vernon District Representative		Storck	Mount Vernon
VACANT (Formerly held by Edward Blum; appointed 12/20-1/24 by Palchik) Term exp. 12/26 *Resigned*	Providence District Representative		Palchik	Providence
Dennis Carlton (Appointed 1/20-11/22 by Smith) Term exp. 12/25	Sully District Representative	**Dennis Carlton**	Smith	Sully

JUVENILE AND DOMESTIC RELATIONS COURT CITIZENS ADVISORY COUNCIL (2-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
Crystopher Herrera (Appointed 2/22 by Foust) Term exp. 1/24	Dranesville District Representative		Bierman	Dranesville

LIBRARY BOARD (4-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Philip Rosenthal; appointed 1/18-7/25 by Herrity) Term exp. 6/29 *Deceased*	Springfield District Representative	**Dean Lefor**	Herrity	Springfield

PARK AUTHORITY (4-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
Abena Aidoo Hewton (Appointed 12/21 by McKay) Term exp. 12/25	At-Large #2 Representative		By Any Supervisor	At-Large

PLANNING COMMISSION (4-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
John Carter (Appointed 11/21 by Alcorn) Term exp. 12/25	Hunter Mill District Representative	**John Carter**	Alcorn	Hunter Mill
Walter Clarke (Appointed 3/18-11/21 by Storck) Term exp. 12/25	Mount Vernon District Representative		Storck	Mount Vernon

POLICE OFFICERS RETIREMENT SYSTEM BOARD OF TRUSTEES (4-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
Jay Jupiter (Appointed 2/17-3/22 by Storck) Term exp. 12/25	Citizen At-Large #1 Representative		By Any Supervisor	At-Large
Brendan D. Harold (Appointed 5/05-11/14 by Hyland; 12/18 by Storck) Term exp. 12/22	Citizen At-Large #2 Representative		By Any Supervisor	At-Large

RESTON TRANSPORTATION SERVICE DISTRICT ADVISORY BOARD (4-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Angela E. Roberts; appointed 9/21 by Alcorn) Term exp. 9/25 *Resigned*	Apartment or Rental Owner Associations Representative		By Any Supervisor	At-Large
VACANT (Formerly held by Margaret Parker; appointed 10/1 by Alcorn) Term exp. 9/25 *Resigned*	Commercial or Retail Ownership #1 Representative		By Any Supervisor	At-Large

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RESTON TRANSPORTATION SERVICE DISTRICT ADVISORY BOARD (4-year terms)
Continued from previous page

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Peter Henry; appointed 9/21 by Alcorn) Term exp. 9/25 *Resigned*	Commercial or Retail Ownership #3 Representative		By Any Supervisor	At-Large
Michael Shindledecker (Appointed 9/21 by Foust) Term exp. 9/25	Dranesville District Representative		Bierman	Dranesville
VACANT (Formerly held by Karen Mantyla; appointed 6/21 by Alcorn) *Resigned*	Residential Owners/HOA/Civic Association #2 Representative		By Any Supervisor	At-Large
VACANT (Formerly held by Stephanie Weber: appointed 8/22 by Alcorn) Term exp. 9/25 *Resigned*	Residential Owners/HOA/Civic Association #3 Representative		By Any Supervisor	At-Large
VACANT (Formerly held by Travis Johnson; appointed 3/25-9/25 by Alcorn) Term exp. 9/29 *Resigned*	Reston Association Representative	**Timothy McGuckin** (Alcorn)	By Any Supervisor	At-Large

SMALL BUSINESS COMMISSION (3-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
Theofilos Stamatis (Appointed 5/23 by McKay) Term exp. 12/25	At-Large #1 Representative		By Any Supervisor	At-Large
VACANT (Formerly held by Tracey Wood; appointed 12/21 by McKay) Term 12/24 *Resigned*	At-Large #3 Representative		By Any Supervisor	At-Large
VACANT (Formerly held by Luis Lopez Stipes; appointed 1/25 by Storck) Term exp. 12/26 *Resigned*	Mount Vernon District Representative		Storck	Mount Vernon

TREE COMMISSION (3-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
Kevin Holland (Appointed 12/16-10/22 by Gross) Term exp. 10/25	Mason District Representative	**Kevin Holland**	Jimenez	Mason
Cory Suter (Appointed 2/20-12/22 by Herrity) Term exp. 10/25	Springfield District Representative		Herrity	Springfield

TRESPASS TOWING ADVISORY BOARD (3-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
Alvin Leach (Appointed 10/10-11/22 by Foust) Term exp. 9/25	Towing #2 Representative		By Any Supervisor	At-Large

UNIFORMED RETIREMENT SYSTEM BOARD OF TRUSTEES (4-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
Daniel Zito (Appointed 7/24 by Alcorn) Term exp. 10/25	Citizen Appointed by BOS #1 Representative	**Daniel Zito** (Alcorn)	By Any Supervisor	At-Large

WETLANDS BOARD (5-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Kimberly Larkin; appointed 12/22 by Storck) Term exp. 12/27 *Resigned*	At-Large #1 Representative		By Any Supervisor	At-Large
Bruce Jesson (Appointed 6/24 by McKay) Term exp. 12/25	At-Large #2 Representative		By Any Supervisor	At-Large

YOUNG ADULTS ADVISORY COMMITTEE
(2-year terms - limited to 2 full terms)

Incumbent History	Requirement	Nominee	Supervisor	District
VACANT (Formerly held by Eddy Sandoval; appointed 9/21 by Smith) Term exp. 1/24 *Resigned*	Sully District Representative		Smith	Sully

NEW BOARD

COUNCIL FOR ECONOMIC OPPORTUNITY (CEO)
(3-year terms - limited to 2 full terms for Voting Members)

Incumbent History	Requirement	Nominee	Supervisor	District
NEW POSITION	At-Large #11 Representative		Confirmed by the Board	Confirmation
NEW POSITION	At-Large #12 Representative		Confirmed by the Board	Confirmation

VETERANS AND MILITARY FAMILIES COMMISSION (3-year terms)

Incumbent History	Requirement	Nominee	Supervisor	District
NEW POSITION	Department of Housing and Community Development Representative		Confirmed by the Board	Confirmation

Board Agenda Item
November 18, 2025

10:00 a.m.

Matters Presented by Board Members

Board Agenda Item
November 18, 2025

10:00 a.m.

Items Presented by the County Executive

Board Agenda Item
November 18, 2025

ADMINISTRATIVE – 1

Approval of Streets Into the Secondary System – McMillen Farm (Dranesville District)

ISSUE:
Board approval of streets to be accepted into the State Secondary System.

RECOMMENDATION:
The County Executive recommends that the street listed below be added to the State Secondary System:

Subdivision	District	Street
McMillen Farm	Dranesville	Vacation Place

TIMING:
Board approval is requested on November 18, 2025.

BACKGROUND:
Inspection has been made of the street, and is recommended for acceptance into the State Secondary System.

EQUITY IMPACT:
None.

FISCAL IMPACT:
None.

ENCLOSED DOCUMENTS:
Attachment 1 – Street Acceptance Form for Board of Supervisors Resolution

STAFF:
Jennifer Miller, Deputy County Executive
William Hicks, P.E., Director, Land Development Services

ATTACHMENT 1

Print Form

Street Acceptance Form For Board Of Supervisors Resolution

FAIRFAX COUNTY BOARD OF SUPERVISORS FAIRFAX, VA	VIRGINIA DEPARTMENT OF TRANSPORTATION OFFICE OF LAND USE - FAIRFAX PERMITS
Pursuant to the request to inspect certain streets in the subdivisions as described, the Virginia Department of Transportation has made inspections, and recommends that same be included in the secondary system.	REQUEST TO THE PERMITS MANAGER, FOR INCLUSION OF CERTAIN SUBDIVISION STREETS INTO THE STATE OF VIRGINIA SECONDARY ROAD SYSTEM. **PLAN NUMBER:** 1855-SD-014 **SUBDIVISION PLAT NAME:** McMillen Farm **COUNTY MAGISTERIAL DISTRICT:** Dranesville
VDOT PERMITS MANAGER: ROBERT H. BURTON **BY:** Burton Robert wav86274 Digitally signed by Burton Robert wav86274 Date: 2025.10.08 11:17:09 -04'00'	**FOR OFFICIAL USE ONLY** **VDOT INSPECTION APPROVAL DATE:** 07/24/2025

STREET NAME	LOCATION		LENGTH MILE
	FROM	TO	
Vacation Place	CL Dranesville Road, Route 228 - 462' S CL Kingstream Drive, Route 6701	578' E to End of Cul-de-Sac	0.11
NOTES:		**TOTALS:**	0.11

5' Concrete Sidewalk on Both Sides to be maintained by VDOT.

Board Agenda Item
November 18, 2025

ADMINISTRATIVE – 2

Approval of Streets Into the Secondary System – Lake Hill Farms Section II (Peach Mill) (Springfield District)

ISSUE:
Board approval of streets to be accepted into the State Secondary System.

RECOMMENDATION:
The County Executive recommends that the street listed below be added to the State Secondary System:

Subdivision	District	Street
Lake Hill Farms Section II	Springfield	Lake Hill Farms Drive

TIMING:
Board approval is requested on November 18, 2025.

BACKGROUND:
Inspection has been made of the street, and is recommended for acceptance into the State Secondary System.

EQUITY IMPACT:
None.

FISCAL IMPACT:
None.

ENCLOSED DOCUMENTS:
Attachment 1 – Street Acceptance Form for Board of Supervisors Resolution

Board Agenda Item
November 18, 2025

STAFF:
Jennifer Miller, Deputy County Executive
William Hicks, P.E., Director, Land Development Services

Attachment 1 Print Form

Street Acceptance Form For Board Of Supervisors Resolution

FAIRFAX COUNTY BOARD OF SUPERVISORS FAIRFAX, VA	VIRGINIA DEPARTMENT OF TRANSPORTATION OFFICE OF LAND USE - FAIRFAX PERMITS
Pursuant to the request to inspect certain streets in the subdivisions as described, the Virginia Department of Transportation has made inspections, and recommends that same be included in the secondary system.	REQUEST TO THE PERMITS MANAGER, FOR INCLUSION OF CERTAIN SUBDIVISION STREETS INTO THE STATE OF VIRGINIA SECONDARY ROAD SYSTEM. **PLAN NUMBER:** 1902-SD-002 **SUBDIVISION PLAT NAME:** Lake Hill Farms Section II (Peach Mill) **COUNTY MAGISTERIAL DISTRICT:** Springfield
VDOT PERMITS MANAGER: ROBERT H. BURTON **BY:** Burton Robert wav86274 Digitally signed by Burton Robert wav86274 Date: 2025.10.10 10:24:39 -04'00'	**FOR OFFICIAL USE ONLY** **VDOT INSPECTION APPROVAL DATE:** 10/02/2025

STREET NAME	LOCATION		LENGTH MILE
	FROM	TO	
Lake Hill Farms Drive *	CL Lake Hill Drive, Route 1950 - 403' SW CL Ox Road, Route 123 Southbound Lanes	526' NW to End of Cul-de-Sac	0.10
NOTES:		**TOTALS:**	0.10

* Sidewalk is Privately Maintained.

Board Agenda Item
November 18, 2025

ADMINISTRATIVE – 3

Approval of the Master Agreement Between the Virginia Department of Rail and Public Transportation and Fairfax County for Use of Commonwealth Transportation Funds

ISSUE:
Board of Supervisors' (Board) approval for the Director of the Fairfax County Department of Transportation (FCDOT) to sign the Master Agreement with the Virginia Department of Rail and Public Transportation (DRPT) to enable the County's receipt of FY 2026 transit operations and capital assistance funding.

RECOMMENDATION:
The County Executive recommends that the Board authorize the Director of FCDOT to sign the Master Agreement between DRPT and Fairfax County, substantially in the form of Attachment 1.

TIMING:
Board approval is requested on November 18, 2025, to ensure the County can continue to receive and use FY 2026 Commonwealth Transportation Funds.

BACKGROUND:
For more than 30 years, the Commonwealth has disbursed state transit assistance provided for WMATA (Washington Metropolitan Area Transit Authority) and most Fairfax Connector capital and operations funding to the Northern Virginia jurisdictions through the Northern Virginia Transportation Commission (NVTC). Pursuant to the Code of Virginia, NVTC uses a Subsidy Allocation Model (SAM) to distribute regional transit funding among the member jurisdictions. NVTC acts as Fairfax County's agent for WMATA regional agreements, while the County enters into direct agreements with DRPT for local projects and programs. Additionally, there are several annual grants issued directly from DRPT to Fairfax County.

The County is required to enter into a Master Agreement for the Use of Commonwealth Transportation Funds (the Master Agreement) with DRPT, which provides the basis for which the County receives numerous transportation project grant funds. The Master Agreement establishes the overarching terms and conditions governing receipt of grants supported by Commonwealth Transportation Funds. The agreement specifies that:

- DRPT and the County are committed to entering into project-specific agreements ("Project Agreements") that include the overall purpose for which grants are awarded.
- DRPT will provide funds for eligible project grants submitted by the County on a reimbursement basis.

The Master Agreement was last signed in August of 2020, and the executed agreement is included as Attachment 2.

In May 2025, DRPT proposed an updated Master Agreement. In large measure, the revised agreement is very similar to the previous agreement executed in 2020. There are several minor business-related changes that will not impede the County's efforts to apply for and receive transportation funds from the Commonwealth. The largest modification is the expansion of the non-discrimination language to include certain practices and sexual harassment training requirements.

EQUITY IMPACT:
The 2025 Master Agreement with DRPT incorporates non-discrimination, accessibility, and inclusive provisions. This new agreement supports equitable access to transportation services for people of all ages, abilities, and backgrounds.

FISCAL IMPACT:
The Master Agreement will govern the receipt, use, and transfer of Commonwealth Transportation Funds to the County. There is no General Fund impact.

ENCLOSED DOCUMENTS:
Attachment 1 – Proposed Master Agreement for Use of Commonwealth Transportation Funds (2025)
Attachment 2 – Previous Master Agreement for Use of Commonwealth Transportation Funds (2020)

STAFF:
Jennifer Miller, Deputy County Executive
Gregg Steverson, Director, Fairfax County Department of Transportation (FCDOT)
Martha Coello, Deputy Director, FCDOT
Noelle Dominguez, Chief, Coordination and Funding Division, FCDOT
Ray Johnson, Chief, Funding Section, FCDOT
Scott C. Patchan, Financial Specialist III, FCDOT

Board Agenda Item
November 18, 2025

ASSIGNED COUNSEL:
Joanna Faust, Assistant County Attorney

MASTER AGREEMENT

FOR USE OF

COMMONWEALTH TRANSPORTATION FUNDS

(Grantee Name)

This Master Agreement ("Agreement"), is made and executed as of the ____ day of _____, 20__ between the Virginia Department of Rail and Public Transportation ("Department"), acting by and through its Director, and the County of Fairfax ("Grantee") (collectively Department and Grantee referred to as "Parties"). On a case by case basis, the Parties will enter into a project specific agreement("Project Agreement") that includes the overall purpose for which grants are awarded ("Project"), the total cost of a Project, the Department and Grantee participation, Project time period, and any subsequent amendments thereto. This Agreement constitutes the terms and conditions governing receipt of grants provided by the Department and governs and is incorporated by reference in all Project Agreements approved by the Department. The terms of this Agreement shall apply to all actions such as executing a Project Agreement, requesting reimbursement, requesting extensions or other actions taken pursuant to complete a Project ("Grant Transactions") from the date of this Agreement until a new Master Agreement for the use of Commonwealth transportation funds is executed by the Department and the Grantee. If there are any conflicting terms between this Master Agreement and a Project Agreement, the terms contained in this Master Agreement will control.

ARTICLE 1. PROGRAMS AND FUNDING

§ 1.1 This Agreement contains requirements that must be adhered to by the Grantee for all grants received from the Department.

§ 1.2 Funding is subject to annual appropriation by the Virginia General Assembly ("General Assembly"), allocation by the Commonwealth Transportation Board ("CTB"), and execution by the Parties of this Agreement and an associated Project Agreement. For any grants administered by the Department, the CTB or the General Assembly may change the percentage of the local share that can be financed by Commonwealth transportation funds to a higher or lower percentage than set forth in the Project Agreement. In the event such a change occurs, the applicable percentage will be the new

percentage set by the CTB or the General Assembly. All Eligible Project Costs incurred prior to the date of the change will be governed by the previous percentage.

§ 1.3 In the event that the Grantee receives a subsequent allocation of funding from the Commonwealth of Virginia ("Commonwealth") other than the Department, or receives Federal funding for a Project, the allocation of grant funds originally allocated for that Project shall be reduced by the amount of the subsequent allocation of Commonwealth or Federal funding. Within thirty (30) days of receipt, the Grantee shall notify the Department in writing when a subsequent allocation of Commonwealth or Federal funding is received.

§ 1.4 The Grantee shall provide funds from sources other than Federal funds, except as may otherwise be authorized by Federal statute, in an amount sufficient, together with the grant funding governed by this Agreement, to assure payment of the total cost of the Project. The Grantee further agrees that no refund or reduction of the amount so provided will be made at any time, unless there is at the same time a refund and/or de-obligation to the Department of a proportional amount of the grant funds paid or to be paid by the Department. The Grantee is obligated to provide its share of Project cost as detailed in the Project Agreement.

§ 1.5 Payment of funds by the Department pursuant to a Project Agreement shall not exceed the Department funding amount identified in the applicable Project Agreement.

ARTICLE 2. ELIGIBLE PROJECT COSTS

§ 2.1 The Grantee agrees to incur costs in accordance with Project Agreements and this Agreement ("Eligible Project Costs"). The Department shall provide reimbursement of Eligible Project Costs submitted by the Grantee in proportion to the percentage of total funding to be provided by the Department pursuant to the Project Agreement. All expenses for which the Grantee seeks reimbursement by the Department shall be charged at the actual cost(s) to the Grantee with no Grantee markup.

§2.2 Eligible Project Costs must meet the following requirements:

A. Be necessary in order to accomplish the Project as identified in an associated Project Agreement;

B. Be reasonable for the goods or services purchased;

C. Be actual net costs charged to the Grantee (i.e., the price paid minus any refunds, rebates, salvage, or other items of value received by the Grantee which have the effect of reducing the cost actually incurred and paid);

D. Be incurred during the time period specified in the associated Project Agreement;

E. Be in accordance with 2 C.F.R. Pt. 200 Subpart E, if applicable;

F. Be based on a cost allocation plan that has been approved in advance by the Department if the costs are indirect costs;

G. Be documented in accordance with the terms of this Agreement;

H. Be treated uniformly and consistently under generally accepted accounting principles; and

I. There must be sufficient remaining allocated Commonwealth transportation funds pursuant to the associated Project Agreement to make the requested reimbursement.

Costs incurred by the Grantee to correct deficiencies in a Project, including costs related to the Grantee's failure to comply with the terms of this Agreement or a Project Agreement, do not qualify as Eligible Project Cost. The Department shall make the final determination as to whether costs submitted for reimbursement qualify as Eligible Project Costs.

ARTICLE 3. REIMBURSEMENT OF GRANTEE

§ 3.1 Some Projects involving operating costs will require payment based on a schedule. Payment schedules for such projects will be detailed in the Project Agreement. The Department will make payment to the Grantee of the Department's share of scheduled payments as outlined in the Project Agreement. For other Projects not subject to a schedule of payments, grant funds will be distributed by the Department to the Grantee on a reimbursement basis.

§ 3.2 The Grantee shall submit requests for reimbursement using the form ("Project Reimbursement Form") provided by the Department through the Department's grant administration system. The Grantee shall submit Project Reimbursement Forms no more frequently than once a month and within 90 days from incurrence of Eligible Project Costs. Project Reimbursement Forms must be supported by third party evidence. The Department shall have the right to request additional details. The Grantee shall provide information within 30 days of the Department's request for additional information. The Department will make reimbursement of approved Eligible Project Costs within 30 days of the Department's receipt and approval of Grantee's Project Reimbursement Form. The Grantee shall submit its final reimbursement request to the Department within 90 days of expiration of funding for the Project Agreement.

§ 3.3 The Department shall have the right, in its sole discretion, to withhold reimbursement for Project Reimbursement Forms or line items in Project Reimbursement Forms found to be incomplete or not in conformance with the requirements of this Agreement or the associated Project Agreement. The Department will notify the Grantee of the basis for withholding total or partial reimbursement and will work with the Grantee to resolve disputed items.

§ 3.4 Reimbursement by the Department is not a waiver of Department's claim that said reimbursement request violates this Agreement or Project Agreement. Reimbursement is not a final decision by the Department as to validity of the cost as an Eligible Project Cost.

§ 3.5 Any reimbursement paid to the Grantee by the Department not in accordance with the provisions of this Agreement, associated Project Agreement, or Federal, State, or local law, shall be repaid to the Department by the Grantee within 60 days of the Department's written notice to the Grantee of the repayment obligation.

§ 3.6 The Grantee is responsible for payment of all third-parties performing work on behalf of the Grantee ("Contractors"). The Grantee shall attach copies of Contractors' invoices to each Reimbursement request.

§ 3.7 The Grantee shall remit payment to Contractors within five business days of receipt of reimbursement from Department. If, for any reason, the Grantee does not remit payment to Contractor within five days, the Grantee shall immediately notify the Chief Financial Officer of the Department ("CFO") in writing, inform the CFO why such payments were not made and, if applicable, of the date Grantee will remit payment to its Contractors, and deposit the reimbursement funds received in an interest bearing account. The Grantee shall use all interest proceeds toward the Project, reducing the funding obligation of the Department outlined in the Project Agreement. Depending upon the Grantee's revised Contractor payment date, the Department may require the Grantee to repay the funds to the Department. If the Grantee fails to comply with this provision, the Department will require the Grantee to prepay Contractors prior to submitting Project Reimbursement Forms.

§ 3.8 With the exception of debt service specifically identified in a Project Agreement, the Grantee may not seek reimbursement for interest payments or charges on debt financing vehicles used to fund Projects.

ARTICLE 4. LAPSE OF FUNDS

§ 4.1 A Project Agreement obligates the Grantee to undertake and complete a Project within the period from the Project Start Date to the Project Expiration Date as identified in the Project Agreement. The

Department shall not provide any Reimbursement for any expenses incurred after the Project Expiration Date or for any expenses submitted 90 days after the Project Expiration Date.

§ 4.2 The Grantee's submission of a Project Reimbursement Form marked "Final," is Grantee's certification that it has completed the Project.

§ 4.3 The Department will withdraw any remaining Commonwealth transportation funds allocated for the Grantee's Project for which a final Project Reimbursement Form has been submitted and paid and/or after the Project Expiration Date. Withdrawn funds will be allocated to other projects.

ARTICLE 5. MAINTENANCE OF RECORDS

§ 5.1 The Grantee shall maintain all books, accounting records, and any other documents supporting the Grantee's activities and costs for every Project Agreement in accordance with federal and state laws and regulations. The Grantee shall maintain such records for four years from the end of the state fiscal year (June 30) in which the final payment is made.

The Grantee shall maintain records pertaining to facilities for the Useful Life of the facility. The Grantee shall maintain records pertaining to land in perpetuity. The Grantee shall require Contractors to similarly maintain their books, accounting records, and any other documents supporting the Contractors' activities and costs incurred, and require Contractors contain a similar provision in their contracts with subcontractors.

ARTICLE 6. AUDIT AND INSPECTION OF RECORDS

§ 6.1 The Grantee and Contractors shall permit the authorized representatives of the Department to inspect and audit their records related to the performance of this Agreement. Acceptable records are original documents (such as timesheets, travel reimbursements, invoices, receipts, etc.) that are the basis of entries on the Payment Reimbursement Forms. The Department may require the Grantee to furnish certified reports of all expenditures under any contracts or subcontracts.

§ 6.2 If applicable, the Grantee must follow the requirements of 2 C.F.R. pt. 200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards", including the audit and record keeping requirements set forth therein and applicable federal law. Grantees spending less than the statutory threshold amount of Federal assistance during any one fiscal year are not required to undergo a Single Audit, as defined by 31 U.S.C. § 7501, unless specifically requested by the Department. All Grantees must maintain auditable records and adequate supporting documentation. The Department reserves the right to require any recipient of Commonwealth funds to undergo an audit the scope of which will be defined by the Department and performed on any matter relating to a Project Agreement.

§ 6.3 If an independent Certified Public Accountant, other auditor, the Department, or any other party conducting an authorized audit finds the Grantee to be out of compliance with any provision of this Agreement, any Project Agreement, any relevant Federal, State, or local law or regulation, or applicable accounting standard or principle, the Grantee must provide a satisfactory corrective action plan to the Department within 60 days of notification of that finding. The scope of any audit conducted must include expenditures made by Contractors and any other recipients of pass-through funds.

§ 6.4 The Grantee agrees if any audit finds payments by the Department were (1) unsupported by acceptable records, or (2) in violation of any other provisions of this Agreement or associated Project Agreement, within 60 days of audit findings, the Grantee will promptly refund unsupported payments or payments found in violation.

§ 6.5 The Grantee must submit audited financial statements to the Department within six months following the end of the Grantee's fiscal year to WebGrants or other system designated by the Department.

§ 6.6 The Grantee shall include language consistent with this Article in its contracts with Contractors to provide the Department the same access to Contractors' books and records, and requiring the Contractors to include language consistent with this Article in all subcontracts.

ARTICLE 7. PROCUREMENT OF SERVICES

§ 7.1 If the Grantee is not subject to the Virginia Public Procurement Act, then the Grantee shall utilize, and require its Contractors to utilize, competitive processes as follows:

.1 for procurement of professional services as defined by § 2.2-4301 of the *Code of Virginia* (1950), as amended – a competitive negotiation process acceptable to the Department that is similar to applicable portions of the process set forth in §§ 2.2-4302.2 and 2.2-4303.B of the *Code of Virginia* (1950), as amended. Additional information regarding procedures for procurement of professional services can be found at §§ 2.2 and 3.1 of the most recent edition of the Commonwealth's Construction and Professional Services Manual ("CPSM");

.2 for procurement of construction services, a nonprofessional service as defined by § 2.2-4301 of the *Code of Virginia* (1950), as amended – a competitive bidding process acceptable to the Department that is similar to applicable portions of the process set forth in §§ 2.2-4302.1 and 2.2-4303.D of the *Code of Virginia* (1950), as amended. Additional information regarding procedures for procurement of construction services can be found at § 7.1 of the most recent edition of the CPSM; and

.3 for procurement of nonprofessional services other than construction services as defined by § 2.2-4301 of the *Code of Virginia* (1950), as amended – a competitive sealed bidding or a competitive negotiation process acceptable to the Department that is similar to applicable portions of the processes set forth in §§ 2.2-4302.1, 2.2-4302.2, and 2.2-4303.C of the *Code of Virginia* (1950), as amended.

§ 7.2 The Department reserves the right to review and approve, in advance, any request for proposals or solicitation to bid. The Department also reserves the right to require that the Grantee not execute any contract, amendment, or change order thereto, or to obligate itself in any manner with any third party with respect to the Grantee's rights, duties, obligations, or responsibilities under this Agreement or any Project Agreement unless and until authorized to do so in writing by the Department.

ARTICLE 8. ASSIGNMENTS

§ 8.1 Assignment of any portion of this Agreement or of any Project Agreement must be preapproved by the Department in writing.

ARTICLE 9. TERM, ENTIRE AGREEMENT, AND AMENDMENT

§ 9.1 This Agreement shall be effective immediately upon its execution.

§ 9.2 This Agreement, and associated Project Agreements, constitute the entire and exclusive agreement between the Parties relating to all specific matters covered therein. All prior or contemporaneous verbal or written agreements, understandings, representations, and/or practices relative to the foregoing are hereby superseded, revoked and rendered ineffective for any purpose.

§ 9.3 The execution of this Agreement and any associated Project Agreements may include electronic signatures using Personal Identification Number (PIN) based access.

§ 9.4 In order to effect a uniform set of terms governing Grant Transactions, effective as of the date of this Agreement, the Grantee and Department agree the terms of this Agreement supersede any and all previous Master Agreements previously entered between the parties. Any ongoing Project Agreements will be governed by the terms of this Agreement.

ARTICLE 10. NOTICES AND DESIGNATED REPRESENTATIVE

§ 10.1 All notices or communications with respect to this Agreement and associated Project Agreements shall be in writing and shall be deemed delivered (a) by hand, upon day of delivery, (b) by prepaid overnight delivery service, upon the next business day or (c) by U.S. Mail, certified, postage

prepaid, return receipt requested, on the third business day following mailing. All notices or communications with respect to this Agreement and associated Project shall be delivered to the addresses set forth below or such other addresses as may be specified by a party.

Designated Representative:

Department:

Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219
Attention: Chief Financial Officer
Chief of Public Transportation

Grantee:

Gregg Steverson, Director
NAME AND TITLE
Fairfax County Department of Transportation
4050 Legato Road, Fairfax, VA, 22033
ADDRESS
Gregg.Steverson@fairfaxcounty.gov
E-MAIL ADDRESS

ARTICLE 11. TERMINATION OF PROJECT AGREEMENT

§ 11.1 Grantee's Termination for Convenience. At any time, the Grantee may terminate a Project Agreement for its convenience by providing written notice to the Department. The termination will be effective 30 days after the Department's receipt of the Grantee's notice. Upon such termination, the Grantee will repay all funds received from the Department pursuant to the Project Agreement.

§ 11.2 Grantee's Termination for Cause

§ 11.2.1 The Grantee may terminate a Project Agreement for cause by providing written notice to the Department.

§ 11.2.2 The Department will have 90 days from receipt of the Grantee's notice, or such longer time as agreed by the Parties, to cure the breach ("Department's Cure Period"). If the breach

remains uncured at the end of the Department's Cure Period, the termination shall be effective the day after expiration of the Department's Cure Period.

§ 11.2.3 If a Project Agreement is validly terminated pursuant to Section 11.2, the Grantee will not be required to repay funds disbursed by the Department and are confirmed as Eligible Project Costs by the Department's audit.

§ 11.3 Department's Termination for Convenience

§ 11.3.1 At any time, the Department may terminate a Project Agreement for its convenience by providing written notice of termination to the Grantee. Upon receipt of notice, the Grantee shall cease all Project work as soon as is practicable and refrain from entering into contracts in furtherance of the Project. The termination shall be effective 10 Days after the Grantee's receipt of the Department's notice.

§ 11.3.2 If the Department terminates a Project Agreement pursuant to Section 11.3, the Grantee will not be required to repay funds disbursed by the Department prior to the effective date of the termination that are confirmed Eligible Project Costs by the Department's audit. The Grantee may seek reimbursement for Eligible Project Costs for which it has not previously sought reimbursement incurred prior to the effective date of the termination.

§ 11.3.3 The Grantee waives all claims for damages and expenses related to a termination by the Department pursuant to Section 11.3.

§ 11.4 Department's Termination for Cause

§ 11.4.1 The Department may terminate a Project Agreement for cause by written notice to the Grantee upon the Grantee's breach, insolvency, or assignment for benefit of creditors.

§ 11.4.2 The Grantee shall have 30 Days from receipt of notice, or such longer time as agreed by the Parties, to cure or provide assurances acceptable to Department of solvency ("Grantee's

Cure Period"). If the breach remains uncured at the end of the Grantee's Cure Period, the termination shall be effective the day after expiration of the Department's Cure Period.

§ 11.4.3 If the Department terminates a Project Agreement for cause, the Grantee shall repay the Department all funds received pursuant to a Project Agreement, and shall not be entitled to further repayment. The Grantee shall make such payment within 60 days following effective day of termination.

ARTICLE 12: FORCE MAJEURE

§ 12.1 Force Majeure Event means fire, flood, war, rebellion, terrorism, riots, strikes, or acts of God, which may affect or prevent either Party from timely or properly performing its obligations under this Agreement.

§ 12.2 Delays caused by a Force Majeure Event shall not be deemed a breach or default under this Agreement. A Force Majeure Event will automatically result in a day-for-day extension to the performance period if any is specified in the Project Agreement. If the Department determines a Force Majeure Event renders Project Completion impossible or impractical, the Department may terminate the Project Agreement pursuant to Section 11.3.

§ 12.3 Within five days of occurrence, the Grantee will provide the Department written notice and documentation of the Force Majeure Event requesting relief necessary, and detailing required additional investigation, and analysis to determine extent of delay and remedy. Within 15 days of receipt of the Grantee's submission, the Department shall review the submission and determine whether the Grantee is entitled to the requested relief. Within 30 days of the Department's determination, the Grantee may appeal by requesting Director review. The Director's written decision is final.

ARTICLE 13. LIABILITY AND INSURANCE

§ 13.1 The Grantee shall be responsible for damage to life and property, including environmental pollution and/or contamination, arising from the actions of (a) its Contractors, subcontractors, agents

and employees activities related to this Agreement or any associated Project Agreement and (b) any subsequent use of the Project.

§ 13.2 The Grantee shall carry sufficient insurance or have a sufficient self-insurance program to cover the risks for work performed under this Agreement and any associated Project Agreement. If the Grantee's insurance fails to cover agents, Contractors or subcontractors, the Grantee will require agents, Contractors and subcontractors performing work on Projects to carry insurance sufficient to cover risks associated with activities associated with a Project. Insurance purchased by the Grantee, its agents, Contractors, or subcontractors, shall list the Commonwealth, the Department, the Virginia Department of Transportation, and the officers, agents and employees of these entities as additional insureds.

§ 13.3 To the extent allowable by law, the Grantee shall indemnify, defend and hold harmless the Commonwealth, the Department, the Virginia Department of Transportation, and their officers, agents, and employees of these entities from and against all damages, claims, suits, judgments, expenses, actions and costs of every name and description, arising out of or resulting from any act or omission by the Grantee, its Contractors, subcontractors, agents or employees in the performance of the work covered by this Agreement or associated Project Agreement. Nothing in this Agreement shall constitute a waiver of sovereign immunity of any Party.

§ 13.4 The obligations of this Article shall survive the termination or completion of this Agreement and any Project Agreement and the Department's payment.

ARTICLE 14. CONFLICT OF INTEREST

§ 14.1 The State and Local Government Conflict of Interests Act, § 2.2-3100 *et seq*. of the *Code of Virginia* (1950), as amended, shall apply if the Grantee is a local or state government, or a local or state governmental agency, commission, or authority.

§ 14.2 The following shall apply if the Grantee is not subject to the State and Local Government Conflict of Interests Act, § 2.2-3100 *et seq.* of the *Code of Virginia* (1950), as amended:

.1 The following definitions shall apply concerning conflict of interest provisions in this Agreement and any associated Project Agreement:

"Contract" or "agreement" means any agreement, including any contract or subcontract, whether written or not, to which the Grantee is a party, or any agreement on behalf of the Grantee, including any contract or subcontract, which involves the payment of funds appropriated by the General Assembly of Virginia distributed pursuant to or subject to this Agreement or any associated Project Agreement.

"Employee" means any person employed by the Grantee, whether full time or part time.

"Thing of pecuniary value" means any thing having a monetary value including gifts, loans, services, securities, tangible objects, and business and professional opportunities.

.2 Other than the salary and remuneration received from the Grantee as a normal attribute of employment with the Grantee, no employee of the Grantee shall solicit, offer to accept, or accept, any money or other thing of pecuniary value or financial benefit or advantage, for the employee or for any other person:

a. in consideration of the use of the employee's position or status with the Grantee to obtain for any person or business any employment with or any contract with the Grantee or with any Contractor, subcontractor, or supplier of the Grantee, including any consulting or professional services contract.
b. from any person or business other than the Grantee for performing any services for the Grantee in connection with any projects funded pursuant to or subject to this Agreement or any Project Agreement written hereunder.

c. from any person or business other than the Grantee for rendering any decision or directing any course of action in connection with any Projects funded pursuant to or subject to this Agreement or any Project Agreement.

.3 If any contract is obtained in violation of this Article or if the terms of this Article are violated, the Department may require the Grantee to take whatever legal action is necessary to rescind, void, invalidate, or cancel such contract or other action taken and/or to recover any funds paid in violation of the provisions of this Article, and remit recovered funds to the Department.

ARTICLE 15. COVENANT AGAINST CONTINGENT FEES

§ 15.1 The Grantee warrants that it has not, and shall not, employ or retain any company or person, other than a bona fide employee working solely for the Grantee, to solicit or secure a Project Agreement, and that it has not, and shall not, pay or agree to pay any company or person, other than a bona fide employee working solely for the Grantee, any fee, commission, percentage, brokerage fee, or other considerations, contingent upon or resulting from the award or making of a Project Agreement. Upon breach or violation of this Article, the Department shall have the right to terminate this Agreement or any Project Agreement pursuant to Section 11.4 of this Agreement.

ARTICLE 16. NON-DISCRIMINATION AND SEXUAL HARRASSMENT TRAINING

§ 16.1 In the solicitation or awarding of any contracts directly related to this Agreement or any associated Project Agreement, the Grantee shall not discriminate against a bidder or offeror because of race, religion, color, sex, national origin, age, disability, or any other basis prohibited by Virginia law relating to discrimination in employment.

§ 16.2 During the performance of this Agreement or any associated Project Agreement, the Grantee agrees as follows: (a) the Grantee will not discriminate against any employee or applicant for employment because of race, religion, color, sex, national origin, age, disability, or other basis

prohibited by Virginia law relating to discrimination in employment. The Grantee agrees to post in conspicuous places, available to employees and applicants for employment, notices setting forth the provisions of this nondiscrimination clause; (b) the Grantee, in all solicitations or advertisements for employees placed by or on behalf of the Grantee, will state that the Grantee, where applicable, is an equal opportunity employer. Notices, advertisements and solicitations placed in accordance with Federal law, rule or regulation shall be deemed sufficient for the purpose of meeting the requirements of this section.

§ 16.3 During the performance of this Agreement or any associated Project Agreement, the Grantee agrees as follows: 1. The contractor will not discriminate against any employee or applicant for employment because of race, religion, color, sex, or national origin, except where religion, sex, or national origin is a bona fide occupational qualification reasonably necessary to the normal operation of the contractor. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices setting forth the provisions of this nondiscrimination clause, including the names of all contracting agencies with which the contractor has contracts of over $10,000; 2. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that such contractor is an equal opportunity employer. However, notices, advertisements and solicitations placed in accordance with federal law, rule or regulation shall be deemed sufficient for the purpose of meeting the requirements of this chapter; 3. If the contractor employs more than five employees, the contractor shall (i) provide annual training on the contractor's sexual harassment policy to all supervisors and employees providing services in the Commonwealth, except such supervisors or employees that are required to complete sexual harassment training provided by the Department of Human Resource Management, and (ii) post the contractor's sexual harassment policy in (a) a conspicuous public place in each building located in the Commonwealth that the contractor owns or leases for business purposes and (b) the contractor's employee handbook. The contractor shall include

the provisions of subdivisions 1, 2, and 3 in every subcontract or purchase order of over $10,000, so that such provisions shall be binding upon each subcontractor or vendor.

§ 16.4 In all solicitations, either by competitive bidding or negotiation made by the Grantee for work to be performed under a contract, including procurement of materials or equipment, each potential Contractor shall be notified by the Grantee of the Grantee's obligations under this Agreement and the regulations relative to nondiscrimination on the grounds of age, race, religion, sex, color, disability or national origin.

ARTICLE 17. DRUG-FREE WORKPLACE

§ 17.1 During the performance of this Agreement and any Project Agreement, the Grantee agrees to (a) provide a drug-free workplace for its employees; (b) post in conspicuous places, available to employees and applicants for employment, a statement notifying employees that the unlawful manufacture, sale, distribution, dispensation, possession, or use of a controlled substance or marijuana is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition; (c) state in all solicitations or advertisements for employees placed by or on behalf of the Grantee that the Grantee maintains a drug-free workplace; and (d) include the provisions of the foregoing clauses in every subcontract or purchase order of over $10,000, so that the provisions will be binding upon each subcontractor or vendor. For the purposes of this section, "drug-free workplace" means a site for the performance of work done in connection with a specific contract awarded to a contractor in accordance with this chapter, the employees of whom are prohibited from engaging in the unlawful manufacture, sale, distribution, dispensation, possession or use of any controlled substance or marijuana during the performance of the Agreement.

ARTICLE 18. SMALL, WOMEN, AND MINORITY (SWAM) BUSINESSES

§ 18.1 The Grantee is encouraged to seek and use Small, Women, and Minority ("SWAM") enterprises in relation to any Project Agreement issued pursuant to this Agreement. § 2.2-4310 of the *Code of Virginia* (1950), as amended, addresses SWAM enterprises.

ARTICLE 19. PERSONS WITH DISABILITIES

§ 19.1 The Grantee, its agents, employees, assigns or successors, and Contractors, shall comply with the provisions of the Virginians with Disabilities Act (§ 51.5-40 through § 51.5-46 of the *Code of Virginia* (1950), as amended), the terms of which are incorporated herein by reference.

ARTICLE 20. NONRESTRICTIVE CLAUSE

§ 20.1 Solicitation documents will be based upon clear and accurate descriptions of the technical requirements for the material, product, or service to be procured. The descriptions will not contain features that unduly restrict competition.

ARTICLE 21. SPECIFIC PROJECT CONSIDERATIONS

§ 21.1 The Americans with Disabilities Act ("ADA") established universal access by requiring complementary paratransit services to be provided for visitors if they have been certified as "ADA paratransit eligible" by a public entity. If the Grantee provides paratransit services, the Grantee must honor the certification of a visitor qualified by another public entity for a period of 60 days during a calendar year. The visiting rider shall not have to provide any additional documentation, or participate in interviews or any other reviews to gain the complementary certification. If the visitor needs service beyond the 60 days in a calendar year, the visitor must go through the paratransit system's qualification process.

§ 21.2 Any motor vehicles purchased under this grant shall comply with Motor Vehicle Safety Standards as established by the United States Department of Transportation and with the Motor Vehicle Standards of the *Code of Virginia* (Title 46.2).

§ **21.3** The Department requires a systematic, multi-disciplined approach design to optimize the value of each dollar spent on a Project through the engagement of a team of architects, engineers or other professionals to identify, analyze and establish a value for a function of an item or system Value Engineering ("VE") for any project with a total cost in excess of $10 million ("Major Capital Projects"). A Major Capital Project is usually identified during the application review process. VE for a Project should be performed early in the design process before major decisions have been completely incorporated into the design, at or near the end of preliminary engineering ("PE") or at 30 percent of design. Some large or complex projects may require more than one VE study over their duration. For Major Capital Projects, upon completion of the VE phase, the Grantee shall submit the VE report to the Department. The Department may also require that VE be performed on individual Projects that do not qualify as Major Capital Projects. The Grantee is encouraged to conduct VE on all Projects for construction, including bus maintenance and storage facilities, as well as on those Projects regarding revenue railcar acquisition and rehabilitation.

§ 21.4 The Department encourages the Grantee to confer with other transit operations and maintenance experts in order to benefit from their experiences and to improve the performance of the process or product being reviewed ("Peer Review"). Although the Grantee is encouraged to conduct a Peer Review with all capital projects, the Department may require Peer Review in some instances.

§ 21.5 The Grantee is encouraged to perform crime prevention reviews during the design phase of all Department-funded transit facilities with particular focus on the incorporation and use of crime prevention through environmental design techniques. This review should be carried out as a project intended to improve and increase the safety and security of an existing or planned transit system or

facility for both transit patrons and transit employees. The level of the review should complement the size and scope of the Project. Local crime prevention professionals should be included in the review process. Review documentation should remain on file by the Grantee and be available for Department review upon request.

ARTICLE 22. SPECIAL CAPITAL PROVISIONS

§ 22.1 The purchase of all equipment and services, and the construction of any facilities financed in whole or in part pursuant to a Project Agreement ("Project Equipment" and "Project Facilities"), shall be undertaken by the Grantee in accordance with this Agreement, Virginia law, and accepted good business practices. All plans, specifications, estimates of costs, award of contracts, performance and acceptance of work, and procedures in general are subject at all times to all applicable laws, rules, regulations, and orders. The Department reserves the right to review and approve all solicitations for purchase of equipment, facilities, and services prior to their issuance by the Grantee.

§ 22.2 The Grantee agrees that the Project Equipment and Project Facilities shall remain in service in the area and be used for the purpose for which they were purchased for the duration of the Useful Life. Useful Life will be defined by the Grantee utilizing Generally Accepted Accounting Principles, Internal Revenue Service or other industry practice standard agreeable to Department. If any Project Equipment or Project Facilities is not used for the intended purpose defined in the Project Agreement during the Project Equipment's and Project Facilities' Useful Life, the Grantee shall immediately notify the Department. In the case of Project Equipment, the Department shall have the option of requiring the Grantee either to transfer title to the Project Equipment to the Department or to remit to the Department an amount equal to a proportional share of the fair market value remaining in the Project Equipment based upon the Department's ratio of participation detailed in the Project Agreement. In the case of Project Facilities, the Grantee shall remit to the Department the proportional share of the remaining fair

market value of the Project Facilities based upon the ratio of the Department's participation detailed in the Project Agreement. The Grantee shall keep records of the use of the Project Equipment and Project Facilities for review by the Department upon request.

§ 22.3 At any time, the Grantee shall permit the Department or its authorized representatives to inspect all vehicles, Project Facilities and Project Equipment; all transportation services rendered by the Grantee using such vehicles, Project Facilities or Project Equipment; and all relevant Project data and records.

§ 22.4 The Grantee shall maintain, in amount and form satisfactory to the Department, and in accordance with the laws of the Commonwealth, such insurance or self-insurance adequate to protect Project Facilities or Project Equipment and persons using such Project Facilities or Project Equipment throughout their use. The Department will be named as an additional insured.

§ 22.5 With regard to contracts for construction or facility improvement totaling less than $250,000, the Grantee shall follow its own requirements relating to bid guarantees, performance and payment bonds. For contracts in excess of $250,000, the Grantee shall adhere to the following minimum requirements:

- A bid bond from each bidder from a surety company legally authorized to do business in Virginia. The amount of the bid bond shall not exceed five percent (5%) of the bid price. This bid bond is a guarantee that the bidder will, upon acceptance of his bid, execute such contractual documents as may be required within the time specified.
- A performance bond for 100% of the contract price.
- A payment bond for 100% of the contract price.
- In lieu of a bid, payment, or performance bond, a bidder may furnish a certified check in the amount required for the bond.
- The Grantee shall seek Department approval of its bonding policy and requirements if they do not comply with these criteria.

§ 22.6 When any motor vehicle is purchased with funds supplied by the Department pursuant to this Agreement or any associated Project Agreement, the Department reserves the right, in its sole discretion, to require that a lien or security interest be placed upon the title of said vehicle to secure the amount of the funds supplied by the Department, with the lien or security interest to be perfected and recorded upon the certificate of title in the manner prescribed by law, with the certificate of title to be sent to the Department.

ARTICLE 23. MISCELLANEOUS PROVISIONS

§ 23.1 This Agreement and any Project Agreement shall, in all respects, be governed by the laws of the Commonwealth without giving effect to its principles of conflicts of law. Nothing in this Agreement or any Project Agreement shall constitute a waiver of sovereign immunity. Any legal action concerning this Agreement or any Project Agreement shall be brought in the Circuit Court of the City of Richmond, Virginia.

§ 23.2 The Grantee shall comply with all of the requirements specified in an associated Project Agreement, as well as all applicable Federal, State, and local law and regulations.

§ 23.3 If any term or provision of this Agreement or any Project Agreement is determined to be invalid, illegal or unenforceable, it shall not affect the legality, validity, or enforceability of any other part of this Agreement, and the remaining parts of this Agreement or any Project Agreement shall be binding upon the Parties.

§ 23.4 All provisions of this Agreement and any Project Agreement shall be binding upon the Parties and their respective successors and assigns.

§ 23.5 Upon the Department's request, the Grantee shall appoint one principal representative selected by the Department to the oversight board of any public transit service provider on which the Commonwealth is not already represented by a principal member and which benefits from state funding provided to the Grantee. If the members of an oversight board are determined through public election,

or if complying with this requirement will violate a federal or state statute or General Assembly authorization, this provision shall not apply.

§ 23.6 The Grantee shall adhere to the current grant administration requirements issued by the Department and if required by the Department maintenance of asset inventory and performance reporting through the Department's web-based grant management system.

§ 23.7 Any repayment by the Grantee to the Department for funds granted by the Department pursuant to this Agreement and any associated Project Agreement shall also require the payment of interest using the prevailing statutory legal rate of interest established by the Virginia General Assembly, calculated from the date Reimbursement was made by the Department to date of repayment by the Grantee.

§ 23.8 All covenants and provisions of this Agreement shall be made expressly a part of any contracts executed by the Grantee, and shall be binding on the Contractors, their agents, and employees.

ARTICLE 24. UNAUTHORIZED ALIENS

§ 24.1 The Grantee certifies that it does not, and that it shall not, during the performance of this Agreement and any Project Agreement, knowingly employ an unauthorized alien as defined in the federal Immigration Reform and Control Act of 1986 (the "Act"). The Grantee will also contractually require any Contractors who participate in any Project funded pursuant to this Agreement and any Project Agreement to comply with this provision. Unauthorized alien means, with respect to the employment of an alien (which is defined as any person not a citizen or national of the United States), at a particular time, that the alien is not at that time either (a) an alien lawfully admitted for permanent residence, or (b) authorized to be so employed by the Act or by the United States Attorney General.

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IN TESTIMONY THEREOF, the Parties have caused this Agreement to be executed, each by its duly authorized officers, all as of the day, month, and year first written.

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

BY:

_____
DIRECTOR DATE

WITNESS: _____
(NAME AND TITLE) DATE

GRANTEE

BY:

_____
CHIEF EXECUTIVE OFFICER DATE

WITNESS: _____
(NAME AND TITLE) DATE

MASTER AGREEMENT

FOR USE OF

COMMONWEALTH TRANSPORTATION FUNDS

COUNTY OF FAIRFAX

This Master Agreement ("Agreement"), is made and executed as of the 19th day of August, 2020 between the Virginia Department of Rail and Public Transportation ("Department"), acting by and through its Director, and the County of Fairfax ("Grantee") (collectively Department and Grantee referred to as "Parties"). On a case by case basis, the Parties will enter into a project specific agreement ("Project Agreement") that includes the overall purpose for which grants are awarded ("Project"), the total cost of a Project, the Department and Grantee participation, Project time period, and any subsequent amendments thereto. This Agreement constitutes the terms and conditions governing receipt of grants supported by Commonwealth transportation funds and governs and is incorporated by reference in all Project Agreements approved by the Department. The terms of this Agreement shall apply to all actions such as executing a Project Agreement, requesting reimbursement, requesting extensions or other actions taken pursuant to complete a Project ("Grant Transactions") from the date of this Agreement until a new Master Agreement for the use of Commonwealth transportation funds is executed by the Department and the Grantee.

ARTICLE 1. PROGRAMS AND FUNDING

§ 1.1 This Agreement contains requirements that must be adhered to by the Grantee for all grants received from the Department.

§ 1.2 Funding is subject to annual appropriation by the Virginia General Assembly ("General Assembly"), allocation by the Commonwealth Transportation Board ("CTB"), and execution by the Parties of this Agreement and an associated Project Agreement. For any grants administered by the Department, the CTB or the General Assembly may change the percentage of the local share that can be financed by Commonwealth transportation funds to a higher or lower percentage than set forth in the Project Agreement. In the event such a change occurs, the applicable percentage will be the new

percentage set by the CTB or the General Assembly. All Eligible Project Costs incurred prior to the date of the change will be governed by the previous percentage.

§ 1.3 In the event that the Grantee receives a subsequent allocation of funding from the Commonwealth of Virginia ("Commonwealth") other than the Department, or receives Federal funding for a Project, the allocation of grant funds originally allocated for that Project shall be reduced by the amount of the subsequent allocation of Commonwealth or Federal funding. Within thirty (30) days of receipt, the Grantee shall notify the Department in writing when a subsequent allocation of Commonwealth or Federal funding is received.

§ 1.4 The Grantee shall provide funds from sources other than Federal funds, except as may otherwise be authorized by Federal statute, in an amount sufficient, together with the grant funding governed by this Agreement, to assure payment of the total cost of the Project. The Grantee further agrees that no refund or reduction of the amount so provided will be made at any time, unless there is at the same time a refund and/or de-obligation to the Department of a proportional amount of the grant funds paid or to be paid by the Department. The Grantee is obligated to provide its share of Project cost as detailed in the Project Agreement.

§ 1.5 Payment of funds by the Department pursuant to a Project Agreement shall not exceed the Department funding amount identified in the applicable Project Agreement.

ARTICLE 2. ELIGIBLE PROJECT COSTS

§ 2.1 The Grantee agrees to incur costs in accordance with Project Agreements and this Agreement ("Eligible Project Costs"). The Department shall provide reimbursement of Eligible Project Costs submitted by the Grantee in proportion to the percentage of total funding to be provided by the Department pursuant to the Project Agreement. All expenses for which the Grantee seeks reimbursement by the Department shall be charged at the actual cost(s) to the Grantee with no Grantee markup.

§ 2.2 Eligible Project Costs must meet the following requirements:

A. Be necessary in order to accomplish the Project as identified in an associated Project Agreement;

B. Be reasonable for the goods or services purchased;

C. Be actual net costs charged to the Grantee (i.e., the price paid minus any refunds, rebates, salvage, or other items of value received by the Grantee which have the effect of reducing the cost actually incurred and paid);

D. Be incurred during the time period specified in the associated Project Agreement;

E. Be in accordance with 2 C.F.R. Pt. 200 Subpart E;

F. Be based on a cost allocation plan that has been approved in advance by the Department if the costs are indirect costs;

G. Be documented in accordance with the terms of this Agreement;

H. Be treated uniformly and consistently under generally accepted accounting principles; and

I. There must be sufficient remaining allocated Commonwealth transportation funds pursuant to the associated Project Agreement to make the requested reimbursement.

Costs incurred by the Grantee to correct deficiencies in a Project, including costs related to the Grantee's failure to comply with the terms of this Agreement or a Project Agreement, do not qualify as Eligible Project Cost.

The Department shall make the final determination as to whether costs submitted for reimbursement qualify as Eligible Project Costs.

ARTICLE 3. REIMBURSEMENT OF GRANTEE

§ 3.1 Some Projects involving operating costs will require payment based on a schedule. Payment schedules for such projects will be detailed in the Project Agreement. The Department will make payment to the Grantee of the Department's share of scheduled payments as outlined in the Project Agreement. For other Projects not subject to a schedule of payments, grant funds will be distributed by the Department to the Grantee on a reimbursement basis.

§ 3.2 The Grantee shall submit requests for reimbursement using the form ("Project Reimbursement Form") provided by the Department through the Department Online Grant Administration System ("OLGA"). The Grantee shall submit Project Reimbursement Forms no more frequently than once a month and within 90 days from incurrence of Eligible Project Costs. Project Reimbursement Forms must be supported by third party evidence. The Department shall have the right to request additional details. The Grantee shall provide information within 30 days of the Department's request for additional information. The Department will make reimbursement of approved Eligible Project Costs within 30 days of the Department's receipt and approval of Grantee's Project Reimbursement Form. The Grantee shall submit its final reimbursement request to the Department within 90 days of expiration of funding for the Project Agreement.

§ 3.3 The Department shall have the right, in its sole discretion, to withhold reimbursement for Project Reimbursement Forms or line items in Project Reimbursement Forms found to be incomplete or not in conformance with the requirements of this Agreement or the associated Project Agreement. The Department will notify the Grantee of the basis for withholding total or partial reimbursement and will work with the Grantee to resolve disputed items.

§ 3.4 Reimbursement by the Department is not a waiver of Department's claim that said cost violates this Agreement or Project Agreement. Reimbursement is not a final decision by the Department as to validity of the cost as an Eligible Project Cost.

§ 3.5 Any reimbursement paid to the Grantee by the Department not in accordance with the provisions of this Agreement, associated Project Agreement, or Federal, State, or local law, shall be repaid to the Department by the Grantee within 60 days of the Department's written notice to the Grantee of the repayment obligation.

§ 3.6 The Grantee is responsible for payment of all third-parties performing work on behalf of the Grantee ("Contractors"). The Grantee shall attach copies of Contractors' invoices to each Reimbursement request.

§ 3.7 The Grantee shall remit payment to Contractors within five business days of receipt of reimbursement from Department. If, for any reason, the Grantee cannot remit payment to Contractor within five days, the Grantee shall immediately notify the Chief Financial Officer of the Department ("CFO") in writing, inform the CFO of the date Grantee will remit payment to its Contractors, and deposit the reimbursement funds received in an interest bearing account. The Grantee shall use all interest proceeds toward the Project, reducing the funding obligation of the Department outlined in the Project Agreement. Depending upon the Grantee's revised Contractor payment date, the Department may require the Grantee to repay the funds to the Department. If the Grantee fails to comply with this provision, the Department will require the Grantee to prepay Contractors prior to submitting Project Reimbursement Forms.

§ 3.8 With the exception of debt service specifically identified in a Project Agreement, the Grantee may not seek reimbursement for interest payments or charges on debt financing vehicles used to fund Projects.

ARTICLE 4. LAPSE OF FUNDS

§ 4.1 A Project Agreement obligates the Grantee to undertake and complete a Project within the period from the Project Start Date to the Project Expiration Date as identified in the Project Agreement. The Department shall not provide any Reimbursement for any expenses incurred after the Project Expiration Date.

§ 4.2 The Grantee's submission of a Project Reimbursement Form marked "Final," is Grantee's certification that it has completed the Project.

§ 4.3 The Department will withdraw any remaining Commonwealth transportation funds allocated for the Grantee's Project for which a final Project Reimbursement Form has been submitted and paid. Withdrawn funds will be allocated to other projects.

ARTICLE 5. MAINTENANCE OF RECORDS

§ 5.1 The Grantee shall maintain all books, accounting records, and any other documents supporting the Grantee's activities and costs for every Project Agreement. The Grantee shall maintain such records for four years from the end of the state fiscal year (June 30) in which the final payment is made. The Grantee shall maintain records pertaining to facilities for the Useful Life of the facility. The Grantee shall maintain records pertaining to land in perpetuity. The Grantee shall require Contractors to similarly maintain their books, accounting records, and any other documents supporting the Contractors' activities and costs incurred, and require Contractors contain a similar provision in their contracts with subcontractors.

ARTICLE 6. AUDIT AND INSPECTION OF RECORDS

§ 6.1 The Grantee and Contractors shall permit the authorized representatives of the Department to inspect and audit their records related to the performance of this Agreement. Acceptable records are original documents (such as timesheets, travel reimbursements, invoices, receipts, etc.) that are the basis

of entries on the Payment Reimbursement Forms. The Department may require the Grantee to furnish certified reports of all expenditures under any contracts or subcontracts.

§ 6.2 The Grantee must follow the requirements of 2 C.F.R. pt. 200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards." A Single Audit[1] is required when an entity spends $750,000 or more of Federal funds in a year. The Grantee must maintain auditable records and adequate supporting documentation. Grantees spending less than $750,000 of Federal assistance during any one fiscal year are not required to undergo a Single Audit unless specifically requested by the Department. The Department reserves the right to require any recipient of State funds to undergo an audit the scope of which will be defined by the Department and performed on any matter relating to a Project Agreement.

§ 6.3 If an independent Certified Public Accountant, other auditor, the Department, or any other party conducting an authorized audit finds the Grantee to be out of compliance with any provision of this Agreement, any Project Agreement, or any relevant Federal, State, or local law or regulation, the Grantee must provide a satisfactory corrective action plan to the Department within 60 days of notification of that finding. The scope of any audit conducted must include expenditures made by Contractors and any other recipients of pass-through funds.

§ 6.4 The Grantee agrees if any audit finds payments by the Department were (1) unsupported by acceptable records, or (2) in violation of any other provisions of this Agreement or associated Project Agreement, within 60 days of audit findings, the Grantee will promptly refund unsupported payments or payments found in violation.

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[1] Single Audit is an annual audit where all non-Federal entities that expend $750,000 or more of Federal awards in a year are required to obtain an annual audit in accordance with the Single Audit Act Amendments of 1996, 31 U.S.C. § 7501 *et seq.*, and applicable U.S. DOT "Single Audit" requirements of 2 C.F.R. pt. 1201, which incorporate by reference 2 C.F.R. part 200.

§ 6.5 The Grantee must submit audited financial statements to the Department within six months following the end of the Grantee's fiscal year to:

Virginia Department of Rail and Public Transportation
Attention: Audit Manager
600 East Main Street, Suite 2102
Richmond, VA 23219

§ 6.6 The Grantee shall include language consistent with this Article in its contracts with Contractors to provide the Department the same access to Contractors' books and records, and requiring the Contractors to include language consistent with this Article in all subcontracts.

ARTICLE 7. PROCUREMENT OF SERVICES

§ 7.1 If the Grantee is not subject to the Virginia Public Procurement Act, then the Grantee shall utilize, and require its Contractors to utilize, competitive processes as follows:

.1 for procurement of professional services as defined by § 2.2-4301 of the *Code of Virginia* (1950), as amended – a competitive negotiation process acceptable to the Department that is similar to applicable portions of the process set forth in §§ 2.2-4302.2 and 2.2-4303.B of the *Code of Virginia* (1950), as amended. Additional information regarding procedures for procurement of professional services can be found at §§ 2.2 and 3.1 of the most recent edition of the Commonwealth's Construction and Professional Services Manual ("CPSM");

.2 for procurement of construction services, a nonprofessional service as defined by § 2.2-4301 of the *Code of Virginia* (1950), as amended – a competitive bidding process acceptable to the Department that is similar to applicable portions of the process set forth in §§ 2.2-4302.1 and 2.2-4303.D of the *Code of Virginia* (1950), as amended. Additional information regarding procedures for procurement of construction services can be found at § 7.1 of the most recent edition of the CPSM; and

.3 for procurement of nonprofessional services other than construction services as defined by § 2.2-4301 of the *Code of Virginia* (1950), as amended – a competitive sealed bidding or a competitive negotiation process acceptable to the Department that is similar to applicable portions of the processes set forth in §§ 2.2-4302.1, 2.2-4302.2, and 2.2-4303.C of the *Code of Virginia* (1950), as amended.

§ 7.2 The Department reserves the right to review and approve, in advance, any request for proposals or solicitation to bid. The Department also reserves the right to require that the Grantee not execute any contract, amendment, or change order thereto, or to obligate itself in any manner with any third party with respect to the Grantee's rights, duties, obligations, or responsibilities under this Agreement or any Project Agreement unless and until authorized to do so in writing by the Department.

ARTICLE 8. ASSIGNMENTS

§ 8.1 Assignment of any portion of this Agreement or of any Project Agreement must be preapproved by the Department in writing.

ARTICLE 9. TERM, ENTIRE AGREEMENT, AND AMENDMENT

§ 9.1 This Agreement shall be effective immediately upon its execution.

§ 9.2 This Agreement, and associated Project Agreements, constitute the entire and exclusive agreement between the Parties relating to all specific matters covered therein. All prior or contemporaneous verbal or written agreements, understandings, representations, and/or practices relative to the foregoing are hereby superseded, revoked and rendered ineffective for any purpose.

§ 9.3 The execution of this Agreement and any associated Project Agreements may include electronic signatures using Personal Identification Number (PIN) based access.

§ 9.4 In order to effect a uniform set of terms governing Grant Transactions, effective as of the date of this Agreement, the Grantee and Department agree the terms of this Agreement supersede any and all

previous Master Agreements previously entered between the parties. Any ongoing Project Agreements will be governed by the terms of this Agreement.

ARTICLE 10. NOTICES AND DESIGNATED REPRESENTATIVE

§ 10.1 All notices or communications with respect to this Agreement and associated Project Agreements shall be in writing and shall be deemed delivered (a) by hand, upon day of delivery, (b) by prepaid overnight delivery service, upon the next business day or (c) by U.S. Mail, certified, postage prepaid, return receipt requested, on the third business day following mailing. All notices or communications with respect to this Agreement and associated Project shall be delivered to the addresses set forth below or such other addresses as may be specified by a party.

Designated Representative:

Department:

Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219
Attention: Chief Financial Officer
Chief of Public Transportation

Grantee:

Tom Biesiadny, Director
NAME AND TITLE
Fairfax County Department of Transportation
4050 Legato Road, Fairfax, VA 22033
ADDRESS
Tom.Biesiadny@fairfaxcounty.gov
E-MAIL ADDRESS

ARTICLE 11. TERMINATION OF PROJECT AGREEMENT

§ 11.1 Grantee's Termination for Convenience. At any time, the Grantee may terminate a Project Agreement for its convenience by providing written notice to the Department. The termination will be

effective 30 days after the Department's receipt of the Grantee's notice. Upon such termination, the Grantee will repay all funds received from the Department pursuant to the Project Agreement.

§ 11.2 Grantee's Termination for Cause

§ 11.2.1 The Grantee may terminate a Project Agreement for cause by providing written notice to the Department.

§ 11.2.2 The Department will have 90 days from receipt of the Grantee's notice, or such longer time as agreed by the Parties, to cure the breach ("Department's Cure Period"). If the breach remains uncured at the end of the Department's Cure Period, the termination shall be effective the day after expiration of the Department's Cure Period.

§ 11.2.3 If a Project Agreement is validly terminated pursuant to Section 11.2, the Grantee will not be required to repay funds disbursed by the Department and are confirmed as Eligible Project Costs by the Department's audit.

§ 11.3 Department's Termination for Convenience

§ 11.3.1 At any time, the Department may terminate a Project Agreement for its convenience by providing written notice of termination to the Grantee. Upon receipt of notice, the Grantee shall cease all Project work as soon as is practicable and refrain from entering into contracts in furtherance of the Project. The termination shall be effective 10 Days after the Grantee's receipt of the Department's notice.

§ 11.3.2 If the Department terminates a Project Agreement pursuant to Section 11.3, the Grantee will not be required to repay funds disbursed by the Department prior to the effective date of the termination and are confirmed Eligible Project Costs by the Department's audit. The Grantee may seek reimbursement for Eligible Project Costs for which it has not previously sought reimbursement incurred prior to the effective date of the termination.

§ 11.3.3 The Grantee waives all claims for damages and expenses related to a termination by the Department pursuant to Section 11.3.

§ 11.4 Department's Termination for Cause

§ 11.4.1 The Department may terminate a Project Agreement for cause by written notice to the Grantee upon the Grantee's breach, insolvency, or assignment for benefit of creditors.

§ 11.4.2 The Grantee shall have 30 Days from receipt of notice, or such longer time as agreed by the Parties, to cure or provide assurances acceptable to Department of solvency ("Grantee's Cure Period"). If the breach remains uncured at the end of the Grantee's Cure Period, the termination shall be effective the day after expiration of the Department's Cure Period.

§ 11.4.3 If the Department terminates a Project Agreement for cause, the Grantee shall repay the Department all funds received pursuant to a Project Agreement, and shall not be entitled to further repayment. The Grantee shall make such payment within 60 days following effective day of termination.

ARTICLE 12: FORCE MAJEURE

§ 12.1 Force Majeure Event means fire, flood, war, rebellion, terrorism, riots, strikes, or acts of God, which may affect or prevent either Party from timely or properly performing its obligations under this Agreement.

§ 12.2 Delays caused by a Force Majeure Event shall not be deemed a breach or default under this Agreement. A Force Majeure Event will automatically result in a day-for-day extension to the performance period if any is specified in the Project Agreement. If the Department determines a Force Majeure Event renders Project Completion impossible or impractical, the Department may terminate the Project Agreement pursuant to Section 11.3.

§ 12.3 Within five days of occurrence, the Grantee will provide the Department written notice and documentation of the Force Majeure Event requesting relief necessary, and detailing required additional investigation, and analysis to determine extent of delay and remedy. Within 15 days of receipt of the Grantee's submission, the Department shall review the submission and determine whether the Grantee is entitled to the requested relief. Within 30 days of the Department's determination, the Grantee may appeal by requesting Director review. The Director's written decision is final.

ARTICLE 13. LIABILITY AND INSURANCE

§ 13.1 The Grantee shall be responsible for damage to life and property, including environmental pollution and/or contamination, arising from (a) its Contractors, subcontractors, agents and employees activities related to this Agreement or any associated Project Agreement and (b) any subsequent use of the Project.

§ 13.2 The Grantee shall carry sufficient insurance or have a sufficient self-insurance program to cover the risks for work performed under this Agreement and any associated Project Agreement. If the Grantee's insurance fails to cover agents, Contractors or subcontractors, the Grantee will require agents, Contractors and subcontractors performing work on Projects to carry insurance sufficient to cover risks associated with activities associated with a Project. Insurance purchased by the Grantee, its agents, Contractors, or subcontractors, shall list the Commonwealth, the Department, the Virginia Department of Transportation, and the officers, agents and employees of these entities as additional insureds.

§ 13.3 To the extent allowable by law, the Grantee shall indemnify, defend and hold harmless the Commonwealth, the Department, the Virginia Department of Transportation, and their officers, agents, and employees of these entities from and against all damages, claims, suits, judgments, expenses, actions and costs of every name and description, arising out of or resulting from any act or omission by the Grantee, its Contractors, subcontractors, agents or employees in the performance of the work

covered by this Agreement or associated Project Agreement. Nothing in this Agreement shall constitute a waiver of sovereign immunity of any Party.

§ 13.4 The obligations of this Article shall survive the termination or completion of this Agreement and any Project Agreement and the Department's payment.

ARTICLE 14. CONFLICT OF INTEREST

§ 14.1 The State and Local Government Conflict of Interests Act, § 2.2-3100 *et seq.* of the *Code of Virginia* (1950), as amended, shall apply if the Grantee is a local or state government, or a local or state governmental agency, commission, or authority.

§ 14.2 The following shall apply if the Grantee is not subject to the State and Local Government Conflict of Interests Act, § 2.2-3100 *et seq.* of the *Code of Virginia* (1950), as amended:

.1 The following definitions shall apply concerning conflict of interest provisions in this Agreement and any associated Project Agreement:

"Contract" or "agreement" means any agreement, including any contract or subcontract, whether written or not, to which the Grantee is a party, or any agreement on behalf of the Grantee, including any contract or subcontract, which involves the payment of funds appropriated by the General Assembly of Virginia distributed pursuant to or subject to this Agreement or any associated Project Agreement.

"Employee" means any person employed by the Grantee, whether full time or part time.

"Thing of pecuniary value" means any thing having a monetary value including gifts, loans, services, securities, tangible objects, and business and professional opportunities.

.2 Other than the salary and remuneration received from the Grantee as a normal attribute of employment with the Grantee, no employee of the Grantee shall solicit, offer to accept, or accept, any money or other thing of pecuniary value or financial benefit or advantage, for the employee or for any other person, especially for any of the following reasons:

a. in consideration of the use of the employee's position or status with the Grantee to obtain for any person or business any employment with or any contract with the Grantee or with any Contractor, subcontractor, or supplier of the Grantee, including any consulting or professional services contract.

b. from any person or business other than the Grantee for performing any services for the Grantee in connection with any projects funded pursuant to or subject to this Agreement or any Project Agreement written hereunder.

c. from any person or business other than the Grantee for rendering any decision or directing any course of action in connection with any Projects funded pursuant to or subject to this Agreement or any Project Agreement.

.3 If any contract is obtained in violation of this Article or if the terms of this Article are violated, the Department may require the Grantee to take whatever legal action is necessary to rescind, void, invalidate, or cancel such contract or other action taken and/or to recover any funds paid in violation of the provisions of this Article, and remit recovered funds to the Department.

ARTICLE 15. COVENANT AGAINST CONTINGENT FEES

§ 15.1 The Grantee warrants that it has not, and shall not, employ or retain any company or person, other than a bona fide employee working solely for the Grantee, to solicit or secure a Project Agreement, and that it has not, and shall not, pay or agree to pay any company or person, other than a bona fide

employee working solely for the Grantee, any fee, commission, percentage, brokerage fee, or other considerations, contingent upon or resulting from the award or making of a Project Agreement. Upon breach or violation of this Article, the Department shall have the right to terminate this Agreement or any Project Agreement pursuant to Section 11.4 of this Agreement.

ARTICLE 16. NON-DISCRIMINATION

§ 16.1 In the solicitation or awarding of any contracts directly related to this Agreement or any associated Project Agreement, the Grantee shall not discriminate against a bidder or offeror because of race, religion, color, sex, national origin, age, disability, or any other basis prohibited by Virginia law relating to discrimination in employment.

§ 16.2 During the performance of this Agreement or any associated Project Agreement, the Grantee agrees as follows: (a) the Grantee will not discriminate against any employee or applicant for employment because of race, religion, color, sex, national origin, age, disability, or other basis prohibited by Virginia law relating to discrimination in employment. The Grantee agrees to post in conspicuous places, available to employees and applicants for employment, notices setting forth the provisions of this nondiscrimination clause; (b) the Grantee, in all solicitations or advertisements for employees placed by or on behalf of the Grantee, will state that the Grantee, where applicable, is an equal opportunity employer. Notices, advertisements and solicitations placed in accordance with Federal law, rule or regulation shall be deemed sufficient for the purpose of meeting the requirements of this section.

§ 16.3 In all solicitations, either by competitive bidding or negotiation made by the Grantee for work to be performed under a contract, including procurement of materials or equipment, each potential Contractor shall be notified by the Grantee of the Grantee's obligations under this Agreement and the

regulations relative to nondiscrimination on the grounds of age, race, religion, sex, color, disability or national origin.

ARTICLE 17. DRUG-FREE WORKPLACE

§ 17.1 During the performance of this Agreement and any Project Agreement, the Grantee agrees to (a) provide a drug-free workplace for its employees; (b) post in conspicuous places, available to employees and applicants for employment, a statement notifying employees that the unlawful manufacture, sale, distribution, dispensation, possession, or use of a controlled substance or marijuana is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition; (c) state in all solicitations or advertisements for employees placed by or on behalf of the Grantee that the Grantee maintains a drug-free workplace; and (d) include the provisions of the foregoing clauses in every subcontract or purchase order of over $10,000, so that the provisions will be binding upon each subcontractor or vendor. For the purposes of this section, "drug-free workplace" means a site for the performance of work done in connection with a specific contract awarded to a contractor in accordance with this chapter, the employees of whom are prohibited from engaging in the unlawful manufacture, sale, distribution, dispensation, possession or use of any controlled substance or marijuana during the performance of the Agreement.

ARTICLE 18. SMALL, WOMEN, AND MINORITY (SWAM) BUSINESSES

§ 18.1 The Grantee is encouraged to seek and use Small, Women, and Minority ("SWAM") enterprises in relation to any Project Agreement issued pursuant to this Agreement. § 2.2-4310 of the *Code of Virginia* (1950), as amended, addresses SWAM enterprises.

ARTICLE 19. PERSONS WITH DISABILITIES

§ 19.1 The Grantee, its agents, employees, assigns or successors, and Contractors, shall comply with the provisions of the Virginians with Disabilities Act (§ 51.5-40 through § 51.5-46 of the *Code of Virginia* (1950), as amended), the terms of which are incorporated herein by reference.

ARTICLE 20. NONRESTRICTIVE CLAUSE

§ 20.1 Solicitation documents will be based upon clear and accurate descriptions of the technical requirements for the material, product, or service to be procured. The descriptions will not contain features that unduly restrict competition.

ARTICLE 21. SPECIFIC PROJECT CONSIDERATIONS

§ 21.1 The Americans with Disabilities Act ("ADA") established universal access by requiring complementary paratransit services to be provided for visitors if they have been certified as "ADA paratransit eligible" by a public entity. If the Grantee provides paratransit services, the Grantee must honor the certification of a visitor qualified by another public entity for a period of 60 days during a calendar year. The visiting rider shall not have to provide any additional documentation, or participate in interviews or any other reviews to gain the complementary certification. If the visitor needs service beyond the 60 days in a calendar year, the visitor must go through the paratransit system's qualification process.

§ 21.2 Any motor vehicles purchased under this grant shall comply with Motor Vehicle Safety Standards as established by the United States Department of Transportation and with the Motor Vehicle Standards of the *Code of Virginia* (Title 46.2).

§ **21.3** The Department requires a systematic, multi-disciplined approach design to optimize the value of each dollar spent on a Project through the engagement of a team of architects, engineers or other professionals to identify, analyze and establish a value for a function of an item or system Value

Engineering ("VE") for any project with a total cost in excess of $10 million ("Major Capital Projects"). A Major Capital Project is usually identified during the application review process. VE for a Project should be performed early in the design process before major decisions have been completely incorporated into the design, at or near the end of preliminary engineering ("PE") or at 30 percent of design. Some large or complex projects may require more than one VE study over their duration. For Major Capital Projects, upon completion of the VE phase, the Grantee shall submit the VE report to the Department. The Department may also require that VE be performed on individual Projects that do not qualify as Major Capital Projects. The Grantee is encouraged to conduct VE on all Projects for construction, including bus maintenance and storage facilities, as well as on those Projects regarding revenue railcar acquisition and rehabilitation.

§ 21.4 The Department encourages the Grantee to confer with other transit operations and maintenance experts in order to benefit from their experiences and to improve the performance of the process or product being reviewed ("Peer Review"). Although the Grantee is encouraged to conduct a Peer Review with all capital projects, the Department may require Peer Review in some instances.

§ 21.5 The Grantee is encouraged to perform crime prevention reviews during the design phase of all Department-funded transit facilities with particular focus on the incorporation and use of crime prevention through environmental design techniques. This review should be carried out as a project intended to improve and increase the safety and security of an existing or planned transit system or facility for both transit patrons and transit employees. The level of the review should complement the size and scope of the Project. Local crime prevention professionals should be included in the review process. Review documentation should remain on file by the Grantee and be available for Department review upon request.

ARTICLE 22. SPECIAL CAPITAL PROVISIONS

§ 22.1 The purchase of all equipment and services, and the construction of any facilities financed in whole or in part pursuant to a Project Agreement ("Project Equipment" and "Project Facilities"), shall be undertaken by the Grantee in accordance with Article 7 of this Agreement, Virginia law, and accepted good business practices. All plans, specifications, estimates of costs, award of contracts, performance and acceptance of work, and procedures in general are subject at all times to all applicable laws, rules, regulations, and orders. The Department reserves the right to review and approve all solicitations for purchase of equipment, facilities, and services prior to their issuance by the Grantee.

§ 22.2 The Grantee agrees that the Project Equipment and Project Facilities shall remain in service in the area and be used for the purpose for which they were purchased for the duration of the Useful Life. Useful Life will be defined by the Grantee utilizing Generally Accepted Accounting Principles, Internal Revenue Service or other industry practice standard agreeable to Department. If any Project Equipment or Project Facilities is not used for the intended purpose defined in the Project Agreement during the Project Equipment's and Project Facilities' Useful Life, the Grantee shall immediately notify the Department. In the case of Project Equipment, the Department shall have the option of requiring the Grantee either to transfer title to the Project Equipment to the Department or to remit to the Department an amount equal to a proportional share of the fair market value remaining in the Project Equipment based upon the Department's ratio of participation detailed in the Project Agreement. In the case of Project Facilities, the Grantee shall remit to the Department the proportional share of the remaining fair market value of the Project Facilities based upon the ratio of the Department's participation detailed in the Project Agreement. The Grantee shall keep records of the use of the Project Equipment and Project Facilities for review by the Department upon request.

§ 22.3 At any time, the Grantee shall permit the Department or its authorized representatives to inspect all vehicles, Project Facilities and Project Equipment; all transportation services rendered by the Grantee using such vehicles, Project Facilities or Project Equipment; and all relevant Project data and records.

§ 22.4 The Grantee shall maintain, in amount and form satisfactory to the Department, and in accordance with the laws of the Commonwealth, such insurance or self-insurance adequate to protect Project Facilities or Project Equipment and persons using such Project Facilities or Project Equipment throughout their use. The Department will be named as an additional insured.

§ 22.5 With regard to contracts for construction or facility improvement totaling less than $250,000, the Grantee shall follow its own requirements relating to bid guarantees, performance and payment bonds. For contracts in excess of $250,000, the Grantee shall adhere to the following minimum requirements:

- A bid bond from each bidder from a surety company legally authorized to do business in Virginia. The amount of the bid bond shall not exceed five percent (5%) of the bid price. This bid bond is a guarantee that the bidder will, upon acceptance of his bid, execute such contractual documents as may be required within the time specified.
- A performance bond for 100% of the contract price.
- A payment bond for 100% of the contract price.
- In lieu of a bid, payment, or performance bond, a bidder may furnish a certified check in the amount required for the bond.
- The Grantee shall seek Department approval of its bonding policy and requirements if they do not comply with these criteria.

§ 22.6 When any motor vehicle is purchased with funds supplied by the Department pursuant to this Agreement or any associated Project Agreement, the Department reserves the right, in its sole discretion, to require that a lien or security interest be placed upon the title of said vehicle to secure the amount of

the funds supplied by the Department, with the lien or security interest to be perfected and recorded upon the certificate of title in the manner prescribed by law, with the certificate of title to be sent to the Department.

ARTICLE 23. MISCELLANEOUS PROVISIONS

§ 23.1 This Agreement and any Project Agreement shall, in all respects, be governed by the laws of the Commonwealth without giving effect to its principles of conflicts of law. Nothing in this Agreement or any Project Agreement shall constitute a waiver of sovereign immunity. Any legal action concerning this Agreement or any Project Agreement shall be brought in a Circuit Court of the Commonwealth.

§ 23.2 The Grantee shall comply with all of the requirements specified in an associated Project Agreement, as well as all related and relevant Federal, State, and local law and regulations.

§ 23.3 If any term or provision of this Agreement or any Project Agreement is determined to be invalid, illegal or unenforceable, it shall not affect the legality, validity, or enforceability of any other part of this Agreement, and the remaining parts of this Agreement or any Project Agreement shall be binding upon the Parties.

§ 23.4 All provisions of this Agreement and any Project Agreement shall be binding upon the Parties and their respective successors and assigns.

§ 23.5 Upon the Department's request, the Grantee shall appoint one principal representative selected by the Department to the oversight board of any public transit service provider on which the Commonwealth is not already represented by a principal member and which benefits from state funding provided to the Grantee. If the members of an oversight board are determined through public election, or if complying with this requirement will violate a federal or state statute or General Assembly authorization, this provision shall not apply.

§ 23.6 The Grantee shall adhere to the current grant administration requirements issued by the Department and if required by the Department maintenance of asset inventory and performance reporting through OLGA.

§ 23.7 Any repayment by the Grantee to the Department for funds granted by the Department pursuant to this Agreement and any associated Project Agreement shall also require the payment of interest using the prevailing statutory legal rate of interest established by the Virginia General Assembly, calculated from the date Reimbursement was made by the Department to date of repayment by the Grantee.

§ 23.8 All covenants and provisions of this Agreement shall be made expressly a part of any contracts executed by the Grantee, and shall be binding on the Contractors, their agents, and employees.

ARTICLE 24. UNAUTHORIZED ALIENS

§ 24.1 The Grantee certifies that it does not, and that it shall not, during the performance of this Agreement and any Project Agreement, knowingly employ an unauthorized alien as defined in the federal Immigration Reform and Control Act of 1986 (the Act). The Grantee will also contractually require any Contractors who participate in any Project funded pursuant to this Agreement and any Project Agreement to comply with this provision. Unauthorized alien means, with respect to the employment of an alien (which is defined as any person not a citizen or national of the United States), at a particular time, that the alien is not at that time either (a) an alien lawfully admitted for permanent residence, or (b) authorized to be so employed by the Act or by the United States Attorney General.

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IN TESTIMONY THEREOF, the Parties have caused this Agreement to be executed, each by its duly authorized officers, all as of the day, month, and year first written.

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

BY: Jennifer L. Mitchell 8/19/2020
DIRECTOR DATE

WITNESS: Bridget Dan 8/19/2020
(NAME AND TITLE) DATE

COUNTY OF FAIRFAX

BY: 8/18/2020
Director, Fairfax County Department of Transportation DATE

WITNESS: Tom Biesiadny 8/18/2020
(NAME AND TITLE) DATE

Board Agenda Item
November 18, 2025

ADMINISTRATIVE – 4

Authorization to Advertise a Public Hearing to Consider an Ordinance to Amend and Repeal Sections of the Code of the County of Fairfax, Virginia -- Chapter 4 (Taxation and Finance), Chapter 21 (Automobile Graveyards), and Chapter 23 (Bondsmen)

ISSUE:
Authorization to advertise a public hearing to consider an ordinance to amend Chapter 4 (Taxation and Finance), Chapter 21 (Automobile Graveyards), and Chapter 23 (Bondsmen), of the Fairfax County Code and to repeal Sections 4-10-6, 23-1-6 and 23-1-7 of the Fairfax County Code, effective January 1, 2026.

RECOMMENDATION:
The County Executive recommends that the Board authorize the advertisement of a public hearing on December 9, 2025, at 4:00 p.m. to consider adoption of the proposed amendments to Chapter 4, Chapter 21, and Chapter 23, of the Fairfax County Code, with an effective date of January 1, 2026.

TIMING:
Board action is required on November 18, 2025, to provide sufficient time to advertise the public hearing on December 9, 2025, at 4:00 p.m.

BACKGROUND:
Staff have compiled a list of changes that are needed to resolve inconsistencies between other chapters of the County Code and to reflect amendments to the Code of Virginia. Those changes are the subject of the proposed amendments.

The amendments includes the following:

- Section 4-7.2-29 – strike section allowing retail merchants the ability to pay in installments to be consistent with all other business licenses.
- Section 4-8-4 – imposes five percent penalty (the maximum allowed by State Code) on banks that fail to timely pay the required tax and references the interest charged for unpaid balances as specified in County Code Section 4-20-3.
- Section 4-9-1 – specifies the due date of the tax as on or before March 1 of each license year or within 30 days of receipt of the mixed beverage license if the license is received after March 1 to be uniform with all business license due

dates. Imposes a ten percent penalty on any Licensee that fail to timely pay the required tax and references the interest charged for unpaid balances as specified in County Code Section 4-20-3.

- Repeal Section 4-10-6 – repealed in light of amendments to Va. Code § 58.1-3219.9, which provides a mandatory tax exemption for the real property addressed in Section 4-10-6.
    - Authority permitting a separate classification for taxation as outlined in Section 4-10-6 was repealed by Virginia State Code.
    - Although a few of the previously qualified "line of duty" spouses receive a smaller benefit under the state mandate due to the restriction on the scope of the exemption, the State Code amendment equalizes their exemption with individuals who received an exemption if their spouse was "killed in action" and with individuals whose spouses were first responders that were "killed in the line of duty".
- Section 4-12-1 - specifies the due date of the tax as on or before March 1 to be uniform with all business license due dates.
- Section 21-1-2 and Section 23-1-2 – change the due date of the license fee payments from January 31 to March 1 of each year to be uniform with all business license tax due dates.
- Section 23-1-5, Section 23-1-6 and Section 23-1-7 – Section 23-1-5 is amended, and Sections 23-1-6 and 23-1-7 are repealed, to reflect changes to the Code of Virginia and the Virginia's licensure process for bondsmen, which no longer requires filings with the Circuit Court.

Finally, the proposed amendments to the County Code include housekeeping changes to provide updated and clarifying language.

EQUITY IMPACT:
None.

FISCAL IMPACT:
Not significant.

ENCLOSED DOCUMENTS:
Attachment 1 – Proposed Ordinance, Redline
Attachment 2 – Proposed Ordinance, Clean

Board Agenda Item
November 18, 2025

STAFF:
Christina Jackson, Deputy County Executive/Chief Financial Officer
Jaydeep "Jay" Doshi, Director, Department of Tax Administration (DTA)
Philip Hagen, Director, Department of Management and Budget
Young Tarry, Deputy Director, DTA
Gregory Bruch, Deputy Director, DTA
Justin Nejad, Assistant Director, Personal Property and Business License Division, DTA

ASSIGNED COUNSEL:
Daniel Robinson, Senior Assistant County Attorney

AN ORDINANCE AMENDING ARTICLES 7.2, 8, 9, 12, AND 13 OF CHAPTER 4 OF THE FAIRFAX COUNTY CODE, RELATING TO BUSINESS PROFESSIONAL AND OCCUPATIONAL LICENSE TAX, BANK FRANCHISE TAX, MIXED BEVERAGE LICENSE TAX, MISCELLANEOUS LICENSE TAXES, AND TRANSIENT OCCUPANCY TAXES, AND AMENDING CHAPTERS 21 AND 23 OF THE FAIRFAX COUNTY CODE RELATING TO AUTOMOBILE GRAVEYARDS AND BONDSMEN AND TO REPEAL SECTION 4-10-6 OF THE FAIRFAX COUNTY CODE RELATING TO BILLING FOR TAXES ON REAL PROPERTY AND TO REPEAL SECTIONS 23-1-6 AND 23-1-7 RELATING TO BONDSMEN

Draft of October 21, 2025

AN ORDINANCE to amend the Fairfax County Code by amending and readopting Sections 4-7.2-29, relating to Business, Professional and Occupational License Tax, 4-8-4, relating to Bank Franchise Tax, 4-9-1, relating to Mixed Beverage License Tax, 4-12-1, relating to Miscellaneous License Taxes, 4-13-6, relating to Transient Occupancy Tax, 21-1-2, relating to Automobile Graveyards, 23-1-2, 23-1-3, and 23-1-5 relating to Bondsmen, and by repealing Section 4-10-6 relating to Billing for Taxes on Real Property and by repealing Sections 23-1-6 and 23-1-7 relating to Bondsmen.

Be it ordained by the Board of Supervisors of Fairfax County:

1. That Sections 4-7.2-29, 4-8-4, 4-9-1, 4-12-1, 4-13-6, 21-1-2, 23-1-2, 23-1-3, and 23-1-5 of the Fairfax County Code are amended and readopted as follows and Sections 4-10-6, 23-1-6 and 23-1-7 are deleted and repealed as follows:

CHAPTER 4 – Taxation and Finance.

Article 7.2. – Business, Professional and Occupational License Tax.

Section 4-7.2-29. Retail Merchants; license tax rate.

(a) Every person who sells goods, wares or merchandise at retail only and not for resale in any retail merchants' occupations, businesses, trades or callings shall pay an annual license tax of Seventeen Cents for each One Hundred Dollars of gross receipts. Retail merchants' occupations, businesses, trades or callings include, by way of illustration, but are not limited to, persons who sell:

Aircraft or aircraft parts

Animal supplies or feed

Antiques

43 Apparel

44 Appliances or electronics

45 Automobile, trucks, boats, cycles, recreational vehicles or parts

46 Baked goods

47 Books, stationery, periodicals

48 Building materials

49 Candy or nuts

50 Catered foods

51 Cigar, tobacco products

52 Dairy products

53 Drugs or convalescent aids

54 Dry goods

55 Fabrics

56 Flowers or plants

57 Foods or beverages

58 Fuel or fuel products

59 Furniture or home furnishings

60 Furs

61 Garden or agricultural supplies

62 General merchandise

63 Gifts, novelties or souvenirs

64 Groceries

65 Hardware

Ice

Jewelry

Livestock

Luggage

Lumber goods

Machinery and equipment

Millinery

Musical instruments

Office, store, appliance or photographic supplies

Optical goods

Paint, glass, wallpaper

Premium stamp suppliers

Prepared foods

Produce

Second hand goods

Sporting goods

Vending machine goods

(b) ~~A retail merchant's license, the tax on which would be One Hundred Dollars or more were it issued for the period of one year, may be issued on an installment basis by the Director at the request of the licensee.~~

~~(c)~~ Except as otherwise provided by this Subsection, any person who is engaged in business as a retail merchant and as a wholesale merchant shall obtain a license for both business activities. However, any retail merchant who conducts business as a wholesale merchant may elect to do such wholesale business under a retail merchants license by paying license taxes as a retailer on both this retail and wholesale businesses.

Article 8. – Bank Franchise Tax.

Section 4-8-4. Payment of taxes by banks; receipts; interest and penalty.

(a) Every bank assessable by the Director of the Department of Tax Administration under this Article on or before the first day of June in each tax year (which is, in fact, each calendar year), shall pay to the County the taxes assessed under the provisions of this Article. The Director shall give to such bank duplicate receipts upon forms prescribed by the Virginia Department of Taxation.

(b) A penalty of five percent of the tax due will be imposed on any bank that fails to pay the required tax on or before the date it is due. Additionally, interest will be charged on the unpaid balance at the applicable interest rate specified in Section 4-20-3. Such interest will accrue from the date on which the tax was due and will continue to accrue until the date on which payment is made in full.

Article 9. – Mixed Beverage License Tax.

Section 4-9-1. Imposition; amounts; interest and penalty.

(a) E~~There is hereby imposed and levied by the County upon e~~ach and every person holding a mixed beverage restaurant license from the Virginia Alcoholic Beverage Control Authority for an establishment located within the County is referred to herein as a Licensee. There is hereby imposed and levied by the County upon each and every Licensee~~,~~ a County license tax in the following sums:

(1) Persons operating restaurants, including restaurants located on premises of and operated by hotels and motels:

(A) Two Hundred Dollars ($200.00) per annum for each restaurant with a seating capacity at tables for fifty (50) to one hundred (100) persons,

(B) Three Hundred Fifty Dollars ($350.00) per annum for each restaurant with a seating capacity at tables for more than one hundred (100) but not more than one hundred fifty (150) persons, and

(C) Five Hundred Dollars ($500.00) per annum for each restaurant with a seating capacity at tables for more than one hundred fifty (150) persons.

(2) A private, non-profit club operating a restaurant located on the premises of such club, Three Hundred Fifty Dollars ($350.00) per annum.

(b) The tax imposed by this Article will be assessed for all or any portion of a calendar year during which the Licensee may sell mixed alcoholic beverages. The tax is due and payable on or before March 1 of each license tax year. If Licensee receives a mixed beverage restaurant license upon which a license tax is imposed under this Article after March 1 of such license tax year, such license tax will be imposed immediately upon the Licensee's receipt of such mixed beverage restaurant license, and the tax payment is due and payable within thirty days of the time such Licensee received such mixed beverage restaurant license.

(c) A penalty of ten percent of the license tax due will be imposed on any Licensee that fails to pay the full license tax owed on or before the date it is due. Additionally, interest will be charged on the unpaid balance at the applicable interest rate specified in Section 4-20-3. Such interest will accrue from the date on which the tax was due and will continue to accrue until the date on which payment is made in full.

(d) Any person holding a mixed beverage restaurant license for an establishment located within the County who fails to pay the County license shall be guilty of a misdemeanor, and upon conviction thereof shall be punished in accordance with Section 1-1-12.

Article 10. ~~–~~ [Reserved]~~Billing for Taxes on Real Property~~.

Section 4-10-6. – ~~Classification and taxation of real property owned by certain surviving spouses of members of the Armed forces who died in the line of duty~~[Reserved].

~~(a) For taxable years beginning on or after January 1, 2022, and subject to applicable limits on refunds under Virginia law, any real property owned by a surviving spouse of a member of the Armed Forces of the United States who died in the line of duty with a line of duty determination from the U.S. Department of Defense, where (1) such death was not the result of criminal conduct; and (2) the surviving spouse occupies the real property as his or her principal place of residence and does not remarry, is a separate classification for local taxation of real property.~~

~~(b) Property classified under this Section shall be taxed at the real property tax rate of $0.01 per $100 of assessed value.~~

~~(c) Property owners seeking to have real property classified under this Section must submit an application to the Director of the Department of Tax Administration ("Director"). Applications for classification must be made on forms provided by the Director.~~

~~(1) Each application must be accompanied by a sworn affidavit and written documentation acceptable to the Director to show that the applicant and property qualify for classification under this Section.~~

~~(2) The Director may request additional information or written documentation from any applicant if the information and documents submitted with the application are insufficient to render an eligibility determination.~~

~~(3) The Director will determine whether the applicant and property identified in the application qualify for classification under this Section, and the date of reclassification.~~

~~(4) The Director will inform the applicant of the determination in writing.~~

~~(d) If a property has been classified under this Section, the Director may request additional information or written documentation at any time to confirm the continued eligibility of the property owner and property.~~

~~(e) After being granted a classification of property under this Section, applicants must inform the Director within 30 days of any change of circumstances that renders the property ineligible for classification under this Section due to the applicant or property no longer meeting the qualifications of Paragraph (a) above. Applicants must notify the Director in writing, which may include notification by email.~~

~~(f) Certifications must be filed on a three-year cycle. Beginning in 2026, owners of properties classified under this Section must file a certification every three years attesting that no information contained in the original application has changed in a way that would disqualify the property from classification under this Section. Certifications must be filed on forms provided by the Director and must be submitted no later than May 1 of the year in which they are due. The Director may extend the deadline to file a certification to December 31 of the calendar year in which the certification was due if hardship conditions existed where the Director determines that, through no fault of the owner, the owner was prohibited from filing the certification by the May 1 due date. Failure to file a certification as specified in this paragraph will result in termination of the property's classification under this Section.~~

~~(g) If at any time the Director determines a change in circumstances has occurred, including the applicant's failure to timely file a certification under Paragraph (f), the Director will reclassify the property as of the date the change rendered the property ineligible. The Director will notify the property owner in writing of the change in classification and the date upon which the new classification went into effect.~~

~~(h) After receiving a notice under Paragraph (g), property owners may reapply under Paragraph (c) to seek restoration of classification if they believe the property was improperly reclassified.~~

~~(i) Any reduction or increase in tax imposed because of property reclassification under this Section shall be levied, administered, enforced, collected, and corrected in the same manner as set forth in Subtitle III of Title 58.1 of the Virginia Code, for the levy, administration, enforcement, collection, and correction of local taxes.~~

Article 12. – Miscellaneous License Taxes.

Section 4-12-1. – Fortune-tellers, clairvoyants and practitioners of palmistry and phrenology; license tax; penalty.

(a) Any person who for compensation shall tell fortunes or act as a clairvoyant or practice palmistry or phrenology or act as a spirit medium or astrologist muststall pay an annual license tax of Five Hundred Dollars ($500.00), which isshall be due and payable on or before March 1January 31 of each year and shall not be transferred or prorated.

(b) Any person who for compensation shall engage in the practice above described in this Section without the license required shall be fined not less than Fifty Dollars ($50.00) nor more than Five Hundred Dollars ($500.00) for each offense.

Article 13. – Transient Occupancy Tax.

Section 4-13-6. – Interest and penalties upon failure or refusal to remit tax.

If any accommodations provider or accommodations intermediary fails or refuses to remit to the Director the tax required to be collected and paid under this Article within the time and in the amount specified in this Article, the Director will add a penalty of five percent of the amount of the taxes required to be remitted. Additionally, interest will be charged on the unpaid balance at the applicable interest rate specified in SectionCounty Code § 4-20-3. Such interest will accrue from the date on which the tax was due and will continue to accrue until the date on which such payment is made in full.

CHAPTER 21. – Automobile Graveyards.

Section 21-1-2. – License fee required; fee.

A fee of Fifty Dollars ($50.00) per annum shall be paid to the Director of the Department of Tax AdministrationFinance for each calendar year by any person who operates or maintains an automobile graveyard. Application for an annual license shall be made to the Director of the Department of Tax AdministrationSupervisor of Assessments of the County who shall provide the necessary forms and shall prescribe, by reasonable rules and regulations, the information to be contained in such application. Upon payment of such fee, upon compliance with the other provisions of this Chapter and upon approval of the Zoning Administrator of this County, the Director of the Department of Tax AdministrationSupervisor of Assessments of the County shall issue to the applicant a license to operate or maintain an automobile graveyard. This fee and license isshall be in addition to any fees or licenses required by any other provision of this Code or other ordinances or State law. Applicants who fail to renew a license by March 1January 31 of each year muststall pay a penalty of Ten Dollars ($10.00)ten per cent (10%) of the license tax or Two Dollars ($2.00), whichever is greater, before a license is issued.

CHAPTER 23. – Bondsmen.

Section 23-1-2. – Application for license; fee; certificate of character.

(a) Any person who, for compensation, enters into any bond or bonds for others, whether as a principal or surety, must apply for a bondsman's license to the Director of Tax Administration, ~~bondsman, other than a bondsman licensed to enter into bonds for others for compensation, shall make application to the Supervisor of Assessments of the County~~ who shall provide the necessary forms and shall prescribe by reasonable rules and regulations, the information to be contained in such application.

(b) The applicant for such bondsman's license must~~shall~~ pay a fee of Thirty Dollars ($30.00) per annum, which amount may not be prorated.

(c) No such license shall be issued by the ~~Supervisor of Assessments~~Director of Tax Administration for any year unless and until the applicant has received a bail bondsman license from the Virginia Department of Criminal Justice Services~~shall have first obtained a certificate from the judge of the circuit court that he is a person of good moral character and entitled to be so licensed~~.

(d) Applicants who fail to pay the license fee and renew a license by March 1~~January 31~~ of each year must also~~shall~~ pay a penalty of ten percent ~~(10%)~~ of the license tax before a license is issued.

(e) No person shall be licensed hereunder either as a bondsman or agent for any bondsman when such person~~, or his spouse, holds any office as magistrate, clerk or deputy clerk of any court~~ is not eligible for licensure as a bail bondsman under Virginia law.

Section 23-1-3. – Issuance of license.

Upon payment of the fee under the provisions of the preceding Section, the Director of the Department of Tax Administration~~Supervisor of Assessments of the County~~ shall issue to the applicant a license to enter into any bond or bonds for others, for compensation, whether as a principal or surety, which license shall remain in force subject to annual payment of the license fee.

Section 23-1-5. – ~~Limitation on amount of bonds to be issued~~Compliance with law.

~~No professional bondsman shall enter into any such bond if the aggregate of the penalty of such bond and all other bonds on which he has not been released from liability is in excess of the true market value of his real estate~~Any person that is licensed under this Article as a bondsman or agent for any bondsman must comply with all applicable law governing bondsmen in Virginia.

Section 23-1-6. – ~~Monthly report~~[Reserved].

~~Each professional bondsman licensed under this Article shall file with the clerk of the circuit court of the County, not later than the fifth day of each month, a list of all outstanding bonds on which he was obligated as of the last day of the preceding month, together with the amount of the penalty of each such bond and the true market value of his real estate.~~

Section 23-1-7. – ~~Agents to obtain certificate from circuit court~~[Reserved].

~~Any agent for any professional bondsman qualified under this Article shall not act as such agent until he shall have first obtained a certificate from the judge of the circuit court that he, the agent, is a person of good moral character and is entitled to act as agent for such bondsman.~~

2. That the provisions of this ordinance are severable, and if any provision of this ordinance or any application thereof is held invalid, that invalidity will not affect the other provisions or applications of this ordinance that can be given effect without the invalid provision or application.

3. That this Ordinance will become effective on January 1, 2026.

GIVEN under my hand this _____ day of _____, 2025

_____

Jill G. Cooper
Clerk for the Board of Supervisors

AN ORDINANCE AMENDING ARTICLES 7.2, 8, 9, 12, AND 13 OF CHAPTER 4 OF THE FAIRFAX COUNTY CODE, RELATING TO BUSINESS PROFESSIONAL AND OCCUPATIONAL LICENSE TAX, BANK FRANCHISE TAX, MIXED BEVERAGE LICENSE TAX, MISCELLANEOUS LICENSE TAXES, AND TRANSIENT OCCUPANCY TAXES, AND AMENDING CHAPTERS 21 AND 23 OF THE FAIRFAX COUNTY CODE RELATING TO AUTOMOBILE GRAVEYARDS AND BONDSMEN AND TO REPEAL SECTION 4-10-6 OF THE FAIRFAX COUNTY CODE RELATING TO BILLING FOR TAXES ON REAL PROPERTY AND TO REPEAL SECTIONS 23-1-6 AND 23-1-7 RELATING TO BONDSMEN

Draft of October 21, 2025

AN ORDINANCE to amend the Fairfax County Code by amending and readopting Sections 4-7.2-29, relating to Business, Professional and Occupational License Tax, 4-8-4, relating to Bank Franchise Tax, 4-9-1, relating to Mixed Beverage License Tax, 4-12-1, relating to Miscellaneous License Taxes, 4-13-6, relating to Transient Occupancy Tax, 21-1-2, relating to Automobile Graveyards, 23-1-2, 23-1-3, and 23-1-5 relating to Bondsmen, and by repealing Section 4-10-6 relating to Billing for Taxes on Real Property and by repealing Sections 23-1-6 and 23-1-7 relating to Bondsmen.

Be it ordained by the Board of Supervisors of Fairfax County:

1. That Sections 4-7.2-29, 4-8-4, 4-9-1, 4-12-1, 4-13-6, 21-1-2, 23-1-2, 23-1-3, and 23-1-5 of the Fairfax County Code are amended and readopted as follows and Sections 4-10-6, 23-1-6 and 23-1-7 are deleted and repealed as follows:

CHAPTER 4 – Taxation and Finance.

Article 7.2. – Business, Professional and Occupational License Tax.

Section 4-7.2-29. Retail Merchants; license tax rate.

(a) Every person who sells goods, wares or merchandise at retail only and not for resale in any retail merchants' occupations, businesses, trades or callings shall pay an annual license tax of Seventeen Cents for each One Hundred Dollars of gross receipts. Retail merchants' occupations, businesses, trades or callings include, by way of illustration, but are not limited to, persons who sell:

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Animal supplies or feed

Antiques

43 Apparel

44 Appliances or electronics

45 Automobile, trucks, boats, cycles, recreational vehicles or parts

46 Baked goods

47 Books, stationery, periodicals

48 Building materials

49 Candy or nuts

50 Catered foods

51 Cigar, tobacco products

52 Dairy products

53 Drugs or convalescent aids

54 Dry goods

55 Fabrics

56 Flowers or plants

57 Foods or beverages

58 Fuel or fuel products

59 Furniture or home furnishings

60 Furs

61 Garden or agricultural supplies

62 General merchandise

63 Gifts, novelties or souvenirs

64 Groceries

65 Hardware

Ice

Jewelry

Livestock

Luggage

Lumber goods

Machinery and equipment

Millinery

Musical instruments

Office, store, appliance or photographic supplies

Optical goods

Paint, glass, wallpaper

Premium stamp suppliers

Prepared foods

Produce

Second hand goods

Sporting goods

Vending machine goods

(b) Except as otherwise provided by this Subsection, any person who is engaged in business as a retail merchant and as a wholesale merchant shall obtain a license for both business activities. However, any retail merchant who conducts business as a wholesale merchant may elect to do such wholesale business under a retail merchants license by paying license taxes as a retailer on both this retail and wholesale businesses.

Article 8. – Bank Franchise Tax.

Section 4-8-4. Payment of taxes by banks; receipts; interest and penalty.

(a) Every bank assessable by the Director of the Department of Tax Administration under this Article on or before the first day of June in each tax year (which is, in fact, each calendar

year), shall pay to the County the taxes assessed under the provisions of this Article. The Director shall give to such bank duplicate receipts upon forms prescribed by the Virginia Department of Taxation.

(b) A penalty of five percent of the tax due will be imposed on any bank that fails to pay the required tax on or before the date it is due. Additionally, interest will be charged on the unpaid balance at the applicable interest rate specified in Section 4-20-3. Such interest will accrue from the date on which the tax was due and will continue to accrue until the date on which payment is made in full.

Article 9. – Mixed Beverage License Tax.

Section 4-9-1. Imposition; amounts; interest and penalty.

(a) Each and every person holding a mixed beverage restaurant license from the Virginia Alcoholic Beverage Control Authority for an establishment located within the County is referred to herein as a Licensee. There is hereby imposed and levied by the County upon each and every Licensee a County license tax in the following sums:

(1) Persons operating restaurants, including restaurants located on premises of and operated by hotels and motels:

(A) Two Hundred Dollars ($200.00) per annum for each restaurant with a seating capacity at tables for fifty (50) to one hundred (100) persons,

(B) Three Hundred Fifty Dollars ($350.00) per annum for each restaurant with a seating capacity at tables for more than one hundred (100) but not more than one hundred fifty (150) persons, and

(C) Five Hundred Dollars ($500.00) per annum for each restaurant with a seating capacity at tables for more than one hundred fifty (150) persons.

(2) A private, non-profit club operating a restaurant located on the premises of such club, Three Hundred Fifty Dollars ($350.00) per annum.

(b) The tax imposed by this Article will be assessed for all or any portion of a calendar year during which the Licensee may sell mixed alcoholic beverages. The tax is due and payable on or before March 1 of each license tax year. If Licensee receives a mixed beverage restaurant license upon which a license tax is imposed under this Article after March 1 of such license tax year, such license tax will be imposed immediately upon the Licensee's receipt of such mixed beverage restaurant license, and the tax payment is due and payable within thirty days of the time such Licensee received such mixed beverage restaurant license.

(c) A penalty of ten percent of the license tax due will be imposed on any Licensee that fails to pay the full license tax owed on or before the date it is due. Additionally, interest will be

charged on the unpaid balance at the applicable interest rate specified in Section 4-20-3. Such interest will accrue from the date on which the tax was due and will continue to accrue until the date on which payment is made in full.

(d) Any person holding a mixed beverage restaurant license for an establishment located within the County who fails to pay the County license shall be guilty of a misdemeanor, and upon conviction thereof shall be punished in accordance with Section 1-1-12.

Article 10. –[Reserved].

Section 4-10-6. – [Reserved].

Article 12. – Miscellaneous License Taxes.

Section 4-12-1. – Fortune-tellers, clairvoyants and practitioners of palmistry and phrenology; license tax; penalty.

(a) Any person who for compensation shall tell fortunes or act as a clairvoyant or practice palmistry or phrenology or act as a spirit medium or astrologist must pay an annual license tax of Five Hundred Dollars ($500.00), which is due and payable on or before March 1 of each year and shall not be transferred or prorated.

(b) Any person who for compensation shall engage in the practice above described in this Section without the license required shall be fined not less than Fifty Dollars ($50.00) nor more than Five Hundred Dollars ($500.00) for each offense.

Article 13. – Transient Occupancy Tax.

Section 4-13-6. – Interest and penalties upon failure or refusal to remit tax.

If any accommodations provider or accommodations intermediary fails or refuses to remit to the Director the tax required to be collected and paid under this Article within the time and in the amount specified in this Article, the Director will add a penalty of five percent of the amount of the taxes required to be remitted. Additionally, interest will be charged on the unpaid balance at the applicable interest rate specified in Section 4-20-3. Such interest will accrue from the date on which the tax was due and will continue to accrue until the date on which such payment is made in full.

CHAPTER 21. – Automobile Graveyards.

Section 21-1-2. – License fee required; fee.

A fee of Fifty Dollars ($50.00) per annum shall be paid to the Director of the Department of Tax Administration for each calendar year by any person who operates or maintains an

automobile graveyard. Application for an annual license shall be made to the Director of the Department of Tax Administration who shall provide the necessary forms and shall prescribe, by reasonable rules and regulations, the information to be contained in such application. Upon payment of such fee, upon compliance with the other provisions of this Chapter and upon approval of the Zoning Administrator of this County, the Director of the Department of Tax Administration shall issue to the applicant a license to operate or maintain an automobile graveyard. This fee and license is in addition to any fees or licenses required by any other provision of this Code or other ordinances or State law. Applicants who fail to renew a license by March 1 of each year must pay a penalty of Ten Dollars ($10.00) before a license is issued.

CHAPTER 23. – Bondsmen.

Section 23-1-2. – Application for license; fee; certificate of character.

(a) Any person who, for compensation, enters into any bond or bonds for others, whether as a principal or surety, must apply for a bondsman’s license to the Director of Tax Administration, who shall provide the necessary forms and shall prescribe by reasonable rules and regulations, the information to be contained in such application.

(b) The applicant for such bondsman's license must pay a fee of Thirty Dollars ($30.00) per annum, which amount may not be prorated.

(c) No such license shall be issued by the Director of Tax Administration for any year unless and until the applicant has received a bail bondsman license from the Virginia Department of Criminal Justice Services.

(d) Applicants who fail to pay the license fee and renew a license by March 1 of each year must also pay a penalty of ten percent of the license tax before a license is issued.

(e) No person shall be licensed hereunder either as a bondsman or agent for any bondsman when such person is not eligible for licensure as a bail bondsman under Virginia law.

Section 23-1-3. – Issuance of license.

Upon payment of the fee under the provisions of the preceding Section, the Director of the Department of Tax Administration shall issue to the applicant a license to enter into any bond or bonds for others, for compensation, whether as a principal or surety, which license shall remain in force subject to annual payment of the license fee.

Section 23-1-5. – Compliance with law.

Any person that is licensed under this Article as a bondsman or agent for any bondsman must comply with all applicable law governing bondsmen in Virginia.

Section 23-1-6. – [Reserved].

Section 23-1-7. – [Reserved].

2. That the provisions of this ordinance are severable, and if any provision of this ordinance or any application thereof is held invalid, that invalidity will not affect the other provisions or applications of this ordinance that can be given effect without the invalid provision or application.

3. That this Ordinance will become effective on January 1, 2026.

GIVEN under my hand this _____ day of _____, 2025

_____

Jill G. Cooper
Clerk for the Board of Supervisors

Board Agenda Item
November 18, 2025

ADMINISTRATIVE – 5

Authorization to Advertise a Public Hearing on a Proposal to Vacate and Abandon a Portion of Luckett Avenue (Providence District)

ISSUE:
Board authorization to advertise a public hearing on a proposal to vacate and abandon a portion of Luckett Avenue north of the intersection of Luckett Avenue and Aponi Road.

RECOMMENDATION:
The County Executive recommends that the Board authorize advertisement of a public hearing for January 13, 2026, at 4:00 p.m.

TIMING:
Board action is requested on November 18, 2025, to provide sufficient time to advertise the public hearing for January 13, 2026, at 4:00 p.m.

BACKGROUND:
The applicants, Ali Hanif and Nasrin Shah, are requesting that a portion of Luckett Avenue be vacated under *§15.2-2272 of the Virginia Code* and abandoned under *§33.2-909 of the Virginia Code*. The applicants are trying to build a house on the lot adjacent to the subject vacation proposal. Their lot is encumbered by a floodplain and Resource Protection Area (RPA). This vacation proposal would allow the applicants to build a home without encroaching into the RPA or floodplain. The portion of the road to be vacated and abandoned has no historic value.

The subject portion of Luckett Avenue, north of the intersection of Luckett Avenue and Aponi Road, is unbuilt and outside of the travel-way. The subject vacation and abandonment areas were dedicated for public street purposes by Deed of Dedication (Deed Book 5081 Page 481), and Deed (Liber M-5 Page 252). The subject portion of Luckett Avenue is not in the Virginia Department of Transportation (VDOT) Secondary System of Highways. The vacated area of Luckett Avenue will be returned to the adjacent property owner as shown on the vacation plat (Attachment 5).

EQUITY IMPACT:
None.

Board Agenda Item
November 18, 2025

FISCAL IMPACT:
None.

ENCLOSED DOCUMENTS:
Attachment 1: Letter of Request and Justification
Attachment 2: Notice of Public Hearing
Attachment 3: Order of Abandonment
Attachment 4: Vacation Ordinance
Attachment 5: Vacation and Abandonment Plat
Attachment 6: Vicinity Map
Attachment 7: Preliminary Layout Exhibit

STAFF:
Jennifer Miller, Deputy County Executive
Gregg Steverson, Director, Fairfax County Department of Transportation (FCDOT)
Martha Coello, Deputy Director, FCDOT
Jeffrey Hermann, Chief, Site Analysis & Transportation Planning Division, FCDOT
Gregory Fuller, Jr., Chief, Site Analysis Section (SAS), FCDOT
Brittany Nixon, Transportation Planner IV, SAS, FCDOT
Jeffrey Edmondson, Transportation Planner III, SAS, FCDOT

ASSIGNED COUNSEL:
Randall T. Greehan, Assistant County Attorney

September 11,2024

Fairfax County Department of Transportation

4050 Legato Road

Suite 400

Fairfax, Virginia 22033

Attn: Jeffrey Edmondson

Re : The Vacation of Luckett Ave. Right-of-Way

Dear Jeffrey,

We would like to submit this request for vacation of 2,867 square feet of Luckett Ave (State Route #1163) Right-of-Way (R/W) as shown on the enclosed vacation and consolidation plat.

The site is .5808 Acres, zoned R-2 located in Fairfax County Wedderburn Station Subdivision, Lot 11 section 2, within the Providence District. There is no Wedderburn Station HOA.

Lot 11 has a floodplain / storm drainage easement and Resource Protection Areas (RPA) designated on the parcel. Currently if new development were to take place it would require extensive intrusion into the RPA, granted by the loss of buildable area provision.

The proposed vacation of the Luckett Avenue R/W involves abandoning 2,867 square feet of the R/W and consolidating that area into Lot 11, resulting in the creation of Lot 11a. The consolidation request enables future development to proceed without encroaching on the RPA or floodplain, thereby preserving the RPA's intended purpose of safeguarding watershed resources.

Also, important to note, the proposed amount of R/W on Luckett Ave. is not currently being used or maintained. It is full of aging trees with some recently collapsed onto the sidewalk. I respectfully request the vacation as outlined above.

If you have any questions, concerns or require any additional information to aid in your review of this request, please feel free to contact me. I appreciate your time and help on these matters.

Sincerely,

Ali Hanif and Nasrin Shah

ATTACHMENT 2

NOTICE OF INTENT TO
ADOPT AN ORDINANCE VACATING AND ORDER ABANDONING
A PORTION OF A PLAT AND ROADWAY ON WHICH IS SHOWN

(Luckett Avenue – State Route 1163)

Providence District,
Fairfax County, Virginia

Notice is hereby given that the Board of Supervisors of Fairfax County, Virginia, will hold a public hearing on January 13, 2026, at 4:00pm during its regular meeting in the Board Auditorium of the Fairfax County Government Center Parkway, Fairfax, Virginia pursuant to Virginia Code Ann. §§15.2-2204, 15.2-2722, and 33.2-909, to consider vacating and abandoning a total of 2,867 square feet portion of Luckett Avenue (Route 1163) at the intersection with Aponi Road, which was dedicated for public street purposes pursuant to that certain Deed dated January 26, 1892 under Liber M-5 at Page 252 and Deed of Dedication dated December 1, 1978 under Deed Book 5081 at Page 481 in the land records of Fairfax County, Virginia. The road is located adjacent to Tax Map Parcel Number: 039-3-38-0011 and is shown on the plat prepared by ACG LLC Consulting Engineers, which is on file in the Fairfax County Department of Transportation, 4050 Legato Road, Suite 400, Fairfax, Virginia 22033, Telephone Number (703) 877-5600.

Public hearings are available to view live on Channel 16 and stream live online at www.fairfaxcounty.gov/cableconsumer/channel-16/live-video-stream. Live audio of the meeting may be accessed at 703-324-7700. Those wishing to testify may do so in person, unless the meeting is held electronically, or via phone or pre-recorded YouTube video. Speakers wishing to testify via video must register by signing up online at the web address shown below or by calling the Department of Clerk Services at 703-324-1315, TTY 711, and must submit their video no later than 9 a.m. on the day prior to the hearing. Speakers wishing to testify via phone must sign up to testify no later than 12:00 p.m. the day of the hearing to be placed on the Speakers List. Speakers not on the Speakers List may be heard after the registered speakers have testified.

In addition, written testimony and other submissions will be received by mail at 12000 Government Center Parkway, Suite 552, Fairfax, Virginia 22035 or by email at clerktotheBOS@fairfaxcounty.gov. More information on the ways to testify can be found at www.fairfaxcounty.gov/clerkservices/ways-provide-public-hearing-testimony.

Questions regarding this proposal may be directed to the Fairfax County Department of Transportation at 703-877-5600.

Fairfax County supports the Americans with Disabilities Act by making reasonable accommodations for persons with disabilities. Open captioning will be provided in the Board Auditorium. For sign language interpreters or other accommodation, please call the Clerk's Office, 703-324-3151, TTY: 711, as soon as possible, but no later than 48 hours before the public hearing. Assistive listening devices are available at the meeting.

PROVIDENCE DISTRICT

ATTACHMENT 3

ORDER OF ABANDONMENT OF
A PORTION OF LUCKETT AVENUE

Providence District,
Fairfax County, Virginia

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held this 13th day of January, 2026, it was duly moved and seconded that:

WHEREAS, after conducting a public hearing pursuant to notice as required by Virginia Code § 33.2-909, and after giving due consideration to the historic value, if any, of such road, the Board has determined that no public necessity exists for the continuance of these portions of the road as a public road, and that the safety and welfare of the public will be served best by an abandonment,

WHEREFORE, BE IT ORDERED:

That the portions of the existing Luckett Avenue (Route 1163), comprising a total of 2,867 square feet, located adjacent to Tax Map Parcel Number: 039-3-38-0011, shown on the plat prepared by ACG LLC Consulting Engineers, each attached hereto and incorporated herein, be and the same are hereby abandoned as a public road pursuant to Virginia Code § 33.2-909.

This abandonment is subject to any right, privilege, permit, license, or easement in favor of any public service company, utility, or other person or entity, including any political subdivision, whether located above, upon, or under the surface, either presently in use or of record, including the right to operate, maintain, replace, alter, extend, increase or decrease in size any facilities in the abandoned roadway, without any permission of the landowner(s).

A Copy Teste:

_____
Jill G. Cooper
Clerk for the Board of Supervisors

ADOPTION OF AN ORDINANCE VACATING
A PORTION OF A ROAD

(Luckett Avenue – Route 1163)

Providence District,
Fairfax County, Virginia

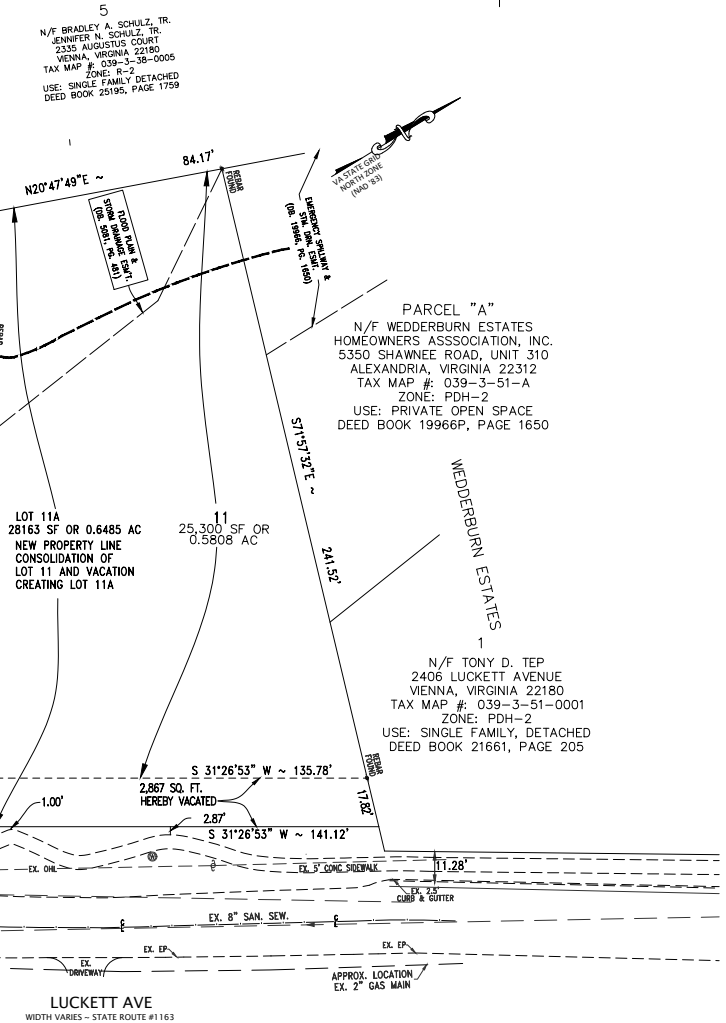
At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held on January 13, 2026, at which meeting a quorum was present and voting, the Board, after conducting a public hearing upon due notice given pursuant to Virginia Code Ann. §15.2-2204 and as otherwise required by law, adopted the following ordinance, to-wit:

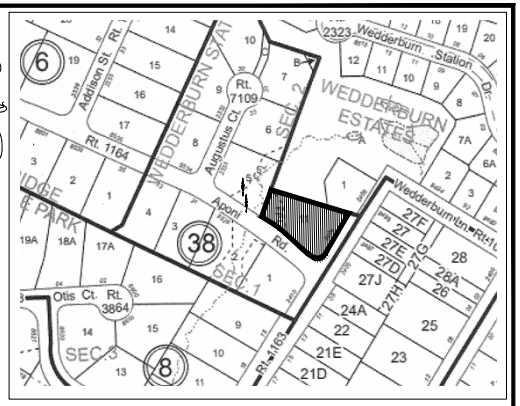
BE IT ORDAINED by the Board of Supervisors of Fairfax County, Virginia, pursuant to Virginia Code §15.2-2272, does hereby vacate Luckett Avenue as formerly dedicated in a Deed of Dedication, recorded in Deed Book 5081, at Page 481, and Liber M-5 at Page 252. The road vacated is currently shown on Tax Map 39-3 and is shown on the plat prepared by ACG LLC Consulting Engineers.

This vacation is subject to any right, privilege, permit, license, easement, in favor of any public service company, utility, or other person or entity, including any political subdivision, whether located above, upon, or under the surface, either currently in use or of record, including the right to operate, maintain, replace, alter, extend, increase, or decrease in size any facilities in the vacated roadway, without any permission of the landowner.

A Copy Teste:

_____
Jill G. Cooper
Clerk to the Board of Supervisors





VICINITY MAP SCALE: 1"=250'

NOTES:
1. NO TITLE REPORT FURNISHED FOR PREPARATION OF THIS PLAT. ALL UNDERLYING EASEMENTS MAY NOT BE INDICATED ON THIS PLAT.
2. THE FAIRFAX COUNTY ASSESSMENT MAP REFERENCE NUMBER IS 0393 38 0011
3. THE PROPERTY IS ZONED R-2
4. THE BEARINGS SHOWN ARE REFERENCED TO VCS 1983 GRID NORTH. THE FOOT DEFINITION USED FOR CONVERSION OF THE MONUMENT COORDINATES IS THE U.S. SURVEY FOOT' OR 1 FT = 0.3048006095 METERS
5. THE NORTH ARROW AND MERIDIAN ARE REFERENCED TO VIRGINIA COORDINATE SYSTEM OF 1983, NORTH ZONE, ESTABLISHED THROUGH GPS SURVEY.

PLAT SHOWING

VACATION OF RIGHT OF WAY AND CONSOLIDATION OF LOT 11 AND SAID VACATION TO CREATE LOT 11A
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA
SCALE: 1" = 30' APRIL 16, 2025

ENGINEER'S CERTIFICATE:
I, CRISTIAN A. ORTAN, A DULY LICENSED PROFESSIONAL ENGINEER IN THE COMMONWEALTH OF VIRGINIA, DO HEREBY CERTIFY THAT THE PROPERTY SHOWN HEREON AND IDENTIFIED AS LOT 11 WAS ACQUIRED BY Ali Hanif & Nasrin Shah AS RECORDED AT DEED BOOK 28104 PAGE 1880 IN THE FAIRFAX COUNTY OFFICE OF LAND RECORDS.

Cristian A. Ortan 04/16/2025
CRISTIAN A. ORTAN, P.E. DATE

30 0 15 30 60 120

ACG LLC
CONSULTING ENGINEERS
CIVIL ENGINEERING, STRUCTURAL, SURVEYING & LAND PLANNING
11350 Random Hills Road, Suite 430,
Fairfax, VA 22030
703-520-1616; FAX 703-537-0924
www.acg-civil.com

COMMONWEALTH OF VIRGINIA
Cristian A. Ortan
CRISTIAN A. ORTAN
Lic. No. 45981
04/16/2025
PROFESSIONAL ENGINEER

DRAWN BY:	REVISION:	DATE:
JW		
CHECK BY:		
SCALE:	NOTES:	JOB NO:
1"=30'		18-1263

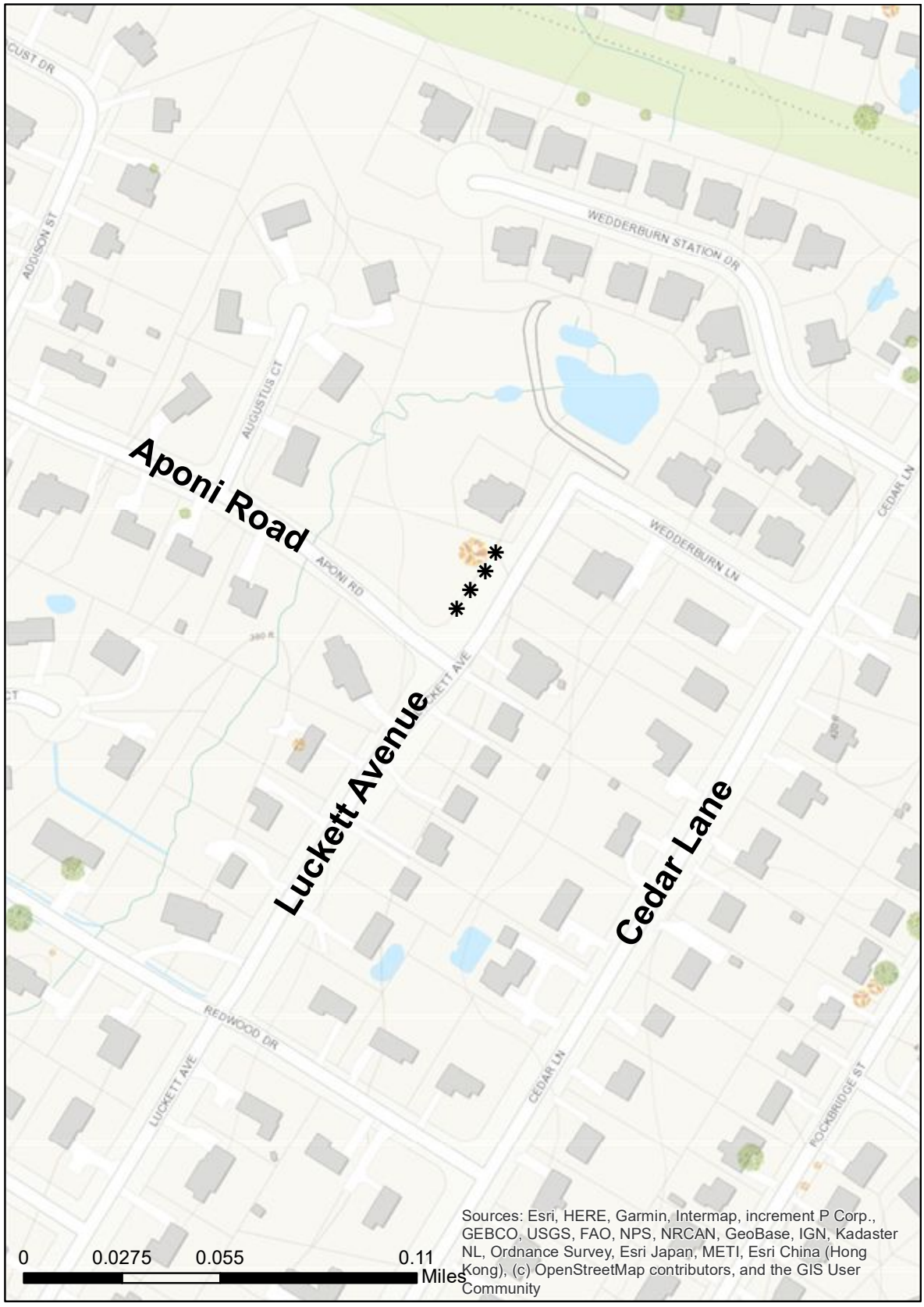
SHEET 1 OF 1

\\ACG-DATA\Data\ACG\DATA\18-1263-SAUM (2404 Luckett Ave)\DWG\SUR\18-1263 VDOT (PLAT FOR VACATION) (04-16-25).dwg, 4/16/2025 11:19:38 AM, DWG To PDF.pc3

Luckett Avenue Vacation and Abandonment Vicinity Map

Providence District

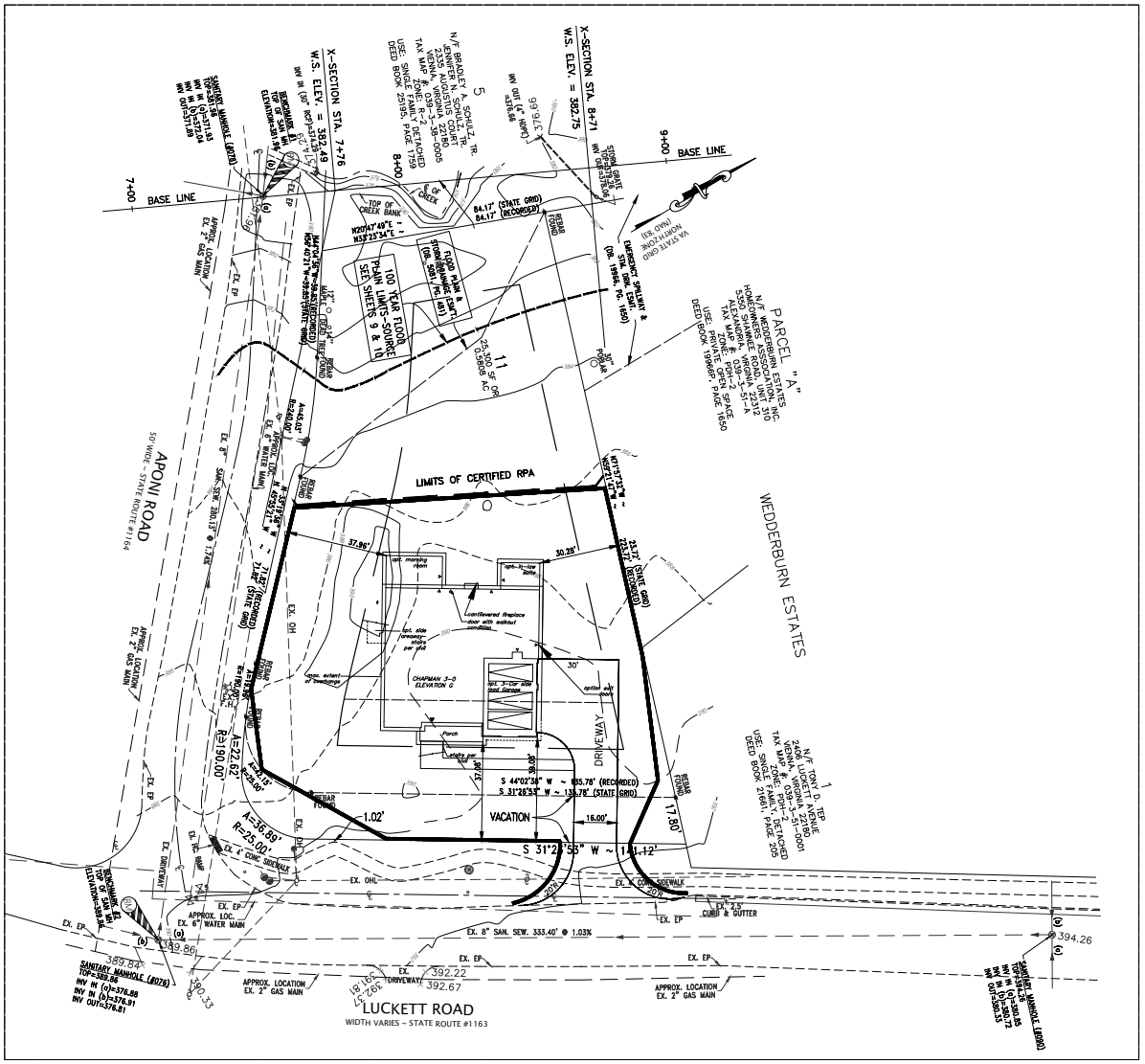
ATTACHMENT 6



N

Tax Maps 39-3

✱ Denotes Area to be Vacated and Abandoned



ACG, LLC
CONSULTING ENGINEERS
CIVIL ENGINEERING, STRUCTURAL, SURVEYING & LAND PLANNING
11350 Random Hills Road
Suite 800
Fairfax, VA 22030
Tel: 703.620.1616
Tel: 703.537.0922
Fax: 703.537.0924
www.acgcivil.com
www.acgcivil.info

COMMONWEALTH OF VIRGINIA
CRISTIAN A. ORTAN
Lic. No. 45981
09/06/2024
PROFESSIONAL ENGINEER

WEDDERBURN STATION
2404 LUCKETT ROAD, LT 11 SEC 2
DRANESVILLE DISTRICT #1A
FAIRFAX COUNTY, VIRGINIA

SCALE: 1"=20'
DATE: 09/06/2024
REVISIONS:

SHEET OF 1
FILE NO. 18-1263

\\ACG-DATA\Data\ACG\DATA\18-1263-SALIM (2404 Luckett Ave)\DWG\ENG\18-1263 ENG.dwg 9/6/2024 5:02:43 PM, DWG To PDF.pc3

Board Agenda Item
November 18, 2025

ADMINISTRATIVE – 6

Authorization to Advertise a Public Hearing on a Proposal to Vacate a Portion of a 20-Foot-Wide Alley (Mount Vernon District)

ISSUE:
Board authorization to advertise a public hearing on a proposal to vacate a portion of a 20-foot-wide alley south of Belle Haven Road (Route 632).

RECOMMENDATION:
The County Executive recommends that the Board authorize advertisement of a public hearing for January 13, 2026, at 4:00 p.m.

TIMING:
Board action is requested on November 18, 2025, to provide sufficient time to advertise the public hearing for January 13, 2026, at 4:00 p.m.

BACKGROUND:
The applicant, 1401 Belle Haven LLC, is requesting that a portion of a 20-foot-wide alley be vacated under *§15.2-2272(2) of the Virginia Code*. The applicant is seeking this request to resolve a Code Compliance issue that was identified with their business. The applicant maintains a vegetable garden and shed that have encroached into the alley right-of-way. The subject vacation would alleviate the Code Compliance issue with the above-mentioned structures in the right-of-way.

The subject portion of the alley to be vacated located south of Belle Haven Road and Tax Parcels #83-4-((02))-(29)-0012, -0013, -0014, -0015, and -0016, and shown on Attachment IV as Outlots A and B. The 20-foot-wide portion of the alley was dedicated as part of the “Subdivision 1 of New Alexandria” (Deed Book N No.5 at Page 254) on the plat dated October 21, 1892. The subject portion of the alley was never constructed and is not in the Virginia Department of Transportation (VDOT) Secondary System of Highways. No other owners of lots shown on the 1892 plat will be damaged by the proposed vacation. The area to be vacated is not needed for the County’s public road system, has been untouched for public street purposes for over 125 years and will not be needed for public street purposes in the future.

Board Agenda Item
November 18, 2025

EQUITY IMPACT:
None.

FISCAL IMPACT:
None.

ENCLOSED DOCUMENTS:
Attachment I: Letter of Request and Justification
Attachment II: Notice of Public Hearing
Attachment III: Vacation Ordinance
Attachment IV: Vacation Plat
Attachment V: Vicinity Map

STAFF:
Jennifer Miller, Deputy County Executive
Gregg Steverson, Director, Fairfax County Department of Transportation (FCDOT)
Martha Coello, Deputy Director, (FCDOT)
Jeffrey Hermann, Chief, Site Analysis & Transportation Planning Division, FCDOT
Gregory Fuller, Jr., Chief, Site Analysis Section (SAS), FCDOT
Brittany Nixon, Transportation Planner IV, SAS, FCDOT
Jeffrey Edmondson, Transportation Planner III, SAS, FCDOT

ASSIGNED COUNSEL:
Randall T. Greehan, Assistant County Attorney

IMPRESA
LEGAL GROUP

Tad Lunger, Esq.
| Direct +703-919-4314
tadlunger@impresalegal.com

December 23, 2023

Via Electronic Delivery

Mr. Gregg Steverson, Director
Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033

Re: Vacation Application relating to portions of right-of-way located at and adjacent to 1401 Belle Haven Road (Map Nos. 0834-02290013; 0834-02290012; 0834-02290015; 0834-02290016), Mt. Vernon District, Fairfax County, Virginia (the "Property")
Applicant: 1401 Belle Haven LLC

Dear Mr. Steverson:

Please accept the following Statement of Justification for a Vacation Application for the public right-of-way (a dedicated alley) adjacent to the above-referenced Property. This request is made on behalf of 1401 Belle Haven LLC, owner of the Property.

The Applicant requests the vacation of a portion of right-of-way (the "Alley") located in the Mt. Vernon District located between 1401 and 1451 Belle Haven Road consisting of 2,250 SF of land, more or less, as shown on the plat enclosed herewith entitled "Plat showing the Vacation of a Portion of an Alley, Creating Outlot A and Outlot B" prepared by RC Fields, signed by Gary M. Faulhaber,and dated December 14, 2025 (the "Plat") as Outlots A and B (the "Area to be Vacated"). The Area to be Vacated is proposed to be vacated by Fairfax County and conveyed to the Applicant and Condominium Professional Belle Haven, and is proposed to consist of the existing Alley adjacent to the Property as shown on the Plat. This request is made pursuant to Virginia Code Sections 15.2-006 and 33.2-909.

By way of background, the Alley was dedicated for public use in 1892 pursuant to and upon the dedication and creation of Subdivision 1 of New Alexandria as recorded in Deed Book N, No. 5 at Page 254 (the "Original Subdivision"), inclusive of Block 29 of that subdivision, among the land records of Fairfax County, Virginia (attached hereto as Exhibit A). The Applicant is the record owner of the adjoining lots of the Area to be Vacated, owning Lots 12 through 16 of Block 29, the land adjacent to the Alley to the north. Prior to this request, a portion of the Alley system created by the Original Subdivision was also vacated pursuant to an Ordinance of Vacation dated March 3rd, 1975, show as Alley "A" recorded in Deed Book 4260 at Page 386 among land records of Fairfax County, Viriginia (attached for reference as Exhibit B).

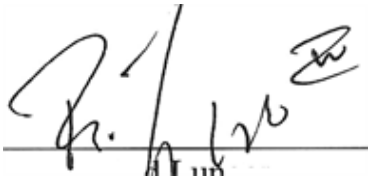
IMPRESA LEGAL GROUP

Tad Lunger
| Direct +703-919-4314
tadlunger@impresalegal.com

The Alley was never constructed, and is merely a "paper alley" shown on plats that are part of the title of the Property. The Area to be Vacated is part of and located at the bottom of a steep embankment located between the properties, is largely unusable and is currently serving no beneficial public use. Included with this request are the relevant records of title establishing the creation of the Alley.

Should you require additional information or wish to discuss this request in more detail after reviewing this request and associated material, please feel free to contact me at any time.

Thank you,



Tad Lunger, Esq.

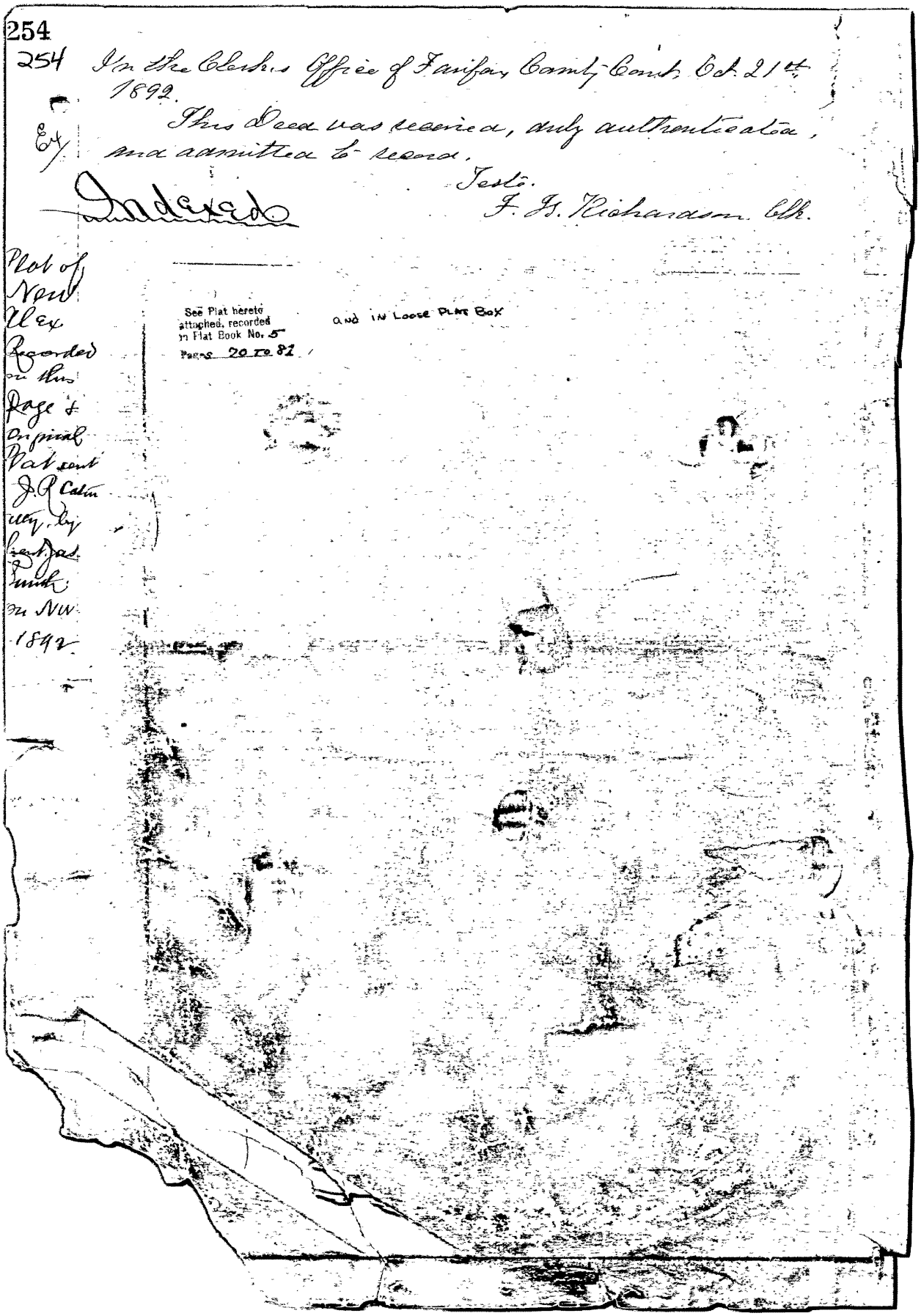
cc: Jeffery Edmonson, Transportation Planner
Roaya Higazi, Transportation Planner

Attached Exhibits:

Exhibit A: 1892 Subdivision 1 of New Alexandria as recorded in Deed Book N, No. 5 at Page 254
Exhibit B: Ordinance of Vacation dated March 3rd, 1975, of Alley "A" recorded in Deed Book 4260 at Page 386

Exhibit A

1892 Subdivision 1 of New Alexandria
Recorded in Deed Book N, No. 5 at Page 254



254

254 In the Clerks Office of Fairfax County Court Oct 21st 1892.

This Deed was received, duly authenticated, and admitted to record.

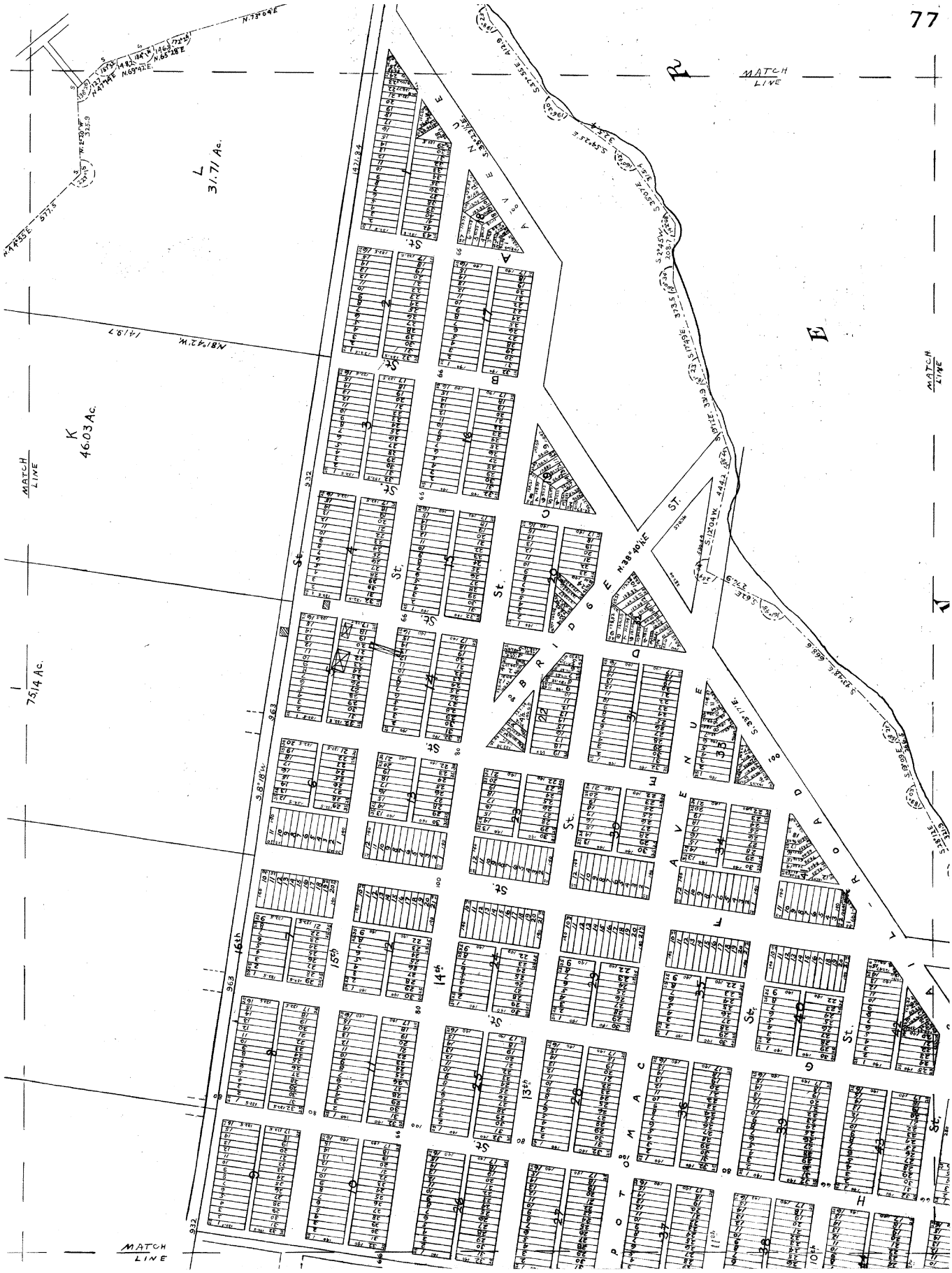
Test.

F. G. Richardson Clk.

Plat of Road Recorded on this Page & Original Plat sent J. R. Calvin Mgr. by Express Paid. Smith. on Nov 1892

See Plat hereto attached, recorded in Plat Book No. 5 Pages 20 to 21

and IN Loose Plat Box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MATCH LINE
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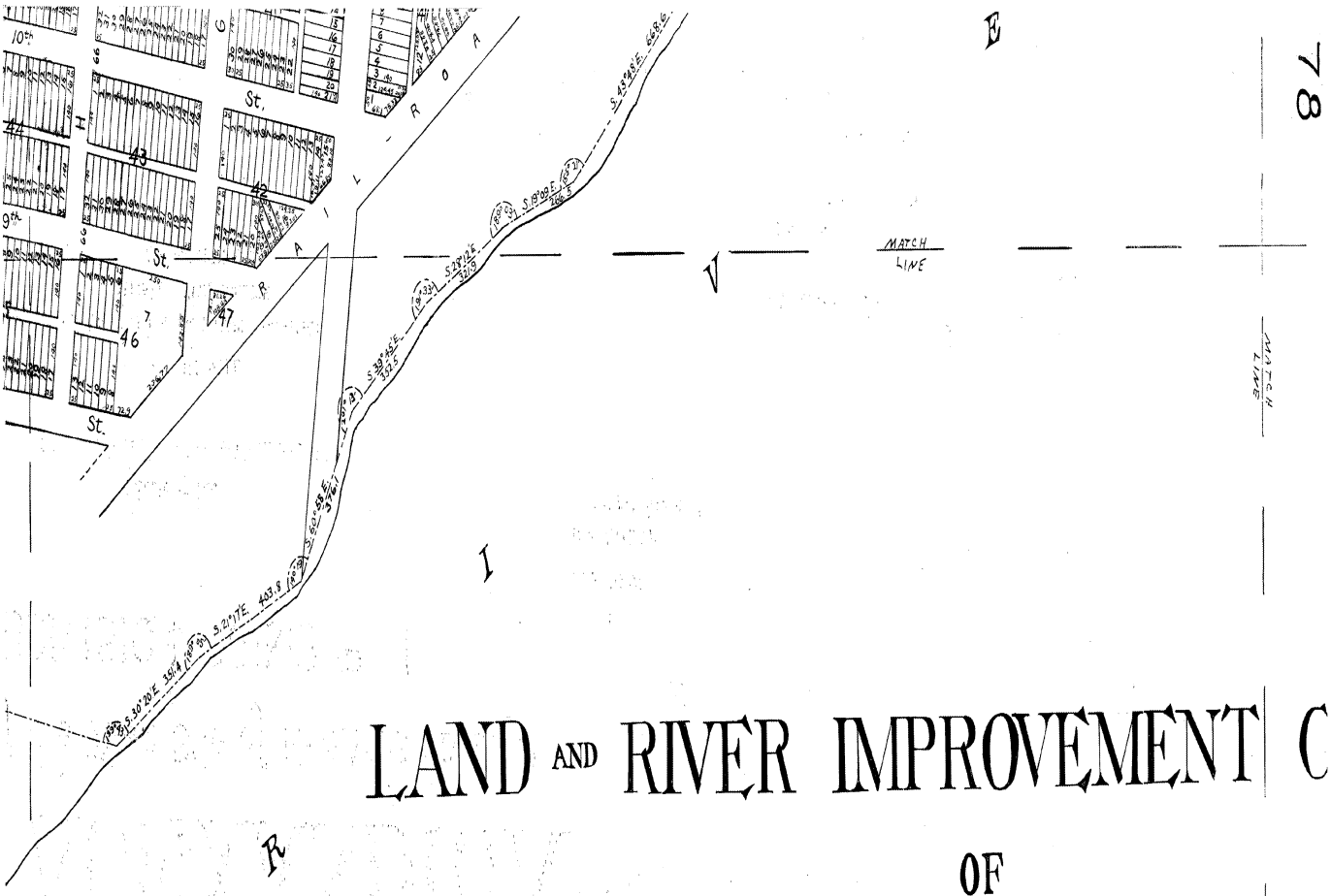
K 46.03 Ac.
I 75.14 Ac.
MATCH LINE
MATCH LINE
MATCH LINE
N 73° 04' E
N 65° 18' E
N 69° 42' E
N 44° 55' E 377.5
N 81° 42' W 147.97
S 37° 55' E 412.9
S 38° 23' 15" E 1421.84
S 38° 40' E
S 12° 04' W 444.2
S 38° 38' E 663.6
S 38° 17' E
S 37° 19' E 276.9
S 21° 45' W 1089.1
S 33° 19' E 1340.3
S 38° 40' E
S 38° 17' E
S 38° 17' E
S 38° 17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S. 21°

Exhibit B

Ordinance of Vacation dated March 3rd, 1975, of Alley "A"
Recorded in Deed Book 4260 at Page 386

BOOK 4260 PAGE 386 31051

ADOPTION OF AN ORDINANCE
VACATING ALLEY "A",
SUBDIVISION OF NEW ALEXANDRIA,
MT, VERNON DISTRICT
IN FAIRFAX COUNTY, VIRGINIA

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Room of the Massey Building at Fairfax, Virginia, on Monday, March 3, 1975, at which meeting a quorum was present and voting, the said Board, after having given notice of its intention so to do in the manner prescribed by law, adopted the following ordinance, to-wit:

BE IT ORDAINED by the Board of Supervisors of Fairfax County, Virginia:

Ordinance vacating Alley "A", Subdivision of New Alexandria, Mt, Vernon District, Fairfax County, Virginia, as shown on a plat of dedication recorded in Liber N - 5 Page 254 of the land records of Fairfax County, Virginia, and more particularly described as follows:

(See metes and bounds description attached)

Be and the same hereby is vacated and any right, title, and interest which the said Board may have in said Alley "A" as above described is hereby released but subject to the rights of the owners of any public utility installations which may have been previously erected therein or thereon, and pursuant to Section 15,1-482 and 15,1-483, Code of Virginia, 1950, as amended, this ordinance shall operate to destroy the force and effect of the recording of the plat, or part thereof so vacated and to vest fee simple title to the hereinabove described parcel of land in the owners of the abutting lots free and clear of any rights of the public or other owners of lots shown on the plat.

Return to - Clerk of the Board Fairfax, Va.

BE IT FURTHER ORDAINED that the Clerk of the Board of Supervisors of Fairfax County, Virginia, shall furnish the property owner with the original ordinance to be recorded among the land records of said County,

GIVEN under my hand this 3rd day of March, 1975.

Ethel Wilcox Register
Ethel Wilcox Register
Clerk to the Board

uU(4260 Pm388

D◆scription of Alley "A"
{To Be Vacated}
Subdivision of "New Alexandria"
Mount Vernon District
Fairfax County, Virginia

Beginning at a point on the present westerly right of *way* line of Potomac Avenue (State Route #1501), said point lying S 08° 18' 00" W 160.00 feet from the intersection of the present southerly right of way line of Bellehaven Road (State Route 632) with the present westerly right of way line of Potomac Avenue; thence N 81° 42' 00" W, 149.89 feet to a point; thence N 08° 18' 00" E, 10,00 feet to a point; thence S 81° 42' 00" E, 24.89 feet to a point; thence N 08° 18' 00" E, 10.00 feet to a point; thence S 81° 42' 00" E, 125.00 feet to a point on the aforementioned right of way fine; thence with the right of way line S 08° 18' 00" W, 20. 00 feet to the point of beginning, containing 2749 square feet or 0.0631 acres.

I.li \lie Clerk's Ott1ao ot tho Clroult Court,
Fairfax County, Virginia AUG 29197Sav.".d169
This 1nstMlllent was received and, 1111h thJ. "
ttert1t1oato annexed, admitted to record

EASEMENT AGREEMENT

420U f 112 16C21

THIS EASEMENT AGREEMENT made this day of April, 1975, by and between Herbert H, Hughes and Molly Jane Hughes, his wife, hereinafter known as the Granters, and Patrick W, Arnold and catherine J, Arnold, his wife, hereinafter known as the Grantees,

WHEREAS, the Grantors are the owners of a certain parcel of land designated on the attached Plat as Block No, 29, NEW ALEXANDRIA SUBDIVISION, Fairfax County, Virginia, said Plat having been prepared by Dennis Dorn, certified land surveyor, datad October 4, 1974, and

WHEREAS, the Grantees are the owners of a certain parcel of land abutting the westerly side of he property of the Granters and fronting on Bellehaven Road, and

WHEREAS, the Grantors wish to establish by this instrument an easement eleven (11) feet in width for ingress and egress for the benefit of the Grantees, their heirs, successors, and assigns, said easement to abut the easterly boundary line of the Grantees property, now, therefore,

W I T N E S S E T H

that for and in consideration of the sum of $10,00 and other good and valuable considerations the receipt of which is hereby acknowledged, the Grantors do hereby grant and convey unto the Grantees, their heirs, successors, personal representatives, and assigns, an easement eleven (11) feet in width for the purpose of ingress and egress to the property of the Grantees, said onsomont being moro particularly doscribod nnd shown on tho Plnt dated October 4, 1974 showing a portion of Block No, 29, NEW ALEXANDRIA SUBDIVISION, said Plat having been prepared by Dennis Dorn, certified land surveyor, which Plat is attached hereto and made a part hereof.

Return to: County Attorney Fairfax County

WITNESS THE FOLLOWING SIGNATURES AND SEALS:

Herbert H. Hughes (SEAL)
HERBERT H. HUGHES

Molly Jane Hughes (SEAL)
MOLLY JANE HUGHES

STATE OF VIRGINIA

COUNTY OF Fairfax, to-wit:

I, the undersigned, a Notary Public in and for the said State and County, do hereby certify that this day personally appeared before me in my said State and County, Herbert H. Hughes and Molly Jane Hughes, whose names are signed to the foregoing Easement Agreement dated the day of April, 1975, and acknowledged the same before me in my said County,

GIVEN under my hand this 11 day of April, 1975,

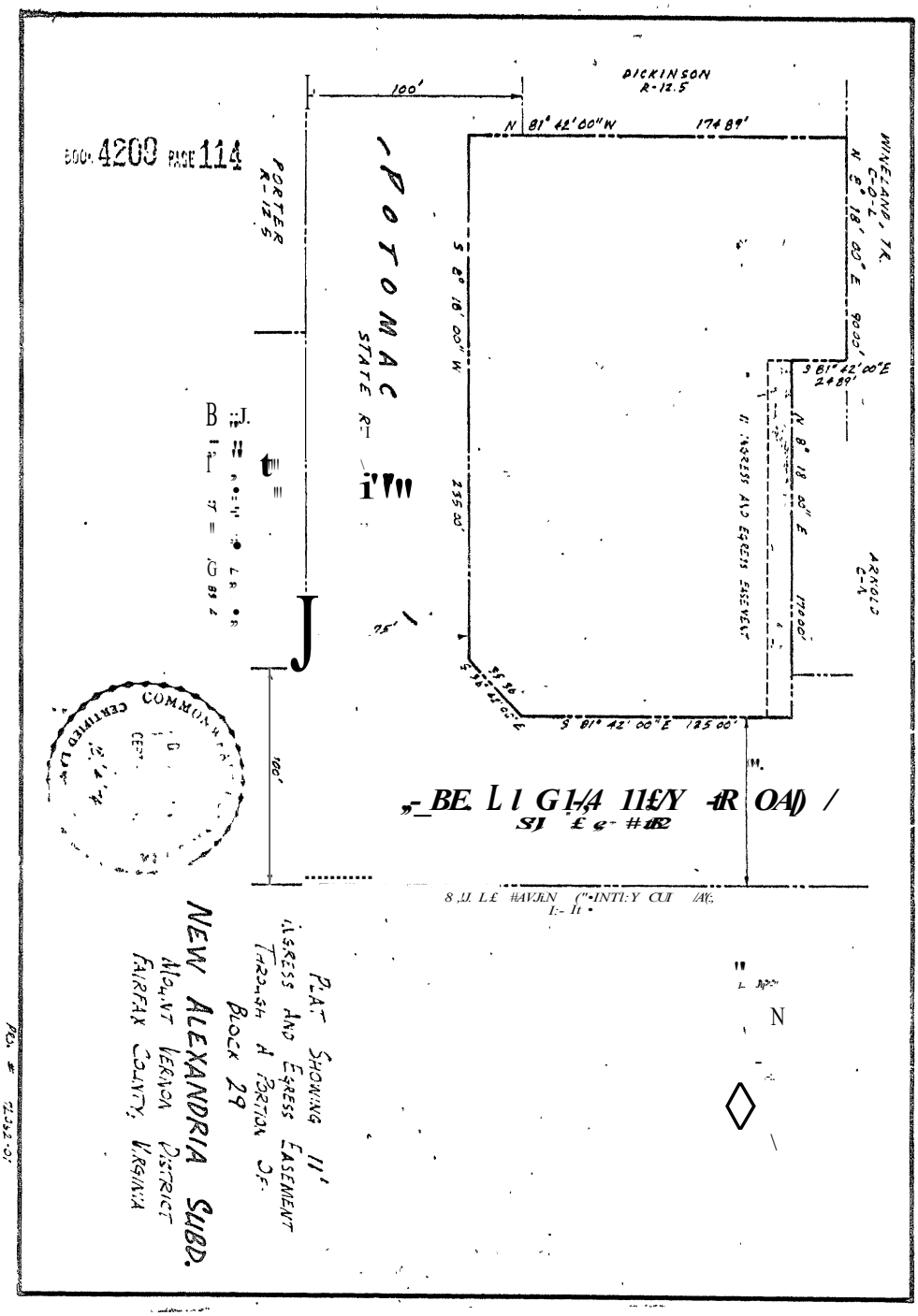
My Commission expires: Dec. 15, 1975.

Charlotte A. Steele
Notary Public

CHARLOTTE A. SEALE NOTARY PUBLIC FAIRFAX CO., VA.

In the Clerk's Office of the Circuit Ct. of Fairfax County, Virginia, 4 1975 11 o'clock A.M. This instrument was received and, with the certificate annexed, admitted to record

Test: Clerk


BOOK 4209 PAGE 114
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POTOMAC STATE R-
DICKINSON R-12.5
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WINELAND, TR. C-2-L
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S 8° 18' 00" W 235.00'
S 81° 42' 00" E 125.00'
INGRESS AND EGRESS EASEMENT
ARNOLD C-A
100'
BELL AVENUE
N
PLAT SHOWING 11' INGRESS AND EGRESS EASEMENT THROUGH A PORTION OF BLOCK 29
NEW ALEXANDRIA SUBD.
MOUNT VERNON DISTRICT
FAIRFAX COUNTY, VIRGINIA

NOTICE OF INTENT TO
ADOPT AN ORDINANCE VACATING
A PART OF A PLAT ON WHICH IS SHOWN

(20-Foot-Wide Alley South of Belle Haven Road)

Mount Vernon District,
Fairfax County, Virginia

Notice is hereby given that the Board of Supervisors of Fairfax County, Virginia, will hold a public hearing on, January 13 2026, pursuant to Virginia Code Ann. § 15.2-2204 and §15.2-2272, to consider vacating a 20-foot-wide alley, a currently platted street located south of Belle Haven Road and behind Tax Map Parcels 83-4-((02))-(29)-0012, -0013, -0014, -0015, and -0016, in Subdivision 1 of New Alexandria subdivision, recorded in Deed Book N-5 at Page 254, said platted alley being approximately 125 feet in length. The right-of-way to be vacated is shown on Tax Map 83-4 and as Outlots A and B on the vacation plat prepared by RC Fields & Associates dated July 14th, 2025, which is on file for review in the Fairfax County Department of Transportation, 4050 Legato Road, Suite 400, Fairfax, Virginia, 22033, Telephone Number (703) 877-5600.

Public hearings are available to view live on Channel 16 and stream live online at www.fairfaxcounty.gov/cableconsumer/channel-16/live-video-stream. Live audio of the meeting may be accessed at 703-324-7700. Those wishing to testify may do so in person, unless the meeting is held electronically, or via phone or pre-recorded YouTube video. Speakers wishing to testify via video must register by signing up online at the web address shown below or by calling the Department of Clerk Services at 703-324-1315, TTY 711, and must submit their video no later than 9 a.m. on the day prior to the hearing. Speakers wishing to testify via phone must sign up to testify no later than 12:00 p.m. the day of the hearing to be placed on the Speakers List. Speakers not on the Speakers List may be heard after the registered speakers have testified.

In addition, written testimony and other submissions will be received by mail at 12000 Government Center Parkway, Suite 552, Fairfax, Virginia 22035 or by email at clerktotheBOS@fairfaxcounty.gov. More information on the ways to testify can be found at www.fairfaxcounty.gov/clerkservices/ways-provide-public-hearing-testimony.

Questions regarding this proposal may be directed to the Fairfax County Department of Transportation at 703-877-5600.

Fairfax County supports the Americans with Disabilities Act by making reasonable accommodations for persons with disabilities. Open captioning will be provided in the Board Auditorium. For sign language interpreters or other accommodation, please call the Clerk's Office, 703-324-3151, TTY: 711, as soon as possible, but no later than 48 hours before the public hearing. Assistive listening devices are available at the meeting.

MOUNT VERNON DISTRICT

ADOPTION OF AN ORDINANCE VACATING
A PART OF A PLAT ON WHICH IS SHOWN

(20-Foot-Wide Alley South of Belle Haven Road)

Mount Vernon District,
Fairfax County, Virginia

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held on January 13, 2026, at which meeting a quorum was present and voting, the Board, after conducting a public hearing upon due notice given pursuant to Virginia Code Ann. §15.2-2204 and as otherwise required by law, adopted the following ordinance, to-wit:

BE IT ORDAINED by the Board of Supervisors of Fairfax County, Virginia, pursuant to Virginia Code §15.2-2272, does hereby vacate a 20-foot-wide alley as formerly platted south of Belle Haven Road and behind Tax Map Parcels 83-4-((02))-(29)-0012, -0013, -0014, -0015, and -0016 in Subdivision 1 of the New Alexandria subdivision, recorded in Deed Book N-5 at Page 254, said platted alley being approximately 125 feet in length. The portion of the alley vacated is shown on Tax Map 83-4 and is shown on the vacation plat prepared by RC Fields & Associates, dated July 14, 2025, as Outlots A and B.

This vacation is subject to any right, privilege, permit, license, easement, in favor of any public service company, utility, or other person or entity, including any political subdivision, whether located above, upon, or under the surface, either currently in use or of record, including the right to operate, maintain, replace, alter, extend, increase, or decrease in size any facilities in the vacated roadway, without any permission of the landowner.

A Copy Teste:

_____
Jill G. Cooper
Clerk for the Board of Supervisors



CONDOMINIUM PROFESSIONAL BELLE HAVEN

22

10' SANITARY SEWER EASEMENT (DB 3291, PG 437)

23' INGRESS/EGRESS EASEMENT (DB. 5447, PG. 768)

ALLEY
2,250 SQ. FT OF ALLEY HEREBY VACATED

100-YR FLOODPLAIN RPA LIMITS PER FIELD SURVEY
BASE FLOOD ELEVATION = 11.0'

N 85°23'48" W ~ 100.00'

VACATED ALLEY PORTION (DB 4260, PG 386)

S 04°36'12" W ~ 10.00'

OUTLOT B
1,000 SQ. FT. PORTION OF ALLEY HEREBY VACATED AND REVERTED TO BELLE HAVEN PROFESSIONAL CONDOMINIUM OWNER'S ASSOCIATION, ABUTTING OWNER

N 85°23'48" W ~ 125.00'

25.00'

CL

100.00'

CL

OUTLOT A
1,250 SQ. FT. PORTION OF ALLEY HEREBY VACATED AND REVERTED TO 1401 BELLE HAVEN, LLC, ABUTTING OWNER

10.00'

N 04°36'12" E ~ 20.00'

S 85°23'48" E 125.00'

17

N/F CANNON PARTNERSHIP I
C/O CREA LLC
10401 CONNECTICUT AVE,
SUITE 100
KENSINGTON, MD 20895
TAX MAP #083-4-02-29-0017
ZONE: C-3
USE: LOW RISE OFFICE
DB 6759, PG 1226

16
3,500 SQ.FT.

15
3,500 SQ.FT.

14
3,500 SQ.FT.

13
3,500 SQ.FT.

12
3,500 SQ.FT.

0' 10' 20'
SCALE: 1" = 10'



VICINITY MAP
SCALE 1" = 500'

GENERAL NOTES:

1. TAX MAP #083-4-02-29-0012 (LOT 12); #083-4-02-29-0013 (LOTS 13 & 14); #083-4-02-29-0015 (LOT 15); #083-4-02-29-0016 (LOT 16) #083-4-06-0110 (CONDOMINIUM PROFESSIONAL BELLE HAVEN)
2. ZONE: C-5 (LOTS 12-16) / C-2 (CONDOMINIUM PROFESSIONAL BELLE HAVEN)
3. OWNER (LOTS 12-16):
   1401 BELLE HAVEN LLC
   1200 CHADWICK AVENUE C/O JAMES MALLON
   ALEXANDRIA, VA 22308
   DEED BOOK 23750, PAGE 995

   OWNER (CONDOMINIUM PROFESSIONAL BELLE HAVEN):
   CHILDRENS HEALTH CENTER, AT BELLE HAVEN LLC
   1451 BELLE HAVEN ROD, UNIT 110
   ALEXANDRIA, VA 22307
   DEED BOOK 17969, PAGE 1550

   CLIENT: ERIK DORN
4. TITLE REPORT FURNISHED BY FIRST AMERICAN TITLE, FILE NO. A1500576CL DATED 07/09/2015 AND IS RELIED UPON AS ACCURATE BY THE SURVEYOR.
5. PLAT SUBJECT TO RESTRICTIONS OF RECORD.
6. THE RPA IS TO REMAIN UNDISTURBED AND VEGETATED IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 118-3-3(f) OF CHAPTER 118 OF THE COUNTY CODE UNLESS OTHERWISE AUTHORIZED BY LAND DEVELOPMENT SERVICES.

COMMONWEALTH OF VIRGINIA
Gary M. Faulhaber
Lic. No. 2448
07/14/2025
LAND SURVEYOR

PLAT
SHOWING THE VACATION OF AN ALLEY,
CREATING OUTLOT A AND OUTLOT B
NEW ALEXANDRIA
(DEED BOOK N-5, PAGE 254 & PLAT BOOK 5, PAGE 70)
MOUNT VERNON DISTRICT
FAIRFAX COUNTY, VIRGINIA
DATE: JULY 14, 2025 SCALE: 1" = 10'

ENGINEERING • LAND SURVEYING • PLANNING
625 N. Washington Street, Suite 250
Alexandria, VA 22314
www.rcfassoc.com
(703) 549-6422

RCFIELDS & ASSOCIATES, INC.

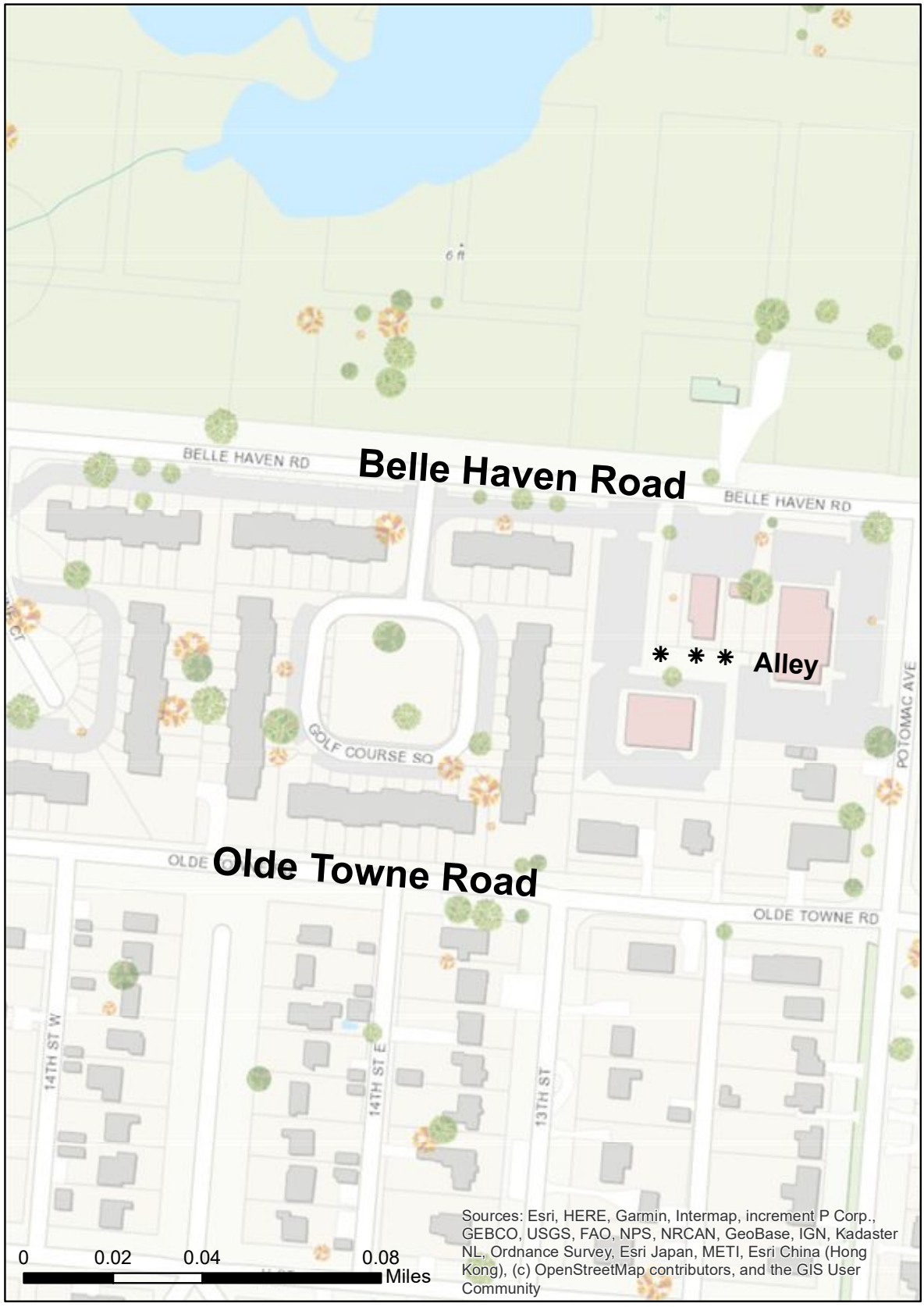
DRAWN: ZZ/KKH
CHECK: GMF
SCALE: 1"=10'
DATE: 07/14/2025
FILE: 23-195
SHEET 1 OF 1

J:\2023\23195\DWG\SURVEY\VACATION PLAT\23195 - ALLEY VACATION PLAT - 2025-07-14.dwg
Tue, Jul 15 2025 - 8:12:29am

20' Alley Vacation

ATTACHMENT V

Mount Vernon District



N

Tax Map 83-4

* Denotes Area to be Vacated

Board Agenda Item
November 18, 2025

ADMINISTRATIVE – 7

Supplemental Appropriation Resolution AS 26132 for the Department of Neighborhood and Community Services to Accept Grant Funding from the Virginia Department of Social Services to Pass Through Funding to Lorton Community Action Center for Rental Assistance

ISSUE:
Board of Supervisors approval of Supplemental Appropriation Resolution AS 26132 for the Department of Neighborhood and Community Services (NCS) to accept grant funding totaling $200,000 from the Virginia Department of Social Services (VDSS). This funding was included in the Virginia Appropriations Act 2025 Item #331, 312c amendment for FY 2026, and is for the Lorton Community Action Center (LCAC); however, the state stipulated that the funding must pass through the County. Funding will be used by LCAC to provide rental assistance to their clients. No Local Cash Match is required. Board authorization is also requested for the Chairman of the Board of Supervisors, the County Executive, and/or a designee appointed by the County Executive to enter into the grant agreement and any related agreements, including but not limited to Federal Subaward Agreements, on behalf of the County.

RECOMMENDATION:
The County Executive recommends that the Board of Supervisors approve Supplemental Appropriation Resolution AS 26132 to accept funding from the Virginia Department of Social Services in the amount of $200,000, which will be passed through to the LCAC. No Local Cash Match is required, and no new grant positions are associated with this funding. The County Executive also recommends the Board authorize the Chairman of the Board of Supervisors, the County Executive, and/or a designee appointed by the County Executive to enter into the grant agreement and any related agreements, including but not limited to Federal Subaward Agreements, on behalf of the County.

TIMING:
Board approval is requested on November 18, 2025.

BACKGROUND:
The LCAC is a 501(c)(3) non-profit organization in Fairfax County that provides low-income individuals, seniors, and families residing in Fort Belvoir, Lorton, and other portions of southeast Fairfax County with access to basic needs and the opportunity to empower themselves through LCAC's self-sufficiency programs. The goal of the organization is to break the cycle of poverty and prevent homelessness through a variety of services. Their programs address food and nutritional needs; provide utility and rental assistance to prevent homelessness; offer educational programs that help lead clients to self-sufficiency; and ensure access to better health.

The Virginia Appropriation Act 2025 includes funding for the LCAC to supplement their rental assistance program to continue to assist low-income residents at-risk of eviction and/or utility disconnection in zip codes 22060 and 22079. The funding is required to pass through the County. A contract, which includes a detailed scope of work, has been drafted between VDSS and the County (Attachment 1). A Memorandum of Understanding between the County and LCAC (Attachment 2) has also been drafted as part of this process. Both documents will be executed upon Board of Supervisors approval.

EQUITY IMPACT:
The long-term economic impacts of the COVID-19 pandemic and high cost of living in Fairfax County has made it difficult for many families and individuals to afford basic needs, such as rent and utilities. Many community members are facing increased financial challenges due to the current federal policies. This funding will specifically support low-income families that are at higher risk of eviction and/or utility disconnection, providing critical support to areas that are in high vulnerability index locations.

FISCAL IMPACT:
Funding in the amount of $200,000 from VDSS is included in the Virginia Appropriations Act 2025 and is for the LCAC; however, the state stipulated that funding must pass through the County. No Local Cash Match is required. Recovery of indirect costs is not allowed. This action does not increase the expenditure level of the Federal-State Grant Fund, as funds are held in reserve for unanticipated grant awards in FY 2026.

CREATION OF NEW POSITIONS:
There are no new grant positions associated with this award.

Board Agenda Item
November 18, 2025

ENCLOSED DOCUMENTS:
Attachment 1: Contract # CVS-26-026 Between Virginia Department of Social Services and Fairfax County
Attachment 2: Memorandum of Understanding Between Fairfax County and Lorton Community Action Center
Attachment 3: Supplemental Appropriation Resolution AS 26132

STAFF:
Christopher Leonard, Deputy County Executive
Lloyd Tucker, Director, Neighborhood and Community Services (NCS)
Chadwick Pressey, Deputy Director, NCS
Patricia Arriaza, Program Manager, NCS

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF SOCIAL SERVICES
5600 Cox Road, Glen Allen, Virginia 23060

CONTRACT #CVS-26-026

BETWEEN THE

VIRGINIA DEPARTMENT OF SOCIAL SERVICES

AND

FAIRFAX COUNTY
12011 Government Center Parkway
Fairfax, Virginia 22035

This Memorandum of Agreement (hereinafter referred to as the "MOA," "Contract," or "Agreement") is made as of the date of the final signature below by and among the Commonwealth of Virginia, Department of Social Services, (hereinafter referred to as "VDSS," "Commonwealth," "Agency," or "Purchasing Agency") and Fairfax County (hereinafter referred to as the "Contractor," "Fairfax," or "Fairfax County") and provides the conditions, stipulations, and responsibilities of each party.

I. PURPOSE

The purpose of this Agreement is to develop an Agreement between the Virginia Department of Social Services and Fairfax County regarding Item #331, 312c amendment providing $200,000 line item in the state's budget from general funds to Fairfax County for the Lorton Community Action Center (LCAC). LCAC provides low-income individuals, senior citizens, and families access to basic needs and self-sufficiency programs. This funding will allow LCAC to provide rental assistance to their clients.

INFORMATIONAL PURPOSES:

UNITE US – Contracted service providers are highly encouraged to join Unite Virginia, a statewide coordinated care network of health and social service providers. Partners in the network send and receive closed-loop, secure, electronic referrals across multiple sectors and organizations through the shared Unite Us platform. The platform enables providers to track every person's total health journey and report on tangible outcomes.

Unite Us is the vendor selected by the state to power the Unite Virginia network and is partnering with the Office of the Virginia Secretary of Health and Human Resources, Virginia Department of Social Services, the Virginia Department of Health, Optima Health, Kaiser Permanente, the Virginia Mental Health Access Program, Partnering for a Healthy Virginia, and Virginia Hospital & Healthcare Association, among others. The platform is available at no cost to nonprofits and many organizations that are part of the safety net, like community health centers and mental health centers. For more information and to join, please visit https://virginia.uniteus.com/

II. PERIOD OF AGREEMENT

This Agreement shall become effective upon the date of the final signature below and continue through June 30, 2026.

III. SCOPE OF WORK and DELIVERABLES

A. Fairfax County must:

1. Serve as fiscal conduit by transferring $200,000 in these state-appropriated funds to Lorton Community Action Center (LCAC).

2. Monitor LCAC to ensure they are in compliance with the purposes outlined in the appropriation.

B. Lorton Community Action Center must:

1. Screen and verify each household to determine eligibility for the program including financial assistance.

2. Record each household in Salesforce using a unique family identifier (Client ID Number) to track all transactions and demographics.

3. Process payments to the landlord or the utility company on behalf of the household. Provide transparency and accountability to Fairfax County for the use of funds.

4. Cooperate with Fairfax County on monitoring activities and requests for information to ensure compliance with the purposes outlined in the appropriation.

5. Provide a final report to Fairfax County that:

   i. Summarizes the results of the project and how funds were used.

   ii. Confirms all funds have been spent.

   iii. Details challenges and barriers experienced in implementation of the project, including differences in planned and actual results.

IV. POINTS OF CONTACT

A. VDSS:

Matt Fitzgerald, Director of Office of Economic Opportunity
Telephone: 804-726-7142
5600 Cox Road, Glen Allen, Virginia 23060
Email: matt.fitzgerald@dss.virginia.gov

B. FAIRFAX COUNTY:

Project Contact: Patricia E. Arriaza, Community Resource Development Manager
Telephone: 703-324-8241
12011 Government Center Parkway, 9th Floor
Fairfax, Virginia 22035
Email: patricia.arriaza@fairfaxcounty.gov

V. COMPENSATION AND METHOD OF PAYMENT

A. Compensation: VDSS agrees to pay Fairfax County Two Hundred Thousand Dollars ($200,000.00) for completion of the work described in Section III. Scope of Work and Deliverables. Costs include the consultants' time, supplies, preparation, and final deliverables.

B. Method of Payment: Payment will be in accordance with the Commonwealth of Virginia's Prompt Payment Act. This is a one-time payment of $200,000.00.

Remittance Address for Payment:

Project Contact: Patricia E. Arriaza
Telephone: 703-324-8241
12011 Government Center Parkway, 9th Floor
Fairfax, Virginia 22035
Email: patricia.arriaza@fairfaxcounty.gov

VI. GENERAL TERMS AND CONDITIONS

A. ETHICS IN PUBLIC CONTRACTING: Upon signing the Contractor certifies that this contract is made without collusion or fraud and that they have not offered or received any kickbacks or inducements from any other source, supplier, manufacturer or subcontractor in connection with this contract and that they have not conferred on any public employee having official responsibility for this procurement transaction any payment, loan, subscription, advance, deposit of money, services or anything of more than nominal value, present or promised, unless consideration of substantially equal or greater value was exchanged.

B. TESTING AND INSPECTION: The Commonwealth reserves the right to conduct any test/inspection it may deem advisable to assure goods and services conform to the specifications.

C. ASSIGNMENT OF CONTRACT: A contract shall not be assignable by the contractor in whole or in part without the written consent of the Commonwealth.

D. CHANGES TO THE CONTRACT: Changes can be made to the contract in any of the following ways:

1. The parties may agree in writing to modify the terms, conditions, or scope of the contract. Any additional goods or services to be provided shall be of a sort that is ancillary to the contract goods or services, or within the same broad product or service categories as were included in the contract award. Any increase or decrease in the price of the contract resulting from such modification shall be agreed to by the parties as a part of their written agreement to modify the scope of the contract.

2. The Purchasing Agency may order changes within the general scope of the contract at any time by written notice to the contractor. Changes within the scope of the contract include, but are not limited to, things such as services to be performed, the method of packing or shipment, and the place of delivery or installation. The contractor shall comply with the notice upon receipt, unless the contractor intends to claim an adjustment to compensation, schedule, or other contractual impact that would be caused by complying with such notice, in which case the contractor shall, in writing, promptly notify the Purchasing Agency of the adjustment to be sought, and before proceeding to comply with the notice, shall await the Purchasing Agency's written decision affirming, modifying, or revoking the prior written notice. If the Purchasing Agency decides to issue a notice that requires adjustment to compensation, the contractor shall be compensated for any additional costs incurred as the result of

such an order and shall give the Purchasing Agency credit for any savings. Said compensation shall be determined by one of the following methods:

a. By mutual agreement between the parties in writing; or

b. By agreeing upon a unit price or using a unit price set forth in the contract, if the work to be done can be expressed in units, and the contractor accounts for the number of units of work performed, subject to the Purchasing Agency's right to audit the contractor's records and/or to determine the correct number of units independently; or

c. By ordering the contractor to proceed with the work and keep a record of all costs incurred and savings realized. A markup for overhead and profit may be allowed if provided by the contract. The same markup shall be used for determining a decrease in price as the result of savings realized. The contractor shall present the Purchasing Agency with all vouchers and records of expenses incurred and savings realized. The Purchasing Agency shall have the right to audit the records of the contractor as it deems necessary to determine costs or savings. Any claim for an adjustment in price under this provision must be asserted by written notice to the Purchasing Agency within thirty (30) days from the date of receipt of the written order from the Purchasing Agency. If the parties fail to agree on an amount of adjustment, the question of an increase or decrease in the contract price or time for performance shall be resolved in accordance with the procedures for resolving disputes provided by the Disputes Clause of this contract or, if there is none, in accordance with the disputes provisions of the Commonwealth of Virginia *Vendors Manual*. Neither the existence of a claim nor a dispute resolution process, litigation or any other provision of this contract shall excuse the contractor from promptly complying with the changes ordered by the Purchasing Agency or with the performance of the contract generally.

E. AVAILABILITY OF FUNDS: It is understood and agreed between the parties herein that the Purchasing Agency shall be bound hereunder only to the extent that the legislature has appropriated funds that are legally available or may hereafter become legally available for the purpose of this agreement.

VII. SPECIAL TERMS AND CONDITIONS

A. CANCELLATION OF CONTRACT: The Purchasing Agency reserves the right to cancel and terminate any resulting contract, part or in whole, without penalty, upon thirty (30) days written notice to the contractor.

B. PRIME CONTRACTOR RESPONSIBILITIES: The contractor shall be responsible for completely supervising and directing the work under this contract and all subcontractors that it may utilize, using its best skill and attention. Subcontractors who perform work under this contract shall be responsible to the prime contractor. The contractor agrees that it is fully responsible for the acts and omissions of its subcontractors and of persons employed by it as it is for the acts and omissions of its own employees.

C. SUBCONTRACTS: No portion of the work shall be subcontracted without prior written consent of the Purchasing Agency. In the event that the contractor desires to subcontract some part of the work specified herein, the contractor shall furnish the Purchasing Agency with the names, qualifications, and experience of their proposed subcontractors. The contractor shall, however, remain fully liable and responsible for the work to be done by its subcontractor(s) and shall assure compliance with all requirements of the contract.

D. CONFIDENTIALITY OF PERSONALLY IDENTIFIABLE INFORMATION: The contractor assures that information and data obtained as to personal facts and circumstances related to patients or

clients will be collected and held confidential, during and following the term of this agreement, and unless disclosure is required pursuant to court order, subpoena or other regulatory authority, will not be divulged without the individual's and the Purchasing Agency's written consent and only in accordance with federal law or the Code of Virginia. Contractors who utilize, access, or store personally identifiable information as part of the performance of a contract are required to safeguard this information and immediately notify the Purchasing Agency of any breach or suspected breach in the security of such information. Contractors shall allow the Purchasing Agency to both participate in the investigation of incidents and exercise control over decisions regarding external reporting. Contractors and their employees working on this project may be required to sign a confidentiality statement.

E. AUTHORITIES: Nothing in this Agreement shall be construed as authority for either party to make commitments that will bind the other party beyond the scope of services contained herein.

F. PERFORMANCES: All services provided by the Contractor pursuant to this Agreement shall be performed to the satisfaction of VDSS, and in accordance with the applicable federal, state, and local laws, ordinances, rules, and regulations. the Contractor shall not receive payment for work found by VDSS to be unsatisfactory, or performed in violation of federal, state, or local laws, ordinances, rules, or regulations.

G. OWNERSHIP OF MATERIALS AND DOCUMENTS: Ownership of all data, material, reports, studies, or other documents prepared by the Contractor in the performance of its obligations under this Agreement shall remain the property of VDSS and shall not be copyrighted by the Contractor. The Contractor shall not use, willingly allow, or cause to have used such material or data for any purpose other than the performance of the Contractor's obligations under this Agreement without the prior written consent of VDSS. VDSS will exercise all due diligence in approving the Contractor's access to any reports produced during this Agreement that could be deemed public information and would otherwise be available for dissemination or use in academic or similar contract pursuits.

Unless otherwise specified in this document regarding the provision of this contract's deliverables, the Contractor will provide electronic copies of all supporting and actual records, files, and data/information captured and created relating to this engagement within thirty (30) days of the project's close date.

H. SECURITY AND TRANSFER OF DATA: VDSS will not share any Agency-owned data with the Contractor.

IN WITNESS WHEREOF, the parties have caused this Contract to be duly executed intending to be bound thereby. Persons signing this Contract are authorized representatives of each party to this Contract and acknowledge that each Party agrees to be bound by the terms and conditions of the Contract.

Fairfax County, Virginia		**Commonwealth of Virginia Department of Social Services**	
BY:	_____ Signature	BY:	_____ Signature
NAME:	_____ Printed	NAME:	_____ Printed
TITLE:	_____	TITLE:	_____
DATE:	_____	DATE:	_____

Note: This public body does not discriminate against a Contractor in accordance with the *Code of Virginia, §* 2.2-4343.1 or because of race, religion, color, sex, national origin, age, disability, sexual orientation, gender identity, political affiliation, veteran status, status as a military family, or any other basis prohibited by state law relating to discrimination in employment.

Memorandum of Understanding

Between

Fairfax County

And

Lorton Community Action Center

The Commonwealth of Virginia through the Virginia Department of Social Services ("VDSS") has provided contributory funding of $200,000 from the general funds budget to Fairfax County through a transfer of funds agreement CVS-26-026 . Through this agreement, the funding is transferred to Lorton Community Action Center (hereinafter "LCAC"). The purpose of the funding is for LCAC to provide rental assistance support to clients

This Memorandum of Understanding (hereinafter "MOU") establishes the expectations and responsibilities of Fairfax County and the LCAC with respect to the transfer and use of this funding for rental assistance.

A. PURPOSE AND SCOPE

1. Fairfax County and LCAC are collaborating to comply with the provisions of the 2026 Appropriation Act Item 331 HH.

2. The collaboration is intended to benefit the citizens of Fairfax County and the Commonwealth.

3. The funding provided under this MOU will be used solely to support LCAC clients that are low-income individuals, senior citizens, or families that need access to basic needs and self-sufficiency programs.

B. RESPONSIBILITIES

1. Fairfax County will:

    a. Serve as fiscal conduit by transferring the $200,000 in state-appropriated funds to LCAC upon full execution of this MOU.

2. LCAC will:

    a. Screen each household to determine eligibility for the program.

    - Households must provide proof of address, total household income, and demographic information. Additionally, for all financial assistance,

verification of need needs to be provided through a utility disconnect notice, five-day notice, or lease/bill. Data will be reviewed by staff to ensure accuracy.

b. Provide each household with a unique family identifier (Client ID Number) through which all transactions and demographics are tracked. Case management notes will be recorded in Salesforce for any client service staff to access.

c. Process payments. Payments will never be made to the household directly, but rather to the landlord or the utility company on behalf qualifying households.

- Checks will be mailed or hand-delivered by staff to the landlord or utility company. Checks will be written within 4 to 5 business days following LCAC staff meeting with eligible clients. Checks will be disbursed the same week.
- At the end of each week, LCAC's bank account activity will be examined to determine which checks have been deposited. Deposited checks will be documented in Salesforce. If a check has not cleared within approximately one month, LCAC will contact the payee landlord or utility company and determine whether to void and re-write the check.

d. Directly manage all revenue and expenses and provide transparency and accountability to Fairfax County for the use of funds.

e. Provide a final report to Fairfax County which:

- Summarizes the results of the project.
- Confirms all funds have been spent.
- Details challenges and barriers experienced in implementation of the project, including differences in planned and actual results; and,
- Summarizes how the funds were used.

C. MISCELLANEOUS

1. Term. The term of this MOU is from date of execution through June 30, 2026.

2. Monitoring. The County may institute monitoring activities in order to ensure compliance and LCAC will cooperate as needed and requested,

3. Choice of Law. This MOU shall in all respects be governed by, and construed in accordance with, the substantive federal laws of the United States and the laws of the Commonwealth of Virginia.

4. Availability of Funds. It is understood and mutually agreed that Fairfax County and LCAC shall be bound hereunder only to the extent that the appropriated funds are available.

5. Cancellation of Contract. The County reserves the right to cancel and terminate this agreement, part or in whole, without penalty, upon thirty (30) days written notice to LCAC.

6. Confidentiality of Personally Identifiable Information. LCAC assures that information and data obtained as to personal facts and circumstances related to clients will be protected and held confidential, during and following the term of this agreement.

7. Counterparts/Electronic Signatures. This MOU may be executed in any number of identical counterparts, each of which shall be deemed an original, but all of which together shall constitute but one and the same agreement. This MOU may be executed using electronic signatures and delivered by electronic means. If electronic signatures are used, LCAC and Fairfax County agree that the signatures are the same as handwritten signatures for the purposes of validity, enforceability, and admissibility.

D. ACCEPTANCE

Lorton Community Action Center	Fairfax County
Signature: _____	Signature:_____
Name: _____	Name: Bryan J. Hill_____
Title: _____	Title: County Executive_____
Date: _____	Date: _____

SUPPLEMENTAL APPROPRIATION RESOLUTION AS 26132

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium in the Government Center at 12000 Government Center Parkway, Fairfax, Virginia, on November 18, 2025, at which a quorum was present and voting, the following resolution was adopted:

BE IT RESOLVED by the Board of Supervisors of Fairfax County, Virginia, that in addition to appropriations made previously for FY 2026, the following supplemental appropriation is authorized and the Fiscal Planning Resolution is amended accordingly:

Appropriate to:

Fund:	500-C50000, Federal-State Grant Fund	
Agency:	G7979, Department of Neighborhood and Community Services	
Grant:	1790066-2026, LCAC Rental Assistance	$200,000

Reduce Appropriation to:

Agency:	G8787, Unclassified Admin	$200,000
Fund:	500-C50000, Federal-State Grant Fund	

Source of Funds: Virginia Department of Social Services, $200,000

A Copy - Teste:

_____

Jill G. Cooper
Clerk for the Board of Supervisors

Board Agenda Item
November 18, 2025

ADMINISTRATIVE – 8

Authorization for the Police Department and Office of the Sheriff to Apply for and Accept Grant Funding from the Virginia Department of Criminal Justice Services Operation Ceasefire Grant or Operation Ceasefire Grant for Forensic and Analytical Technology

ISSUE:
Board of Supervisors authorization is requested for the Fairfax County Police Department and Office of the Sheriff to apply for and accept grant funding, if received, from the Virginia Department of Criminal Justice Services (DCJS), from either the Operation Ceasefire Grant (OCG) or OCG for Forensic and Analytical Technology, in the amount of $291,188. The objectives of the programs are to support the implementation of violent crime reduction strategies, provide training for law enforcement officers and prosecution, and provide forensic and analytical equipment for law enforcement agencies. The Police Department is proposing to purchase a Frequency (RF) Scanning/Cell Site Analysis System and an Integrated Ballistic Identification System (IBIS) ClearCase equipment to examine firearms-related evidence. The Office of the Sheriff is proposing to purchase Cellebrite Inseyets equipment to help investigators extract and analyze encrypted content from Android and iOS devices. The table below details funding for each department.

Department	Grant Opportunity	Equipment Request	Amount
Police Department	Operation Ceasefire Grant	RF Scanning/Cell Site Analysis	$115,000
Police Department	Operation Ceasefire Grant for Forensic and Analytical Technology	IBIS ClearCase	$45,000
Office of the Sheriff	Operation Ceasefire Grant for Forensic and Analytical Technology	Cellebrite Inseyets	$131,188
		Total	$291,188

The grant period is from January 1, 2026 to December 31, 2027 or December 31, 2028, depending on the grant award. No new positions are associated with the funding. Based on the solicitation requirements, each project required a separate grant application and it is anticipated that funding will be awarded by grant application. When grant funding expires, the County is under no obligation to continue funding the program. If the actual award received is significantly different from the application amount, another item will be submitted to the Board requesting appropriation of grant funds. Otherwise, staff will process the award administratively as per Board policy.

Board authorization is also requested for the Chairman of the Board of Supervisors, the County Executive and/or a designee appointed by the County Executive to enter into the grant agreement and any related agreements, including but not limited to Federal Subaward Agreements, on behalf of the County.

RECOMMENDATION:
The County Executive recommends that the Board of Supervisors authorize the Police Department and the Office of the Sheriff to apply for and accept grant funding, if received, from the Virginia Department of Criminal Justice Services, OCG or OCG for Forensic and Analytical Technology CY 2026 and 2027 in the amount of $291,188. Funding will support the purchase of three systems to support forensic analysis. There are no new grant positions or Local Cash Match associated with the award. The County Executive also recommends the Board authorize the Chairman of the Board of Supervisors, the County Executive and/or a designee appointed by the County Executive to enter into the grant agreement and any related agreements, including but not limited to Federal Subaward Agreements, on behalf of the County.

TIMING:
Board action is requested on November 18, 2025. Due to the grant application deadline of October 10, 2025, the applications were submitted pending Board approval. This Board item is being presented at the earliest subsequent Board meeting. If the Board does not approve this request, the applications will be immediately withdrawn. The Board was also notified via email of the agencies' intent to apply for these awards.

BACKGROUND:
The Operation Ceasefire Grant Program was created by the Virginia General Assembly in the 2022 Appropriations Act (Chapter 2, 2022 Acts of Assembly, Special Session I). The Operation Ceasefire Grant supports the implementation of programs and strategies that will result in reducing violent crime. The Operation Ceasefire Grant for Forensic and Analytical Technology CY 2026 and 2027 supports local law enforcement efforts to implement effective and sustainable solutions to intercept and eliminate local cycles of violence through the use of forensic and analytical technology. Projects funded under this program will support local initiatives to fight violence crime by providing resources for law enforcement. Any ongoing costs for software and hardware maintenance which will be absorbed by the departments.

1. Police – Operation Ceasefire Grant ($115,000)

   This grant will be used to purchase the Radio Frequency (RF) Scanning/Cell Site

Analysis (CSAS/LIMA) system to strengthen FCPD's ability to accurately place suspects, victims, and witnesses in relation to crime scenes, including shootings. By providing precise, scientifically defensible location data, investigators can quickly identify patterns of violent activity, link suspects to multiple incidents, and locate critical evidence. Faster, more accurate investigations allow for timely arrests, reducing the likelihood that individuals involved in gun-related crimes remain free to commit additional offenses.

This technology strengthens the interpretation of call detail records (CDRs) and RF survey data, enabling investigators to accurately place mobile devices at or near crime scenes with precision that withstands courtroom scrutiny. Such data is often challenged by defense attorneys, requiring costly expert testimony. By bringing this capability in-house, FCPD will increase investigative speed, reduce reliance on external engineers, and improve cost efficiency. The system has been recognized as reliable and admissible in U.S. courts, including during a Shreck hearing in Colorado. Using the 2021 Emily Lu case as a demonstration, CSAS technology successfully pinpointed a suspect's device near the victim's body. This information, if available at the time, would have accelerated both the recovery of the body and the prosecution of the suspect. With this system, FCPD can better locate missing people, tie suspects to crime scenes, and make evidence more defensible in court. FCPD is requesting $100,000 for equipment and $15,000 for training, for a total of $115,000.

2. Police – Operation Ceasefire Grant for Forensic and Analytical Technology ($45,000)

   This grant will be used to purchase IBIS ClearCase software and hardware equipment. This will enhance the Crime Scene Section, within the Cyber and Forensics Division, to support investigations and improve the proficiency and effectiveness of operations by integrating current technology used for firearms examination with the National Integrated Ballistic Network (NIBN). IBIS ClearCase will allow an investigator to examine firearms-related evidence, specifically markings on cartridge cases left at a crime scene or from crime guns, as well as identify and establish the number of weapons discharged at a scene, the calibers of the firearms, and the best cartridge case to upload to NIBIN. The Crime Scene Section utilizes cutting-edge equipment such as cameras, 3D scanners, drones, alternative light sources, lasers, chemical processing tools, and a mobile forensic lab. The addition of IBIS ClearCase enforces the department's commitment to diverse equipment in order to respond to violent crimes, property crimes, search warrants, death cases, and provide support to other investigative units and patrol officers.

3. Office of the Sheriff – Operation Ceasefire Grant for Forensic and Analytical Technology ($131,188)

   This grant will be used to purchase Cellebrite Inseyetes Pro hardware and software equipment to gather and analyze encrypted content from Android and iOS devices. The Office of the Sheriff is establishing a new Special Operations Division to strengthen critical functions including complex criminal investigations (i.e., crimes against persons, property, and internal misconduct); intelligence gathering and trend analysis; contraband and gang investigations with the Adult Detention Center; and support for court-related threats and high-risk individuals. This will allow investigators to conduct their own analyses rather than rely on other agencies to conduct such investigations.

EQUITY IMPACT:
None.

FISCAL IMPACT:
Grant funding in the amount of $291,188 from DCJS is being requested for the three projects outlined above. Funding will be awarded for each grant application. No Local Cash Match is required. This grant does not allow for the recovery of indirect costs. This action does not increase the expenditure level of the Federal-State Grant Fund as funds are held in reserve for unanticipated grant awards.

CREATION OF NEW POSITIONS:
No new positions will be created by these grants.

ENCLOSED DOCUMENTS:
Attachment 1: Summary of Grant Proposal

STAFF:
Thomas Arnold, Deputy County Executive
Kevin Davis, Chief of Police
Stacey A Kincaid, Sheriff
Captain Brandon A. Pitts, Supervisor Internal Affairs, Office of the Sheriff
Michelle Nelson, Finance Manager, Office of the Sheriff
David Broadwell, Grants Manager, Office of the Sheriff

Attachment 1

Summary of Grant Proposals

Grant Title:	Operation Ceasefire Grant and Operation Ceasefire Grant for Forensic and Analytical Technology
Funding Agency:	Virginia Department of Criminal Justice Services
Applicant:	Fairfax County Police Department (FCPD) and Office of the Sheriff
Funding Amount:	Funding of $291,188 will be requested for the following three projects: • FCPD: $115,000 for RF Scanning/Cell Analysis • FCPD: $45,000 for IBIS ClearCase • Office of the Sheriff: $131,188 for Cellebrite Inseyets
Proposed Use of Funds:	FCPD: RF Scanning/Cell Analysis Funding will be used to purchase the RF Scanning/Cell Analysis system to strengthen FCPD's ability to accurately place suspects, victims, and witnesses in relation to crime scenes, including shootings. FCPD: IBIS ClearCase Funding will be used to purchase IBIS ClearCase equipment to examine firearms-related evidence, specifically markings on cartridge cases left at a crime scene or from crime guns, as well as identify and establish the number of weapons discharged at a scene, the calibers of the firearms, and the best cartridge case to upload to National Integrated Ballistic Network. Office of the Sheriff: Cellebrite Inseyets Funding will be used to purchase Cellebrite Inseyets Pro equipment to gather and analyze encrypted content from Android and iOS devices. This software is primarily used for digital forensics, enabling public safety and others to extract, analyze, and manage data from electronic devices for investigative purposes.
Performance Measures:	Data will be collected and analyzed to inform turnaround time for investigations.
Grant Period:	January 1, 2026 – December 31, 2027 or December 31, 2028 depending on the grant award.

Board Agenda Item
November 18, 2025

ACTION – 1

Approval of Proposed and Existing Signage at McLean Central Park (Dranesville District)

ISSUE:
Board approval of proposed replacement signage and an existing sign at McLean Central Park, pursuant to *Zoning Ordinance subsection 7100.3.B(6)* and as depicted in Attachment 1.

RECOMMENDATION:
The County Executive recommends that the Board approve the proposed replacement signage and existing sign at McLean Central Park, as shown in Attachment 1.

TIMING:
Board action is requested on November 18, 2025, to allow the McLean Community Center, in coordination with the Park Authority, to begin installation of the proposed replacement signage and to allow the existing sign to remain.

BACKGROUND:
The McLean Community Center (MCC), with the support of the Fairfax County Park Authority, proposes replacement signage for the MCC, McLean Central Park, and Dolley Madison Library. The Park Authority has designed the proposed replacement signage to align with the McLean Central Park wayfinding plan, and MCC is funding the project. The replacement signage would be located at the intersection of Dolley Madison Boulevard and Old Dominion Drive and would replace the existing signage in the same location. The replacement signage is a monument-style sign and would be 9 feet tall and 25 feet wide, which would constitute a height increase of 2.75 feet and a width reduction of 15 feet from the existing signage on the property. The area of the replacement signage would be 119 square feet, slightly reduced from the existing sign area of 122 square feet. The replacement signage would be illuminated and include an electronic display board, eliminating maintenance costs associated with the existing ground-mounted lighting and labor costs associated with manual message changes. The electronic display board would also improve visibility for emergency messaging and program promotion for both the McLean Central Business District and the greater McLean community. Additional details, including Zoning Ordinance requirements, the design of the proposed replacement signage, and a comparison between the existing and proposed signage are provided in Attachment 1. This project has been discussed at several public meetings of the MCC

Governing Board, including on September 25, 2024, and December 11, 2024. At their public meeting on April 23, 2025, the MCC Board approved the design for the proposed replacement signage and allocated $160,000 to fund installation. MCC Board minutes are provided in Attachment 2. Additionally, the proposed design of the replacement signage has been publicly shared by MCC between August and September of this year via its website, weekly newsletter, and public display in the MCC lobby. The Park Authority has granted permission to MCC for installation of the new signage, pending Board of Supervisors approval, in accordance with Zoning Ordinance subsection 7100.3.B(6).

A second existing sign also requires Board of Supervisors approval. This second existing sign was installed by the Park Authority in 2024 in conjunction with other park improvements and is located at the intersection of Dolley Madison Boulevard and Ingleside Avenue. The existing sign is freestanding and nonilluminated, measuring approximately 3.34 feet tall by 8.42 feet wide, with an approximately 18.5 square foot sign message area. Additional details, including Zoning Ordinance requirements and the design of the existing sign, are provided in Attachment 1.

Approval of both the proposed replacement signage and existing sign is requested, pursuant to *Zoning Ordinance subsection 7100.3.B*, which permits certain signs without a sign permit, including the following (*emphasis* added):

> (6) Signs, erected by a public agency or appropriate organization in partnership with the Board, located within or in proximity to the Commercial Revitalization District boundaries or mixed-use areas as identified in the Comprehensive Plan. *Such signs are subject to approval by the Board* and all applicable outdoor advertising provisions of the Code of Virginia.

The proposed replacement signage would be installed by MCC, in partnership with the Park Authority, and would be located approximately 100 feet north of the boundary of the McLean Community Revitalization District. The existing sign was installed by the Park Authority and is located approximately 90 feet north of the boundary of the McLean Community Revitalization District. The close proximity of the signs to the McLean Community Revitalization District supports the design guidelines for commercial revitalization districts, which seek to foster community connections, create a sense of place, and promote public events. With Board approval, additional zoning review will not be needed but the signage will require a building permit, and if necessary, an electrical permit.

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EQUITY IMPACT:
None. The installation and operation of the proposed signage is not anticipated to have an equity impact.

FISCAL IMPACT:
None. Installation of the proposed signage will be funded by the McLean Community Center.

ENCLOSED DOCUMENTS:
Attachment 1 – Signage Details
Attachment 2 – McLean Community Center Board Meeting Minutes

STAFF:
Jennifer Miller, Deputy County Executive
Tracy Strunk, Director, Department of Planning and Development (DPD)
Betsy May-Salazar, Executive Director, McLean Community Center
Leslie Johnson, Zoning Administrator, Zoning Administration Division, DPD
Roger Marcy, Planner V, Zoning Permits Section, Zoning Administration Division, DPD

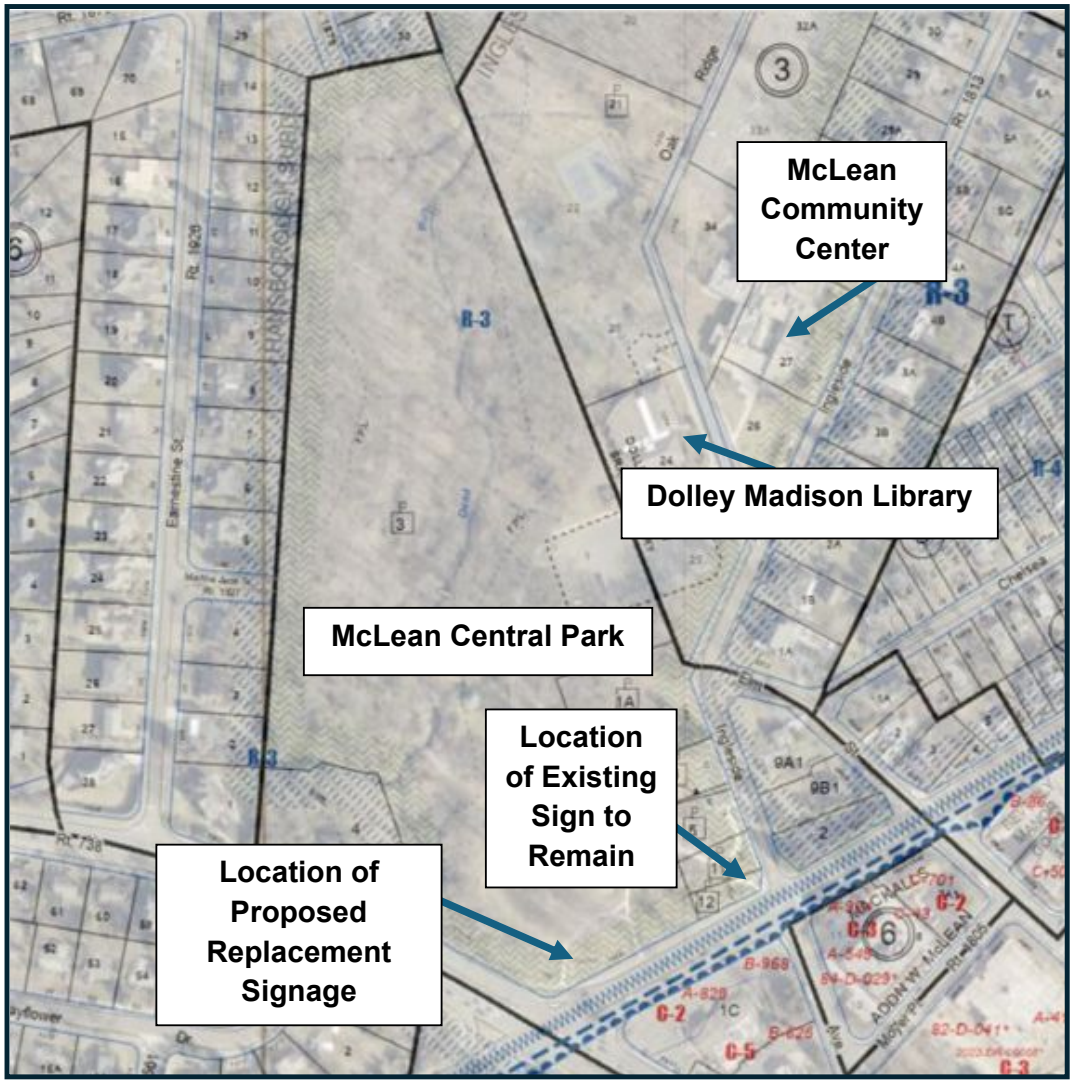
ASSIGNED COUNSEL:
Laura S. Gori, Senior Assistant County Attorney

Signage Details

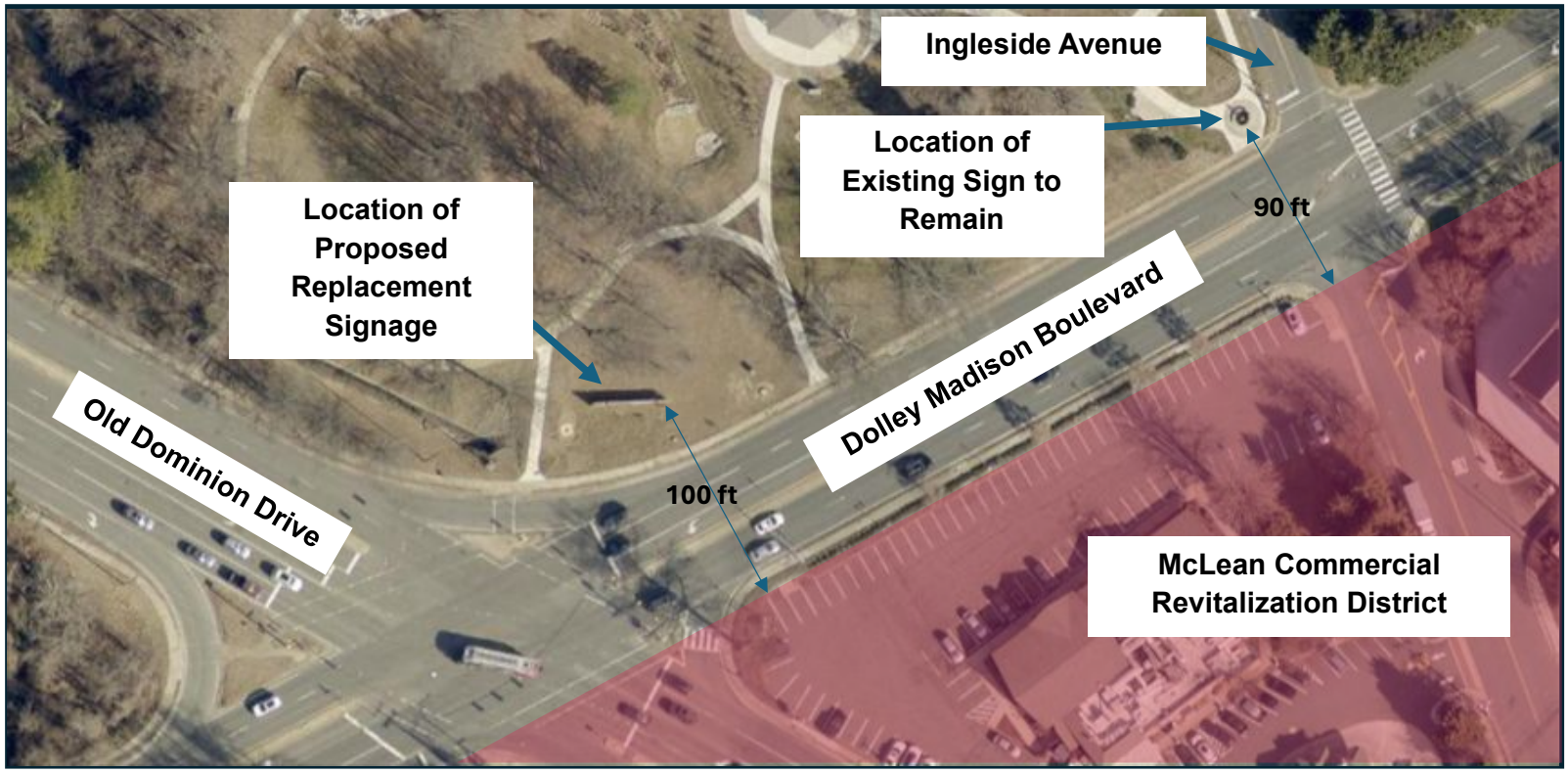
Proposed Replacement Signage and Existing Sign to Remain at McLean Central Park

Location Maps





Signage Locations



Signage to be Replaced



Proposed Replacement Signage (daytime)



Proposed Replacement Signage (nighttime)



Comparison Chart for Proposed Replacement Signage

	Signage Height	**Signage Width**	**Sign Message Area**	**Lighting Type**	**Electronic Display Area**	**Electronic Display Brightness**	**Setback**	**Sign Distance Triangle**
Existing Signage	6.25’	40’	122 sq ft	Ground-mounted only. Operates in compliance with Zoning Ordinance.	None	NA	25’	Located outside of sign distance triangle.
Proposed Signage	9’	25’	119 sq ft	Downlighting and electronic display. Designed to operate in compliance with Zoning Ordinance.	44 sq ft	Will be set to operate at a maximum of 100 nits.	25’	Located outside of sight distance triangle.
Zoning Ordinance Requirement	8’ max per subsection 7101.2.A(7)(b)	None	40 sq ft max per subsection 7101.2.A(7)(b)	Subsections 7101.1.A, 7101.1.B, and 5109.3.A(4)(a)	20 sq ft max per subsection 7101.1.A(1)	100 nits max per subsection 7101.1.A(4)(a)	5’ min from property line per subsection 7101.2.B(2)	Must be located outside of the site distance triangle per subsection 5100.2.D(4)(c)

Existing Sign to Remain



Attachment 1

Comparison Chart for Existing Sign to Remain

	Sign Height	Sign Width	Sign Message Area	Lighting Type	Electronic Display Area	Setback	Sign Distance Triangle	Number of Freestanding Signs
Existing Sign	3.34’	8.42’	18.5 sq ft	None	None	8.5’	Located outside of sign distance triangle.	1 existing sign + the proposed replacement sign = 2 total freestanding signs.
Zoning Ordinance Requirement	8’ max per subsection 7101.2.A(7)(b)	None	40 sq ft max per subsection 7101.2.A(7)(b)	NA	NA	5’ min from property line per subsection 7101.2.B(2)	Must be located outside of the site distance triangle per subsection 5100.2.D(4)(c)	In the R-3 Zoning District, only 1 freestanding sign is permitted in a residential district per subsection 7101.2.A(7)(b)

Attachment 2

McLean Community Center Board Meeting Minutes

April 23, 2025

CAPITAL FACILITIES COMMITTEE **remarks by CFC Chair Doug Jeffery*

- OFC upgrade is going well. Construction began in February; demolition is complete. There were no surprises even though it is an older building. That ensured we are on-budget, and as a result, we were able to pull forward some other planned improvements, such as new flooring and painting, expanding the scope while still keeping the same budget. We expect to be able to re-occupy the building in May, which will be amazing!
- Energy efficiency upgrades (starting in May and also trying to get done before summer camps): 1. building envelope; 2. updating LED lighting; 3. HVAC central controls. We are excited to see that proceeding.
- Security cameras: We replaced some existing cameras (through general Maintenance; within the budget). We did not add new cameras to new places – only replaced some old cameras to have a broader view to be more effective. In the course of that change, Fairfax County was able to connect cameras into County system for oversight
- Roof leaks – a source of continual pain! A long story of the original vendor who is no longer on county contract; so, we had to begin working with a new vendor. The new vendor was able to find a cheap, temporary fix to the continuous water damage we have seen inside. As of April 9 CFC meeting, it seemed that the fix is holding. If so, we think we've identified the source: metal roof. If the patch repair holds, then we will go forward with a bigger fix (replacing the metal roof) to prevent the incoming water leakage.

Question: Didn't we do an assessment about water damage, and that's why we had all this stuff done? Is this leak situation totally new?
The past stormwater assessment was related to exterior grounds drainage into the building –stormwater management. We had been working on this particular project since Executive Director May-Salazar began her tenure. Now this fix points to an entirely different roof; that metal roof is at the age where it is time to replace it. The vendor sealed it temporarily. But if that fixes it, then we replace the roof. This has been a long-going battle – some victories; fixed at one point in the past, but then it began leaking again.

- Strategy on usage of McLean Central Park: We will wait until the conclusion of the Summer Concert series and then determine what kind of electrical infrastructure investment makes sense so as to ideally utilize that new venue.

- The Alden Theatre AV/IT/Dante Cat 6e Wiring Infrastructure Project is being reduced in scale and scope to be more cost-effective.

- Digital sign: Executive Director May-Salazar and staff team worked with FCPA on the design and got a preliminary vendor quote. Project cost estimation is $160K. CFC approved a MOTION and recommended advancing that to the full board. New sign will also generate annual cost savings: approx. $10K per year we are currently incurring in printed signs – which will be alleviated by going to a digital sign. It's exciting and the proposed design looks great – very tasteful and very worthy of MCC. *Comment by Executive Director May-Salazar:* On the digital sign, we are starting to work our way through permitting (which is a very confusing process with conflicting answers). Executive Director May-Salazar will approach Supervisor Bierman to ask for BOS support on this matter. We don't anticipate any issue.

  MOTION: To approve $160,000 in the FY2025 budget for construction of a digital sign in McLean Central Park. *Governing Board approved this line item in FY2025.

  Approved by a vote of nine: Katie Gorka; Gloria Marrero Chambers; Kristina Groennings; Michael Monroe; Sonya Thott; Kathleen Cooney Porter; Ron Keesing; Anna Bartosiewicz; Doug Jeffery– all voting "AYE."

  Aaron Stark and Peter Pin were absent.

Board Agenda Item
November 18, 2025

ACTION – 2

Approval to Establish the Dead Run Residential Cut-Through Permit Zone (Dranesville District)

ISSUE:
Board approval to establish a Residential Cut-Through Permit Zone (Permit Zone) for the Broyhill Langley Estates community in the Dranesville District.

RECOMMENDATION:
The County Executive recommends that the Board of Supervisors establish the Dead Run Permit Zone, encompassing the Broyhill Langley Estates neighborhood in the Dranesville District, as shown on Attachment 1 under the Residential Cut-Through Permit Program.

TIMING:
Board approval is required on November 18, 2025, for establishment of the Dead Run Permit Zone to become effective upon implementation of a cut-through restriction at Dead Run Drive and Georgetown Pike.

BACKGROUND:
On February 18, 2025, the Board approved a revision to Chapter 82 (Motor Vehicles and Traffic) of the Fairfax County Code to add Article 4A (Residential Cut-Through Permit Zones) to establish the Residential Cut-Through Permit Program with an effective date of July 1, 2025. Chapter 82-4A provides for the issuance of permits that would allow residents of established Permit Zones to make turns into or out of their neighborhood using roads that have been restricted through the Residential Cut-Through Traffic Mitigation Program. Section 82-4A-3 of this ordinance provides that the Board may establish a Permit Zone encompassing the designated area identified by the Fairfax County Department of Transportation (FCDOT).

FCDOT Residential Traffic Administration Program staff are currently working to implement a left turn restriction from Dead Run Drive onto Georgetown Pike in the Dranesville District as shown on Attachment 1. The establishment of the Dead Run Permit Zone will enable residents of the designated area to apply for and obtain vehicle permits that will allow them to make the restricted left turn onto Georgetown Pike during the hours when turns are otherwise restricted. Once the restriction is implemented all

vehicles that do not display a Resident Cut-Through Permit, including resident vehicles, will be prohibited from making a left turn onto Georgetown Pike during the hours when turns are restricted and must exit the neighborhood using alternate, unrestricted routes. Fairfax County Police will be responsible for enforcement of this restriction.

If establishment of a Permit Zone is approved, residents of the designated area will be notified by US Mail that they are eligible to apply for a permit and the manner applications may be submitted. Initially, residents of this Permit Zone will be able to apply for a 60-day temporary permit that will be issued at no charge. Upon expiration of the temporary permit, residents that apply for an annual permit decal will pay a fee of $24 for each vehicle permit at the time of application. Residents will be able to apply for permits both online and in person upon implementation of the restriction.

EQUITY IMPACT:
The proposed Dead Run Permit Zone is within a census tract with low vulnerability, with 77% homeowners, 4.2% severely cost-burdened renter households, and 6.2% of households with no vehicle available.

Residents of the permit zones established under the program would benefit by having an opportunity to obtain a permit that would allow them to make an otherwise restricted turn into or out of the neighborhood at a posted restriction. Non-residents and residents without a permit would be required to enter or exit the neighborhood using an alternate, unrestricted route which may be less convenient. Another equity consideration would be the cost of permits to enter or exit the community at a restricted location. The program allows neighborhood residents who can pay the permit fee to enter or exit their neighborhood at the posted restriction while those unable to pay would not have the same access.

Because this program is new for Fairfax County, there is currently no data available to make an equity determination for impact. Additionally, because this program has the potential to provide both benefits and drawbacks, it is challenging to assign a definitive positive or negative equity impact to the changes provided by establishment of Permit Zones.

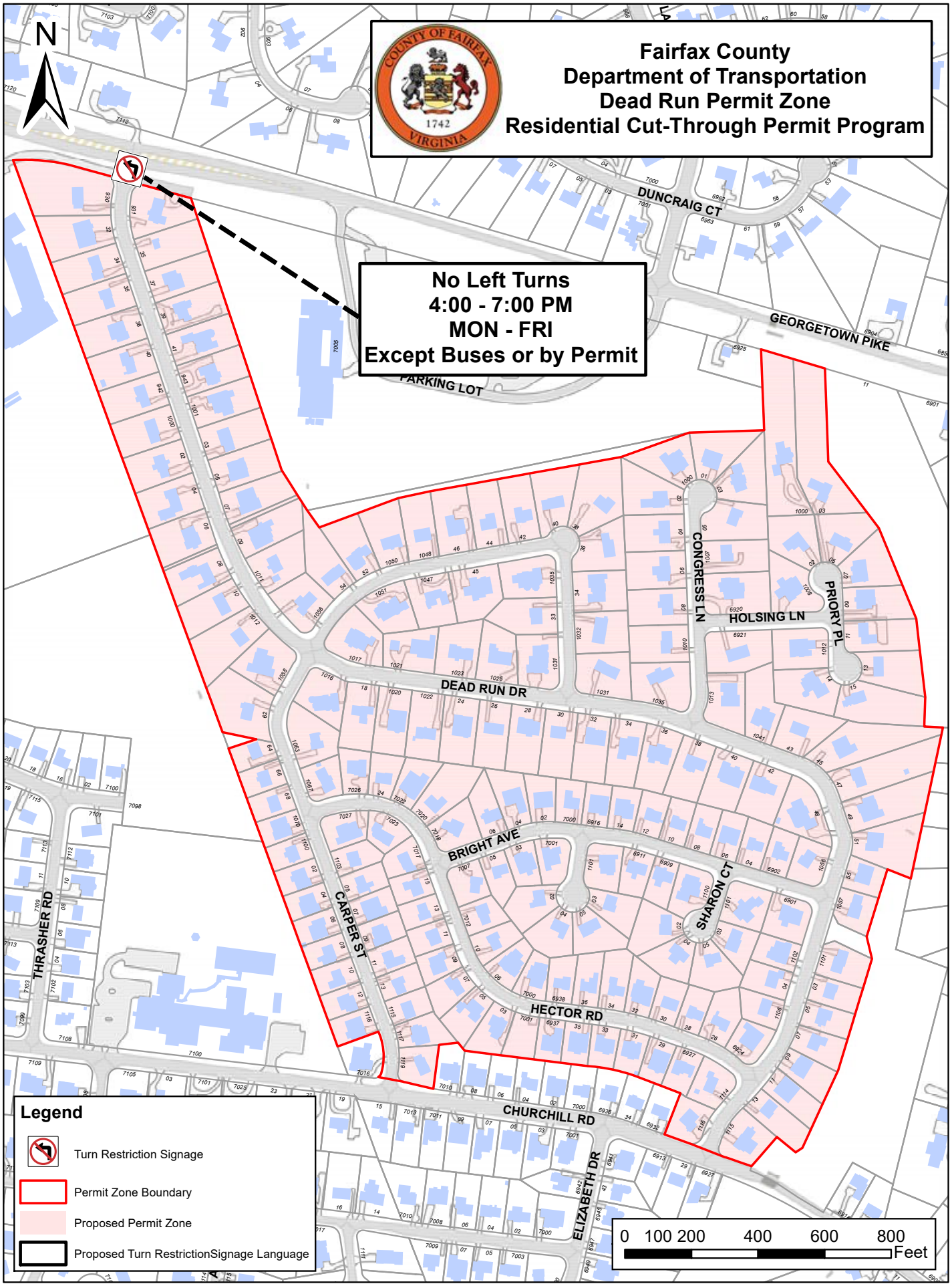
FISCAL IMPACT:
Funding of approximately $350 is required for signage and installation. Funds are currently available in Fairfax County Department of Transportation Fund 100-C10001, General Fund.

Board Agenda Item
November 18, 2025

ENCLOSED DOCUMENTS:
Attachment 1 – Proposed Dead Run Permit Zone Map

STAFF:
Jennifer Miller, Deputy County Executive
Gregg Steverson, Director, Fairfax County Department of Transportation (FCDOT)
Lisa Witt, Chief, Administrative Services, FCDOT
Mena Nakhla, Equity Manager, FCDOT
Eric Teitelman, Chief, Active Transportation, Capital Projects, and Traffic Engineering Division, FCDOT
Neil Freschman, Chief, Traffic Engineering Section, FCDOT
Henri Stein McCartney, Sr. Transportation Planner, FCDOT

ASSIGNED COUNSEL:
Joanna Faust, Assistant County Attorney


Fairfax County
Department of Transportation
Dead Run Permit Zone
Residential Cut-Through Permit Program
No Left Turns
4:00 - 7:00 PM
MON - FRI
Except Buses or by Permit
N
DUNCRAIG CT
GEORGETOWN PIKE
PARKING LOT
CONGRESS LN
HOLSING LN
PRIORY PL
DEAD RUN DR
BRIGHT AVE
SHARON CT
CARPER ST
THRASHER RD
HECTOR RD
CHURCHILL RD
ELIZABETH DR
Legend
Turn Restriction Signage
Permit Zone Boundary
Proposed Permit Zone
Proposed Turn RestrictionSignage Language
0 100 200 400 600 800
Feet

Board Agenda Item
November 18, 2025

CLOSED SESSION:

(a) Discussion or consideration of personnel matters pursuant to Virginia Code § 2.2-3711(A) (1).

(b) Discussion or consideration of the acquisition of real property for a public purpose, or of the disposition of publicly held real property, where discussion in an open meeting would adversely affect the bargaining position or negotiating strategy of the public body, pursuant to Virginia Code § 2.2-3711(A) (3).

(c) Consultation with legal counsel and briefings by staff members or consultants pertaining to actual or probable litigation, as identified below, where discussion in an open session would adversely affect the negotiating or litigating posture of the public body, as well as consultation with legal counsel regarding specific legal matters listed below requiring the provision of legal advice by such counsel, all as permitted by Virginia Code § 2.2-3711(A) (7) and (8).

1. *Melissa Johnson, Personal Representative of the Estate of the late Timothy Johnson v. Wesley Shifflett, Michael Conner, William Arnest, Robert Bauer, Matthew Lane, Jonathan Steier, Scott Colwell, Carolyn Kinney, Derek Grey, Wilson Lee, Tonny Kim, Robert Blakeley and Kevin Davis*, Case No. 1:25-cv-80 (E.D. Va.)

2. *Kathleen Stanley McCaffery v. Fairfax County, Virginia*, Case No. 1:23-cv-96 (E.D. Va.)

3. *Angelique Roberts v. Fairfax County Police Department; Officer Ian Robert Gillespie; Home Depot U.S.A., Inc.; and Wal-Mart Stores East, LP,* Case No. 1:24-cv-01004 (E.D. Va.)

4. *Matthew Andrew Guzzetta v. Fairfax County, Kevin Davis, Todd Billeb,* Case No. 1:25-cv-346 (E.D. Va.)

5. *Harry DaCosta, Timmy Briggs, David Lyons, and the Fairfax Workers' Coalition v. Fairfax County Government et. al.,* Case No. CL-2025-0015655 (Fx. Co. Cir. Ct.)

6. *Jessica Seckman v. Fairfax County,* Case No. 1:25-cv-01220 (E.D. Va.)

7. *Norma Leigh Sue v. Fairfax County Government, Bryan Hill, and Fairfax*

County Division of the Library, Case No. CL-2025-015382 (Fx. Co. Cir. Ct.)

8. *Edith Kerch v. Fairfax County Department of Family Services*, Record No. 0968-24-4 (Va. Ct. App.)

9. *State Farm Mutual Automobile Insurance Company as subrogee of Sean V. To v. Jeffrey Werth*, Case No. GV25-009385 (Fx. Co. Gen. Dist. Ct.)

10. *Brookfield Washington, L.L.C. v. The County of Fairfax, Virginia, The Board of Supervisors of Fairfax County, Virginia, and The Department of Land Development Services of Fairfax County, Virginia,* Record No. 2020-23-4 (Va. Ct. App.) (Hunter Mill District)

11. *In re: November 20, 2024, Decision of the Board of Zoning Appeals of Fairfax County, Virginia in the matter of Application VC 2021-HM-00020,* Case No. CL-2024-017914 (Fx. Co. Cir. Ct.) (Hunter Mill District)

12. *Gabriel M. Zakkak, Property Maintenance Code Official for Fairfax County, Virginia v. Michael Meredith and Erika Meredith,* Case No. GV25021753 (Fx. Co. Gen. Dist. Ct.) (Braddock District)

13. *Jay Riat, Fairfax County Building Official v. Phillip DeCara Revocable Trust,* Case No. GV24-022631 (Fx. Co. Gen. Dist. Ct.) (Dranesville District)

14. *Leslie B. Johnson, Fairfax County Zoning Administrator v. The Shafi A. Choudhury Family Trust dated September 10, 2024; Shafi A. Choudhury, trustee,* Case No. GV25-019237 (Fx. Co. Gen. Dist. Ct.) (Dranesville District)

15. *Jay Riat, Fairfax County Building Official v. Moshoodbolatito Oluwasewun Martins,* Case No. GV25-24299 (Fx. Co. Gen. Dist. Ct.) (Dranesville District)

16. *Gabriel M. Zakkak, Property Maintenance Code Official for Fairfax County, Virginia v. Alex Arden Johnson,* Case No. GV25-27628-00 (Fx. Co. Gen. Dist. Ct.) (Dranesville District)

17. *Jay Riat, Fairfax County Building Official v. Charles K. Fincher and Lexie Fincher,* Case No. GV25028439 (Fx. Co. Gen. Dist. Ct.) (Dranesville District)

18. *Jay Riat, Fairfax County Building Official v. Walter M. Castillo and Carmelina Mejia,* Case No. GV25-0029155 (Fx. Co. Gen. Dist.) (Franconia District)

19. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Ali Hassani,* Case No. CL-2025-09912 (Fx. Co. Cir. Ct.) (Hunter Mill District)

20. *Jay Riat, Fairfax County Building Official v. Sunrise of Vienna Propco, LLC,* Case No. CL-2025-010064 (Fx. Co. Cir. Ct.) (Hunter Mill District)

21. *Jay Riat, Fairfax County Building Official v. Danford R. Deakin and Elizabeth G. Deakin,* Case No. CL-2025-012557 (Fx. Co. Cir. Ct.) (Hunter Mill District)

22. *Gabriel M. Zakkak, Property Maintenance Code Official for Fairfax County, Virginia v. Gilbert L. Southworth, Jr.,* Case No. GV24022629-00 (Fx. Co. Gen. Dist. Ct.) (Hunter Mill District)

23. *Jay Riat, Fairfax County Building Official v. Radosvet Grudev and Dzhait Pachedzhi a/k/a Jimmy Pach,* Case No. CL-2023-001818 (Fx. Co. Cir. Ct.) (Mason District)

24. *Jay Riat, Fairfax County Building Official v. Edwin Morales Ayala,* Case No. CL-2023-008313 (Fx. Co. Cir. Ct.) (Mason District)

25. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Jouhad Boutros Dagher,* Case No. CL-2025-0000442 (Fx. Co. Cir. Ct.) (Mason District)

26. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Jouhad Boutros Dagher,* Case No. CL-2025-008988 (Fx. Co. Cir. Ct.) (Mason District)

27. *Gabriel M. Zakkak, Property Maintenance Code Official for Fairfax County, Virginia v. Henry A. Novak,* Case No. CL-2025-11235 (Fx. Co. Cir. Ct.) (Mason District)

28. *Gabriel M. Zakkak, Property Maintenance Code Official for Fairfax County, Virginia v. Henry a. Novak,* Case No. CL-2025-11236 (Fx. Co. Cir. Ct.) (Mason District)

29. *Leslie B. Johson, Fairfax County Zoning Administrator v. Ramiro Cespedes and Delmy R. Teran*, Case No. CL-2025-011797 (Fx. Co. Cir. Ct.) (Mason District)

30. *Jay Riat, Fairfax County Building Official v. Griselda G. Fernandez,* Case No. CL-2025-0014759 (Fx. Co. Cir. Ct.) (Mason District)

31. *Jay Riat, Fairfax County Building Official v. Akram Mohammed Abdulkader and AMSSADOR GLOBAL, LLC,* Case No. GV24-022632 (Fx. Co. Gen. Dist. Ct.) (Mason District)

32. *Jay Riat, Fairfax County Building Official v. Josefina Gutierrez Calucho and Talia Gutierrez,* Case No. GV24-026674 (Fx. Co. Gen. Dist. Ct.) (Mason District)

33. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Skyline Legacy, LLC,* Case No. GV25021630 (Fx. Co. Gen. Dist. Ct.) (Mason District)

34. *Jay Riat, Fairfax County Building Official v. Christian Echegaray Garcia and Gladys Minano Roman*, Case No. GV25-24309 (Fx. Co. Gen. Dist. Ct.) (Mason District)

35. *Jay Riat, Fairfax County Building Official v. Neisy Mendoza and Marco Mendoza*, Case No. GV25028441 (Fx. Co. Gen. Dist. Ct.) (Mason District)

36. *Jay Riat, Fairfax County Building Official v. Jeela Amiri, et al*, Case No. CL-2025-13655 (Fx. Co. Cir. Ct.) (Mount Vernon District)

37. *Jay Riat, Fairfax County Building Official v. Hayat Property, LLC*, Case No. CL-2025-15577 (Fx. Co. Cir. Ct.) (Mount Vernon District)

38. *Jay Riat, Fairfax County Building Official v. Fullerton Holding, LLC*, Case No. GV25025321 (Fx. Co. Gen. Dist. Ct.) (Mount Vernon District)

39. *Jay Riat, Fairfax County Building Official v. Gitesh Koli and Bartholomew Andrychowski*, Case No. GV25-027788-00 (Fx. Co. Gen. Dist. Ct.) (Mount Vernon District)

40. *Jay Riat, Fairfax County Building Official v. Hao Ngoc Nguyen and Anna Thi Nguyen,* Case No. CL-2022-006184 (Fx. Co. Cir. Ct.) (Providence District)

41. *John Walser, Fairfax County Fire Official v. Café Concepts, LLC, d/b/a Mint Café, Anis Rhanime, Mohamed Ahmed Elrafaei, and Adel S. Kebaish,* Case No. CL-2025-00823 (Fx. Co. Cir. Ct.) (Providence District)

42. *Jay Riat, Fairfax County Building Official v. Jayesh Kumar,* Case No. CL- 2025-8336, (Fx. Co. Cir. Ct.) (Providence District)

43. *Jay Riat, Fairfax County Building Official v. Charles Alan Little,* Case No. CL-2024-013652 (Fx. Co. Cir. Ct.) (Providence District)

44. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Sidney Tobias Harris,* Case No. CL-2021-008931 (Fx. Co. Cir. Ct.) (Springfield District)

45. *Leslie B. Johnson, Fairfax County Zoning Administrator, Gabriel M. Zakkak, Property Maintenance Code Official for Fairfax County, Virginia v. Lynn Z. Pascaleff, a/k/a Lynn Gullion in her individual capacity and in her capacity as the Personal Representative of the Estate of Allan Wyant Gullion,* Case No. CL-2025-013079 (Fx. Co. Cir. Ct.) (Springfield District)

46. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Bilkis Begum Sani,* Case No. CL-2025-0012185 (Fx. Co. Cir. Ct.) (Springfield District)

47. *Gabriel M. Zakkak, Property Maintenance Code Official for Fairfax County, Virginia v. Brian Stash,* Case No. GV25026863-00 (Fx. Co. Gen. Dist. Ct.) (Springfield District)

48. *Gabriel M. Zakkak, Property Maintenance Code Official for Fairfax County, Virginia v. Dennis R. Hasch and Evelyn L. Remaley Hasch,* Case No. GV25028437-00 (Fx. Co. Gen. Dist. Ct.) (Springfield District)

49. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Jeaniethia Nicole Lee,* Case No. GV25-029159-00 (Fx. Co. Gen. Dist. Ct.) (Springfield District)

50. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Parhot Noor and Kristen Noor,* Case No. CL-2025-014361, (Fx. Co. Cir. Ct.) (Sully District)

Board Agenda Item
November 18, 2025

3:00 p.m.

Public Hearing to Receive Comment from Residents on the Proposed Legislative Program to be Presented to the 2026 Virginia General Assembly

EQUITY IMPACT:
The County's Legislative Program sets the County's state legislative priorities and positions, which connect to many of the 17 areas of focus in the One Fairfax policy, including education, housing, the environment, health and human services, and transportation. In addition to the Legislative Program, County staff review individual bills during the General Assembly session and bring bills to the Legislative Committee of the Board of Supervisors for consideration. As part of this bill review, staff consider the equity implications of the legislation.

ENCLOSED DOCUMENTS:
Attachment I – Draft Fairfax County Legislative Program for the 2026 Virginia General Assembly

The proposed Legislative Program will be made available online under 2026 Board Legislative Reports by close of business November 13, 2025 at https://www.fairfaxcounty.gov/boardofsupervisors/.

STAFF:
Bryan Hill, County Executive
Jennifer Van Ee, Legislative Director

Board Agenda Item
November 18, 2025

3:30 p.m.

Public Hearing on RZ 2019-PR-004 (Tysons MK, LLC and Tysons MK II, LLC) to Rezone from C-7, C-8, HC, and SC to PTC, HC, and SC to Permit Mixed Use Development with an Overall Floor Area Ratio (FAR) of 9.01, Inclusive of Bonus Density for Affordable Housing, and Approval of the Conceptual Development Plan, Located on Approximately 4.38 Acres of Land (Providence District) (Concurrent with SE 2019-PR-008)

and

Public Hearing on SE 2019-PR-008 (Tysons MK, LLC and Tysons MK II, LLC) to Permit an Increase in Floor Area Ratio (FAR) for Office Use Within the PTC District from 2.50 up to a Maximum of 3.65, Located on Approximately 4.38 Acres of Land to be Zoned PTC, HC, and SC (Providence District) (Concurrent with RZ 2019-PR-004)

This property is located on the N.E. side of Leesburg Pike, S.E. side of Spring Hill Rd., S.W. side of Broad St. and W. side of West St. Tax Map 17-3 ((1)) 5 (pt.), 5H1 (pt.), 29A for DPA-86-C-119-05 and Tax Map 29-3 ((1)) 50 and 51A and a portion of the Route 7 public right-of-way to be vacated and/or abandoned

This property is located in the Providence District. Tax Map 29-3 ((1)) 50 and 51A.

PLANNING COMMISSION RECOMMENDATION:
On October 22, 2025, the Planning Commission voted 11-0 (Commissioner Bennett was not present for the vote) to recommend to the Board of Supervisors approval of the following actions:

- RZ-2019-PR-004, subject to the execution of proffers consistent with those dated October 15, 2025;
- SE-2019-PR-008, subject to the development conditions dated October 8, 2025;
- Modification of subsection 5100.2.D(4)(C) of the Zoning Ordinance for the site distance requirements on corner lots as shown on the CDP/SE;
- Modification of subsection 2105.6.B(1) of the Zoning Ordinance to allow the minimum PTC District size to be less than 10-acres;
- Modification of subsection 4102.7.A(7)(b) of the Zoning Ordinance, pursuant to authority under section 4102.7.A(7)(c)6 and subject to the standards of section

4102.5.S(13), to permit fence heights greater than 7-feet but no greater than 30-feet around accessory uses and structures associated with interim sports courts, as shown on the CDP/SE;

- Modification of subsection 5108.4.A of the Zoning Ordinance for interior parking lot landscaping of interim (existing/to remain) surface parking lots, as shown on the CDP/SE;

- Modification of subsection 5108.4.C of the Zoning Ordinance for peripheral parking lot landscaping requirements of interim (existing/to remain) surface parking lots, as shown on the CDP/SE;

- Waiver of subsection 5108.8 of the Zoning Ordinance requiring tree conservation in favor of the landscaping shown on the CDP/SE;

- Waiver of subsection 8100.7.E(2) of the Zoning Ordinance requiring trails to be constructed in the general location provided in the Comprehensive Plan in favor of the streetscape and bike lane system shown on the CDP/SE; and

- Waiver of subsection 8100.7.E(3) of the Zoning Ordinance requiring additional travel lanes, service drives, or driveways to provide inter-parcel access to adjoining parcels, in favor of that shown on the CDP/SE.

ENCLOSED DOCUMENTS:
Additional information available online at:
https://www.fairfaxcounty.gov/planning-development/board-packages

Planning Commission Meetings Video Archive available online at:
https://www.fairfaxcounty.gov/cableconsumer/channel-16/planning-commission-meetings-video-archives

STAFF:
Suzanne L. Wright, Director, Zoning Evaluation Division (ZED), Department of Planning and Development (DPD)
Katie Quinn, Planner, ZED, DPD

Board Agenda Item
November 18, 2025

3:30 p.m.

Public Hearing on RZ 2024-PR-00008 (Flint Hill Propco LLC) to Rezone from PDC to PDH-16 to Permit Residential Development with an Overall Density of 15.77 Dwelling Units per Acre (du/ac) and Approval of the Conceptual Development Plan, Located on Approximately 7.04 Acres of Land (Providence District) (Concurrent with PCA 78-P-137-06)

and

Public Hearing on PCA 78-P-137-06 (Flint Hill Propco LLC) to Amend the Proffers for RZ 78-P-137 Previously Approved for Office to Delete Land Area, Located on Approximately 7.04 Acres of Land Zoned PDC (Providence District) (Concurrent with RZ 2024-PR-00008)

This property is located in the E. of Jermantown Rd., generally S. of Rosehaven St., and generally N. of Arrowhead Dr. Tax Map 47-2 ((1)) 46D.

This property is located in the E. of Jermantown Rd., generally S. of Rosehaven St., and generally N. of Arrowhead Dr. Tax Map 47-2 ((1)) 46D.

PLANNING COMMISSION RECOMMENDATION:
On October 22, 2025, the Planning Commission voted 11-0 (Commissioner Bennett was not present for the vote) to recommend to the Board of Supervisors approval of the following actions:

- PCA-78-P-137-06;
- RZ-2024-PR-00008 and its associated CDP, subject to the execution of proffers consistent with those dated October 22 2025;
- Waiver of Zoning Ordinance Section 2105 which requires a privacy yard of 200 square feet for single family attached units;
- Waiver of the private street maximum length of 600 feet of Zoning Ordinance Section 5107.3.A(3);
- Modification of the private street width requirement of Zoning Ordinance Section 5107.3.A(2) to permit streets 22 feet in width as shown on the CDP/FDP; and
- Modification of trails and bike trails recommendation of the Comprehensive Trails Plan along Jermantown Road to that shown on the CDP/FDP.

In a related action, the Planning Commission voted 11-0 (Commissioner Bennett was not present for the vote) to approve FDP-2024-PR-00008.

ENCLOSED DOCUMENTS:
Additional information available online at:
https://www.fairfaxcounty.gov/planning-development/board-packages

Planning Commission Meetings Video Archive available online at:
https://www.fairfaxcounty.gov/cableconsumer/channel-16/planning-commission-meetings-video-archives

STAFF:
Suzanne L. Wright, Director, Zoning Evaluation Division (ZED), Department of Planning and Development (DPD)
Daniel Creed, Planner, ZED, DPD

Board Agenda Item
November 18, 2025

3:30 p.m.

Public Hearing on SEA 2009-DR-008-002 (Oakcrest School) to Amend Special Exception SE 2009-DR-008, to Modify Development Conditions from Grades 6th-12th to K-12th with no Change to the Site or Maximum Student Enrollment, Located on Approximately 22.49 Acres of Land Zoned R-E (Hunter Mill District)

This property is located in the Hunter Mill District. Tax Map 18-4 ((1)) 26C; 18-4 ((8)) A and 4.

PLANNING COMMISSION RECOMMENDATION:
On October 8, 2025, the Planning Commission voted 11-0 (Commissioner Thomas was absent from the meeting) to recommend to the Board of Supervisors approval of the following actions:

- SEA-2009-DR-008-002, subject to the development conditions consistent with those dated September 24, 2025;
- Reaffirmation of the previously approved modifications for:
    - The transitional screening requirements on the east and south in favor of existing vegetation and as shown on the SEA Plat; and
    - The required barrier along the eastern and southern boundaries in favor of that shown on the SEA Plat.

ENCLOSED DOCUMENTS:
Additional information available online at:
https://www.fairfaxcounty.gov/planning-development/board-packages

Planning Commission Meetings Video Archive available online at:
https://www.fairfaxcounty.gov/cableconsumer/channel-16/planning-commission-meetings-video-archives

STAFF:
Suzanne L. Wright, Director, Zoning Evaluation Division (ZED), Department of Planning and Development (DPD)
Mary Ann Tsai, Planner, ZED, DPD

Board Agenda Item
November 18, 2025

3:30 p.m.

Public Hearing on PCA-86-C-119-09/ PRCA 86-C-119-03/ DPA 86-C-119-05 (RZPA 2024-HM-00019) (Boston Properties Limited Partnership) to Amend the Proffers, Conditions, and the Development Plans for RZ 86-C-119 to Permit Modifications to Proffers and Site Design at a 3.64 Floor Area Ratio (FAR) for DPA-86-C-119-05, 2.52 FAR for PCA-86-C-119-09/PRCA-86-C-119-03, and 3.02 FAR for the Overall Development, Including Bonus Density for Affordable Housing, Located on Approximately 13.93 Acres of Land for DPA-86-C-119-05 and 23.58 Acres of Land for PCA-86-C-119-09/PRCA-86-C-119-03, Zoned PRC (Hunter Mill District)

This property is located on the N. side of Sunset Hills Rd., W. side of Reston Pkwy., and E. of Town Center Pkwy. Tax Map 17-3 ((1)) 5 (pt.), 5H1 (pt.), 29A for DPA-86-C-119-05 and Tax Map 17-3 ((1)) 5, 5H1, 29A, and 17-3 ((22)) 3 (pt.), 10001 (pt.) for PCA-86-C-119-09/PRCA-86-C-119-03.

Public Hearing deferred from October 28, 2025, at 3:30p.m. to November 18, 2025, at 3:30p.m.

PLANNING COMMISSION RECOMMENDATION:
On September 17, 2025, the Planning Commission voted 11-0 (Commissioner Clarke was absent from the meeting) to recommend to the Board of Supervisors approval of the following actions:

- PCA-86-C-119-09, DPA-86-C-119-05, and PRCA-86-C-119-03, subject to the execution of proffers consistent with those dated September 15, 2025; and

- Modification of Zoning Ordinance subsection 5100.2.D(4)(c) for the sight distance requirements on a corner lot as shown on the DPA/PRCA for Block J.

ENCLOSED DOCUMENTS:
Additional information available online at:
https://www.fairfaxcounty.gov/planning-development/board-packages

Planning Commission Meetings Video Archive available online at:
https://www.fairfaxcounty.gov/cableconsumer/channel-16/planning-commission-meetings-video-archives

Board Agenda Item
November 18, 2025

STAFF:
Suzanne L. Wright, Director, Zoning Evaluation Division (ZED), Department of Planning and Development (DPD)
Katie Quinn, Planner, ZED, DPD

Board Agenda Item
November 18, 2025

4:00 p.m.

Public Hearing on AF 2025-SU-00003 (Dean Local Agricultural and Forestal District) to Permit a New Agricultural and Forestal District, Located on Approximately 31.66 Acres of Land Zoned R-C and WSPOD (Sully District)

This property is located at 6761 Bull Run Post Office Rd., Centreville, 20120. Tax Map 53-3 ((8)) 1, 2, 3, 4, 5 and 6.

PLANNING COMMISSION RECOMMENDATION:
On October 29, 2025, the Planning Commission voted 11-0 (Commissioner Hancock was absent from the meeting) to recommend that the Board of Supervisors adopt a district ordinance establishing the Dean Local Agricultural and Forestal District, to be codified in Appendix F of the *County Code*, as proposed in AF 2025-SU-00003, pursuant to Chapter 44 of Title 15.2. of the *Code of Virginia* and Chapter 115 of the *Fairfax County Code*, as set forth in the Staff Report dated October 15, 2025.

ENCLOSED DOCUMENTS:
Additional information available online at:
https://www.fairfaxcounty.gov/planning-development/board-packages

Planning Commission Meetings Video Archive available online at:
https://www.fairfaxcounty.gov/cableconsumer/channel-16/planning-commission-meetings-video-archives

STAFF:
Suzanne L. Wright, Director, Zoning Evaluation Division (ZED), Department of Planning and Development (DPD)
Sophia Fisher, Planner, ZED, DPD

Board Agenda Item
November 18, 2025

4:00 p.m.

Public Hearing on Proposed Plan Amendment 2023-III-20UP, Rock Hill Road in Land Unit L of the Dulles Suburban Center (Dranesville District)

ISSUE:
Plan Amendment (PA) 2023-III-20UP proposes to amend the Comprehensive Plan recommendations for Land Unit L-3 of the Dulles Suburban Center to add an option for residential use on Tax Map Parcels 16-1 ((1)) 4, 15-2 ((1)) 1 and 2 at an intensity up to 1.6 FAR with a mix of housing types. Ground floor neighborhood serving retail uses may be included with this option. The Plan language encourages parcel consolidation of environmentally constrained lands.

PLANNING COMMISSION RECOMMENDATION:
On October 15, 2025, the Planning Commission voted 12-0 to defer the decision only for Plan Amendment 2023-III-20UP to a date certain of October 22, 2025, with the record remaining open for written and electronic comments.

On October 22, 2025, the Planning Commission voted 12-0 to recommend to the Board of Supervisors adoption of the staff recommendation for the amendment, as shown on pages 21-22 of the Staff Report dated September 17, 2025, as modified in the Planning Commission handout dated October 22, 2025, which is included as Attachment 1. The modification is to retain the existing language of “at a minimum” to describe parcel consolidation for environmentally constrained parcels.

RECOMMENDATION:
The County Executive recommends that the Board of Supervisors adopt the Planning Commission recommendation.

TIMING:
Planning Commission Public Hearing – October 15, 2025
Planning Commission Decision – October 22, 2025
Board of Supervisors Public Hearing – November 18, 2025, at 4:00 p.m.

BACKGROUND:
On April 11, 2023, the Fairfax County Board of Supervisors (Board) authorized Plan Amendment (PA) 2023-III-1UP for the Innovation Center Transit Station Area (TSA)

North Study, covering Land Unit L of the Dulles Suburban Center. The Board asked staff to consider new land use guidance related to land use mix, density, and intensity within Land Unit L of the Dulles Suburban Center and to include consideration of proposals submitted during the 2022-2023 Countywide SSPA process (DR-001, DR-002, and DR-004).

Subsequent to the authorization of this Plan amendment, and based on nominator interest and timing, the study area was further divided into three separate Plan amendments, one for each of the three nominations. This Board item pertains specifically to DR-004, Rock Hill Development (PA 2023-III-20UP) for Tax Map Parcels 16-1 ((1)) 4, 15-2 ((1)) 1 and 2, located at 2140 Rock Hill Road. The proposed amendment considers predominantly residential uses with ground floor non-residential uses. Additional study of DR-001 and DR-002 are ongoing, and these amendments will be considered separately in the future.

EQUITY IMPACT:
The proposed Plan amendment aligns with several of Fairfax County's One Fairfax Policy areas of focus including housing opportunities in mixed-use areas with access to multiple modes of transportation, a quality built and natural environment that accommodates anticipated growth and change in an environmentally sustainable and equitable manner, access to parks and open space, and access to increased mobility solutions. The proposed Plan amendment proposes multi-family residential units with access to the Innovation Center Metro Station which would directly contribute to the county's housing needs by providing affordable housing in line with the Workforce Dwelling Unit Housing Policy (WDU) and the Affordable Dwelling Unit (ADU) ordinance. The proposed development includes publicly accessible open and recreational space which will provide valuable green space for the community. The community was engaged through virtual community meetings that utilized an inclusive engagement approach and had translation services available.

FISCAL IMPACT:
None.

ENCLOSED DOCUMENTS:
Attachment 1 – Planning Commission Alternative Proposed Plan Language
SSPA 2023-III-20UP

The Planning Commission Meetings Video Archive available online at:
https://www.fairfaxcounty.gov/cableconsumer/channel-16/planning-commission-meetings-video-archives

Board Agenda Item
November 18, 2025

The Planning Commission Action:
Planning Commission Actions 2025 | Planning Commission.

The Staff Report for SSPA 2023-III-20UP has been previously furnished and is available online at:
https://www.fairfaxcounty.gov/planning-development/plan-amendments/staff-reports

STAFF:
Jennifer Miller, Deputy County Executive
Tracy Strunk, Director, Department of Planning and Zoning (DPD)
Kelly Atkinson, Director, Planning Division (PD), DPD
Clara Quintero Johnson, Branch Chief, Monitoring and Plan Development Branch (MPDB), PD, DPD
Heather Springs, Planner III, MPDB, PD, DPD

PLANNING COMMISSION ALTERNATIVE
PROPOSED PLAN LANGUAGE - SSPA 2023-III-20UP
October 22, 2025

Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~strikethrough~~.

(Excerpt from September 17, 2025 Staff Report, pages 21-22) with changes to staff recommendation shown in ***bold italics*** and highlighted in yellow)

RECOMMENDATION

Staff recommends the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~strikethrough~~. Text shown to be replaced is noted as such.

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area III, Dulles Suburban Center, as amended through September 10, 2024, Dulles Suburban Center Land Unit Recommendations, Land Unit L, Land Use, page 151-152:

Ring 2: Within ¼ -½ mile: Mixed residential and nonresidential uses at an intensity up to 1.6 FAR

For Parcels 16-1 ((1)) 4, 15-2 ((1)) 1 and 2, as an option residential use at an intensity up to 1.6 FAR may be appropriate and should include a mix of housing types. Ground floor neighborhood serving retail uses may be included with this option.

Ring 3: Beyond ½ mile: Residential use at 16-20 dwelling units per acre, at an overall intensity up to .50 FAR

The proposed development in Ring 2 and Ring 3 should be oriented toward the transit station area. In addition, appropriate transitions should be made to residential development in Fairfax County through tapering of building heights, substantial landscaping and other techniques as necessary.

Tax map parcels 15-2((1))3, 4, 5 and 16-1((1))4A contain extensive Resource Protection Areas, Environmental Quality Corridors and floodplain. The development potential of these parcels is severely constrained. The restoration, as may be needed, and dedication of these properties to the Fairfax County Park Authority or other land conservation entity as part of a zoning action would address several goals, including preservation of environmentally fragile and valuable land and habitat, and providing open space amenities.

Only a portion of the parcels in these areas are located in Fairfax County. Consolidation of land or parcels should occur such that the development results in well-designed, high-quality uses that are functionally and visually integrated into the larger mixed-use area planned in Loudoun County.

Proposed developments should be part of a project that incorporates a contiguous area in Loudoun County and is compatible with the uses and intensities planned by Loudoun County. All development proposals should demonstrate that any unconsolidated parcels within a land unit can be developed in a manner that complements the proposed development in Loudoun County, is consistent with the recommendations of the Plan, and ***at a minimum*** includes environmentally constrained land to the extent practicable.

The mixed-use recommendations that follow apply to mixed-use options with an office component and seek to establish parameters for future development by suggesting a minimum, a maximum, or a range of percentages for residential and nonresidential uses. These percentages are meant to be guides and they may need to be adjusted on a case by case basis in order to further other planning objectives. For example, a mixed-use project that contains an institutional use recommended in the Plan may not be able to achieve the minimum percentage of office use or may exceed the maximum for nonresidential use. Development under these options is subject to the following conditions:

- Although phasing of the ultimate development should be flexible, establishment of the pedestrian-scaled, mixed-use character of the area should be established in the initial phase of development. This phase should include a grid street pattern, plazas and usable open space vertically-integrated land uses with ground-floor retail or other activity generating uses located along the street.

- A high quality living environment should be created through the provision of well-designed mixed-use projects that provide active recreation, entertainment and other site amenities. The mixed-use development should have a residential component that is at least 50 percent but no more than 60 percent of the total gross floor area in total, with residential becoming the primary use as distance from the platform increases. Each residential development should include on-site affordable housing that is well integrated and dispersed.

- The nonresidential component of the area within the ring should include office, hotel, and support retail uses. The office component should be at least 40 percent of the development, but not exceed 50 percent of the total gross floor area. Support retail uses, to be located in office, hotel or residential buildings, should not exceed 2 percent of the total gross floor area. Retail should support the residents' and employees daily needs so as to minimize trips to neighboring communities. Hotel uses are encouraged and may comprise between 5 to 15 percent of the total gross floor area.

COMPREHENSIVE LAND USE PLAN MAP:

The Comprehensive Land Use Plan Map will not change.

COUNTYWIDE TRANSPORTATION PLAN MAP:

The Countywide Transportation Plan Map will not change.

REVISED

Board Agenda Item
November 18, 2025

4:00 p.m.

Public Hearing on Proposed Plan Amendments 2023-III-2FC, Fair Oaks Business Park and 2023-III-3FC, Fairfax Ridge Road in Land Unit K of the Fairfax Center Area (Springfield District)

ISSUE:
Plan Amendments (PA) 2023-III-2FC, Fair Oaks Business Park and 2023-III-3FC, Fairfax Ridge Road propose to amend the Comprehensive Plan recommendations for Fairfax Center Area Land Unit K to add options for residential mixed use development, subject to areawide and site-specific considerations. The two amendments together constitute the first of two phases of planning studies in Land Unit K. The second phase, which consists of a broader review of the whole land unit, includes a complete comprehensive assessment of land use, transportation, and parks. Phase II is underway and is expected to be scheduled for hearings in the first half of 2026.

The intent of the Phase I review is to cumulatively consider the following amendments:

- Fair Oaks Business Park Plan amendment (SSPA 2023-III-2FC) for 3949 Pender Drive and 11208 and 11204 Waples Mill Road, on Tax Map Parcels 56-2 ((1)) 74B and 57-1 ((1)) 10 and 23, considers an option for residential mixed use consisting of up to 706 multifamily and stacked townhouse units, 77,000 square feet (SF) medical office, and 20,000 SF of retail use, up to a 1.2 Floor Area Ratio (FAR). ~~This Plan amendment is concurrent with a rezoning application (RZ 2024-SP-00011/SEA-83-P-071-03).~~

- Fairfax Ridge Road Plan amendment (SSPA 2023-III-3FC) for 3877 Fairfax Ridge Road and 11225 Waples Mill Road on Tax Map Parcels 46-4 ((1)) 15B and 56-2 ((1)) 15C and 15D, considers an option for residential mixed use consisting of up to 400 multifamily units and 5,500 SF of ground floor retail, up to 1.52 FAR~~. This Plan amendment is concurrent with a rezoning application (RZ-2025-SP-00003).~~

PLANNING COMMISSION RECOMMENDATION:
SSPA-2023-III-2FC: ~~The Planning Commission recommendation will be updated after November 12, 2025~~. **On November 12, 2025, the Planning Commission voted 10-0 (Commissioner Wang was not present for the vote. Commissioner Landgraf was absent from the meeting.) to recommend to the Board of Supervisors the adoption of Plan Amendment 2023-III-2FC, as found in the Planning Commission Alternative dated November 12, 2025, found in Attachment 1A of this Board item,**

which includes Transportation Plan Map revisions and site-specific guidance for the Fair Oaks Business Park site.

SSPA 2023-III-3FC: On October 16, 2025, the Planning Commission voted 12-0 to recommend to the Board of Supervisors the adoption of the Planning Commission Alternative, found in Attachment 1**B** of this Board Item, which includes the areawide recommendations and site-specific guidance for the Fairfax Ridge Road site.

Note: The combined Planning Commission recommendations for SSPA 2023-III-2FC and SSPA 2023-III-3FC, which includes Land Unit K areawide revisions, site-specific guidance, and Transportation Plan Map updates, are shown in Attachment 1C.

RECOMMENDATION:
The County Executive recommends that the Board of Supervisors adopt the Planning Commission recommendations **as shown in Attachment 1C**.

TIMING:
SSPA-2023-III-3FC
Planning Commission, Public Hearing, – October 16, 2025, at 7:30 P.M.

SSPA-2023-III-2FC
Planning Commission, Public Hearing, – November 12, 2025, at 7:30 P.M.

SSPA-2023-III-2FC and SSPA-2023-III-3FC
Board of Supervisors' Public Hearing, – November 18, 2025, at 4:00 P.M.

BACKGROUND:
On April 11, 2023, the Board of Supervisors authorized the consideration of site-specific Plan amendments (SSPAs) for Fair Oaks Business Park (SSPA 2023-III-2FC) and Fairfax Ridge Road (SSPA 2023-III-3FC)**,** both of which are located within Land Unit K of the Fairfax Center Area in the Springfield Supervisor District. During the review of the two site-specific amendments, critical infrastructure needs for the sites and broader area were identified. Specifically, a critical sewer capacity issue given that the sites are served by two pump stations which are currently operating at maximum capacity and do not currently have sufficient capacity to accommodate flows from either of the proposals. At the same time, several other proposals for future redevelopment within the land unit were proposed by other nominators, indicating a comprehensive land use and infrastructure assessment for the broader area was warranted.

Therefore, on June 25, 2024, the Board authorized a planning study for the entirety of Fairfax Center Area Land Unit K (PA 2024-II-1FC) to allow for a comprehensive planning analysis that would address sewer capacity enhancements for future redevelopment potential in the whole land unit. The authorization motion also specified that the two SSPAs subject to this Board item (SSPA 2023-III-2FC and SSPA 2023-III-3FC) could proceed as individual proposals alongside the study so long as the critical sewer capacity issue was addressed. The two Phase I SSPAs are consistent with the overall framework being considered with the broader Land Unit.

The Phase I SSPAs address the two sites and also add areawide considerations to ensure future sewer improvements accommodate the full build out of the service area of the two pump stations, along with multimodal transportation recommendations including new planned grid streets, a road diet on Waples Mill Road, pedestrian crosswalk improvements, and active transportation facilities. The Plan amendments also include recommendations related to compatible transitions, pedestrian facilities, transportation improvements and provision of park space.

EQUITY IMPACT:
The Plan amendment supports One Fairfax Policy Area of Focus #2 “Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed use areas that are accessible to multiple modes of transport” and Area of Focus #11 “A quality built and natural environment that accommodates anticipated growth and change in an economically, socially, and environmentally sustainable and equitable manner that includes mixed of land use that protects existing stable neighborhoods and green spaces, supports sustainability, supports a high quality of life, and promotes employment opportunities, housing, amenities and services for all people.”

The Plan amendments would support the county’s equity initiatives related to the creation of diversity of residential options such as additional market rate townhomes and multifamily units. Developments of the site would create residences and employment opportunities within walking distance of each other and facilitate access and multimodal connection to the City of Fairfax and connections to the 66 trail networks and Route 50. New Plan recommendations support the creation of new parks and recreational open space; support community-serving retail, services and social opportunities; and ensure compatibility with the surrounding residential neighborhoods.

The Plan amendment process included three community meetings and a presentation to the Springfield Land Use Committee. The Plan amendments were advertised for comment and feedback on the County website, email listserv, Facebook.

REVISED

Board Agenda Item
November 18, 2025

FISCAL IMPACT:
None.

ENCLOSED DOCUMENTS:
Attachment 1**A**: Planning Commission Alternative Recommended Modifications
Plan Amendment SSPA 2023-III-2FC Fair Oaks Business Park
Attachment 1B: Planning Commission Alternative Recommended Modifications Plan Amendment SSPA 2023-III-3FC Fairfax Ridge Road
Attachment 1C Combined: Planning Commission Alternative Recommended Modifications. Plan Amendments SSPA 2023-III-2FC Fair Oaks Business Park and SSPA 2023-III-3FC Fairfax Ridge Road

The Planning Commission Meetings Video Archives are available online at:
https://www.fairfaxcounty.gov/cableconsumer/channel-16/planning-commission-meetings-video-archives

The Planning Commission actions are accessible at:
Planning Commission Actions 2025 | Planning Commission

The Staff Report for Fairfax Center Area Land Unit K Phase I Study has been previously furnished and is available online at:
https://www.fairfaxcounty.gov/planning-development/sites/planning-development/files/Assets/Documents/compplanamend/fair-oaks-business-park/SSPA-2023-III-2FC_3FC-Staff-Report.pdf

STAFF:
Jennifer Miller, Deputy County Executive
Tracy Strunk, Director, Department of Planning and Development (DPD)
Kelly Atkinson, Director, Planning Division (PD), DPD
Graham Owen, Chief, Policy & Plan Development Branch, PD, DPD
Sahar Hamdard, Planner II, Policy & Plan Development Branch, PD, DPD

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Attachment 1A

PLANNING COMMISSION ALTERNATIVE RECOMMENDED MODIFICATIONS

Plan Amendment SSPA 2023-III-2FC – Fair Oaks Business Park

Planning Commissioner James Thomas
Springfield District
Public Hearing – November 12, 2025

The following proposed text is based on the Staff Report for Plan Amendment SSPA 2023-III-2FC, dated September 25, 2025, Recommendation section.

Planning Commission modifications to the staff report recommendation are shown in **bold with underline and yellow highlight** for additions and ~~**bold with double strike throughs and yellow highlight**~~ for deletions

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area III, Fairfax Center Area, Amended through 9-10-2024, Land Use Plan Recommendations – Suburban Center Non-Core Areas:

"

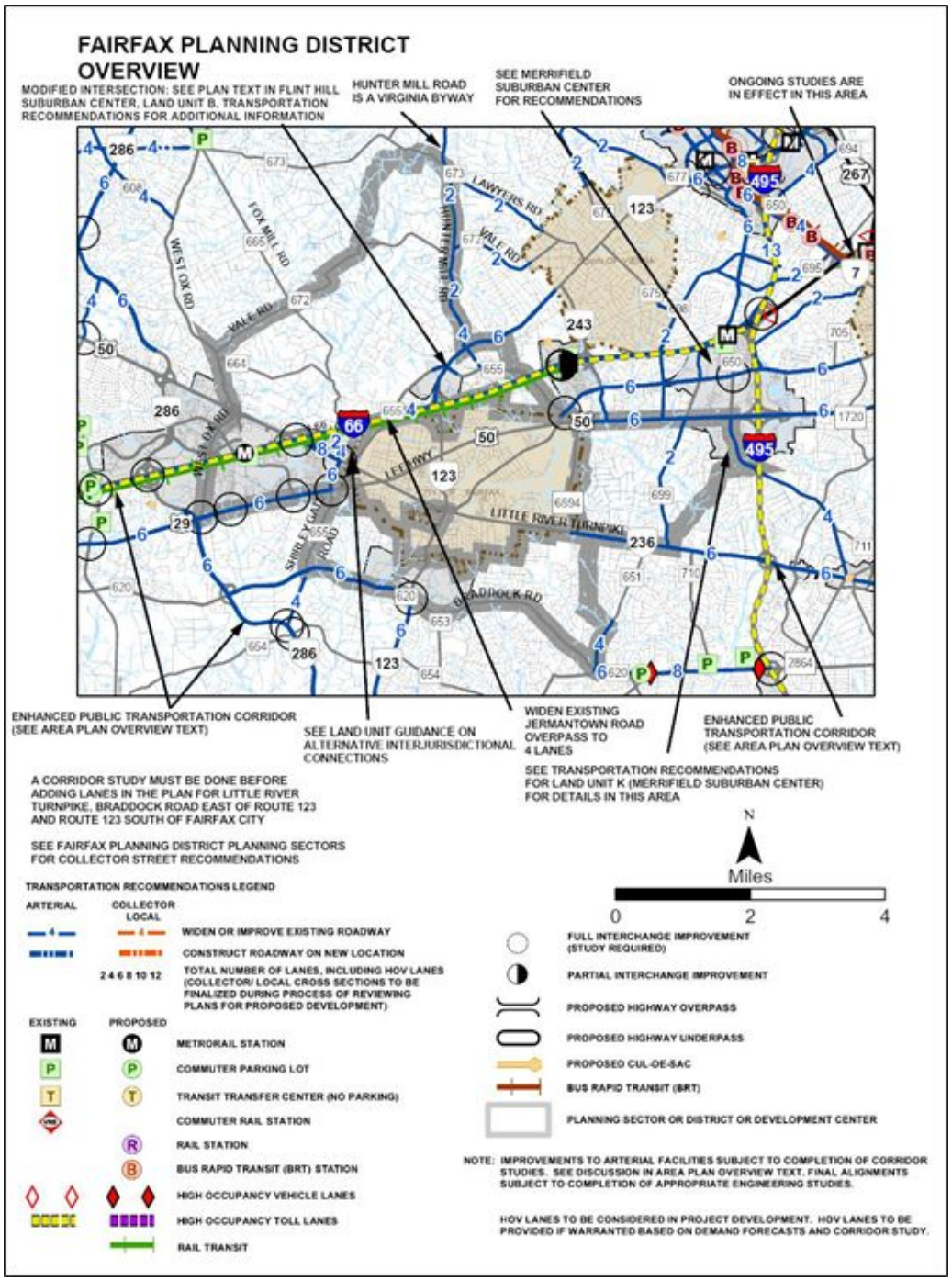
As an option at the overlay level, portions of the Fair Oaks Business Park (Tax Map Parcels 56-2 ((1)) 74B; 57-1 ((1)) 10 and 23) may be redeveloped with residential mixed use at an intensity up to ~~**1.06**~~ **1.2** FAR provided the following criteria are met:

- The primary residential form under this option, as measured by the number of housing units, should be multifamily units to capitalize on compact building forms that can create a pedestrian-oriented open space network. Stacked townhomes may supplement these units to provide a diversity of housing types and compatible transitions to lower density residential uses to the east of the site in the City of Fairfax.
- Site design should prioritize the development of high-quality, and publicly accessible urban parks within an open space network. Urban parks should include a mix of active and passive spaces that are integrated in locations that serve the development and the overall community.
- If townhouses are proposed along Pender Drive or Waples Mill Road, they should be oriented along these streets to activate the streetscape, enhance visibility, and establish a welcoming neighborhood-level streetscape.
- Development should provide compatible transitions in height to any adjacent residential uses through the use of setbacks, building form/type, landscaping/buffering, or through architectural elements.
- The parking structures, loading, and service areas should be located and designed to minimize visual impacts through the use of landscaping/buffering or architectural elements.

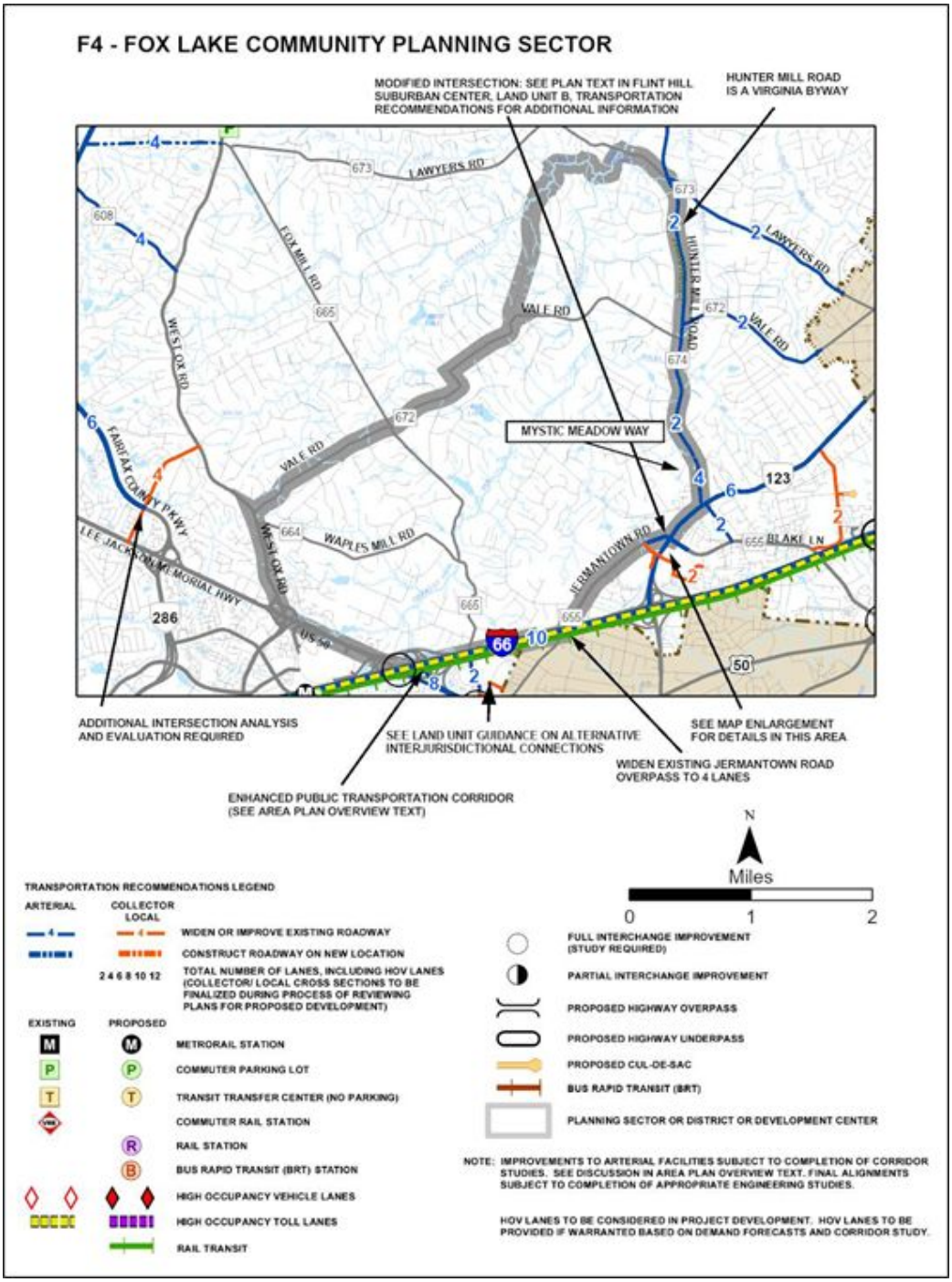
- Transportation improvements should include the following:
    - Streetscapes with pedestrian-scaled lighting, on-street parking, landscaping, and street trees.
    - Pedestrian facilities should be considered to facilitate connections to adjacent residential areas within the City of Fairfax.
    - Safe, protected pedestrian crossings should be provided along Waples Mill Road at Pender Drive / Fairfax Ridge Road.
    - A two-lane, multimodal, inter-parcel and interjurisdictional connection to the east from either Waples Mills Road or Pender Drive designed for connection to Jermantown Road, in the City of Fairfax.

MODIFY FIGURES:

Fairfax County Comprehensive Plan, 2017 Edition, Area II, Fairfax Planning District, Figure 2 "Fairfax Planning District Overview", page 5.



Fairfax County Comprehensive Plan, 2017 Edition, Area II, Fairfax Planning District, Figure 22 "F4-Fox Lake Community Planning Sector" page 57.



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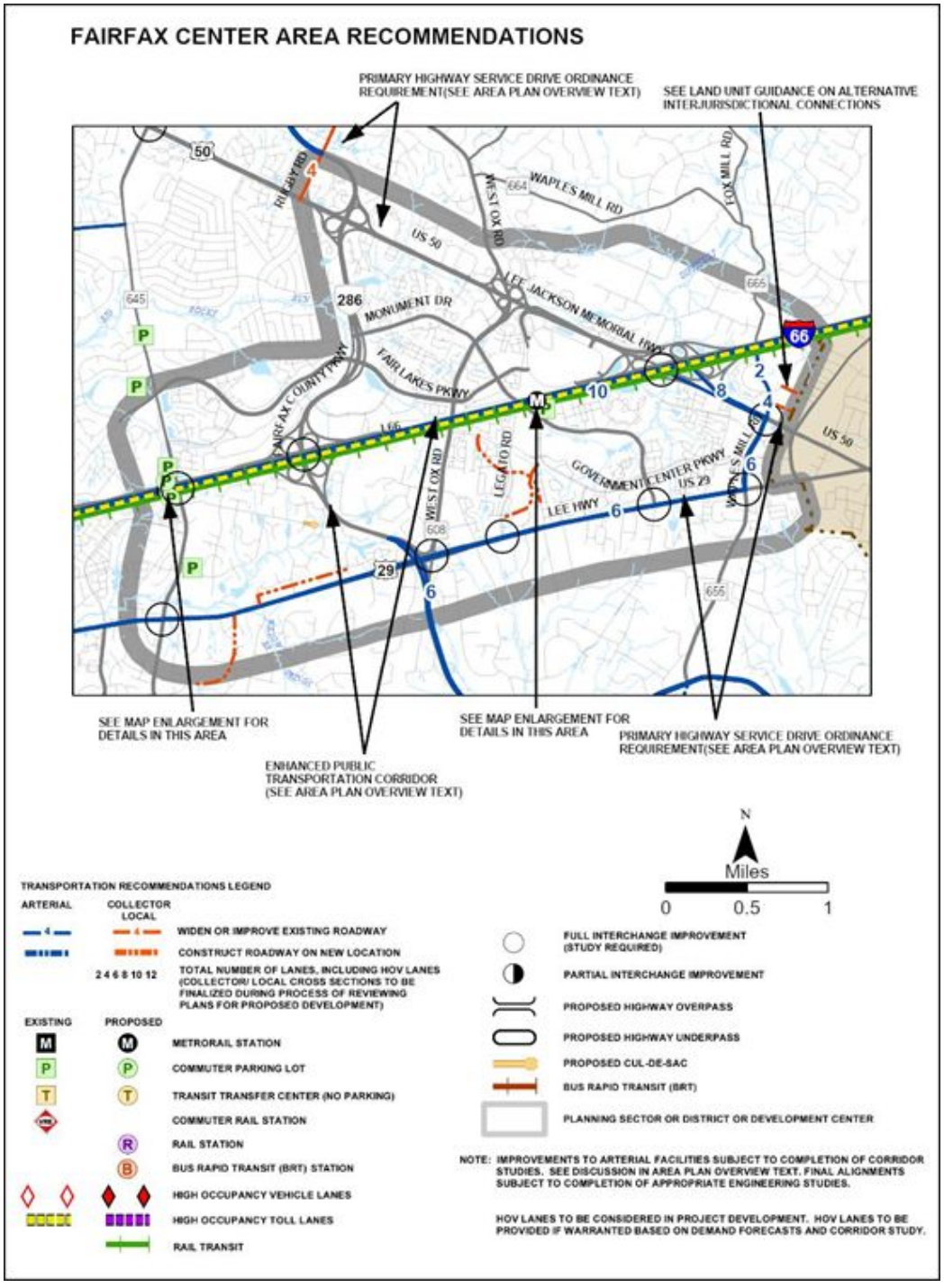
Fairfax County Comprehensive Plan, 2017 Edition, Area III, Fairfax Center Area, Figure 3 “Fairfax Center Area Recommendations” page 11.



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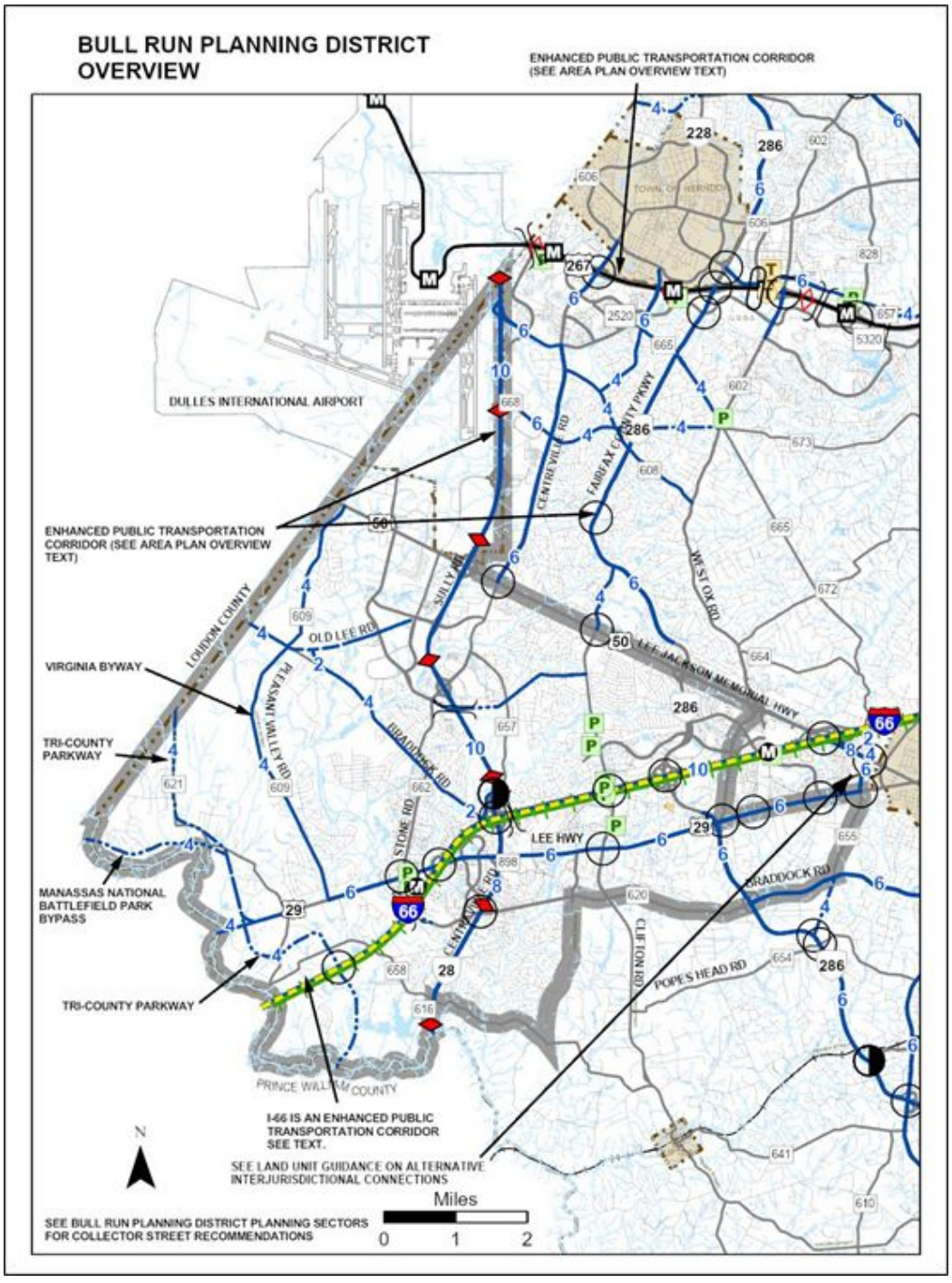
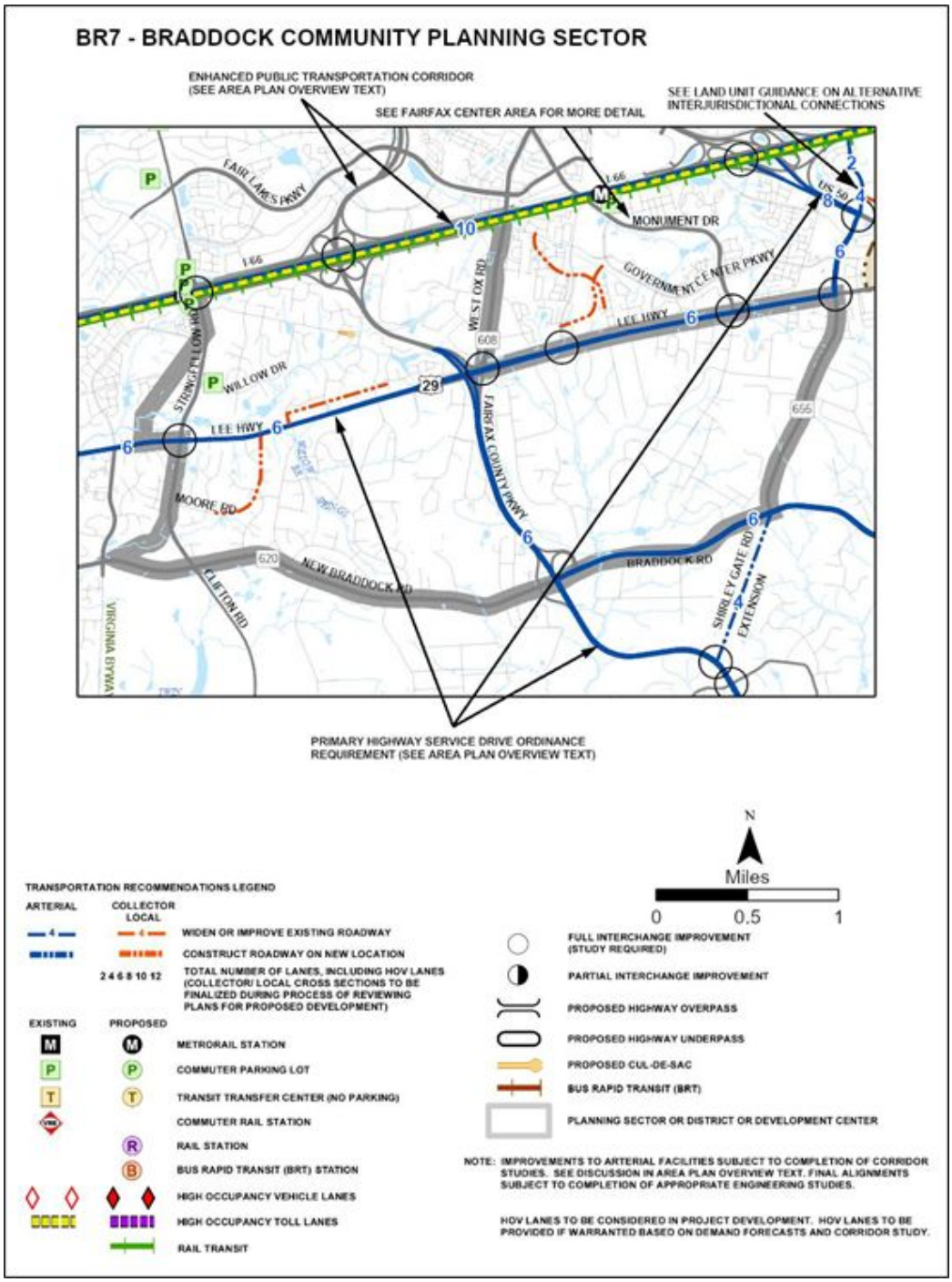
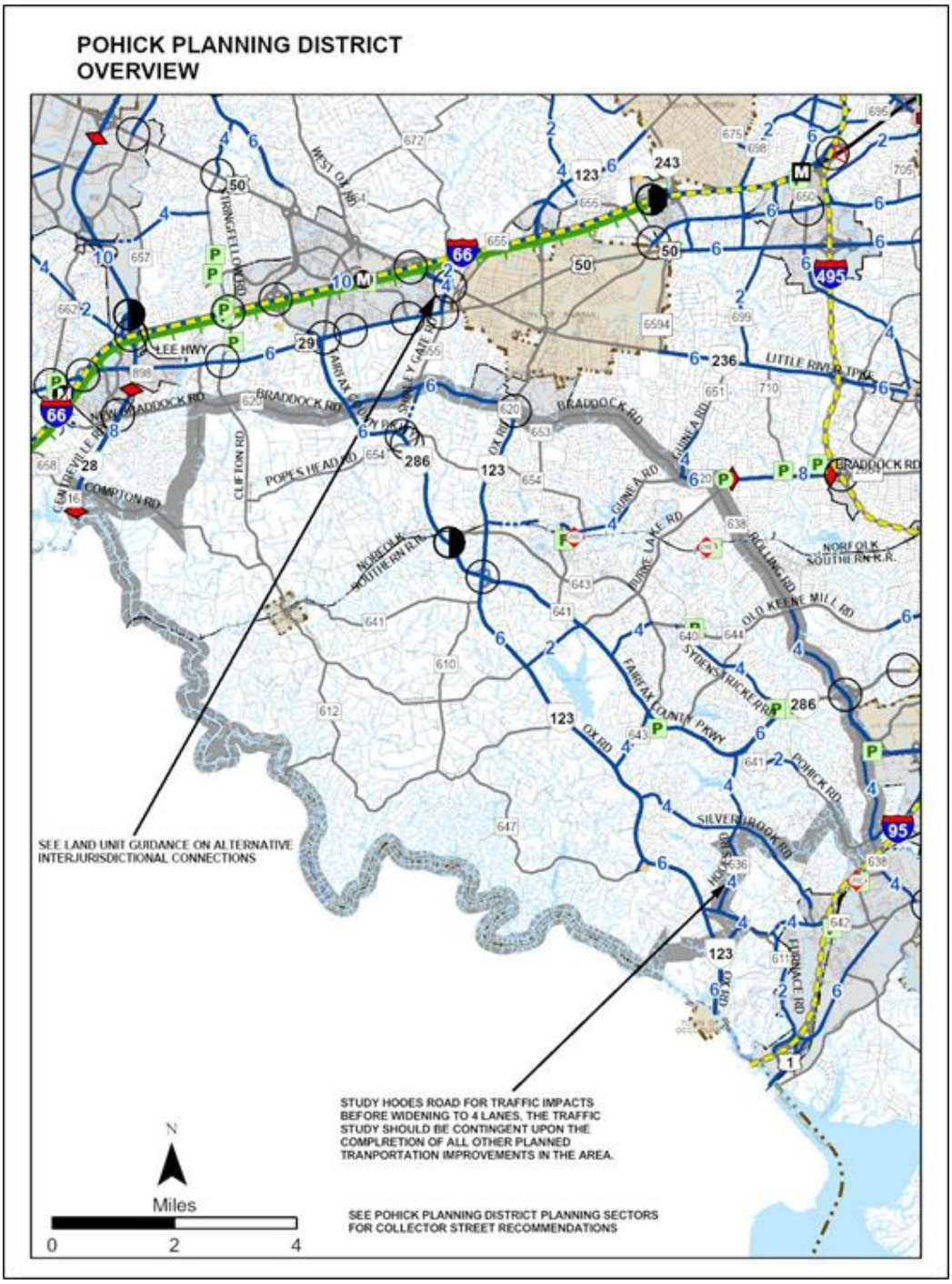
Fairfax County Comprehensive Plan, 2017 Edition, Area III, Bull Run Planning District
Figure 2 “Bull Run Planning District Overview” page 5.



Fairfax County Comprehensive Plan, 2017 Edition, Area III, Bull Run Planning District
Figure 36 “BR7-Braddock Community Planning Sector” page 90.

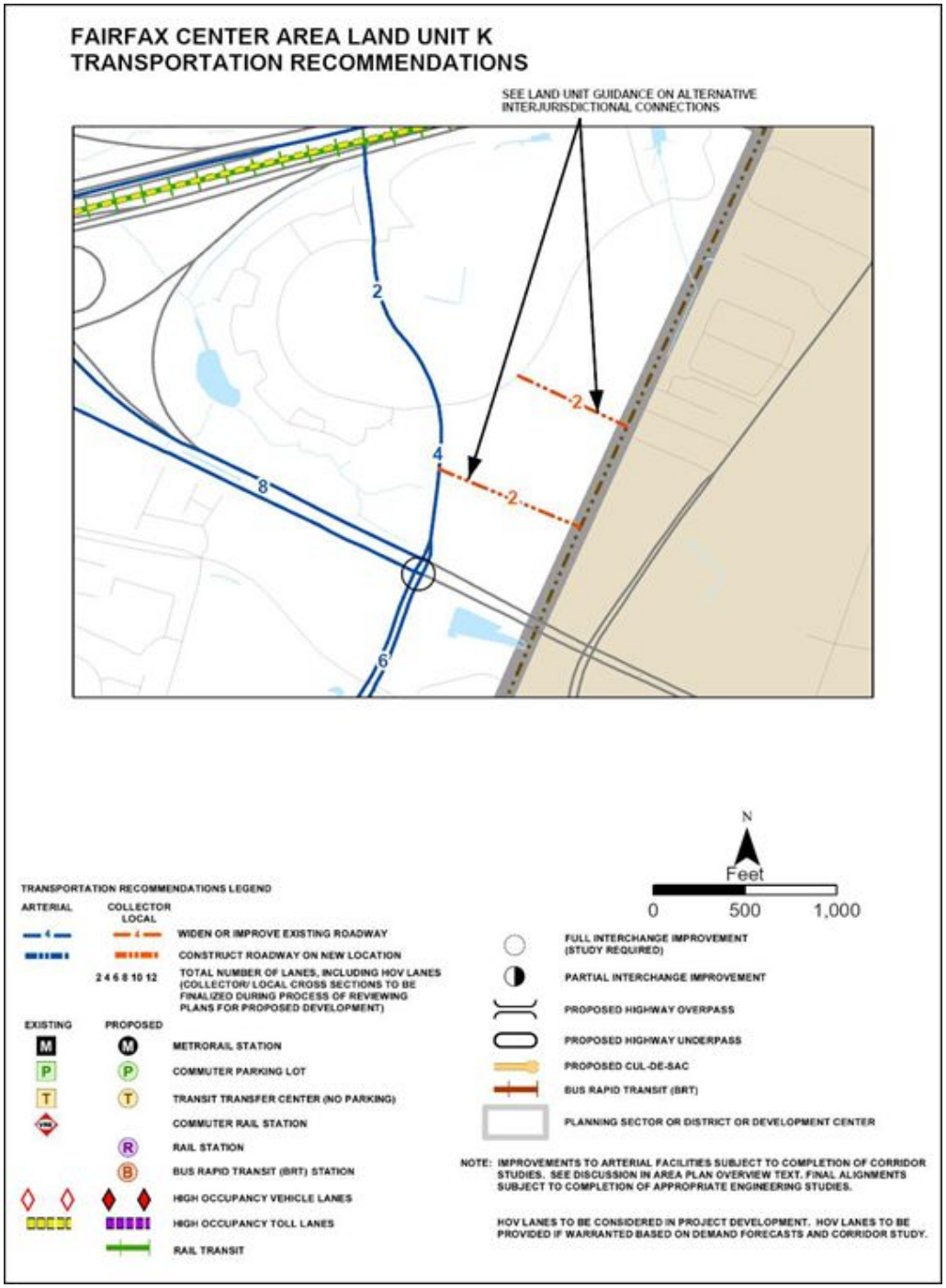


Fairfax County Comprehensive Plan, 2017 Edition, Area III, Pohick Planning District
Figure 2 “Pohick Planning District Overview” page 5.



ADD FIGURE:

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Fairfax Center Area, Figure 3b "Fairfax Center Area Land Unit K Transportation Recommendations" page 11.



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Attachment 1B

PLANNING COMMISSION ALTERNATIVE RECOMMENDED MODIFICATIONS
Plan Amendment SSPA 2023-III-3FC - Fairfax Ridge Road

Planning Commissioner James Thomas
Springfield District
Public Hearing – October 16, 2025

The following proposed text is based on the Staff Report for Plan Amendments SSPA-2023-III-3FC, dated September 25, 2025, Recommendation section.

Planning Commission modifications to the staff report recommendation are shown in **bold with underline and yellow highlight** for additions and ~~**bold with double strike throughs and yellow highlight**~~ for deletions.

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area III, Fairfax Center Area, Amended through 9-10-2024, Land Use Plan Recommendations – Suburban Center Non-Core Areas:

"

LAND UNIT K

CHARACTER

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

RECOMMENDATIONS

Land Use
Baseline: Office use up to .25 FAR
Overlay: Office use up to .50 FAR

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

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

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

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

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

Redevelopment Options

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

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

- Preservation of the Environmental Quality Corridor and the Resource Protection Area.

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

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

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

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

Attachment 1C (Combined)

PLANNING COMMISSION ALTERNATIVE RECOMMENDED MODIFICATIONS

Plan Amendments SSPA 2023-III-2FC – Fair Oaks Business Park and SSPA 2023-III-3FC – Fairfax Ridge Road

Planning Commissioner James Thomas
Springfield District

The following proposed text is based on the Staff Report for Plan Amendments SSPA 2023-III-2FC and SSPA 2023-III-3FC, dated September 25, 2025, Recommendation section.

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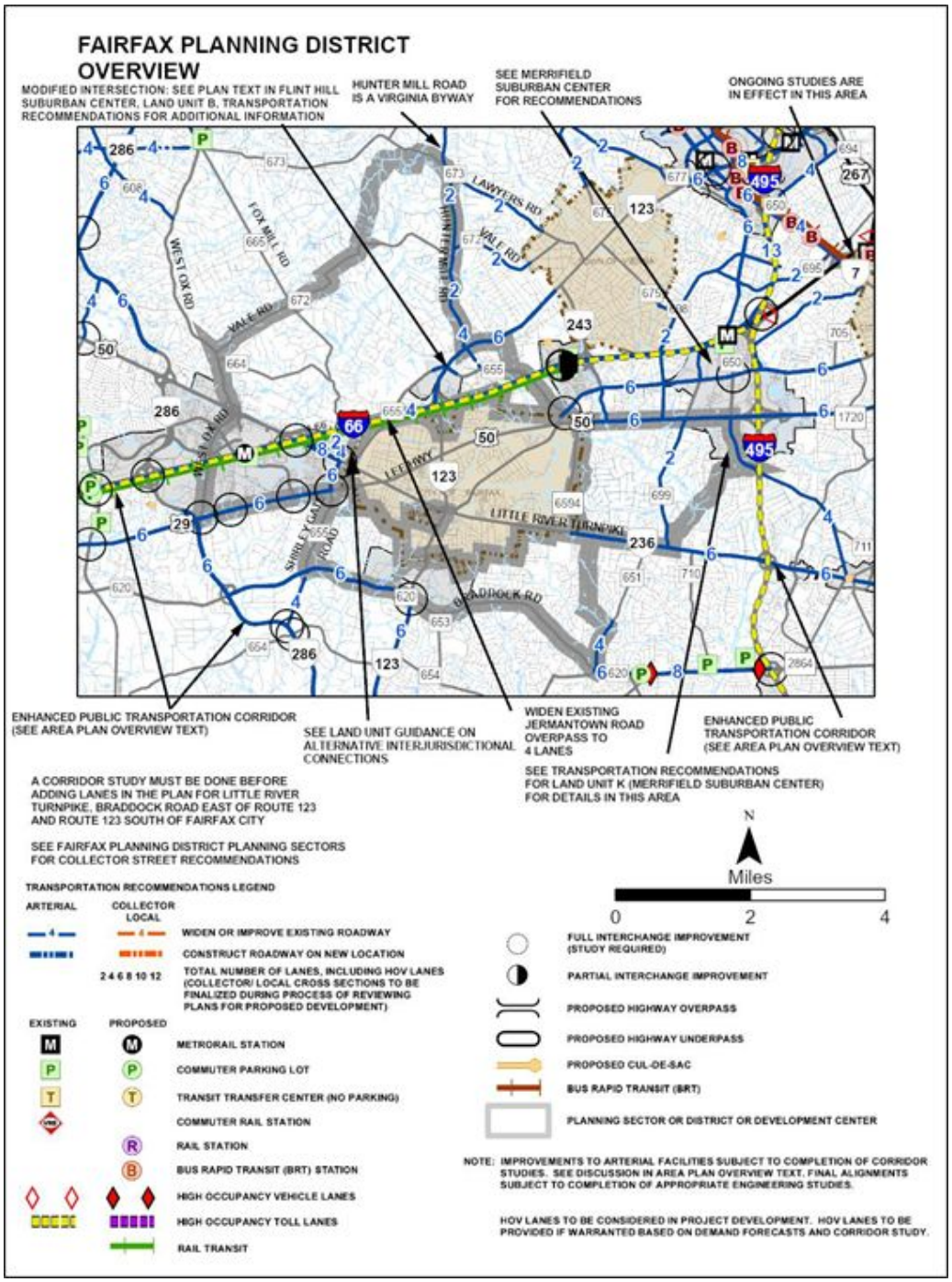
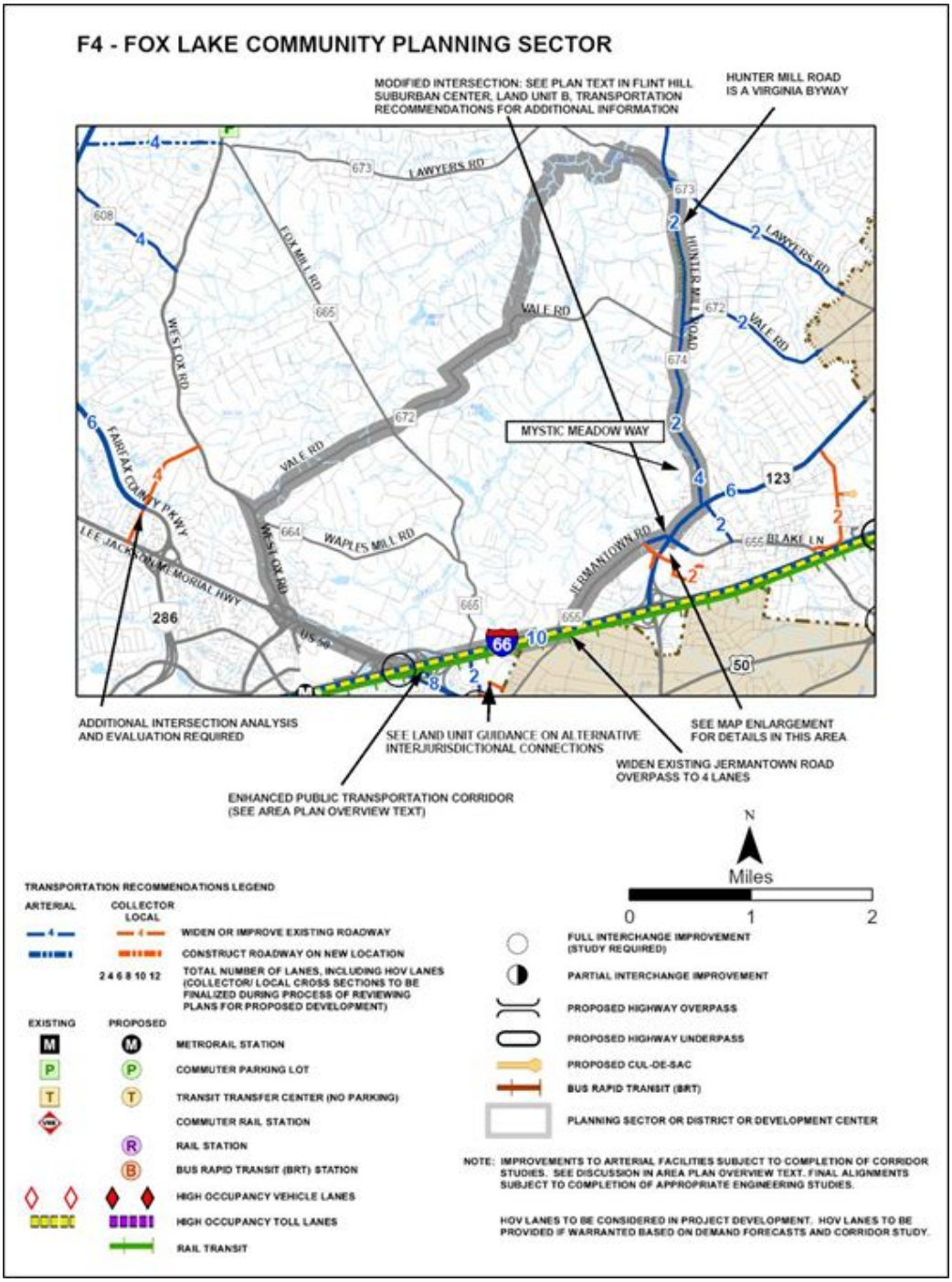
MODIFY FIGURES:

Fairfax County Comprehensive Plan, 2017 Edition, Area II, Fairfax Planning District, Figure 2 "Fairfax Planning District Overview", page 5.



REVISED

Fairfax County Comprehensive Plan, 2017 Edition, Area II, Fairfax Planning District, Figure 22 "F4-Fox Lake Community Planning Sector" page 57.



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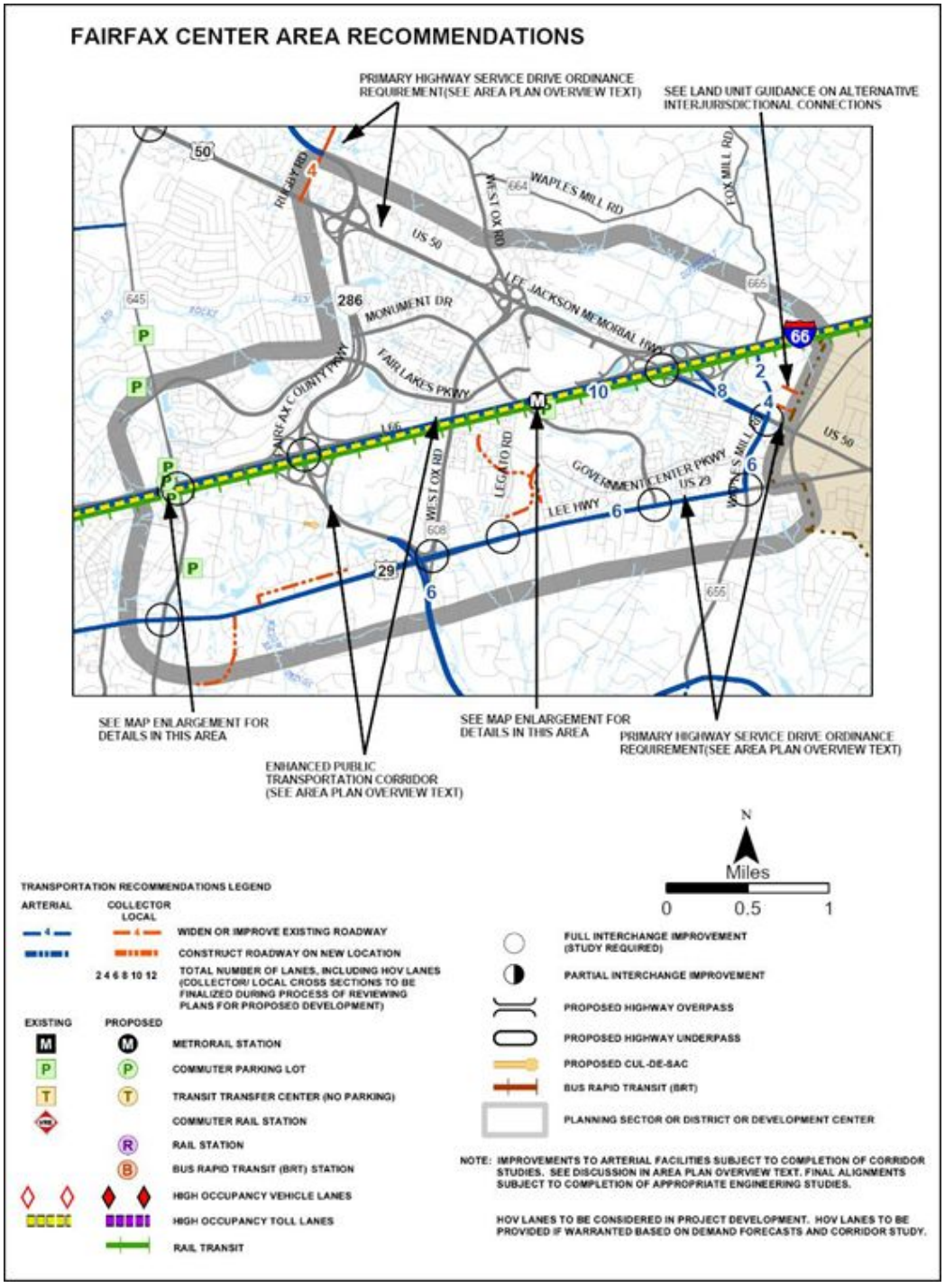

REVISED

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Bull Run Planning District
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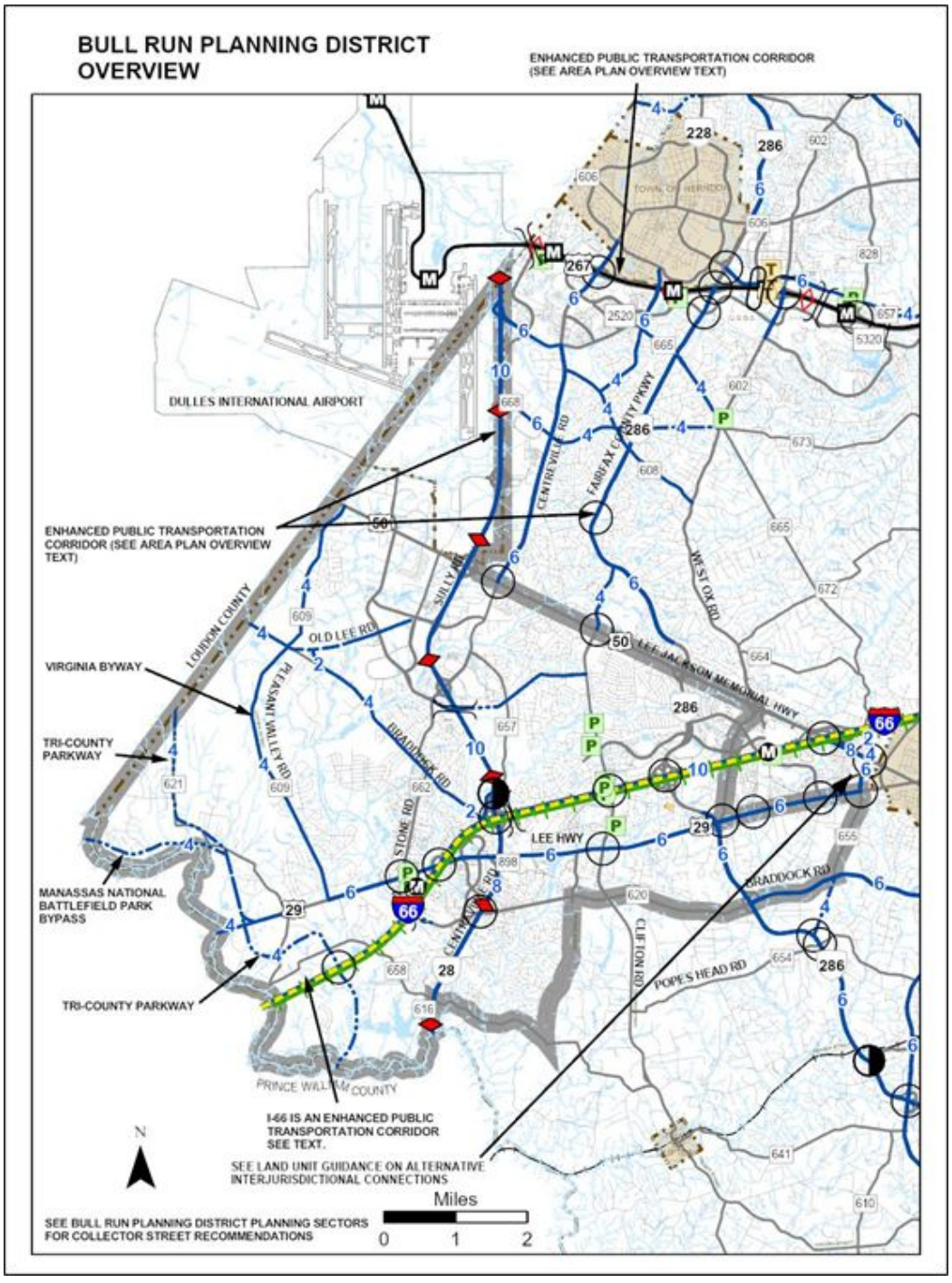
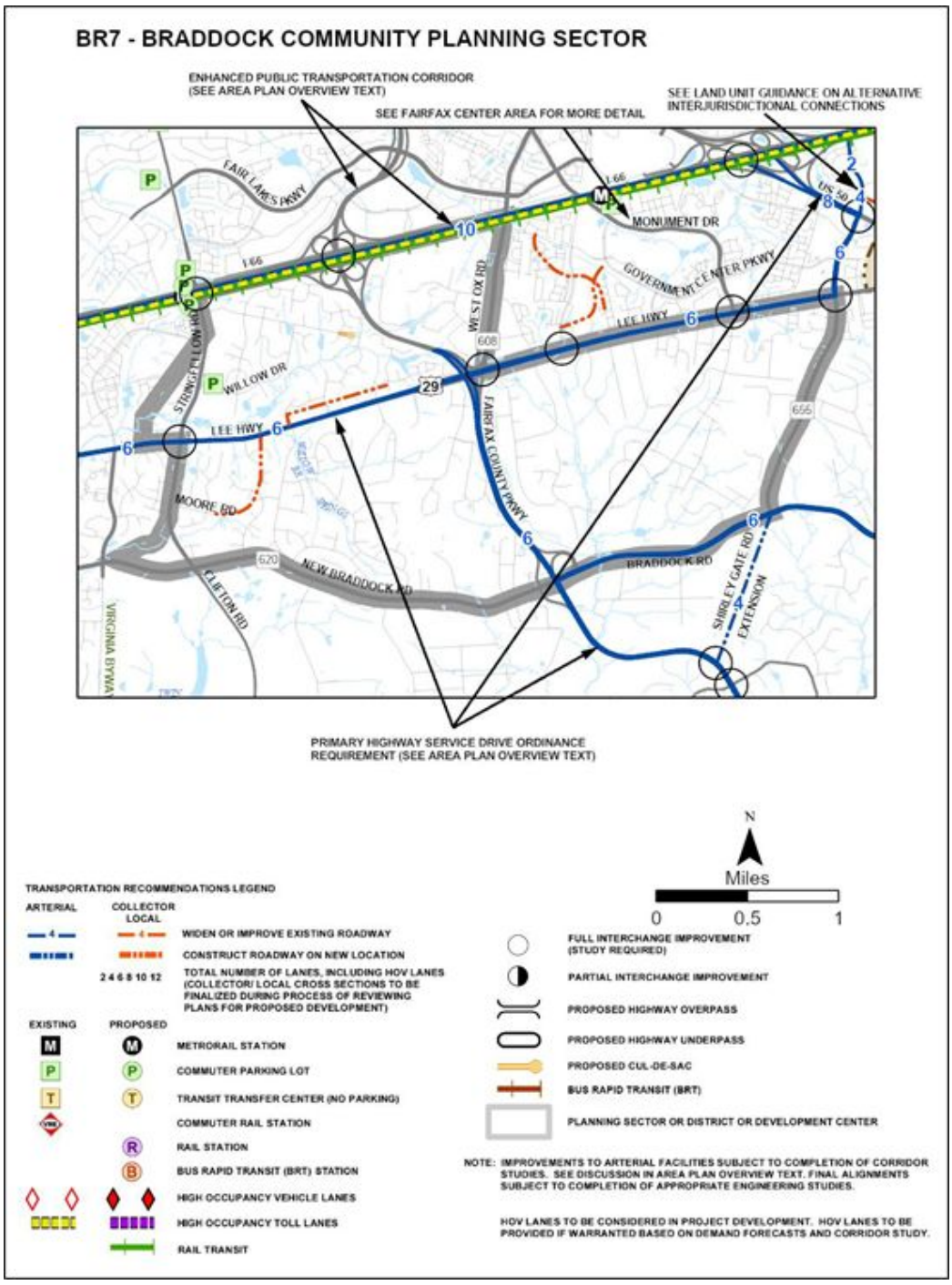


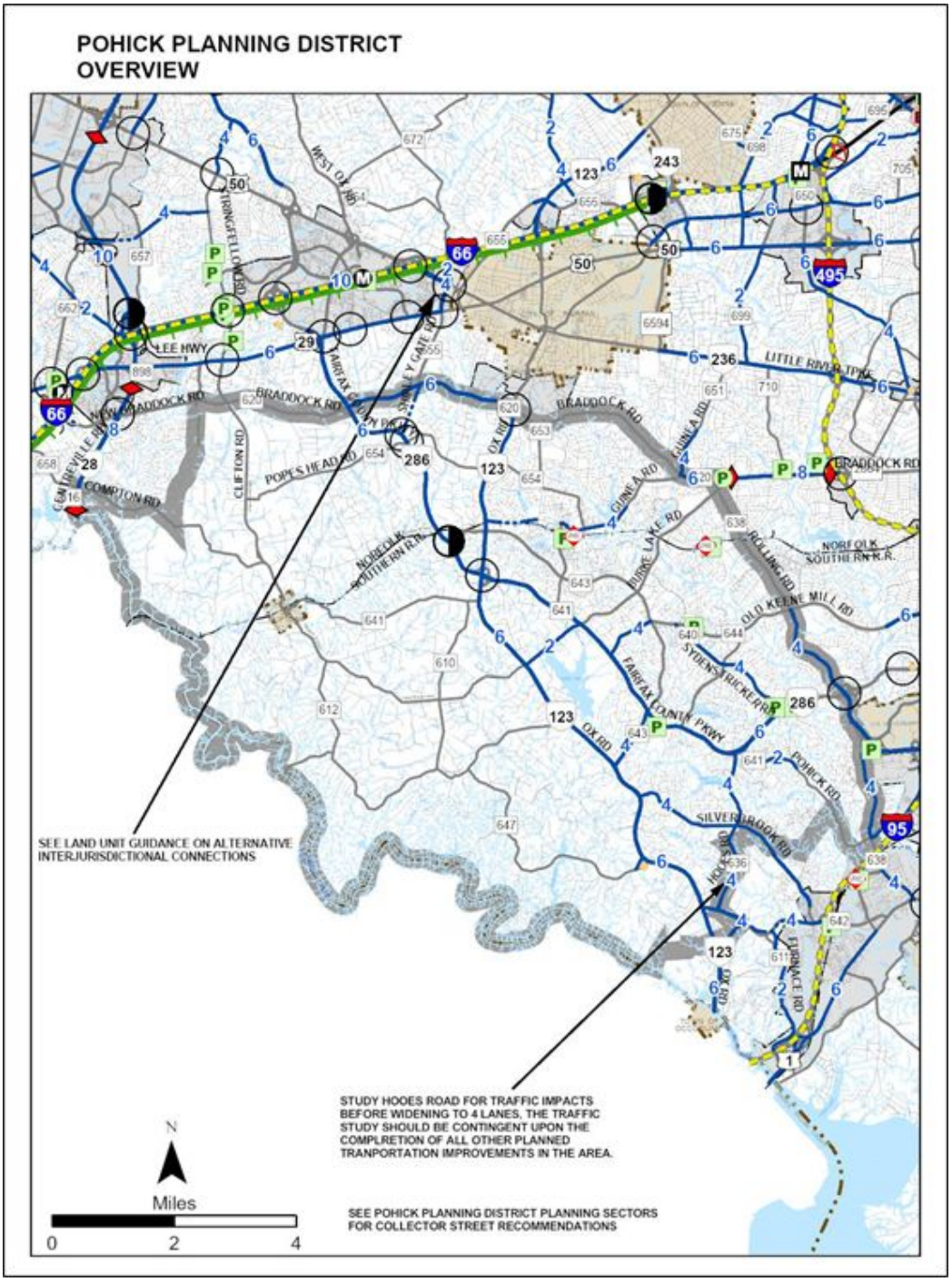
REVISED

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Bull Run Planning District
Figure 36 "BR7-Braddock Community Planning Sector" page 90.



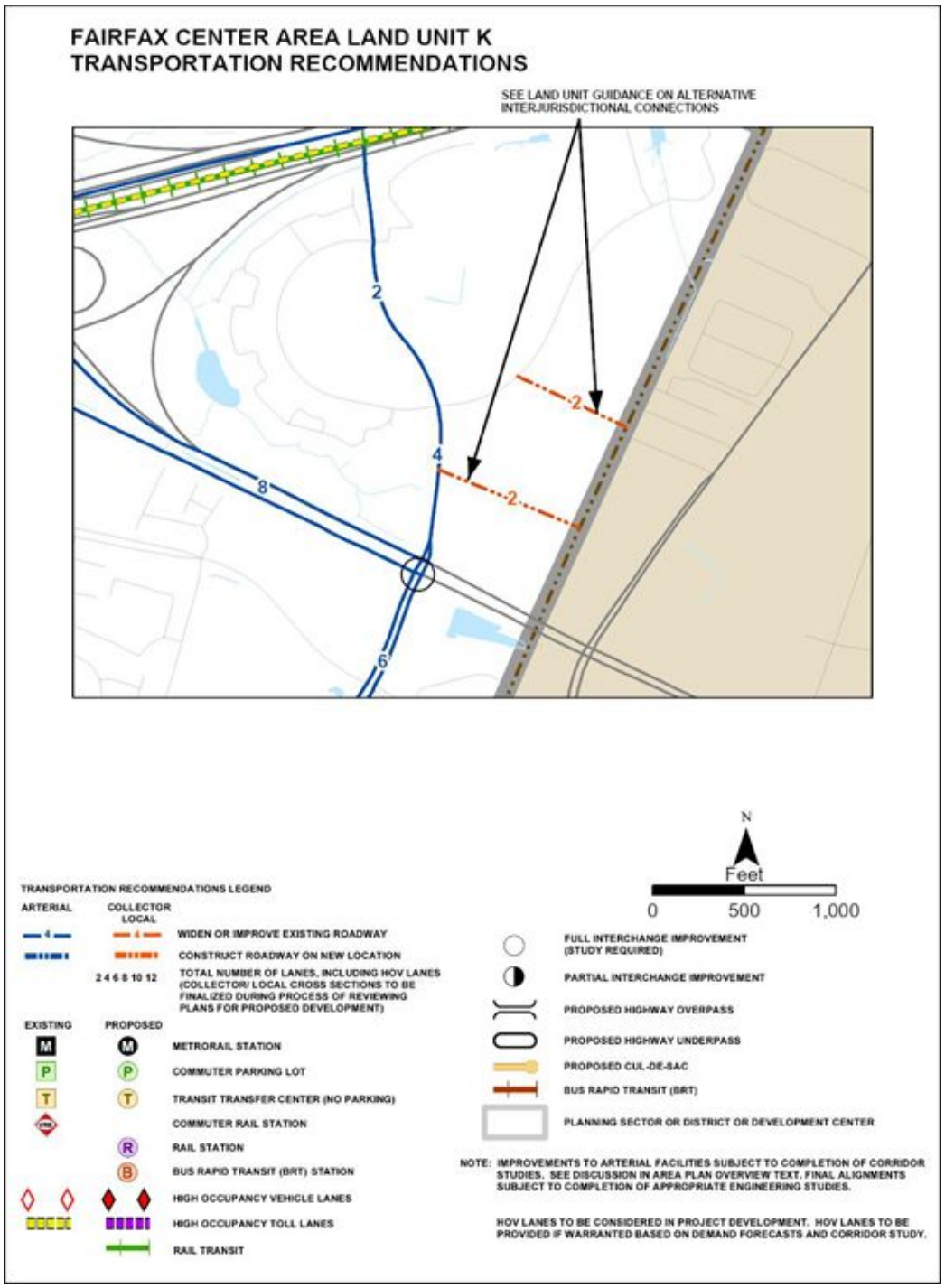
REVISED

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Pohick Planning District
Figure 2 “Pohick Planning District Overview” page 5.



ADD FIGURE:

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Fairfax Center Area, Figure 3b "Fairfax Center Area Land Unit K Transportation Recommendations" page 11.



Board Agenda Item
November 18, 2025

4:00 p.m.

Public Hearing to Consider a Proposed Ordinance to Amend the Fairfax County Code by Repealing Chapter 28.1, Relating to Massage Therapy, Establishments and Services and Adding a New Chapter 28.2, Relating to Massage Establishments

ISSUE:
Public hearing to consider proposed amendments to the Fairfax County Code repealing Chapter 28.1 and adopting Chapter 28.2.

RECOMMENDATION:
The County Executive recommends that the Board of Supervisors adopt one of the three drafts of the proposed ordinance repealing Chapter 28.1 and adding a new Chapter 28.2. Three drafts of the proposed ordinance are included with this Board Item for consideration at the public hearing, titled “Attachment 1”; ‘Attachment 2”; and “Attachment 3”. The three drafts are identical with the exception that each includes different language regarding controlled entry in massage establishments (Section 28.2-3-3).

TIMING:
On October 28, 2025, the Board authorized advertisement of this public hearing to be held on November 18, 2025, at 4:00p.m. If approved by the Board, Sections 28.2-2-2 through 28.2-2-6 of the new ordinance shall take effect on November 19, 2025, to allow the Fairfax County Health Department to receive and process applications and issue massage establishment permits for calendar year 2026. All remaining provisions of the new ordinance will become effective January 1, 2026.

BACKGROUND:
The proposed County Code amendments are prompted by a Board of Supervisors' (Board) request for staff to review the current provisions in the County Code regarding massage establishments. On March 10, 2020, a Board Matter was introduced by Supervisor Herrity jointly with Supervisors Alcorn and Lusk related to illicit massage businesses. The Board Matter directed the County Executive to, among other things, conduct a “review of possible changes to coordinated revision of the County ordinance regulating massage businesses and relevant County code requirements.” In a memorandum providing updates to the Board on February 11, 2022, the County Executive made a series of recommendations, including the recommendation to

“[s]trengthen the Fairfax County Ordinance, Chapter 28.1” and a recommendation that “the ordinance reside in an agency with inspection authority” noting that “[m]assage is an allied health profession, therefore the ordinance and primary inspection responsibility for establishments should probably reside in the Health Department.” At a Public Safety Committee Meeting on May 20, 2025, staff gave a presentation on initial efforts to develop an updated ordinance consistent with Board direction and County Executive recommendations. Receiving no objection to the presentation, Health Department staff proceeded with efforts to update the ordinance.

The proposed ordinance reflects the County Executive’s recommendation to transfer regulatory authority over massage establishments from the Department of Cable and Consumer Services (DCCS) to the Health Department.

Health Department staff conducted extensive outreach to the County’s massage therapy community during the summer of 2025. Staff received comments from representatives of this community at multiple public meetings as well as from e-mails, phone calls and an online form. Staff compiled and evaluated these comments when finalizing the current draft ordinance and adopted recommendations from this community where appropriate and sensible. Presentations on proposed changes have also been made to the Consumer Protection Commission (CPC) and the Health Care Advisory Board.

The proposed Chapter 28.2 effectively balances the Board’s concerns about illicit activity in massage establishments with the concerns of the massage therapy community. Lingering concerns from industry exist on various prohibitions, some of which can be balanced with the inclusion of a variance provision in the proposed ordinance.

Chapter 28.1 was first adopted by the Board in 2000 and has not been amended since. This chapter placed regulatory authority over massage therapists and establishments with DCCS. Pursuant to Chapter 28.1, individual massage therapists must obtain a permit from DCCS to provide massage therapy in the County. Massage establishments must also obtain a permit from DCCS to operate in the County. In Fiscal Year 2025, DCCS issued 571 massage therapist permits and 221 massage establishment permits.

The proposed amendments to the County Code include the repeal of Chapter 28.1, Massage Therapy, Establishments and Services, and the adoption of a new Chapter 28.2, Massage Establishments. New provisions include: elimination of a local permitting requirement for massage therapists; transfer of full regulatory authority and oversight from DCCS to the Health Department; changes to the appeals process for permit revocations, suspensions, and denials; introduction of plan review for new and remodeled facilities; introduction of a variance process; updates to the health and

sanitation standards; and prohibitions on controlled entry, sleeping quarters, employee use of alcohol or controlled substances, and sexually suggestive advertising.

The proposed ordinance maintains the need for annual permitting of massage establishments and also maintains the requirement for inspection by the Health Department.

Updates regarding local permitting are recommended to reflect changes in the massage therapy industry since 2000, and to reduce regulatory burden on massage therapists. Since 1996, massage therapists have been regulated by the Virginia Board of Nursing (VBN). In 2016, regulations were updated to require that all practicing massage therapists in Virginia be licensed by the VBN (prior regulations had required massage therapy certification). Staff determined that local permitting was duplicative and overly burdensome.

Massage establishment permitting processes will be largely aligned with existing Health Department processes for other regulated industries. Permits will be issued on an annual, calendar year basis. Appeals from Health Department decisions regarding permits, such as permit revocations, suspensions, or denials will be heard by the Director of Health. This will eliminate the role of the CPC related to the massage industry (CPC currently hears appeals from DCCS decisions) and will align the administrative process for appeals with the process used for other Health Department-regulated industries.

In order to ensure the Health Department is prepared to issue permits for the calendar year that begins on January 1, 2026, staff recommend that sections 28.2-2-2 through 28.2-2-6 be effective November 19, 2025. These sections pertain to permit applications, variances and the processes needed to issue permits. By immediately adopting these sections of the ordinance, the Board authorizes Health Department staff to initiate the administrative process needed to ensure permits are issued for existing establishments when full regulatory oversight shifts to the Health Department on January 1, 2026. From November 19, 2025, until December 31, 2025, massage therapists and massage establishments will be regulated under the existing ordinance, Chapter 28.1, administered and overseen by DCCS.

Health Department staff will continue to work with DCCS and the massage industry to ensure a smooth and clearly communicated transition to the requirements and provisions outlined in the proposed ordinance.

EQUITY IMPACT:
The proposed ordinance aligns with focus area 6 of the ONE FAIRFAX POLICY. This policy advocates community and public safety that is responsive to all residents so that everyone feels safe to live, work, learn and play in any neighborhood of Fairfax County. This ordinance ensures consumer protections due to the inherent vulnerabilities.

FISCAL IMPACT:
With the move of the regulatory program from DCCS to the Health Department, there will be a modest decrease in revenue in fiscal year 2026. With the transition from DCCS to the Health Department, permits will change from a rolling permitting cycle to one in which all permits are issued on a fixed calendar year basis. Health Department staff propose waiving permit fees for the first year. Waiving the fee in the first year will minimize the possibility of any individual establishment having to pay for two permits in a single calendar year as a result of the change in permitting cycle. The proposed ordinance also eliminates the requirement for massage therapist permits. In FY2026, it is estimated that the overall impact of these changes (waiving establishment fees and eliminating therapist fees) will result in lost revenue to the County of approximately $20,000. If adopted as proposed, the increased fee for massage establishments should roughly negate the loss of therapist fees in the long run, resulting in no material fiscal impact overall. No new resources are requested for this transition.

ENCLOSED DOCUMENTS:
Attachment 1- An Ordinance to Amend the Fairfax County Code by Repealing Chapter 28.1, Relating to Massage Therapy, Establishments and Services and Adding a New Chapter 28.2, Relating to Massage Establishments, Draft Version 1.
Attachment 2 - An Ordinance to Amend the Fairfax County Code by Repealing Chapter 28.1, Relating to Massage Therapy, Establishments and Services and Adding a New Chapter 28.2, Relating to Massage Establishments, Draft Version 2.
Attachment 3 - An Ordinance to Amend the Fairfax County Code by Repealing Chapter 28.1, Relating to Massage Therapy, Establishments and Services and Adding a New Chapter 28.2, Relating to Massage Establishments, Draft Version 3.

STAFF:
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ASSIGNED COUNSEL:
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AN ORDINANCE TO AMEND THE FAIRFAX COUNTY CODE BY REPEALING CHAPTER 28.1, RELATING TO MASSAGE THERAPY, ESTABLISHMENTS AND SERVICES AND ADDING A NEW CHAPTER 28.2, RELATING TO MASSAGE ESTABLISHMENTS

Draft of October 20, 2025

AN ORDINANCE to amend the Fairfax County Code by repealing Chapter 28.1, relating to massage therapy, establishments and services and adding a new Chapter 28.2, relating to massage establishments.

Be it ordained by the Board of Supervisors of Fairfax County:

1. **That a new Chapter 28.2, Massage Establishments Code, is adopted, as follows:**

CHAPTER 28.2 - Massage Establishments Code

Article 1. – General Provisions

Section 28.2-1-1. - Short title.

This Chapter may be referred to as the Massage Establishments Code of the County of Fairfax, Virginia.

Section 28.2-1-2. - Declaration of findings and policy.

It is hereby declared that the Board of Supervisors has found it necessary and proper to exercise its regulatory authority under its police power for the protection of the public's health, safety and general welfare by providing for the permitting and regulation of massage establishments.

Section 28.2-1-3. - Definitions.

The following words and phrases, when used in this Chapter, for the purpose of this Chapter, have the meanings set forth below except in those instances where the context clearly indicates a different meaning:

Applicant means a person who has applied for a permit under this Chapter.

Barbershop means an establishment not located in a residence which provides one or more of the following services in exchange for consideration: hair care, makeovers, facials, manicures, pedicures, or body waxing.

Beauty Salon means an establishment not located in a residence which provides one or more of the following services in exchange for consideration: hair care, skin care, makeovers, facials, manicures, pedicures or body waxing.

Client means any person receiving a massage from a massage therapist.

Department means the Fairfax County Health Department.

Director means the Director of the Fairfax County Health Department or the designee of the Director.

Division means the Division of Environmental Health for the Fairfax County Health Department.

Division Director means the Director of Environmental Health for the Fairfax County Health Department or the designee of the Division Director.

Disqualifying offenses means offenses which disqualify an applicant from obtaining a permit pursuant to this Chapter or, if the offender already holds a permit, which mandate revocation of the permit. Disqualifying offenses are set forth in Section 28.2-2-5.

Erogenous Areas means the penis, scrotum, vulva, perineum, anus, areolae and/or the nipples.

Manager means any person(s) designated by the permit holder to act as the representative or agent of the permit holder and exercise overall operational control of a massage establishment.

Massage means the treatment of soft tissues for therapeutic purposes by the application of massage and body work techniques based on the manipulation or application of pressure to the muscular structure or soft tissues of the human body. Massage does not include the diagnosis or treatment of illness or disease or any service or procedure for which a license to practice medicine, nursing, midwifery, chiropractic, physical therapy, occupational therapy, acupuncture, athletic training or podiatry is required by law.

Massage establishment means a fixed place of business where massages are administered to clients, unless the place is excluded from regulation by Section 28.2-1-4.

Massage therapist means any person who meets the qualifications specified in Va. Code § 54.1-3029, as amended, and who is currently licensed by the Virginia Board of Nursing.

Permit means a document issued by the Department that authorizes a person to operate a massage establishment.

Permit holder means the person to whom a permit has been issued pursuant to this Chapter.

Table shower (or Vichy shower) means water sprayed or poured over a person's body while the person lies on a waterproof table.

Section 28.2-1-4. - Exclusions.

The provisions of this Chapter do not apply to:

(a) Hospitals, medical clinics and the offices of physicians, chiropractors, osteopaths or physical therapists licensed by the Commonwealth of Virginia.

(a) Barbershops, beauty salons and other locations where massages are only given to the scalp, face, neck, shoulders, arms, hands and/or feet.

(b) Nursing homes, convalescent care facilities, assisted living facilities, progressive care facilities and life care facilities.

(c) Organized public events where massages are available to and viewed by the general public.

(d) Schools offering a massage therapy program that is certified or approved by the State Council of Higher Education for Virginia; provided, however, that this exclusion only applies if massages are administered by students who are enrolled at the school and receive no compensation for administering the massage.

(e) Locations where massages are only administered to the upper body while the client is fully clothed and seated in a chair.

Article 2. - Massage Establishment Permits

Section 28.2-2-1. - Permit Required.

(a) It is unlawful for any person to operate a massage establishment in Fairfax County unless that person possesses a valid, unsuspended permit issued by the Department. Only a person who complies with the requirements of this Chapter shall be entitled to

receive or retain such a permit. Each permit will be issued to the applicant only. Each permit will be issued only for the place of business described in the application. A person operating more than one massage establishment must possess a separate permit for each such place of business. Permits are issued for a calendar year and expire on December 31st regardless of the month of issue.

(b) An initial application or a renewal application will be required for each permit. The application fee shall be based on a calendar year. Initial application fees are due and payable upon application. Renewal applications and corresponding fees are due by December 31st of the year preceding the requested renewal permit. The application fees will not be prorated.

Section 28.2-2-2. - Contents of the application, duty to update.

(a) Each initial application for a permit shall be on a form prepared by the Division Director and must be accompanied by the fee as set forth in Article 5. The applicant must provide full answers to all questions on the application. The completed application shall contain the following information as well as any other information which the Division Director deems necessary to properly evaluate the application:

(1) A description of the facilities and services to be available on the premises of the proposed establishment.

(2) The location and mailing address of the establishment.

(3) The name under which the establishment will operate.

(4) The applicant's full name, names by which the applicant previously was known, date and place of birth, incorporation or organization, and residential and business addresses and telephone numbers used within the past twelve (12) months, as applicable. If the applicant is a privately-held corporation or company, it must supply this information for the corporation or company, including each officer and each director. If the applicant is a publicly-held corporation, it must supply this information for the corporation and for all managers. If the applicant is a partnership, it must supply this information for the partnership and for each partner.

(5) Whether the applicant currently holds or previously held a permit or license to operate a massage establishment or to administer massages anywhere in Virginia or any other state. If the answer is affirmative, the license or permit number, the identity of the issuing authority and whether such permit or license has ever been revoked or suspended and the reason therefor. If the applicant is a privately-held corporation or company, it must supply this

information for the corporation or company, each officer and each director. If the applicant is a publicly-held corporation, it must supply this information for the corporation and for all managers. If the applicant is a partnership, it must supply this information for the partnership and for each partner.

(6) The criminal record, if any, other than misdemeanor traffic violations or traffic infractions, of the applicant. The applicant shall provide signed consent forms authorizing the Division Director to obtain the applicant's criminal history record information from any federal, state or local source as the Division Director may require, including, without limitation, the Virginia Central Criminal Records Exchange and the Fairfax County Police Department. Applicants who live or have lived outside of Virginia in the past 12 months may be required to provide his or her criminal history record information from all such states of residence other than Virginia. If the applicant is a privately-held corporation or company, it must supply this information and consent forms for each officer and each director. If the applicant is a publicly-held corporation, it must supply this information and consent forms for all managers. If the applicant is a partnership, it must supply this information and consent forms for each partner. The applicant shall be responsible for all fees associated with criminal history record information checks conducted pursuant to this section.

(7) The name of the manager(s). If any manager is not an applicant, then the manager must provide the information required in this section relative to the applicant.

(b) Each renewal application for a permit shall be on a form prepared by the Division Director and must be accompanied by the fee as set forth in Article 5. The applicant shall provide full answers to all questions on the application. The completed application shall contain the following information as well as other information which the Division Director deems necessary to properly evaluate the application:

(1) The location and mailing address of the establishment.

(2) The name under which the establishment is operating.

(3) The applicant's full name.

(4) The applicant's criminal history record information as set forth in paragraph (a)(6) of this section.

(5) Updates to any and all information set forth in the initial application or prior renewal applications.

(c) The applicant must report to the Department any change in the information required in the initial or renewal permit application within 21 days of learning of the change and must comply with all requirements resulting from such change.

Section 28.2-2-3. - Variances.

(a) The Division Director may grant variances by modifying or waiving the requirements of this Chapter if, in the opinion of the Division Director, the health, safety and general welfare of the public will not be adversely affected by the variance.

(b) An applicant for a variance must submit the following:

(1) A statement of the proposed variance citing relevant sections of this Chapter.

(2) The reasons why the proposed variance will not adversely affect the health, safety and general welfare of the public.

(3) A plan, if required by the Division Director, for controlling or monitoring the operations of the massage establishment affected by the proposed variance to safeguard the health, safety and general welfare of the public.

Section 28.2-2-4. – Plan Review Requirements.

(a) An applicant or permit holder must submit to the Division Director properly prepared plans and specifications for review and approval, together with the plan review fee set forth in Article 5, before:

(1) The construction of a massage establishment; or

(2) The change in ownership of a massage establishment; or

(3) The conversion of an existing structure for use as a massage establishment; or

(4) The remodeling of a massage establishment if the Division Director determines that plans and specifications are necessary to ensure compliance with this Chapter.

(b) Plans must demonstrate compliance with this Chapter. The Division Director shall conduct a preoperational inspection to confirm the massage establishment is built or remodeled in accordance with the approved plans and specifications and the

massage establishment is in compliance with this Chapter and all other applicable laws and regulations.

Section 28.2-2-5. - Issuance or Denial.

(a) The Division Director shall act upon the application for a permit within 21 days from the date the Division Director receives the completed application and criminal history information.

(b) If the Division Director determines from the information contained in the permit application and from the Division Director's investigation that the proposed massage establishment will meet the requirements of this Chapter, that neither the applicant nor any officers or directors thereof, or manager(s), have committed any disqualifying offenses and are otherwise qualified under this Chapter to engage in such business in the County, the Department shall issue the permit. Each permit issued by the Department shall be the property of the Department and it shall be returned to the Department in the event the permit is suspended or revoked in accordance with Article 4.

(c) If the Division Director determines from the information contained in the permit application and from the Division Director's investigation that the proposed massage establishment will not meet the requirements of this Chapter, or that the applicant, an officer or director thereof, or any manager, has committed one or more disqualifying offenses or are otherwise unqualified under this Chapter to engage in such business in the County, the Division Director shall deny the application. Repeated prior permit suspensions shall also constitute grounds for denial of the application.

(d) Disqualifying offenses are:

(1) Conviction, plea of nolo contendere or a forfeiture on a charge of violating any provision of Sections 18.2-61, 18.2-63, 18.2-64.1, 18.2-64.2, 18.2-67.1 through 18.2-67.5, 18.2-346, 18.2-347 through 18.2-349, 18.2-355 through 18.2-357.1, 18.2-361, 18.2-361.01, 18.2-368, 18.2-370, 18.2-370.1, 18.2-371, 18.2-386.1, 18.2-386.2 or 18.2-387 of the Code of Virginia, or any provision of an ordinance of the County or a law or ordinance of another jurisdiction which prohibits the same conduct, within the past 10 years.

(2) Conviction, plea of nolo contendere or a forfeiture on a charge of violating any provision of this Chapter, or on a charge of violating a similar law in any other jurisdiction, within the past five years.

(3) Making a false statement on a permit application.

(e) If the Division Director denies an application, the Division Director shall provide the applicant with written notice setting forth the grounds for the denial. Applicants may appeal the decision to deny an initial or renewal permit application in accordance with Sections 28.2-4-5 and 28.2-4-6.

(f) If the Division Director has not completed his investigation of the applicant within 21 days, he will notify the applicant that further investigation is necessary. Failure to provide such notification or approve a permit application within (21) days does not mean the permit application is approved.

Section 28.2-2-6. - Permit transfer or change of location.

(a) Permits are not transferable from one person to another, whether by sale, lease, merger or otherwise.

(b) Permits are not transferable from one massage establishment location to another.

(c) If a privately-held corporation or company or a partnership holds a permit issued under this Chapter, the transfer of more than ten percent of the ownership of the corporation, company or partnership to a person or entity who was not an owner when the application was made shall cause the automatic expiration of the permit. The expiration shall occur on the date of the transfer.

Section 28.2-2-7. - Responsibilities of the permit holder.

(a) The permit holder is responsible for the massage establishment being operated in compliance with this Chapter and all other applicable laws and ordinances, including the actions of any officer, agent, manager or employee of the permit holder on the premises of the massage establishment.

(b) The permit holder must ensure that all massage establishment employees complete all training mandated by the Department. Completion of all training by each employee must be recorded and made accessible upon request.

Article 3. – Minimum standards.

Section 28.2-3-1. – General provisions.

(a) The permit must be posted in a location in the massage establishment that is conspicuous to clients.

(b) Business hours must be posted on all public entryways into the massage establishment.

(c) Notices informing the public that the massage establishment is subject to inspection by the Department must be displayed at each public entrance and/or walk-up window of every massage establishment. Such notices shall be designed and supplied by the Department.

(d) A current list of all employees of the massage establishment must be maintained and provided to the Department upon request. The list shall include the full legal name, primary duty, state licensure number (if applicable) and date of hire.

Section 28.2-3-2. – Other required permits; compliance with zoning ordinance and building codes and fire prevention code.

(a) Permit holders must possess all other applicable permits and licenses otherwise required to conduct business in Fairfax County, including, without limitation, certificates of occupancy, zoning use permits and business licenses.

(b) Massage establishments must comply with the Fairfax County Zoning Ordinance.

(c) Massage establishments must comply with all applicable provisions of the Virginia Uniform Statewide Building Code, including those provisions relating to lighting, ventilation, toilet facilities and accessibility.

(d) Massage establishments must comply with the Virginia Statewide Fire Prevention Code.

(e) Massage establishment must comply with all other applicable laws and regulations.

Section 28.2-3-3 – Controlled entry prohibited.

Massage establishments shall have front doors open to the public and unlocked during regular business hours and shall not be equipped with any remotely controlled locking device utilizing a camera, intercom, and/or doorbell entry system.

Section 28.2-3-4. – Facilities and equipment.

(a) Walls, ceilings, floors, pools, steam rooms and any other physical facilities must be maintained in good repair and in sanitary condition. Any heat, steam or vapor rooms must be cleaned each day the establishment is in operation.

(b) Rooms must be adequately illuminated to allow for cleaning.

(c) All towels, linens, sheets or other coverings shall be used singularly for each client and laundered or discarded immediately after use.

(d) Non-disposable tools must be disinfected after each use.

(e) Table showers or Vichy showers may not be located in a private room.

(f) Each massage establishment must have and maintain the following in a clean, sanitary and workable condition:

(1) Handwashing sinks must be:

i. Located to allow convenient use by employees; and,

ii. Located in, or immediately adjacent to, toilet rooms;

iii. Equipped with hot and cold water, soap and paper towels.

(2) A custodial service sink located in the building in which the massage establishment quarters are located.

(3) Toilet rooms for employees and patrons that are adequate and conveniently located.

(4) Equipment for disinfecting and sterilizing non-disposable instruments and materials used in performing massage.

Section 28.2-3-5. - Living or sleeping quarters prohibited.

(a) A room used as living or sleeping quarters, or an area directly opening into a room used as living or sleeping quarters may not be used as a massage establishment.

(b) No part of any massage establishment shall be used as a dormitory or for housing, sheltering or harboring any person(s) or as living or sleeping quarters for any person. No part of any massage establishment shall be connected with any bedroom or sleeping quarters or be equipped with beds, cots or mattresses; nor shall any

person sleep in such establishment except for limited periods incidental to and directly related to a massage.

(c) This section shall not prohibit the location of a massage establishment in separate quarters of a building housing a hotel or transient lodging establishment or other separate businesses. A guest room in a hotel or transient lodging establishment may not be used as a massage establishment.

Section 28.2-3-6. - Cleanliness of massage therapists required.

Every massage therapist shall cleanse his or her hands thoroughly with soap and hot running water immediately before administering each massage.

Section 28.2-3-7. - Massaging clients while ill prohibited.

(a) No massage therapist may knowingly massage any client infected with any fungus or other skin infections, nor shall service be performed on any client exhibiting skin inflammation or eruptions, unless a licensed physician certifies that a client may be safely served.

(b) No massage therapist may massage any client when the massage therapist is suffering from any communicable disease transmitted by skin-to-skin contact or through the secretions of the respiratory tract, or from any skin lesions or disease on the hands or arms, or any nasal or ear discharge or inflamed eyes.

(c) Massage establishments must have an illness policy applicable to all employees of the massage establishment.

Section 28.2-3-8. - Massaging, touching, exposing erogenous areas prohibited.

(a) It is unlawful for any person, in a massage establishment, to touch, with any part of his or her body or with any object, another person's clothed or unclothed erogenous area.

(b) It is unlawful for any person, in a massage establishment, to fail to conceal his or her erogenous areas with a fully opaque covering while in the presence of others.

(c) It is unlawful for any person owning, operating or managing a massage establishment, including the permit holder, to knowingly cause or allow, in or about such massage establishment, any agent, employee or any other person under his control or supervision to perform any act prohibited by this section.

Section 28.2-3-9. – Drugs and Alcohol prohibited.

(a) The permit holder, manager, and all employees of a massage establishment are prohibited from being under the influence of alcoholic beverages while conducting any massage establishment services.

(b) Possession and sales of alcoholic beverages on the premises of a massage establishment must comply with Virginia law, including, without limitation, the Alcoholic Beverage Control Act, Va. Code §§ 4.1-100 through -517, as amended.

(c) The permit holder, manager, and all employees of a massage establishment are prohibited from possessing, being in control of, or being under the influence of, narcotic drugs or controlled substances while on the premises of the massage establishment, other than drugs which may be purchased over the counter without a prescription or those for which the individual has a prescription.

Section 28.2-3-10. – Advertising prohibitions.

A massage establishment shall not engage in or allow its employees to engage in sexually suggestive advertising related to massage services. A massage establishment's advertising, including but not limited to any sign, flyer or card, shall only list or suggest services that can lawfully be provided at the establishment, and such services shall be included in the application for the permit or updated later pursuant to Section 28.2-2-2(c).

Section 28.2-3-11. – Massage therapist license required.

(a) No person may administer a massage in a massage establishment unless such person is currently licensed as a massage therapist by the Virginia Board of Nursing. It is unlawful for any person owning, operating or managing a massage establishment, including the permit holder, to cause or allow any agent, employee or any other person under his control or supervision to administer or offer to administer a massage if such agent, employee or other person is not currently licensed as a massage therapist by the Virginia Board of Nursing.

(b) Every massage therapist must post his or her massage therapist license issued by the Virginia Board of Nursing in a location in the massage establishment that is conspicuous to the massage therapist's clients.

ARTICLE 4. – Inspections, Enforcement and Penalties.

Section 28.2-4-1. - Right of entry to enforce Chapter and conduct inspections.

The Director, the chief of police, the zoning administrator and the building official, or their duly authorized agents, are hereby authorized to enter, examine and survey, during business hours, any premises in the County for which a permit has been issued pursuant to this Chapter for the purpose of inspection and to enforce the provisions of this Chapter. The Director shall inspect each massage establishment at least one time per year to determine whether it is being operated in compliance with this Chapter. This section shall not restrict or limit the right of entry vested in any law enforcement agency or prohibit inspections by the Director in response to complaints.

Section 28.2-4-2. – Directives.

The Division Director may issue directives or other instructions, including, without limitation, notices, orders and warnings, together with time frames for corrective action, in lieu of or in addition to a denial of permit renewal, or revocation or suspension of a permit. The Division Director shall assess the reinspection fee set forth in Article 5 for each inspection conducted to determine compliance with such corrective actions.

Section 28.2-4-3. - Permit Suspension.

(a) The Division Director may suspend a permit if the permit holder, any manager or any employee of the establishment:

(1) Violates any provision of this Chapter.

(2) Operates the massage establishment in such a manner as to constitute an imminent hazard or threat to public health, safety or general welfare as determined by the Division Director.

(3) Interferes with the Director or other officials with a right of entry under Section 28.2-4-1 in the performance of their duties.

(b) Written notice of permit suspension shall be electronically delivered to the permit holder, hand delivered to the permit holder, or mailed via certified mail to the permit holder's last known address of record. The written notice of permit suspension shall set forth the effective date of suspension and the grounds for suspension.

(c) The massage establishment must immediately cease operations as of the effective date of the permit suspension.

(d) A permit holder whose permit has been suspended pursuant to this section may appeal the suspension in accordance with Sections 28.2-4-5 and 28.2-4-6, below.

Section 28.2-4-4. - Permit revocation.

(a) The Division Director shall revoke a permit if the permit holder or any manager has committed a disqualifying offense. If the permit holder is a privately held corporation or company, the Division Director shall revoke the permit if any officer or director thereof has committed a disqualifying offense. If the permit holder is a publicly held corporation, the Division Director shall revoke a permit if the corporation, or any officer or thereof has committed a disqualifying offense. If the permit holder is a partnership, the Division Director shall revoke a permit if the partnership, or any partner thereof has committed a disqualifying offense.

(b) The Division Director may revoke a permit for any of the following reasons:

(1) The permit has been repeatedly suspended pursuant to Section 28.2-4-3.

(2) The permit holder has failed to pay any fees required pursuant to Article 5, when due.

(3) Failure to allow immediate entry to the establishment pursuant to Section 28.2-4-1.

(c) Written notice of revocation shall be electronically delivered to the permit holder, hand delivered to the permit holder or mailed via certified mail to the permit holder's last known address of record. The written notice shall set forth the effective date of permit revocation and specify the grounds for revocation.

(d) The massage establishment shall immediately cease operations as of the effective date of the permit revocation.

(e) A permit holder whose permit has been revoked pursuant to this section may appeal the revocation in accordance with Sections 28.2-4-5 and 28.2-4-6, below.

Section 28.2-4-5. – Informal hearing procedures.

(a) An applicant or permit holder may make a written request for an informal hearing with the Division Director within 10 business days following receipt of the written notice of permit suspension, permit revocation, or denial of permit application. The permit suspension, permit revocation, or denial of permit application shall remain in effect during the pendency of the informal hearing.

(b) The Division Director shall hold an informal hearing within five business days of receiving the permit holder's or applicant's request. The Division Director shall provide written notice to the permit holder or applicant of the date, time and location of the informal hearing.

(c) The Division Director shall issue a written decision upholding or rescinding the permit suspension, permit revocation, or denial of permit application within two business days following the informal hearing.

(d) If no request for an informal hearing is filed within ten (10) business days following receipt of the written notice of permit revocation, permit suspension, or denial of permit application, the permit holder or applicant waives any further appeal rights provided in this Chapter.

(e) The Division Director may rescind the permit revocation, permit suspension or denial of permit application at any time upon a determination that the grounds for suspension, revocation or denial no longer exist. The Division Director may assess the permit reinstatement fee set forth in Article 5 when a revocation or suspension is rescinded pursuant to this section.

Section 28.2-4-6. – Appeals procedure.

(a) Following the informal hearing conducted pursuant to Section 28.2-4-5, a permit holder or applicant may appeal the Division Director's decision to uphold a permit suspension, permit revocation or denial of permit application to the Director. The Division Director's decision shall remain in effect during the pendency of the appeal to the Director.

(b) The permit holder or applicant may make a written request to the Director for an appeal hearing within 30 business days of the informal hearing with the Division Director.

(c) The Director shall hold an appeal hearing within 60 days of receipt of the request.

(d) Written notice of the appeal hearing shall be electronically delivered to the permit holder, hand-delivered to the permit holder, or mailed via certified mail to the permit holder's last known address of record. The notice shall state the date, time and place of the appeal hearing, and shall set forth the reason(s) for the permit suspension, permit revocation or denial of permit application.

(e) The Director shall have the power to place witnesses under oath. The permit holder or applicant may be represented by legal counsel. The permit holder, applicant or legal counsel shall have the opportunity to speak on his or her behalf, present evidence and cross-examine witnesses. A record of the hearing shall be made.

(f) The Director shall issue a written decision upholding or rescinding the permit suspension, permit revocation or denial of permit application within 10 business days of the appeal hearing. The Director's written decision shall be hand delivered to the permit holder or applicant or mailed via certified mail to the permit holder's or applicant's last known address of record.

(g) The permit holder shall pay the reinstatement fee set forth in Article 5 for each suspended or revoked permit that has been reinstated pursuant to this section.

(h) All decisions made by the Director supersede those made by the Division Director. The decisions of the Director are final, provided, however, that nothing in this Chapter shall prohibit a permit holder or applicant from seeking judicial review of the Director's decision following an appeal hearing held pursuant to this section.

Section 28.2-4-7. – Closure of massage establishments operating without a permit.

The Department shall have the power to order the immediate closure of any massage establishment operating without a valid permit or operating with a permit that has been suspended or revoked or not renewed.

Section 28.2-4-8. - Penalties.

Any person violating any provision of this Chapter shall be guilty of a Class 1 misdemeanor.

ARTICLE 5. - Fee Schedule.

Section 28.2-5-1. - Fee Schedule; Annual.

The following fees shall be paid to the Department when an initial or renewal permit application is submitted. The application fees are based on a calendar year and shall not be prorated. These fees are in addition to any business or occupation license tax imposed by the County, and any other taxes or fees which may be required to engage in the business.

Fee Type	*Fee*
Initial Massage Establishment Permit Application	$200.00
Renewal Massage Establishment Permit Application	$150.00

Section 28.2-5-2. - Fee Schedule; Supplemental.

Fee Type	*Fee*
Plan Review: New Submission, Renovation	$200.00
Plan Review: Change-of-ownership	$50.00
Reinspection	$100.00
Permit Reinstatement	$200.00
Late Payment Fee	$50.00

The late Payment Fee may be added to any fee not received by the Department when due.

2. **That the provisions of this ordinance are severable, and if any provision of this ordinance or any application thereof is held invalid, that invalidity shall not affect the other provisions or applications of this ordinance that can be given effect without the invalid provision or application.**

3. **That Sections 28.2-2-2 through 28.2-2-6 of this ordinance shall take effect on November 19, 2025, to allow the Fairfax County Health Department to receive and process applications and issue massage establishment permits for calendar year 2026.**

4. **That the Fairfax County Health Department is authorized to waive permit application fees for applications received prior to January 1, 2026.**

5. **That the remaining provisions of this ordinance shall take effect on January 1, 2026.**

6. **That Fairfax County Code Chapter 28.1, Massage Therapy, Establishments and Services, is repealed effective January 1, 2026.**

GIVEN under my hand this ___ day of November, 2025.

_____
Jill G. Cooper
Clerk for the Board of Supervisors

AN ORDINANCE TO AMEND THE FAIRFAX COUNTY CODE BY REPEALING CHAPTER 28.1, RELATING TO MASSAGE THERAPY, ESTABLISHMENTS AND SERVICES AND ADDING A NEW CHAPTER 28.2, RELATING TO MASSAGE ESTABLISHMENTS

Draft of October 20, 2025

AN ORDINANCE to amend the Fairfax County Code by repealing Chapter 28.1, relating to massage therapy, establishments and services and adding a new Chapter 28.2, relating to massage establishments.

Be it ordained by the Board of Supervisors of Fairfax County:

1. **That a new Chapter 28.2, Massage Establishments Code, is adopted, as follows:**

CHAPTER 28.2 - Massage Establishments Code

Article 1. – General Provisions

Section 28.2-1-1. - Short title.

This Chapter may be referred to as the Massage Establishments Code of the County of Fairfax, Virginia.

Section 28.2-1-2. - Declaration of findings and policy.

It is hereby declared that the Board of Supervisors has found it necessary and proper to exercise its regulatory authority under its police power for the protection of the public's health, safety and general welfare by providing for the permitting and regulation of massage establishments.

Section 28.2-1-3. - Definitions.

The following words and phrases, when used in this Chapter, for the purpose of this Chapter, have the meanings set forth below except in those instances where the context clearly indicates a different meaning:

Applicant means a person who has applied for a permit under this Chapter.

Barbershop means an establishment not located in a residence which provides one or more of the following services in exchange for consideration: hair care, makeovers, facials, manicures, pedicures, or body waxing.

Beauty Salon means an establishment not located in a residence which provides one or more of the following services in exchange for consideration: hair care, skin care, makeovers, facials, manicures, pedicures or body waxing.

Client means any person receiving a massage from a massage therapist.

Department means the Fairfax County Health Department.

Director means the Director of the Fairfax County Health Department or the designee of the Director.

Division means the Division of Environmental Health for the Fairfax County Health Department.

Division Director means the Director of Environmental Health for the Fairfax County Health Department or the designee of the Division Director.

Disqualifying offenses means offenses which disqualify an applicant from obtaining a permit pursuant to this Chapter or, if the offender already holds a permit, which mandate revocation of the permit. Disqualifying offenses are set forth in Section 28.2-2-5.

Erogenous Areas means the penis, scrotum, vulva, perineum, anus, areolae and/or the nipples.

Manager means any person(s) designated by the permit holder to act as the representative or agent of the permit holder and exercise overall operational control of a massage establishment.

Massage means the treatment of soft tissues for therapeutic purposes by the application of massage and body work techniques based on the manipulation or application of pressure to the muscular structure or soft tissues of the human body. Massage does not include the diagnosis or treatment of illness or disease or any service or procedure for which a license to practice medicine, nursing, midwifery, chiropractic, physical therapy, occupational therapy, acupuncture, athletic training or podiatry is required by law.

Massage establishment means a fixed place of business where massages are administered to clients, unless the place is excluded from regulation by Section 28.2-1-4.

Massage therapist means any person who meets the qualifications specified in Va. Code § 54.1-3029, as amended, and who is currently licensed by the Virginia Board of Nursing.

Permit means a document issued by the Department that authorizes a person to operate a massage establishment.

Permit holder means the person to whom a permit has been issued pursuant to this Chapter.

Table shower (or Vichy shower) means water sprayed or poured over a person's body while the person lies on a waterproof table.

Section 28.2-1-4. - Exclusions.

The provisions of this Chapter do not apply to:

(a) Hospitals, medical clinics and the offices of physicians, chiropractors, osteopaths or physical therapists licensed by the Commonwealth of Virginia.

(a) Barbershops, beauty salons and other locations where massages are only given to the scalp, face, neck, shoulders, arms, hands and/or feet.

(b) Nursing homes, convalescent care facilities, assisted living facilities, progressive care facilities and life care facilities.

(c) Organized public events where massages are available to and viewed by the general public.

(d) Schools offering a massage therapy program that is certified or approved by the State Council of Higher Education for Virginia; provided, however, that this exclusion only applies if massages are administered by students who are enrolled at the school and receive no compensation for administering the massage.

(e) Locations where massages are only administered to the upper body while the client is fully clothed and seated in a chair.

Article 2. - Massage Establishment Permits

Section 28.2-2-1. - Permit Required.

(a) It is unlawful for any person to operate a massage establishment in Fairfax County unless that person possesses a valid, unsuspended permit issued by the Department. Only a person who complies with the requirements of this Chapter shall be entitled to

receive or retain such a permit. Each permit will be issued to the applicant only. Each permit will be issued only for the place of business described in the application. A person operating more than one massage establishment must possess a separate permit for each such place of business. Permits are issued for a calendar year and expire on December 31st regardless of the month of issue.

(b) An initial application or a renewal application will be required for each permit. The application fee shall be based on a calendar year. Initial application fees are due and payable upon application. Renewal applications and corresponding fees are due by December 31st of the year preceding the requested renewal permit. The application fees will not be prorated.

Section 28.2-2-2. - Contents of the application, duty to update.

(a) Each initial application for a permit shall be on a form prepared by the Division Director and must be accompanied by the fee as set forth in Article 5. The applicant must provide full answers to all questions on the application. The completed application shall contain the following information as well as any other information which the Division Director deems necessary to properly evaluate the application:

(1) A description of the facilities and services to be available on the premises of the proposed establishment.

(2) The location and mailing address of the establishment.

(3) The name under which the establishment will operate.

(4) The applicant's full name, names by which the applicant previously was known, date and place of birth, incorporation or organization, and residential and business addresses and telephone numbers used within the past twelve (12) months, as applicable. If the applicant is a privately-held corporation or company, it must supply this information for the corporation or company, including each officer and each director. If the applicant is a publicly-held corporation, it must supply this information for the corporation and for all managers. If the applicant is a partnership, it must supply this information for the partnership and for each partner.

(5) Whether the applicant currently holds or previously held a permit or license to operate a massage establishment or to administer massages anywhere in Virginia or any other state. If the answer is affirmative, the license or permit number, the identity of the issuing authority and whether such permit or license has ever been revoked or suspended and the reason therefor. If the applicant is a privately-held corporation or company, it must supply this

information for the corporation or company, each officer and each director. If the applicant is a publicly-held corporation, it must supply this information for the corporation and for all managers. If the applicant is a partnership, it must supply this information for the partnership and for each partner.

(6) The criminal record, if any, other than misdemeanor traffic violations or traffic infractions, of the applicant. The applicant shall provide signed consent forms authorizing the Division Director to obtain the applicant's criminal history record information from any federal, state or local source as the Division Director may require, including, without limitation, the Virginia Central Criminal Records Exchange and the Fairfax County Police Department. Applicants who live or have lived outside of Virginia in the past 12 months may be required to provide his or her criminal history record information from all such states of residence other than Virginia. If the applicant is a privately-held corporation or company, it must supply this information and consent forms for each officer and each director. If the applicant is a publicly-held corporation, it must supply this information and consent forms for all managers. If the applicant is a partnership, it must supply this information and consent forms for each partner. The applicant shall be responsible for all fees associated with criminal history record information checks conducted pursuant to this section.

(7) The name of the manager(s). If any manager is not an applicant, then the manager must provide the information required in this section relative to the applicant.

(b) Each renewal application for a permit shall be on a form prepared by the Division Director and must be accompanied by the fee as set forth in Article 5. The applicant shall provide full answers to all questions on the application. The completed application shall contain the following information as well as other information which the Division Director deems necessary to properly evaluate the application:

(1) The location and mailing address of the establishment.

(2) The name under which the establishment is operating.

(3) The applicant's full name.

(4) The applicant's criminal history record information as set forth in paragraph (a)(6) of this section.

(5) Updates to any and all information set forth in the initial application or prior renewal applications.

(c) The applicant must report to the Department any change in the information required in the initial or renewal permit application within 21 days of learning of the change and must comply with all requirements resulting from such change.

Section 28.2-2-3. - Variances.

(a) The Division Director may grant variances by modifying or waiving the requirements of this Chapter if, in the opinion of the Division Director, the health, safety and general welfare of the public will not be adversely affected by the variance.

(b) An applicant for a variance must submit the following:

(1) A statement of the proposed variance citing relevant sections of this Chapter.

(2) The reasons why the proposed variance will not adversely affect the health, safety and general welfare of the public.

(3) A plan, if required by the Division Director, for controlling or monitoring the operations of the massage establishment affected by the proposed variance to safeguard the health, safety and general welfare of the public.

Section 28.2-2-4. – Plan Review Requirements.

(a) An applicant or permit holder must submit to the Division Director properly prepared plans and specifications for review and approval, together with the plan review fee set forth in Article 5, before:

(1) The construction of a massage establishment; or

(2) The change in ownership of a massage establishment; or

(3) The conversion of an existing structure for use as a massage establishment; or

(4) The remodeling of a massage establishment if the Division Director determines that plans and specifications are necessary to ensure compliance with this Chapter.

(b) Plans must demonstrate compliance with this Chapter. The Division Director shall conduct a preoperational inspection to confirm the massage establishment is built or remodeled in accordance with the approved plans and specifications and the

massage establishment is in compliance with this Chapter and all other applicable laws and regulations.

Section 28.2-2-5. - Issuance or Denial.

(a) The Division Director shall act upon the application for a permit within 21 days from the date the Division Director receives the completed application and criminal history information.

(b) If the Division Director determines from the information contained in the permit application and from the Division Director's investigation that the proposed massage establishment will meet the requirements of this Chapter, that neither the applicant nor any officers or directors thereof, or manager(s), have committed any disqualifying offenses and are otherwise qualified under this Chapter to engage in such business in the County, the Department shall issue the permit. Each permit issued by the Department shall be the property of the Department and it shall be returned to the Department in the event the permit is suspended or revoked in accordance with Article 4.

(c) If the Division Director determines from the information contained in the permit application and from the Division Director's investigation that the proposed massage establishment will not meet the requirements of this Chapter, or that the applicant, an officer or director thereof, or any manager, has committed one or more disqualifying offenses or are otherwise unqualified under this Chapter to engage in such business in the County, the Division Director shall deny the application. Repeated prior permit suspensions shall also constitute grounds for denial of the application.

(d) Disqualifying offenses are:

(1) Conviction, plea of nolo contendere or a forfeiture on a charge of violating any provision of Sections 18.2-61, 18.2-63, 18.2-64.1, 18.2-64.2, 18.2-67.1 through 18.2-67.5, 18.2-346, 18.2-347 through 18.2-349, 18.2-355 through 18.2-357.1, 18.2-361, 18.2-361.01, 18.2-368, 18.2-370, 18.2-370.1, 18.2-371, 18.2-386.1, 18.2-386.2 or 18.2-387 of the Code of Virginia, or any provision of an ordinance of the County or a law or ordinance of another jurisdiction which prohibits the same conduct, within the past 10 years.

(2) Conviction, plea of nolo contendere or a forfeiture on a charge of violating any provision of this Chapter, or on a charge of violating a similar law in any other jurisdiction, within the past five years.

(3) Making a false statement on a permit application.

(e) If the Division Director denies an application, the Division Director shall provide the applicant with written notice setting forth the grounds for the denial. Applicants may appeal the decision to deny an initial or renewal permit application in accordance with Sections 28.2-4-5 and 28.2-4-6.

(f) If the Division Director has not completed his investigation of the applicant within 21 days, he will notify the applicant that further investigation is necessary. Failure to provide such notification or approve a permit application within (21) days does not mean the permit application is approved.

Section 28.2-2-6. - Permit transfer or change of location.

(a) Permits are not transferable from one person to another, whether by sale, lease, merger or otherwise.

(b) Permits are not transferable from one massage establishment location to another.

(c) If a privately-held corporation or company or a partnership holds a permit issued under this Chapter, the transfer of more than ten percent of the ownership of the corporation, company or partnership to a person or entity who was not an owner when the application was made shall cause the automatic expiration of the permit. The expiration shall occur on the date of the transfer.

Section 28.2-2-7. - Responsibilities of the permit holder.

(a) The permit holder is responsible for the massage establishment being operated in compliance with this Chapter and all other applicable laws and ordinances, including the actions of any officer, agent, manager or employee of the permit holder on the premises of the massage establishment.

(b) The permit holder must ensure that all massage establishment employees complete all training mandated by the Department. Completion of all training by each employee must be recorded and made accessible upon request.

Article 3. – Minimum standards.

Section 28.2-3-1. – General provisions.

(a) The permit must be posted in a location in the massage establishment that is conspicuous to clients.

(b) Business hours must be posted on all public entryways into the massage establishment.

(c) Notices informing the public that the massage establishment is subject to inspection by the Department must be displayed at each public entrance and/or walk-up window of every massage establishment. Such notices shall be designed and supplied by the Department.

(d) A current list of all employees of the massage establishment must be maintained and provided to the Department upon request. The list shall include the full legal name, primary duty, state licensure number (if applicable) and date of hire.

Section 28.2-3-2. – Other required permits; compliance with zoning ordinance and building codes and fire prevention code.

(a) Permit holders must possess all other applicable permits and licenses otherwise required to conduct business in Fairfax County, including, without limitation, certificates of occupancy, zoning use permits and business licenses.

(b) Massage establishments must comply with the Fairfax County Zoning Ordinance.

(c) Massage establishments must comply with all applicable provisions of the Virginia Uniform Statewide Building Code, including those provisions relating to lighting, ventilation, toilet facilities and accessibility.

(d) Massage establishments must comply with the Virginia Statewide Fire Prevention Code.

(e) Massage establishment must comply with all other applicable laws and regulations.

Section 28.2-3-3 – Reserved.

Section 28.2-3-4. – Facilities and equipment.

(a) Walls, ceilings, floors, pools, steam rooms and any other physical facilities must be maintained in good repair and in sanitary condition. Any heat, steam or vapor rooms must be cleaned each day the establishment is in operation.

(b) Rooms must be adequately illuminated to allow for cleaning.

(c) All towels, linens, sheets or other coverings shall be used singularly for each client and laundered or discarded immediately after use.

(d) Non-disposable tools must be disinfected after each use.

(e) Table showers or Vichy showers may not be located in a private room.

(f) Each massage establishment must have and maintain the following in a clean, sanitary and workable condition:

(1) Handwashing sinks must be:

i. Located to allow convenient use by employees; and,

ii. Located in, or immediately adjacent to, toilet rooms;

iii. Equipped with hot and cold water, soap and paper towels.

(2) A custodial service sink located in the building in which the massage establishment quarters are located.

(3) Toilet rooms for employees and patrons that are adequate and conveniently located.

(4) Equipment for disinfecting and sterilizing non-disposable instruments and materials used in performing massage.

Section 28.2-3-5. - Living or sleeping quarters prohibited.

(a) A room used as living or sleeping quarters, or an area directly opening into a room used as living or sleeping quarters may not be used as a massage establishment.

(b) No part of any massage establishment shall be used as a dormitory or for housing, sheltering or harboring any person(s) or as living or sleeping quarters for any person. No part of any massage establishment shall be connected with any bedroom or sleeping quarters or be equipped with beds, cots or mattresses; nor shall any person sleep in such establishment except for limited periods incidental to and directly related to a massage.

(c) This section shall not prohibit the location of a massage establishment in separate quarters of a building housing a hotel or transient lodging establishment or other

separate businesses. A guest room in a hotel or transient lodging establishment may not be used as a massage establishment.

Section 28.2-3-6. - Cleanliness of massage therapists required.

Every massage therapist shall cleanse his or her hands thoroughly with soap and hot running water immediately before administering each massage.

Section 28.2-3-7. - Massaging clients while ill prohibited.

(a) No massage therapist may knowingly massage any client infected with any fungus or other skin infections, nor shall service be performed on any client exhibiting skin inflammation or eruptions, unless a licensed physician certifies that a client may be safely served.

(b) No massage therapist may massage any client when the massage therapist is suffering from any communicable disease transmitted by skin-to-skin contact or through the secretions of the respiratory tract, or from any skin lesions or disease on the hands or arms, or any nasal or ear discharge or inflamed eyes.

(c) Massage establishments must have an illness policy applicable to all employees of the massage establishment.

Section 28.2-3-8. - Massaging, touching, exposing erogenous areas prohibited.

(a) It is unlawful for any person, in a massage establishment, to touch, with any part of his or her body or with any object, another person's clothed or unclothed erogenous area.

(b) It is unlawful for any person, in a massage establishment, to fail to conceal his or her erogenous areas with a fully opaque covering while in the presence of others.

(c) It is unlawful for any person owning, operating or managing a massage establishment, including the permit holder, to knowingly cause or allow, in or about such massage establishment, any agent, employee or any other person under his control or supervision to perform any act prohibited by this section.

Section 28.2-3-9. – Drugs and Alcohol prohibited.

(a) The permit holder, manager, and all employees of a massage establishment are prohibited from being under the influence of alcoholic beverages while conducting any massage establishment services.

(b) Possession and sales of alcoholic beverages on the premises of a massage establishment must comply with Virginia law, including, without limitation, the Alcoholic Beverage Control Act, Va. Code §§ 4.1-100 through -517, as amended.

(c) The permit holder, manager, and all employees of a massage establishment are prohibited from possessing, being in control of, or being under the influence of, narcotic drugs or controlled substances while on the premises of the massage establishment, other than drugs which may be purchased over the counter without a prescription or those for which the individual has a prescription.

Section 28.2-3-10. – Advertising prohibitions.

A massage establishment shall not engage in or allow its employees to engage in sexually suggestive advertising related to massage services. A massage establishment's advertising, including but not limited to any sign, flyer or card, shall only list or suggest services that can lawfully be provided at the establishment, and such services shall be included in the application for the permit or updated later pursuant to Section 28.2-2-2(c).

Section 28.2-3-11. – Massage therapist license required.

(a) No person may administer a massage in a massage establishment unless such person is currently licensed as a massage therapist by the Virginia Board of Nursing. It is unlawful for any person owning, operating or managing a massage establishment, including the permit holder, to cause or allow any agent, employee or any other person under his control or supervision to administer or offer to administer a massage if such agent, employee or other person is not currently licensed as a massage therapist by the Virginia Board of Nursing.

(b) Every massage therapist must post his or her massage therapist license issued by the Virginia Board of Nursing in a location in the massage establishment that is conspicuous to the massage therapist's clients.

ARTICLE 4. – Inspections, Enforcement and Penalties.

Section 28.2-4-1. - Right of entry to enforce Chapter and conduct inspections.

The Director, the chief of police, the zoning administrator and the building official, or their duly authorized agents, are hereby authorized to enter, examine and survey, during business hours, any premises in the County for which a permit has been issued pursuant to this Chapter for the purpose of inspection and to enforce the provisions of this Chapter. The Director shall inspect each massage establishment at least one time per year to determine whether it is being operated in compliance with this Chapter. This section shall not restrict

or limit the right of entry vested in any law enforcement agency or prohibit inspections by the Director in response to complaints.

Section 28.2-4-2. – Directives.

The Division Director may issue directives or other instructions, including, without limitation, notices, orders and warnings, together with time frames for corrective action, in lieu of or in addition to a denial of permit renewal, or revocation or suspension of a permit. The Division Director shall assess the reinspection fee set forth in Article 5 for each inspection conducted to determine compliance with such corrective actions.

Section 28.2-4-3. - Permit Suspension.

(a) The Division Director may suspend a permit if the permit holder, any manager or any employee of the establishment:

(1) Violates any provision of this Chapter.

(2) Operates the massage establishment in such a manner as to constitute an imminent hazard or threat to public health, safety or general welfare as determined by the Division Director.

(3) Interferes with the Director or other officials with a right of entry under Section 28.2-4-1 in the performance of their duties.

(b) Written notice of permit suspension shall be electronically delivered to the permit holder, hand delivered to the permit holder, or mailed via certified mail to the permit holder's last known address of record. The written notice of permit suspension shall set forth the effective date of suspension and the grounds for suspension.

(c) The massage establishment must immediately cease operations as of the effective date of the permit suspension.

(d) A permit holder whose permit has been suspended pursuant to this section may appeal the suspension in accordance with Sections 28.2-4-5 and 28.2-4-6, below.

Section 28.2-4-4. - Permit revocation.

(a) The Division Director shall revoke a permit if the permit holder or any manager has committed a disqualifying offense. If the permit holder is a privately held corporation or company, the Division Director shall revoke the permit if any officer or director thereof has committed a disqualifying offense. If the permit holder is a publicly held corporation, the Division Director shall revoke a permit if the corporation, or any

officer or thereof has committed a disqualifying offense. If the permit holder is a partnership, the Division Director shall revoke a permit if the partnership, or any partner thereof has committed a disqualifying offense.

(b) The Division Director may revoke a permit for any of the following reasons:

(1) The permit has been repeatedly suspended pursuant to Section 28.2-4-3.

(2) The permit holder has failed to pay any fees required pursuant to Article 5, when due.

(3) Failure to allow immediate entry to the establishment pursuant to Section 28.2-4-1.

(c) Written notice of revocation shall be electronically delivered to the permit holder, hand delivered to the permit holder or mailed via certified mail to the permit holder's last known address of record. The written notice shall set forth the effective date of permit revocation and specify the grounds for revocation.

(d) The massage establishment shall immediately cease operations as of the effective date of the permit revocation.

(e) A permit holder whose permit has been revoked pursuant to this section may appeal the revocation in accordance with Sections 28.2-4-5 and 28.2-4-6, below.

Section 28.2-4-5. – Informal hearing procedures.

(a) An applicant or permit holder may make a written request for an informal hearing with the Division Director within 10 business days following receipt of the written notice of permit suspension, permit revocation, or denial of permit application. The permit suspension, permit revocation, or denial of permit application shall remain in effect during the pendency of the informal hearing.

(b) The Division Director shall hold an informal hearing within five business days of receiving the permit holder's or applicant's request. The Division Director shall provide written notice to the permit holder or applicant of the date, time and location of the informal hearing.

(c) The Division Director shall issue a written decision upholding or rescinding the permit suspension, permit revocation, or denial of permit application within two business days following the informal hearing.

(d) If no request for an informal hearing is filed within ten (10) business days following receipt of the written notice of permit revocation, permit suspension, or denial of permit application, the permit holder or applicant waives any further appeal rights provided in this Chapter.

(e) The Division Director may rescind the permit revocation, permit suspension or denial of permit application at any time upon a determination that the grounds for suspension, revocation or denial no longer exist. The Division Director may assess the permit reinstatement fee set forth in Article 5 when a revocation or suspension is rescinded pursuant to this section.

Section 28.2-4-6. – Appeals procedure.

(a) Following the informal hearing conducted pursuant to Section 28.2-4-5, a permit holder or applicant may appeal the Division Director's decision to uphold a permit suspension, permit revocation or denial of permit application to the Director. The Division Director's decision shall remain in effect during the pendency of the appeal to the Director.

(b) The permit holder or applicant may make a written request to the Director for an appeal hearing within 30 business days of the informal hearing with the Division Director.

(c) The Director shall hold an appeal hearing within 60 days of receipt of the request.

(d) Written notice of the appeal hearing shall be electronically delivered to the permit holder, hand-delivered to the permit holder, or mailed via certified mail to the permit holder's last known address of record. The notice shall state the date, time and place of the appeal hearing, and shall set forth the reason(s) for the permit suspension, permit revocation or denial of permit application.

(e) The Director shall have the power to place witnesses under oath. The permit holder or applicant may be represented by legal counsel. The permit holder, applicant or legal counsel shall have the opportunity to speak on his or her behalf, present evidence and cross-examine witnesses. A record of the hearing shall be made.

(f) The Director shall issue a written decision upholding or rescinding the permit suspension, permit revocation or denial of permit application within 10 business days of the appeal hearing. The Director's written decision shall be hand delivered to the permit holder or applicant or mailed via certified mail to the permit holder's or applicant's last known address of record.

(g) The permit holder shall pay the reinstatement fee set forth in Article 5 for each suspended or revoked permit that has been reinstated pursuant to this section.

(h) All decisions made by the Director supersede those made by the Division Director. The decisions of the Director are final, provided, however, that nothing in this Chapter shall prohibit a permit holder or applicant from seeking judicial review of the Director's decision following an appeal hearing held pursuant to this section.

Section 28.2-4-7. – Closure of massage establishments operating without a permit.

The Department shall have the power to order the immediate closure of any massage establishment operating without a valid permit or operating with a permit that has been suspended or revoked or not renewed.

Section 28.2-4-8. - Penalties.

Any person violating any provision of this Chapter shall be guilty of a Class 1 misdemeanor.

ARTICLE 5. - Fee Schedule.

Section 28.2-5-1. - Fee Schedule; Annual.

The following fees shall be paid to the Department when an initial or renewal permit application is submitted. The application fees are based on a calendar year and shall not be prorated. These fees are in addition to any business or occupation license tax imposed by the County, and any other taxes or fees which may be required to engage in the business.

Fee Type	*Fee*
Initial Massage Establishment Permit Application	$200.00
Renewal Massage Establishment Permit Application	$150.00

Section 28.2-5-2. - Fee Schedule; Supplemental.

Fee Type	*Fee*
Plan Review: New Submission, Renovation	$200.00
Plan Review: Change-of-ownership	$50.00
Reinspection	$100.00
Permit Reinstatement	$200.00
Late Payment Fee	$50.00

The late Payment Fee may be added to any fee not received by the Department when due.

2. **That the provisions of this ordinance are severable, and if any provision of this ordinance or any application thereof is held invalid, that invalidity shall not affect the other provisions or applications of this ordinance that can be given effect without the invalid provision or application.**

3. **That Sections 28.2-2-2 through 28.2-2-6 of this ordinance shall take effect on November 19, 2025, to allow the Fairfax County Health Department to receive and process applications and issue massage establishment permits for calendar year 2026.**

4. **That the Fairfax County Health Department is authorized to waive permit application fees for applications received prior to January 1, 2026.**

5. **That the remaining provisions of this ordinance shall take effect on January 1, 2026.**

6. **That Fairfax County Code Chapter 28.1, Massage Therapy, Establishments and Services, is repealed effective January 1, 2026.**

GIVEN under my hand this ___ day of November, 2025.

_____
Jill G. Cooper
Clerk for the Board of Supervisors

AN ORDINANCE TO AMEND THE FAIRFAX COUNTY CODE BY REPEALING CHAPTER 28.1, RELATING TO MASSAGE THERAPY, ESTABLISHMENTS AND SERVICES AND ADDING A NEW CHAPTER 28.2, RELATING TO MASSAGE ESTABLISHMENTS

Draft of October 20, 2025

AN ORDINANCE to amend the Fairfax County Code by repealing Chapter 28.1, relating to massage therapy, establishments and services and adding a new Chapter 28.2, relating to massage establishments.

Be it ordained by the Board of Supervisors of Fairfax County:

1. **That a new Chapter 28.2, Massage Establishments Code, is adopted, as follows:**

CHAPTER 28.2 - Massage Establishments Code

Article 1. – General Provisions

Section 28.2-1-1. - Short title.

This Chapter may be referred to as the Massage Establishments Code of the County of Fairfax, Virginia.

Section 28.2-1-2. - Declaration of findings and policy.

It is hereby declared that the Board of Supervisors has found it necessary and proper to exercise its regulatory authority under its police power for the protection of the public's health, safety and general welfare by providing for the permitting and regulation of massage establishments.

Section 28.2-1-3. - Definitions.

The following words and phrases, when used in this Chapter, for the purpose of this Chapter, have the meanings set forth below except in those instances where the context clearly indicates a different meaning:

Applicant means a person who has applied for a permit under this Chapter.

Barbershop means an establishment not located in a residence which provides one or more of the following services in exchange for consideration: hair care, makeovers, facials, manicures, pedicures, or body waxing.

Beauty Salon means an establishment not located in a residence which provides one or more of the following services in exchange for consideration: hair care, skin care, makeovers, facials, manicures, pedicures or body waxing.

Client means any person receiving a massage from a massage therapist.

Department means the Fairfax County Health Department.

Director means the Director of the Fairfax County Health Department or the designee of the Director.

Division means the Division of Environmental Health for the Fairfax County Health Department.

Division Director means the Director of Environmental Health for the Fairfax County Health Department or the designee of the Division Director.

Disqualifying offenses means offenses which disqualify an applicant from obtaining a permit pursuant to this Chapter or, if the offender already holds a permit, which mandate revocation of the permit. Disqualifying offenses are set forth in Section 28.2-2-5.

Erogenous Areas means the penis, scrotum, vulva, perineum, anus, areolae and/or the nipples.

Manager means any person(s) designated by the permit holder to act as the representative or agent of the permit holder and exercise overall operational control of a massage establishment.

Massage means the treatment of soft tissues for therapeutic purposes by the application of massage and body work techniques based on the manipulation or application of pressure to the muscular structure or soft tissues of the human body. Massage does not include the diagnosis or treatment of illness or disease or any service or procedure for which a license to practice medicine, nursing, midwifery, chiropractic, physical therapy, occupational therapy, acupuncture, athletic training or podiatry is required by law.

Massage establishment means a fixed place of business where massages are administered to clients, unless the place is excluded from regulation by Section 28.2-1-4.

Massage therapist means any person who meets the qualifications specified in Va. Code § 54.1-3029, as amended, and who is currently licensed by the Virginia Board of Nursing.

Permit means a document issued by the Department that authorizes a person to operate a massage establishment.

Permit holder means the person to whom a permit has been issued pursuant to this Chapter.

Table shower (or Vichy shower) means water sprayed or poured over a person's body while the person lies on a waterproof table.

Section 28.2-1-4. - Exclusions.

The provisions of this Chapter do not apply to:

(a) Hospitals, medical clinics and the offices of physicians, chiropractors, osteopaths or physical therapists licensed by the Commonwealth of Virginia.

(a) Barbershops, beauty salons and other locations where massages are only given to the scalp, face, neck, shoulders, arms, hands and/or feet.

(b) Nursing homes, convalescent care facilities, assisted living facilities, progressive care facilities and life care facilities.

(c) Organized public events where massages are available to and viewed by the general public.

(d) Schools offering a massage therapy program that is certified or approved by the State Council of Higher Education for Virginia; provided, however, that this exclusion only applies if massages are administered by students who are enrolled at the school and receive no compensation for administering the massage.

(e) Locations where massages are only administered to the upper body while the client is fully clothed and seated in a chair.

Article 2. - Massage Establishment Permits

Section 28.2-2-1. - Permit Required.

(a) It is unlawful for any person to operate a massage establishment in Fairfax County unless that person possesses a valid, unsuspended permit issued by the Department. Only a person who complies with the requirements of this Chapter shall be entitled to

receive or retain such a permit. Each permit will be issued to the applicant only. Each permit will be issued only for the place of business described in the application. A person operating more than one massage establishment must possess a separate permit for each such place of business. Permits are issued for a calendar year and expire on December 31st regardless of the month of issue.

(b) An initial application or a renewal application will be required for each permit. The application fee shall be based on a calendar year. Initial application fees are due and payable upon application. Renewal applications and corresponding fees are due by December 31st of the year preceding the requested renewal permit. The application fees will not be prorated.

Section 28.2-2-2. - Contents of the application, duty to update.

(a) Each initial application for a permit shall be on a form prepared by the Division Director and must be accompanied by the fee as set forth in Article 5. The applicant must provide full answers to all questions on the application. The completed application shall contain the following information as well as any other information which the Division Director deems necessary to properly evaluate the application:

(1) A description of the facilities and services to be available on the premises of the proposed establishment.

(2) The location and mailing address of the establishment.

(3) The name under which the establishment will operate.

(4) The applicant's full name, names by which the applicant previously was known, date and place of birth, incorporation or organization, and residential and business addresses and telephone numbers used within the past twelve (12) months, as applicable. If the applicant is a privately-held corporation or company, it must supply this information for the corporation or company, including each officer and each director. If the applicant is a publicly-held corporation, it must supply this information for the corporation and for all managers. If the applicant is a partnership, it must supply this information for the partnership and for each partner.

(5) Whether the applicant currently holds or previously held a permit or license to operate a massage establishment or to administer massages anywhere in Virginia or any other state. If the answer is affirmative, the license or permit number, the identity of the issuing authority and whether such permit or license has ever been revoked or suspended and the reason therefor. If the applicant is a privately-held corporation or company, it must supply this

information for the corporation or company, each officer and each director. If the applicant is a publicly-held corporation, it must supply this information for the corporation and for all managers. If the applicant is a partnership, it must supply this information for the partnership and for each partner.

(6) The criminal record, if any, other than misdemeanor traffic violations or traffic infractions, of the applicant. The applicant shall provide signed consent forms authorizing the Division Director to obtain the applicant's criminal history record information from any federal, state or local source as the Division Director may require, including, without limitation, the Virginia Central Criminal Records Exchange and the Fairfax County Police Department. Applicants who live or have lived outside of Virginia in the past 12 months may be required to provide his or her criminal history record information from all such states of residence other than Virginia. If the applicant is a privately-held corporation or company, it must supply this information and consent forms for each officer and each director. If the applicant is a publicly-held corporation, it must supply this information and consent forms for all managers. If the applicant is a partnership, it must supply this information and consent forms for each partner. The applicant shall be responsible for all fees associated with criminal history record information checks conducted pursuant to this section.

(7) The name of the manager(s). If any manager is not an applicant, then the manager must provide the information required in this section relative to the applicant.

(b) Each renewal application for a permit shall be on a form prepared by the Division Director and must be accompanied by the fee as set forth in Article 5. The applicant shall provide full answers to all questions on the application. The completed application shall contain the following information as well as other information which the Division Director deems necessary to properly evaluate the application:

(1) The location and mailing address of the establishment.

(2) The name under which the establishment is operating.

(3) The applicant's full name.

(4) The applicant's criminal history record information as set forth in paragraph (a)(6) of this section.

(5) Updates to any and all information set forth in the initial application or prior renewal applications.

(c) The applicant must report to the Department any change in the information required in the initial or renewal permit application within 21 days of learning of the change and must comply with all requirements resulting from such change.

Section 28.2-2-3. - Variances.

(a) The Division Director may grant variances by modifying or waiving the requirements of this Chapter if, in the opinion of the Division Director, the health, safety and general welfare of the public will not be adversely affected by the variance.

(b) An applicant for a variance must submit the following:

(1) A statement of the proposed variance citing relevant sections of this Chapter.

(2) The reasons why the proposed variance will not adversely affect the health, safety and general welfare of the public.

(3) A plan, if required by the Division Director, for controlling or monitoring the operations of the massage establishment affected by the proposed variance to safeguard the health, safety and general welfare of the public.

Section 28.2-2-4. – Plan Review Requirements.

(a) An applicant or permit holder must submit to the Division Director properly prepared plans and specifications for review and approval, together with the plan review fee set forth in Article 5, before:

(1) The construction of a massage establishment; or

(2) The change in ownership of a massage establishment; or

(3) The conversion of an existing structure for use as a massage establishment; or

(4) The remodeling of a massage establishment if the Division Director determines that plans and specifications are necessary to ensure compliance with this Chapter.

(b) Plans must demonstrate compliance with this Chapter. The Division Director shall conduct a preoperational inspection to confirm the massage establishment is built or remodeled in accordance with the approved plans and specifications and the

massage establishment is in compliance with this Chapter and all other applicable laws and regulations.

Section 28.2-2-5. - Issuance or Denial.

(a) The Division Director shall act upon the application for a permit within 21 days from the date the Division Director receives the completed application and criminal history information.

(b) If the Division Director determines from the information contained in the permit application and from the Division Director's investigation that the proposed massage establishment will meet the requirements of this Chapter, that neither the applicant nor any officers or directors thereof, or manager(s), have committed any disqualifying offenses and are otherwise qualified under this Chapter to engage in such business in the County, the Department shall issue the permit. Each permit issued by the Department shall be the property of the Department and it shall be returned to the Department in the event the permit is suspended or revoked in accordance with Article 4.

(c) If the Division Director determines from the information contained in the permit application and from the Division Director's investigation that the proposed massage establishment will not meet the requirements of this Chapter, or that the applicant, an officer or director thereof, or any manager, has committed one or more disqualifying offenses or are otherwise unqualified under this Chapter to engage in such business in the County, the Division Director shall deny the application. Repeated prior permit suspensions shall also constitute grounds for denial of the application.

(d) Disqualifying offenses are:

(1) Conviction, plea of nolo contendere or a forfeiture on a charge of violating any provision of Sections 18.2-61, 18.2-63, 18.2-64.1, 18.2-64.2, 18.2-67.1 through 18.2-67.5, 18.2-346, 18.2-347 through 18.2-349, 18.2-355 through 18.2-357.1, 18.2-361, 18.2-361.01, 18.2-368, 18.2-370, 18.2-370.1, 18.2-371, 18.2-386.1, 18.2-386.2 or 18.2-387 of the Code of Virginia, or any provision of an ordinance of the County or a law or ordinance of another jurisdiction which prohibits the same conduct, within the past 10 years.

(2) Conviction, plea of nolo contendere or a forfeiture on a charge of violating any provision of this Chapter, or on a charge of violating a similar law in any other jurisdiction, within the past five years.

(3) Making a false statement on a permit application.

(e) If the Division Director denies an application, the Division Director shall provide the applicant with written notice setting forth the grounds for the denial. Applicants may appeal the decision to deny an initial or renewal permit application in accordance with Sections 28.2-4-5 and 28.2-4-6.

(f) If the Division Director has not completed his investigation of the applicant within 21 days, he will notify the applicant that further investigation is necessary. Failure to provide such notification or approve a permit application within (21) days does not mean the permit application is approved.

Section 28.2-2-6. - Permit transfer or change of location.

(a) Permits are not transferable from one person to another, whether by sale, lease, merger or otherwise.

(b) Permits are not transferable from one massage establishment location to another.

(c) If a privately-held corporation or company or a partnership holds a permit issued under this Chapter, the transfer of more than ten percent of the ownership of the corporation, company or partnership to a person or entity who was not an owner when the application was made shall cause the automatic expiration of the permit. The expiration shall occur on the date of the transfer.

Section 28.2-2-7. - Responsibilities of the permit holder.

(a) The permit holder is responsible for the massage establishment being operated in compliance with this Chapter and all other applicable laws and ordinances, including the actions of any officer, agent, manager or employee of the permit holder on the premises of the massage establishment.

(b) The permit holder must ensure that all massage establishment employees complete all training mandated by the Department. Completion of all training by each employee must be recorded and made accessible upon request.

Article 3. – Minimum standards.

Section 28.2-3-1. – General provisions.

(a) The permit must be posted in a location in the massage establishment that is conspicuous to clients.

(b) Business hours must be posted on all public entryways into the massage establishment.

(c) Notices informing the public that the massage establishment is subject to inspection by the Department must be displayed at each public entrance and/or walk-up window of every massage establishment. Such notices shall be designed and supplied by the Department.

(d) A current list of all employees of the massage establishment must be maintained and provided to the Department upon request. The list shall include the full legal name, primary duty, state licensure number (if applicable) and date of hire.

Section 28.2-3-2. – Other required permits; compliance with zoning ordinance and building codes and fire prevention code.

(a) Permit holders must possess all other applicable permits and licenses otherwise required to conduct business in Fairfax County, including, without limitation, certificates of occupancy, zoning use permits and business licenses.

(b) Massage establishments must comply with the Fairfax County Zoning Ordinance.

(c) Massage establishments must comply with all applicable provisions of the Virginia Uniform Statewide Building Code, including those provisions relating to lighting, ventilation, toilet facilities and accessibility.

(d) Massage establishments must comply with the Virginia Statewide Fire Prevention Code.

(e) Massage establishment must comply with all other applicable laws and regulations.

Section 28.2-3-3 – Controlled entry prohibited.

Massage establishments shall have front doors open to the public and unlocked during regular business hours and shall not be equipped with any remotely controlled locking device utilizing a camera, intercom, and/or doorbell entry system. Exceptions:

(a) Massage establishments owned and operated by a sole proprietor are exempt from the prohibitions of this section.

(b) Massage establishments that maintain an unobstructed view into the reception and waiting area from the outside through use of glass and/or windows are exempt from the prohibitions of this section.

(c) Massage establishments may have front doors locked while the establishment is occupied by a single employee or independent contractor.

(d) Massage establishments that have obtained a variance from the requirements of this Section as set forth in Section 28.2-2-3.

Section 28.2-3-4. – Facilities and equipment.

(a) Walls, ceilings, floors, pools, steam rooms and any other physical facilities must be maintained in good repair and in sanitary condition. Any heat, steam or vapor rooms must be cleaned each day the establishment is in operation.

(b) Rooms must be adequately illuminated to allow for cleaning.

(c) All towels, linens, sheets or other coverings shall be used singularly for each client and laundered or discarded immediately after use.

(d) Non-disposable tools must be disinfected after each use.

(e) Table showers or Vichy showers may not be located in a private room.

(f) Each massage establishment must have and maintain the following in a clean, sanitary and workable condition:

(1) Handwashing sinks must be:

i. Located to allow convenient use by employees; and,

ii. Located in, or immediately adjacent to, toilet rooms;

iii. Equipped with hot and cold water, soap and paper towels.

(2) A custodial service sink located in the building in which the massage establishment quarters are located.

(3) Toilet rooms for employees and patrons that are adequate and conveniently located.

(4) Equipment for disinfecting and sterilizing non-disposable instruments and materials used in performing massage.

Section 28.2-3-5. - Living or sleeping quarters prohibited.

(a) A room used as living or sleeping quarters, or an area directly opening into a room used as living or sleeping quarters may not be used as a massage establishment.

(b) No part of any massage establishment shall be used as a dormitory or for housing, sheltering or harboring any person(s) or as living or sleeping quarters for any person. No part of any massage establishment shall be connected with any bedroom or sleeping quarters or be equipped with beds, cots or mattresses; nor shall any person sleep in such establishment except for limited periods incidental to and directly related to a massage.

(c) This section shall not prohibit the location of a massage establishment in separate quarters of a building housing a hotel or transient lodging establishment or other separate businesses. A guest room in a hotel or transient lodging establishment may not be used as a massage establishment.

Section 28.2-3-6. - Cleanliness of massage therapists required.

Every massage therapist shall cleanse his or her hands thoroughly with soap and hot running water immediately before administering each massage.

Section 28.2-3-7. - Massaging clients while ill prohibited.

(a) No massage therapist may knowingly massage any client infected with any fungus or other skin infections, nor shall service be performed on any client exhibiting skin inflammation or eruptions, unless a licensed physician certifies that a client may be safely served.

(b) No massage therapist may massage any client when the massage therapist is suffering from any communicable disease transmitted by skin-to-skin contact or through the secretions of the respiratory tract, or from any skin lesions or disease on the hands or arms, or any nasal or ear discharge or inflamed eyes.

(c) Massage establishments must have an illness policy applicable to all employees of the massage establishment.

Section 28.2-3-8. - Massaging, touching, exposing erogenous areas prohibited.

(a) It is unlawful for any person, in a massage establishment, to touch, with any part of his or her body or with any object, another person's clothed or unclothed erogenous area.

(b) It is unlawful for any person, in a massage establishment, to fail to conceal his or her erogenous areas with a fully opaque covering while in the presence of others.

(c) It is unlawful for any person owning, operating or managing a massage establishment, including the permit holder, to knowingly cause or allow, in or about such massage establishment, any agent, employee or any other person under his control or supervision to perform any act prohibited by this section.

Section 28.2-3-9. – Drugs and Alcohol prohibited.

(a) The permit holder, manager, and all employees of a massage establishment are prohibited from being under the influence of alcoholic beverages while conducting any massage establishment services.

(b) Possession and sales of alcoholic beverages on the premises of a massage establishment must comply with Virginia law, including, without limitation, the Alcoholic Beverage Control Act, Va. Code §§ 4.1-100 through -517, as amended.

(c) The permit holder, manager, and all employees of a massage establishment are prohibited from possessing, being in control of, or being under the influence of, narcotic drugs or controlled substances while on the premises of the massage establishment, other than drugs which may be purchased over the counter without a prescription or those for which the individual has a prescription.

Section 28.2-3-10. – Advertising prohibitions.

A massage establishment shall not engage in or allow its employees to engage in sexually suggestive advertising related to massage services. A massage establishment's advertising, including but not limited to any sign, flyer or card, shall only list or suggest services that can lawfully be provided at the establishment, and such services shall be included in the application for the permit or updated later pursuant to Section 28.2-2-2(c).

Section 28.2-3-11. – Massage therapist license required.

(a) No person may administer a massage in a massage establishment unless such person is currently licensed as a massage therapist by the Virginia Board of Nursing. It is unlawful for any person owning, operating or managing a massage establishment, including the permit holder, to cause or allow any agent, employee or

any other person under his control or supervision to administer or offer to administer a massage if such agent, employee or other person is not currently licensed as a massage therapist by the Virginia Board of Nursing.

(b) Every massage therapist must post his or her massage therapist license issued by the Virginia Board of Nursing in a location in the massage establishment that is conspicuous to the massage therapist's clients.

ARTICLE 4. – Inspections, Enforcement and Penalties.

Section 28.2-4-1. - Right of entry to enforce Chapter and conduct inspections.

The Director, the chief of police, the zoning administrator and the building official, or their duly authorized agents, are hereby authorized to enter, examine and survey, during business hours, any premises in the County for which a permit has been issued pursuant to this Chapter for the purpose of inspection and to enforce the provisions of this Chapter. The Director shall inspect each massage establishment at least one time per year to determine whether it is being operated in compliance with this Chapter. This section shall not restrict or limit the right of entry vested in any law enforcement agency or prohibit inspections by the Director in response to complaints.

Section 28.2-4-2. – Directives.

The Division Director may issue directives or other instructions, including, without limitation, notices, orders and warnings, together with time frames for corrective action, in lieu of or in addition to a denial of permit renewal, or revocation or suspension of a permit. The Division Director shall assess the reinspection fee set forth in Article 5 for each inspection conducted to determine compliance with such corrective actions.

Section 28.2-4-3. - Permit Suspension.

(a) The Division Director may suspend a permit if the permit holder, any manager or any employee of the establishment:

(1) Violates any provision of this Chapter.

(2) Operates the massage establishment in such a manner as to constitute an imminent hazard or threat to public health, safety or general welfare as determined by the Division Director.

(3) Interferes with the Director or other officials with a right of entry under Section 28.2-4-1 in the performance of their duties.

(b) Written notice of permit suspension shall be electronically delivered to the permit holder, hand delivered to the permit holder, or mailed via certified mail to the permit holder's last known address of record. The written notice of permit suspension shall set forth the effective date of suspension and the grounds for suspension.

(c) The massage establishment must immediately cease operations as of the effective date of the permit suspension.

(d) A permit holder whose permit has been suspended pursuant to this section may appeal the suspension in accordance with Sections 28.2-4-5 and 28.2-4-6, below.

Section 28.2-4-4. - Permit revocation.

(a) The Division Director shall revoke a permit if the permit holder or any manager has committed a disqualifying offense. If the permit holder is a privately held corporation or company, the Division Director shall revoke the permit if any officer or director thereof has committed a disqualifying offense. If the permit holder is a publicly held corporation, the Division Director shall revoke a permit if the corporation, or any officer or thereof has committed a disqualifying offense. If the permit holder is a partnership, the Division Director shall revoke a permit if the partnership, or any partner thereof has committed a disqualifying offense.

(b) The Division Director may revoke a permit for any of the following reasons:

(1) The permit has been repeatedly suspended pursuant to Section 28.2-4-3.

(2) The permit holder has failed to pay any fees required pursuant to Article 5, when due.

(3) Failure to allow immediate entry to the establishment pursuant to Section 28.2-4-1.

(c) Written notice of revocation shall be electronically delivered to the permit holder, hand delivered to the permit holder or mailed via certified mail to the permit holder's last known address of record. The written notice shall set forth the effective date of permit revocation and specify the grounds for revocation.

(d) The massage establishment shall immediately cease operations as of the effective date of the permit revocation.

(e) A permit holder whose permit has been revoked pursuant to this section may appeal the revocation in accordance with Sections 28.2-4-5 and 28.2-4-6, below.

Section 28.2-4-5. – Informal hearing procedures.

(a) An applicant or permit holder may make a written request for an informal hearing with the Division Director within 10 business days following receipt of the written notice of permit suspension, permit revocation, or denial of permit application. The permit suspension, permit revocation, or denial of permit application shall remain in effect during the pendency of the informal hearing.

(b) The Division Director shall hold an informal hearing within five business days of receiving the permit holder's or applicant's request. The Division Director shall provide written notice to the permit holder or applicant of the date, time and location of the informal hearing.

(c) The Division Director shall issue a written decision upholding or rescinding the permit suspension, permit revocation, or denial of permit application within two business days following the informal hearing.

(d) If no request for an informal hearing is filed within ten (10) business days following receipt of the written notice of permit revocation, permit suspension, or denial of permit application, the permit holder or applicant waives any further appeal rights provided in this Chapter.

(e) The Division Director may rescind the permit revocation, permit suspension or denial of permit application at any time upon a determination that the grounds for suspension, revocation or denial no longer exist. The Division Director may assess the permit reinstatement fee set forth in Article 5 when a revocation or suspension is rescinded pursuant to this section.

Section 28.2-4-6. – Appeals procedure.

(a) Following the informal hearing conducted pursuant to Section 28.2-4-5, a permit holder or applicant may appeal the Division Director's decision to uphold a permit suspension, permit revocation or denial of permit application to the Director. The Division Director's decision shall remain in effect during the pendency of the appeal to the Director.

(b) The permit holder or applicant may make a written request to the Director for an appeal hearing within 30 business days of the informal hearing with the Division Director.

(c) The Director shall hold an appeal hearing within 60 days of receipt of the request.

(d) Written notice of the appeal hearing shall be electronically delivered to the permit holder, hand-delivered to the permit holder, or mailed via certified mail to the permit holder's last known address of record. The notice shall state the date, time and place of the appeal hearing, and shall set forth the reason(s) for the permit suspension, permit revocation or denial of permit application.

(e) The Director shall have the power to place witnesses under oath. The permit holder or applicant may be represented by legal counsel. The permit holder, applicant or legal counsel shall have the opportunity to speak on his or her behalf, present evidence and cross-examine witnesses. A record of the hearing shall be made.

(f) The Director shall issue a written decision upholding or rescinding the permit suspension, permit revocation or denial of permit application within 10 business days of the appeal hearing. The Director's written decision shall be hand delivered to the permit holder or applicant or mailed via certified mail to the permit holder's or applicant's last known address of record.

(g) The permit holder shall pay the reinstatement fee set forth in Article 5 for each suspended or revoked permit that has been reinstated pursuant to this section.

(h) All decisions made by the Director supersede those made by the Division Director. The decisions of the Director are final, provided, however, that nothing in this Chapter shall prohibit a permit holder or applicant from seeking judicial review of the Director's decision following an appeal hearing held pursuant to this section.

Section 28.2-4-7. – Closure of massage establishments operating without a permit.

The Department shall have the power to order the immediate closure of any massage establishment operating without a valid permit or operating with a permit that has been suspended or revoked or not renewed.

Section 28.2-4-8. - Penalties.

Any person violating any provision of this Chapter shall be guilty of a Class 1 misdemeanor.

ARTICLE 5. - Fee Schedule.

Section 28.2-5-1. - Fee Schedule; Annual.

The following fees shall be paid to the Department when an initial or renewal permit application is submitted. The application fees are based on a calendar year and shall not

be prorated. These fees are in addition to any business or occupation license tax imposed by the County, and any other taxes or fees which may be required to engage in the business.

Fee Type	*Fee*
Initial Massage Establishment Permit Application	$200.00
Renewal Massage Establishment Permit Application	$150.00

Section 28.2-5-2. - Fee Schedule; Supplemental.

Fee Type	*Fee*
Plan Review: New Submission, Renovation	$200.00
Plan Review: Change-of-ownership	$50.00
Reinspection	$100.00
Permit Reinstatement	$200.00
Late Payment Fee	$50.00

The late Payment Fee may be added to any fee not received by the Department when due.

2. **That the provisions of this ordinance are severable, and if any provision of this ordinance or any application thereof is held invalid, that invalidity shall not affect the other provisions or applications of this ordinance that can be given effect without the invalid provision or application.**

3. **That Sections 28.2-2-2 through 28.2-2-6 of this ordinance shall take effect on November 19, 2025, to allow the Fairfax County Health Department to receive and process applications and issue massage establishment permits for calendar year 2026.**

4. **That the Fairfax County Health Department is authorized to waive permit application fees for applications received prior to January 1, 2026.**

5. **That the remaining provisions of this ordinance shall take effect on January 1, 2026.**

6. **That Fairfax County Code Chapter 28.1, Massage Therapy, Establishments and Services, is repealed effective January 1, 2026.**

GIVEN under my hand this ___ day of November, 2025.

1
2
3 Jill G. Cooper
4 Clerk for the Board of Supervisors
5
6

Decision Only for the Public Hearing on Aylors Overlook HOA Deferred to 11/18/2025 at 4:00 p.m.

Board Agenda Item
November 18, 2025

4:00 p.m.

Decision Only on the Contraction of Aylors Overlook HOA to Remove Refuse and Vacuum Leaf Collection Services

Original Public Hearing Title on October 14, 2025: Public Hearing for the De-Creation/Re-Creation of Brittany Parc Court Area Sanitary District to Remove Vacuum Leaf Collection, the Contraction of Welcome Drive Area to Remove Vacuum Leaf Collection Services, and the Contraction of Aylors Overlook HOA to Remove Refuse/Recycling and Vacuum Leaf Collection Services (Providence District)

ISSUE:
Board of Supervisors' (Board) to conduct a public hearing for the de-creation/re-creation and contraction of Sanitary Districts for removal of refuse/recycling and/or vacuum leaf collection services.

RECOMMENDATION:
The County Executive recommends that the Board approve the first two proposed petitions to change Sanitary Districts for refuse/recycling and/or leaf collection service and deny the third proposed petition in accordance with the Board's adopted criteria for the creation of Small or Local Sanitary Districts.

Sanitary District	Action	Service	Recommendation
DTA Local District 1A Within Providence District Brittany Parc Court Area (Attachment 1 Summary Sheet)	De-Create/ Re-Create	Remove Vacuum Leaf	Approve
DTA Local District 1A Within Providence District Welcome Drive Area (Attachment 1 Summary Sheet)	Contract	Remove Vacuum Leaf	Approve
DTA Providence District Within Providence District Aylors Overlook HOA (Attachment 1 Summary Sheet)	Contract	Remove Refuse/ Recycling & Vacuum Leaf	Deny

Decision Only for the Public Hearing on Aylors Overlook HOA Deferred to 11/18/2025 at 4:00 p.m.

Board Agenda Item
November 18, 2025

TIMING:
The Board authorized to advertise on September 9, 2025, for a public hearing to be held on October 14, 2025, at 4:00 p.m.

Decision only for the public hearing on Aylors Overlook HOA was deferred by the Board of Supervisors on October 14, 2025, at 4:00 p.m. to November 18, 2025, at 4:00 p.m.

BACKGROUND:
The administrative responsibility for the Creation/Enlargement/Contraction/ Dissolution of Sanitary Districts in the County of Fairfax for refuse/recycling and/or leaf collection is with the Department of Public Works and Environmental Services. The establishment of Sanitary Districts is accomplished through the action of the Board at public hearings. Prior to any action by the Board on a proposed Sanitary District, certain relevant standards and criteria must be met in accordance with the Board's adopted criteria for the Creation/Enlargement/De-Creation/Re-Creation of Small and Local Sanitary Districts.

The submitted petitions have been reviewed, and it has been determined that the petitions should be submitted to the Board for approval or denial. The petitions' data summaries and the proposed resolutions are set forth in Attachments 2, 3 and 4.

Staff recommends that the de-creation/re-creation of Brittany Parc Court Area Sanitary District for the removal of vacuum leaf collections be approved. Staff recommends that the contraction of Welcome Drive Area Sanitary District for the removal of vacuum leaf collections be approved. Staff recommends that the contraction of Aylors Overlook HOA Sanitary District for the removal of refuse/recycling and vacuum leaf collections be denied due to the petition map area being surrounded by existing Sanitary District customers. Removing this one street will go against our environmental sustainability directives. If the Board approves the petitions for the Sanitary District actions at the public hearing, the modifications will become permanent on January 1, 2026.

EQUITY IMPACT:
Sanitary District Creation/De-Creation for the purposes of solid waste management relates to area of focus 12 in the One Fairfax Policy: "A healthy and quality environment to live and work in that acknowledges the need to breathe clean air, to drink clean water now and for future generations."

Creation of new Sanitary Districts allows the County to collect or contract the waste collection for all residences within that designated area, reducing solid waste vehicle congestion in the area, reducing pollution, greenhouse gas emissions, improving safety

Decision Only for the Public Hearing on Aylors Overlook HOA Deferred to 11/18/2025 at 4:00 p.m.

and providing consistent and standardized service. De-creation or contraction that removes vacuum leaf service results in the reduction of waste collection activity for all residences achieving the same benefit in reduction of pollution, greenhouse gas emissions, and improving safety. The creation or de-creation of Sanitary Districts is done in response to petitions from residents in the designated area. This action would positively impact the following Countywide Strategic Plan Community Outcome Areas of Healthy Communities, Energy and Environment, and Housing and Neighborhood Livability.

This item follows the Fairfax Sanitary District Petition Process and each petition has passed a community-lead vote of at least 60% or higher of residents to bring before the Board. Information on the petition process can be found on the Fairfax County Solid Waste website or by contacting Solid Waste directly. If approved, the community will be contacted via mail to inform them of the change and service end date. Residents can reach out to Solid Waste for additional assistance anytime during the petition process or following approval.

At this time, no negative impacts have been observed or are projected.

FISCAL IMPACT:
None.

ENCLOSED DOCUMENTS:
Attachment 1: Summary Sheet
Attachment 2: Data Sheet with Proposed Resolution and Map (Brittany Parc Court Area)
Attachment 3: Data Sheet with Proposed Resolution and Map (Welcome Drive Area)
Attachment 4: Data Sheet with Proposed Resolution and Map (Aylors Overlook HOA)

STAFF:
Jennifer Miller, Deputy County Executive
Christopher Herrington, Director, Department of Public Works and Environmental Services (DPWES)
Eric Forbes, Deputy Director, Solid Waste Management Program, DPWES

ASSIGNED COUNSEL:
Joanna Faust, Assistant County Attorney

Attachment 1

SUMMARY SHEET

Proposed alterations to the following Sanitary Districts for refuse/recycling and/or vacuum leaf collection services:

1. De-create/re-create Brittany Parc Court Area Sanitary District in DTA Local District 1A within Providence District for the purpose of providing refuse/recycling and removing vacuum leaf collection services.

2. Contract Welcome Drive Area Sanitary District in DTA Local District 1A within Providence District for the purpose of removing vacuum leaf collection services.

3. Contract Aylors Overlook HOA Sanitary District in DTA Providence District within Providence District for the purpose of removing refuse/recycling and vacuum leaf collection services.

Attachment 2

DATA SHEET
De-Create/Re-Create Brittany Parc Court Area
DTA Local District 1A
Within the Providence District

Purpose: To provide County refuse/recycling and remove vacuum leaf collection services to Brittany Parc Court Area.

- Petition requesting service received January 17, 2025.
- Petition Area: 42 Properties.
- 26 Property Owners in favor.
- 1 Property Owners opposed.
- 15 Non-responsive / unable to contact.
- The Department of Public Works and Environmental Services recommends that the proposed action be approved. If approved, services will be removed effective January 1, 2026.

ADOPTION OF A RESOLUTION
TO DE-CREATE/RE-CREATE BRITTANY PARC COURT AREA
DTA LOCAL DISTRICT 1A WITHIN
PROVIDENCE DISTRICT

TAKE NOTICE that at a regular meeting of the Board of Supervisors of the County of Fairfax, Virginia, held in the Board Auditorium of the Government Center, 12000 Government Center Parkway, Fairfax, Virginia, on Tuesday the 9th day of September, 2025, it was proposed by said Board to adopt a resolution to de-create/re-create a district known as Brittany Parc Court Area in DTA Local District 1A within Providence District to include Brittany Parc Court Area for the purpose of providing refuse/recycling and removing vacuum leaf collection to be effective January 1, 2026, and the Clerk of said Board was directed to cause notice thereof by publication in a newspaper having general circulation in said County in the manner specified by Virginia Code § 15.2-1427 for the adoption of county ordinances, together with a notice that at a regular meeting of said Board to be held in the Board Auditorium of the Government Center, 12000 Government Center Parkway, Fairfax, Virginia, on

TUESDAY
OCTOBER 14, 2025
COMMENCING AT 4 P.M.

The said Board of Supervisors of Fairfax County, Virginia, will hold a public hearing at which time and place any interested parties may appear and be heard. The full text of the resolution to be adopted is in the following words and figures, to-wit:

WHEREAS, Virginia Code Section *15.2-858*, as amended, provides for, among other things, the Creation by the Board of Supervisors of Fairfax County, Virginia, of a Sanitary District by resolution; and

WHEREAS, the Board of Supervisors has been presented with facts and information upon consideration of which said Board, finding the property embraced in the proposed Sanitary District will be benefited by de-creating/re-creating the Sanitary District for the purpose of providing for refuse/recycling and removing vacuum leaf collection for the citizens who reside therein.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Supervisors of Fairfax County, Virginia, authorizes the advertisement for the proposed de-creation/re-creation of a Sanitary District, pursuant to Virginia Code Section *15.2-858*, as amended, to be known as Brittany Parc Court Area in DTA Local District 1A within Providence District, Fairfax County, Virginia, which said de-creation/re-creation of the Sanitary District shall be described as follows:

The de-creation/re-creation of Brittany Parc Court Area in DTA Local District 1A within Providence District to include Brittany Parc Court Area located in the County of Fairfax, Virginia, and as shown on the attached map.

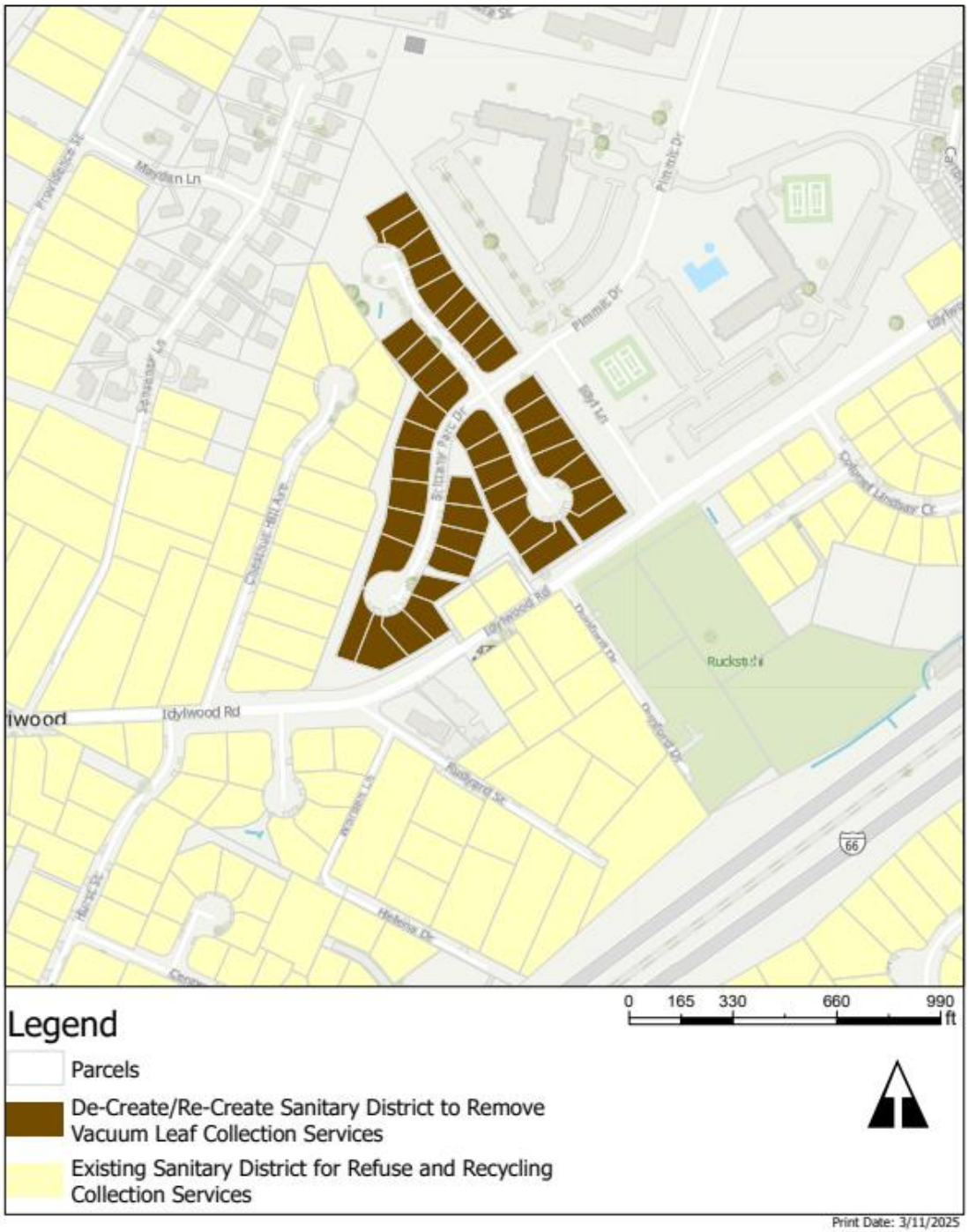
AND BE IT FURTHER RESOLVED that the Board of Supervisors of Fairfax County, Virginia, declares its intention to implement the purpose for which said Brittany Parc Court Area in DTA Local District 1A within Providence District is hereby created to wit:

To provide refuse/recycling and remove vacuum leaf collection service for the citizens who reside therein.

Given under my hand this ____day of October, 2025

_____
Jill G. Cooper
Clerk for the Board of Supervisors

Brittany Parc Court Area Sanitary District Map, 42 Lots



Attachment 3

DATA SHEET
Contract Welcome Drive Area
DTA Local District 1A
Within the Providence District

Purpose: To remove vacuum leaf collection services from Welcome Drive Area.

- Petition requesting service received March 3, 2025.
- Petition Area: 1 Property.
- 1 Property Owner in favor.
- 0 Property Owners opposed.
- 0 Non-responsive / unable to contact.
- The Department of Public Works and Environmental Services recommends that the proposed action be approved. If approved, services will be removed effective January 1, 2026.

ADOPTION OF A RESOLUTION
TO CONTRACT WELCOME DRIVE AREA
DTA LOCAL DISTRICT 1A WITHIN
PROVIDENCE DISTRICT

TAKE NOTICE that at a regular meeting of the Board of Supervisors of the County of Fairfax, Virginia, held in the Board Auditorium of the Government Center, 12000 Government Center Parkway, Fairfax, Virginia, on Tuesday the 9th day of September, 2025, it was proposed by said Board to adopt a resolution to contract a district known as Welcome Drive Area in DTA Local District 1A within Providence District to include Welcome Drive Area for the purpose of removing vacuum leaf collection to be effective January 1, 2026, and the Clerk of said Board was directed to cause notice thereof by publication in a newspaper having general circulation in said County in the manner specified by Virginia Code §15.2-1427 for the adoption of county ordinances, together with a notice that at a regular meeting of said Board to be held in the Board Auditorium of the Government Center, 12000 Government Center Parkway, Fairfax, Virginia, on

TUESDAY
OCTOBER 14, 2025
COMMENCING AT 4 P.M.

The said Board of Supervisors of Fairfax County, Virginia, will hold a public hearing at which time and place any interested parties may appear and be heard. The full text of the resolution to be adopted is in the following words and figures, to-wit:

WHEREAS, Virginia Code Section *15.2-858*, as amended, provides for, among other things, the Creation by the Board of Supervisors of Fairfax County, Virginia, of a Sanitary District by resolution; and

WHEREAS, the Board of Supervisors has been presented with facts and information upon consideration of which said Board, finding the property embraced in the proposed Sanitary District will be benefited by contracting the Sanitary District for the purpose of removing vacuum leaf collection for the citizens who reside therein.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Supervisors of Fairfax County, Virginia, authorizes the advertisement for the proposed contraction of a Sanitary District, pursuant to Virginia Code Section *15.2-858*, as amended, to be known as Welcome Drive Area in DTA Local District 1A within Providence District, Fairfax County, Virginia, which said contraction of the Sanitary District shall be described as follows:

The contraction of Welcome Drive Area in DTA Local District 1A within Providence District to include Welcome Drive Area located in the County of Fairfax, Virginia, and as shown on the attached map.

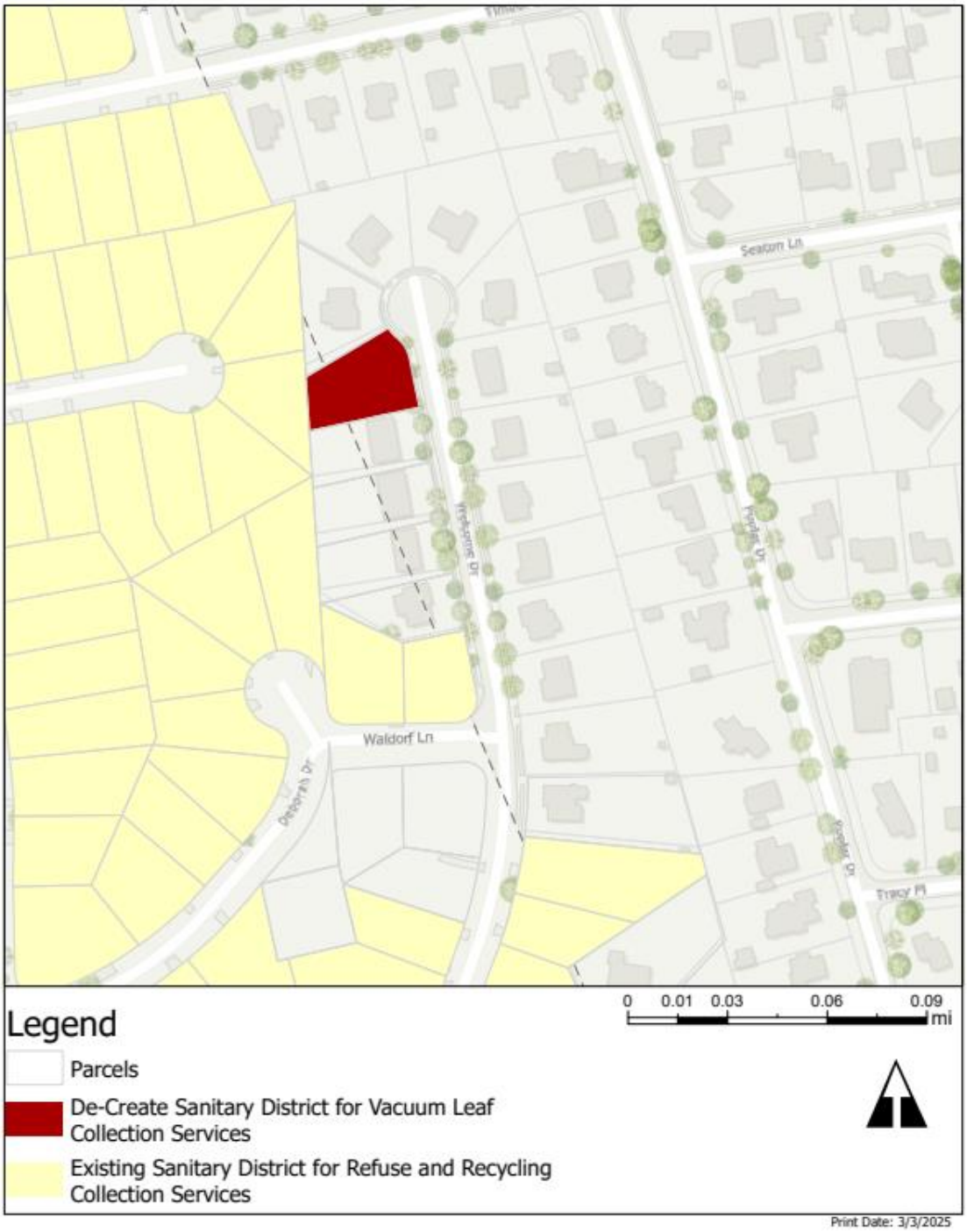
AND BE IT FURTHER RESOLVED that the Board of Supervisors of Fairfax County, Virginia, declares its intention to implement the purpose for which said Welcome Drive Area in DTA Local District 1A within Providence District is hereby created to wit:

To remove vacuum leaf collection service for the citizens who reside therein.

Given under my hand this ____day of October, 2025

_____
Jill G. Cooper
Clerk for the Board of Supervisors

Welcome Drive Area Sanitary District Map, 1 Area



Attachment 4

DATA SHEET
Contract Aylors Overlook HOA
DTA Providence District
Within the Providence District

Purpose: To remove refuse/recycling and vacuum leaf collection services from Aylors Overlook HOA.

- Petition requesting service received April 11, 2025.
- Petition Area: 16 Properties.
- 15 Property Owners in favor.
- 0 Property Owners opposed.
- 1 Non-responsive / unable to contact.
- The Department of Public Works and Environmental Services does not recommend that the proposed action be denied due to the petition map area being surrounded by existing Sanitary District customers. Removing this one street will go against our environmental sustainability directives. If approved, services will be removed effective January 1, 2026.

ADOPTION OF A RESOLUTION
TO CONTRACT AYLORS OVERLOOK HOA
DTA PROVIDENCE DISTRICT WITHIN
PROVIDENCE DISTRICT

TAKE NOTICE that at a regular meeting of the Board of Supervisors of the County of Fairfax, Virginia, held in the Board Auditorium of the Government Center, 12000 Government Center Parkway, Fairfax, Virginia, on Tuesday the 9th day of September, 2025, it was proposed by said Board to adopt a resolution to contract a district known as Aylors Overlook HOA in DTA Providence District within Providence District to include Aylors Overlook HOA for the purpose of removing refuse/recycling, and vacuum leaf collection to be effective January 1, 2026, and the Clerk of said Board was directed to cause notice thereof by publication in a newspaper having general circulation in said County in the manner specified by Virginia Code §15.2-1427 for the adoption of county ordinances, together with a notice that at a regular meeting of said Board to be held in the Board Auditorium of the Government Center, 12000 Government Center Parkway, Fairfax, Virginia, on

TUESDAY
OCTOBER 14, 2025
COMMENCING AT 4 P.M.

The said Board of Supervisors of Fairfax County, Virginia, will hold a public hearing at which time and place any interested parties may appear and be heard. The full text of the resolution to be adopted is in the following words and figures, to-wit:

WHEREAS, Virginia Code Section *15.2-858*, as amended, provides for, among other things, the Creation by the Board of Supervisors of Fairfax County, Virginia, of a Sanitary District by resolution; and

WHEREAS, the Board of Supervisors has been presented with facts and information upon consideration of which said Board, finding the property embraced in the proposed Sanitary District will be benefited by contracting the Sanitary District for the purpose of removing refuse/recycling, and vacuum leaf collection for the citizens who reside therein.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Supervisors of Fairfax County, Virginia, authorizes the advertisement for the proposed contraction of a Sanitary District, pursuant to Virginia Code Section *15.2-858*, as amended, to be known as Aylors Overlook HOA in DTA Providence District within Providence District, Fairfax County, Virginia, which said contraction of the Sanitary District shall be described as follows:

The contraction of Aylors Overlook HOA in DTA Providence District within Providence District to include Aylors Overlook HOA located in the County of Fairfax, Virginia, and as shown on the attached map.

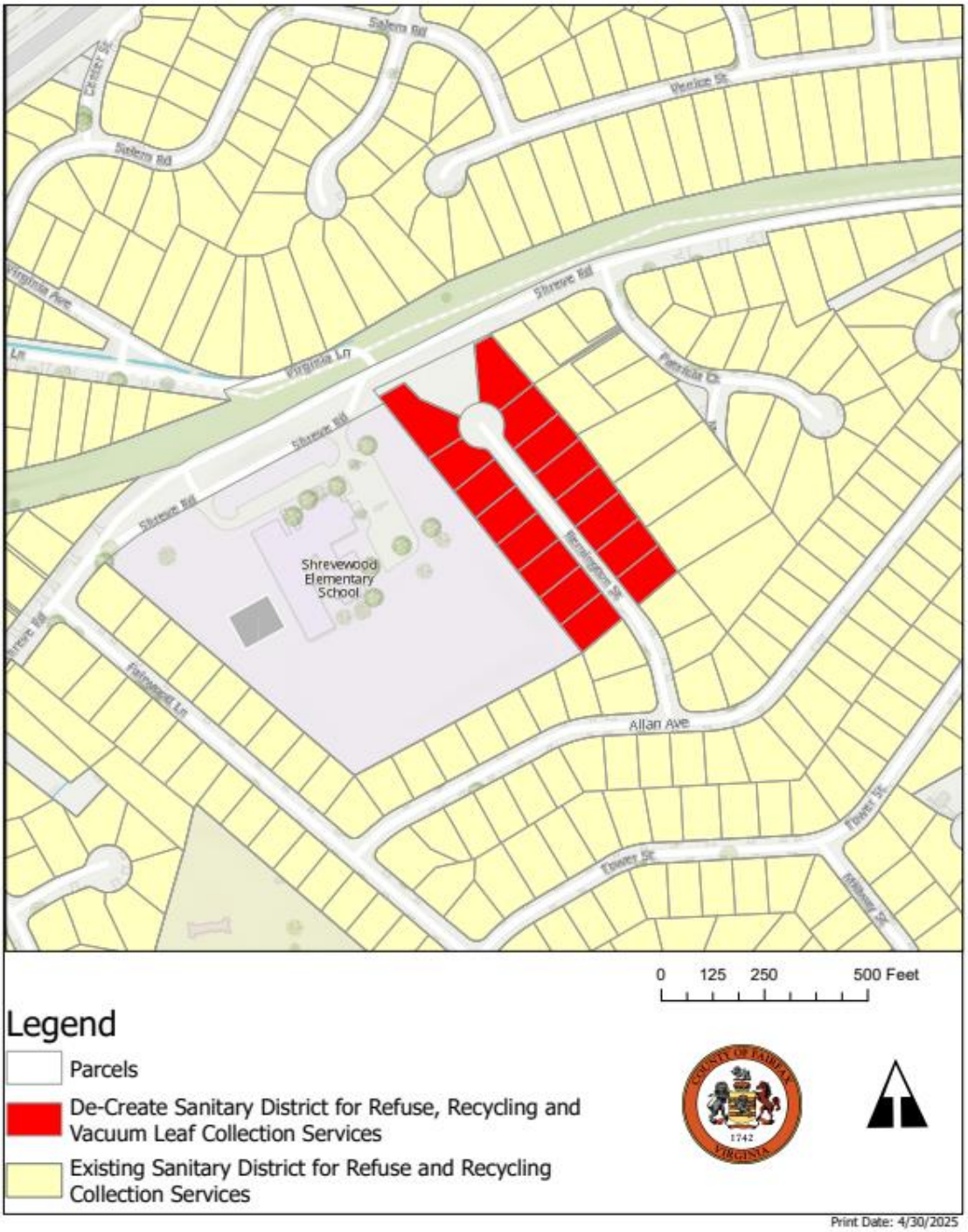
AND BE IT FURTHER RESOLVED that the Board of Supervisors of Fairfax County, Virginia, declares its intention to implement the purpose for which said Aylors Overlook HOA in DTA Providence District within Providence District is hereby created to wit:

To remove refuse/recycling, and vacuum leaf collection service for the citizens who reside therein.

Given under my hand this ____day of November, 2025

_____
Jill G. Cooper
Clerk for the Board of Supervisors

Aylors Overlook HOA, 16 Lots



Board Agenda Item
November 18, 2025

4:30 p.m.

Public Hearing on the Acquisition of Certain Land Rights Necessary for the Construction of Columbia Pike Complete Streets Phase I, Grant 1400159-2021 (Mason District)

ISSUE:
Public Hearing on the acquisition of certain land rights necessary for the construction of Project Columbia Pike Complete Streets - Phase I, (grant 1400159-2021) in Fund 50000, Federal-State Grant Fund.

RECOMMENDATION:
The County Executive recommends that the Board of Supervisors (Board) adopt the attached resolution authorizing the acquisition of the necessary land rights.

TIMING:
On October 14, 2025, the Board authorized advertisement for a public hearing to be held on November 18, 2025, commencing at 4:30 p.m.

BACKGROUND:
This project consists of constructing approximately 600 linear feet of new sidewalk along the south side of Columbia Pike between Backlick Road and Tom Davis Drive. The new sidewalk will enhance pedestrian accessibility and safety, providing a seamless connection to existing pathways in the area. The project also includes driveway modifications to improve connections with the new sidewalk and a new pedestrian crossing at Columbia Pike and Tom Davis Drive.

Land rights for these improvements are required on six properties, none of which have been acquired by the Land Acquisition Division (LAD). The construction of the project requires the acquisition of dedications for public street purposes, grading agreement and temporary construction easements on Tax Map parcels 071-1-01-0092, 071-1-01-0092C, 071-1-01-0093, 071-1-01-0094, 071-1-01-0113, and 071-1-01-0113A.

Negotiations are in progress with several owners of these properties; however, because resolution of these acquisitions is not imminent, it may become necessary for the Board to utilize quick-take eminent domain powers to commence construction of this project on schedule. These powers are conferred upon the Board by statute, namely, *Va.*

Code Ann. Sections 15.2-1901 through 15.2-1905 (as amended). Pursuant to these provisions, a public hearing is required before property interests can be acquired in such an accelerated manner.

EQUITY IMPACT:
This project supports the One Fairfax Policy, ensuring decisions, programs, and services are intentionally developed with the goal of providing an equitable opportunity for every resident to succeed. Communities affected by this Board Item lie within a high or very high vulnerability index. The project has the potential to advance equity.
As a transportation project, the proposed walkway directly aligns with multiple focus areas of the One Fairfax Policy. It advances focus area 2 by safely connecting more housing units, particularly those in mixed-use areas, to multiple modes of transport. Improved walkability furthers focus area 8's goal of enhancing neighborhood quality of life by providing a safe, well-maintained route between communities. The project also supports focus area 11 by protecting stable neighborhoods and green spaces while enabling access to transportation that connects residents with employment, housing, amenities, and services. Finally, it advances focus area 14 by strengthening a multi-modal transportation system that contributes to economic growth, health, congestion mitigation, and community prosperity through sustainable, inclusive mobility options.

FISCAL IMPACT:
Funding is available in the Columbia Pike Complete Streets Phase I grant (1400159-2021), in Fund 50000, Federal-State Grant Fund. This project is included in the FY 2026-FY 2030 Adopted Capital Improvement Program (With future Fiscal Years to FY 2035). No additional funding is being requested from the Board.

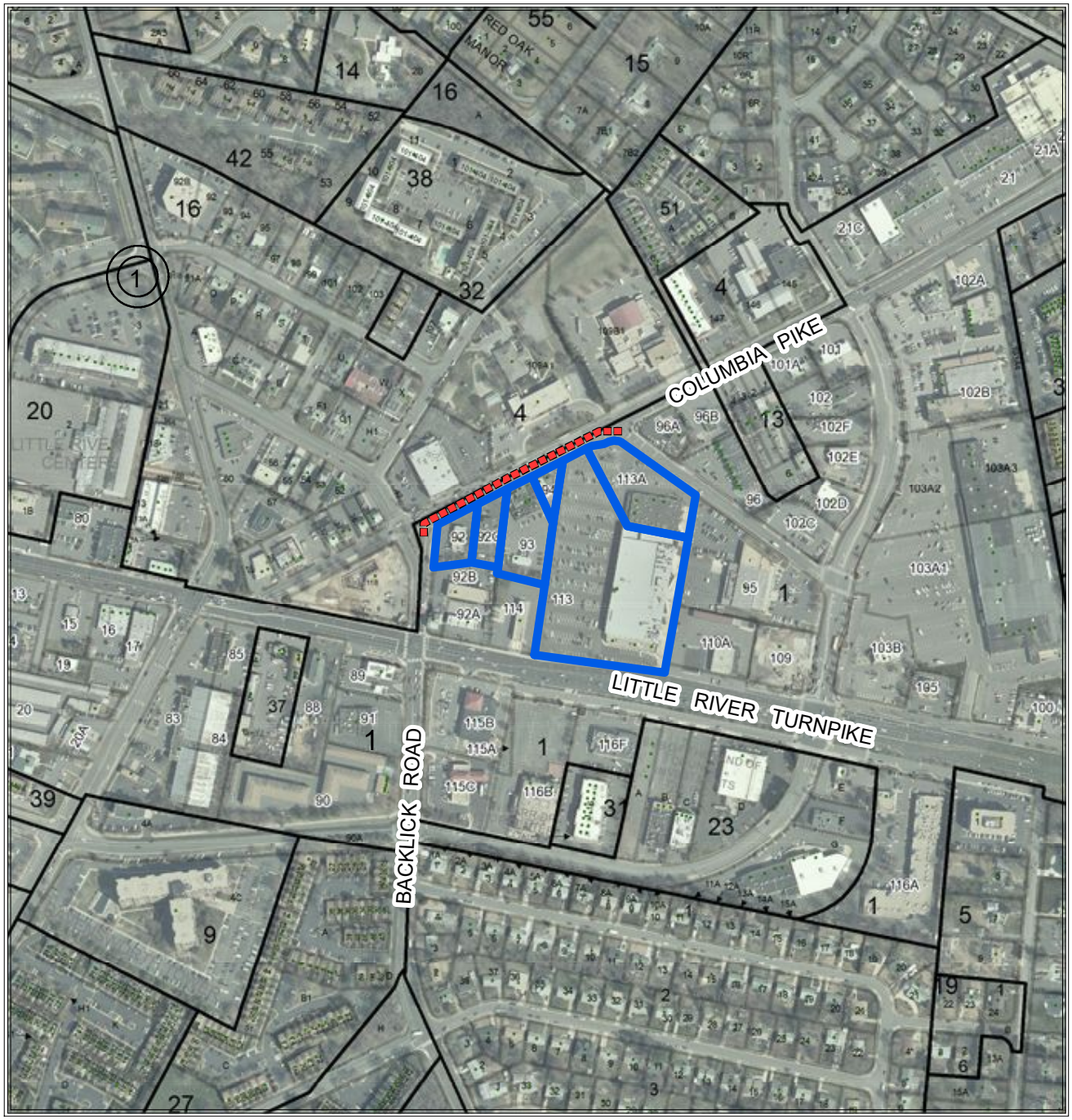
ENCLOSED DOCUMENTS:
Attachment A – Project Location Map
Attachment B – Resolution with Fact Sheets on the Affected Parcels with Plats Showing Interests to be Acquired (Attachments 1 through 6A).

STAFF:
Jennifer Miller, Deputy County Executive
Christopher Herrington, Director, Department of Public Works and Environmental Services (DPWES)
Gregg Steverson, Director, Fairfax County Department of Transportation
Tiya Raju, Deputy Director, Capital Facilities, DPWES

Board Agenda Item
November 18, 2025

ASSIGNED COUNSEL:
Randall Greehan, Assistant County Attorney

ATTACHMENT A



COLUMBIA PIKE STREETSCAPES - PHASE 1

Project AA1400159-21

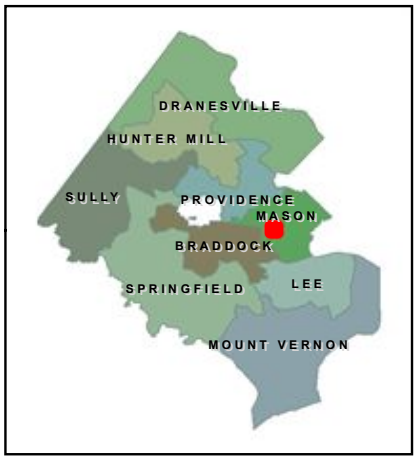
Tax Map: 071-1

Mason District

Affected Properties:

Proposed Improvements:

0 0.05 0.1 0.2 Miles



ATTACHMENT B

RESOLUTION

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium in the Government Center at 12000 Government Center Parkway, Fairfax, Virginia, on Tuesday, November 18, 2025, at which meeting a quorum was present and voting, the following resolution was adopted:

WHEREAS, certain Project Columbia Pike Complete Streets Phase I. aka Columbia Pike Streetscapes, Phase I - AA1400159-21 (Mason District) had been approved; and

WHEREAS, a public hearing pursuant to advertisement of notice was held on this matter, as required by law; and

WHEREAS, the property interests that are necessary have been identified; and

WHEREAS, in order to keep this project on schedule, it is necessary that the required property interests be acquired not later than January 2, 2026.

NOW THEREFORE BE IT RESOLVED, that the Director, Land Acquisition Division, in cooperation with the County Attorney, is directed to acquire the property interests listed in Attachments 1 through 6A by gift, purchase, exchange, or eminent domain; and be it further

RESOLVED, that following the public hearing, this Board hereby declares it necessary to acquire the said property and property interests and that this Board intends to enter and take the said property interests for the purpose of constructing approximately 600 linear feet of new sidewalk along the south side of Columbia Pike between Backlick Road and Tom Davis Drive. The new sidewalk will enhance pedestrian accessibility and safety, providing a seamless connection to existing

pathways in the area. The project also includes driveway modifications to improve connections with the new sidewalk and a new pedestrian crossing at Columbia Pike and Tom Davis Drive. All as shown and described in the plans of Project AA1400159-21, Pike Complete Streets, Phase 1 on file in the Land Acquisition Division of the Department of Public Works and Environmental Services, 12000 Government Center Parkway, Suite 449, Fairfax, Virginia; and be it further

RESOLVED, that this Board does hereby exercise those powers granted to it by the *Code of Virginia* and does hereby authorize and direct the Director, Land Acquisition Division, on or after December 19, 2025, unless the required interests are sooner acquired, to execute and cause to be recorded and indexed among the land records of this County, on behalf of this Board, the appropriate certificates in accordance with the requirements of the *Code of Virginia* as to the property owners, the indicated estimate of fair market value of the property and property interests and/or damages, if any, to the residue of the affected parcels relating to the certificates; and be it further

RESOLVED, that the County Attorney is hereby directed to institute the necessary legal proceedings to acquire indefeasible title to the property and property interests identified in the said certificates by condemnation proceedings, if necessary.

ATTACHMENT B

LISTING OF AFFECTED PROPERTIES
Project
Columbia Pike Complete Streets Phase I. aka Columbia Pike Streetscapes, Phase I -
AA1400159-21 (Mason District)

PROPERTY OWNER(S)	TAX MAP NUMBER
1. ANJL LLC Address: 4301 Backlick Road Annandale, VA 22003	071-1-01-0092
2. KAYBAR ASSOC LP Address:7219 Columbia Pike Annandale, VA 22003	071-1-01-0092C
3. Kee Cho Han and Ae Young Han Address:7139 Columbia Pike Annandale, VA 22003	071-1-01-0093
4. Kee Cho Han and Ae Young Han Address:7201 Columbia Pike Annandale, VA 22003	071-1-01-0094
5. NNN AGP OPP II OWNER 1, LLC Address:7142 Little River Turnpike Annandale, VA 22003	071-1-01-0113
6. Young Ho Kim and Wulsoon Kim Trustees, Under the Kim Living Trust Address:7133 Columbia Pike Annandale, VA 22003	071-1-01-0113A

A Copy – Teste:

_____
Jill G. Cooper
Clerk to the Board of Supervisors

ATTACHMENT 1

AFFECTED PROPERTY

Tax Map Number: 071-1-01-0092

Street Address: 4301 Backlick Road
Annandale, VA 22003

OWNER(S): ANJL LLC

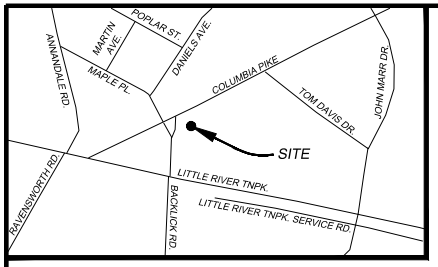
INTEREST(S) REQUIRED: (As shown on attached plat/plan)

Dedication for Public Street Purposes – 2,332 sq. ft.
Grading Agreement & Temporary Construction Easement - 1,714 sq. ft.

VALUE

Estimated value of interests and damages:

TWO HUNDRED NINE THOUSAND NINETY-FIVE DOLLARS ($209,095.00)



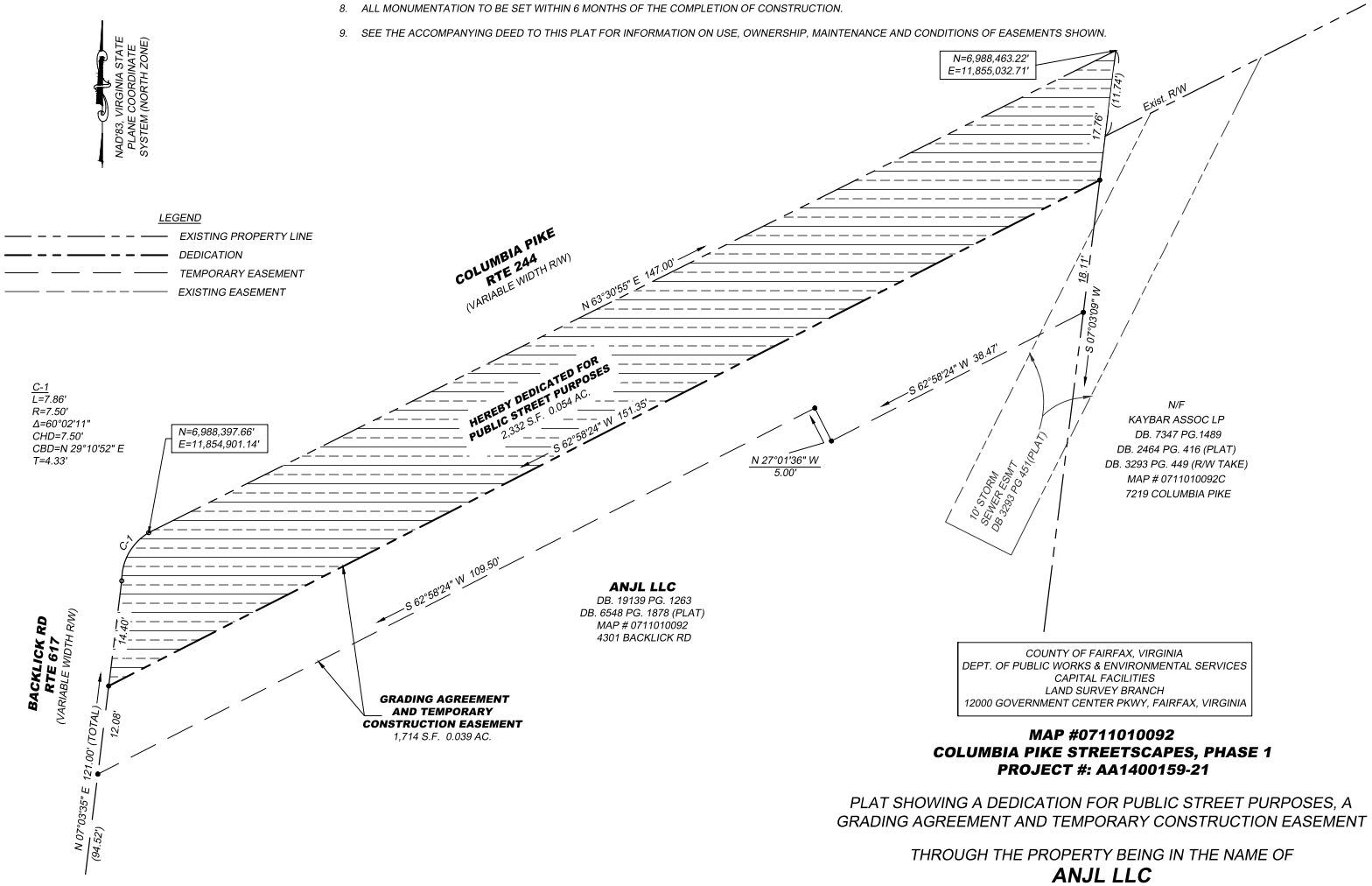
VICINITY MAP
NOT TO SCALE

NOTES:

1. THIS PLAT IS FOR THE SOLE PURPOSE OF SHOWING A DEDICATION FOR PUBLIC STREET PURPOSES AND A GRADING AGREEMENT AND TEMPORARY CONSTRUCTION EASEMENT. BEARINGS AND DISTANCES SHOWN HEREON ARE BASED ON THE SURVEY USED FOR THE DESIGN OF THE PROPOSED EASEMENTS.
2. THE INFORMATION SHOWN ON THIS PLAT WAS COMPILED FROM EXISTING LAND RECORDS AND DOES NOT REPRESENT THE RESULTS OF AN ACTUAL FIELD RUN BOUNDARY SURVEY.
3. ALL PREVIOUSLY RECORDED RIGHTS-OF-WAY, EASEMENTS, OR OTHER INTERESTS OF THE COUNTY SHALL REMAIN IN FULL FORCE AND EFFECT UNLESS OTHERWISE SPECIFICALLY SHOWN HEREON.
4. THE LAND SHOWN ON THIS PLAT IS NOW HELD AS NOTED IN THE TITLE BLOCK HEREON AND RECORDED AMONG THE LAND RECORDS OF FAIRFAX COUNTY; ALL EASEMENTS AND DEDICATIONS FOR PUBLIC STREET PURPOSES ARE WITHIN THE BOUNDS OF THE ORIGINAL TRACT, AS SHOWN ON THIS PLAT
5. HORIZONTAL (NAD'83) AND VERTICAL (NAVD'88) DATUM ESTABLISHED THROUGH REAL TIME KINEMATIC (RTK) GPS OBSERVATIONS ON NOVEMBER 11, 2021. DIFFERENTIAL CORRECTIONS WERE DERIVED FROM NATIONAL GEODETIC SURVEY (NGS) CONTINUALLY OPERATING REFERENCE STATION (CORS) "VAAD".
6. THE PROPERTY SHOWN HEREON FALLS IN THE FOLLOWING FLOOD HAZARD ZONES: "X" (UNSHADED) - AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOOD PLAIN. THE APPROXIMATE BOUNDARY LIMITS OF THESE AREAS ARE SHOWN GRAPHICALLY, IF THEY FALL WITHIN THE LIMITS OF THIS SURVEY, AS SCALED FROM FEMA FLOOD INSURANCE RATE MAP, MAP NUMBER 51059C0280E, EFFECTIVE DATE: 09-17-2010.
7. THIS PLAT WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT; THEREFORE NOT ALL ENCUMBRANCES TO THE PROPERTY ARE NECESSARILY SHOWN HEREON.
8. ALL MONUMENTATION TO BE SET WITHIN 6 MONTHS OF THE COMPLETION OF CONSTRUCTION.
9. SEE THE ACCOMPANYING DEED TO THIS PLAT FOR INFORMATION ON USE, OWNERSHIP, MAINTENANCE AND CONDITIONS OF EASEMENTS SHOWN.

NAD'83, VIRGINIA STATE PLANE COORDINATE SYSTEM (NORTH ZONE)

LEGEND
- EXISTING PROPERTY LINE
- DEDICATION
- TEMPORARY EASEMENT
- EXISTING EASEMENT



COUNTY OF FAIRFAX, VIRGINIA
DEPT. OF PUBLIC WORKS & ENVIRONMENTAL SERVICES
CAPITAL FACILITIES
LAND SURVEY BRANCH
12000 GOVERNMENT CENTER PKWY, FAIRFAX, VIRGINIA

Graphic Scale
0' 10' 20' 30'
Scale: 1"=10'

EASEMENT AREA TABULATIONS

DEDICATION FOR PUBLIC STREET PURPOSES	2,332 SF
GRADING AGREEMENT & TEMPORARY CONSTRUCTION EASEMENT	1,714 SF

MAP #0711010092
COLUMBIA PIKE STREETSCAPES, PHASE 1
PROJECT #: AA1400159-21

PLAT SHOWING A DEDICATION FOR PUBLIC STREET PURPOSES, A GRADING AGREEMENT AND TEMPORARY CONSTRUCTION EASEMENT

THROUGH THE PROPERTY BEING IN THE NAME OF
ANJL LLC
D.B. 19139, PG. 1263

MASON DISTRICT, FAIRFAX COUNTY, VIRGINIA

SCALE: 1"= 10' DATE: 09-30-2024 DRAWN BY: SLR SHEET 1 OF 1

Job #: KH2109.01
Date: 09-30-2024
Sheet: 1 of 1
Drawn By: SLR
Checked By: LRB

Rev. #	Rev. Date

Professional Seal

COMMONWEALTH OF VIRGINIA
09-30-2024
LESLIE R. BYRNSIDE
Lic. No. 002362
LAND SURVEYOR

H&B Surveying and Mapping, LLC
insightful solutions, quality service
A DBE/WBE SWaM Certified Business
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Roanoke, VA 23224
540.904.2559 Office
Survey Produced at Richmond Office Location
614 Moorefield Park Drive
Richmond, VA 23236
804.330.3781 Office 804.859.5330 Fax
www.hbsurveying.com

ATTACHMENT 2

AFFECTED PROPERTY

Tax Map Number: 071-1-01-0092C

Street Address: 7219 Columbia Pike
Annandale, VA 22003

OWNER(S): KAYBAR ASSOC LP

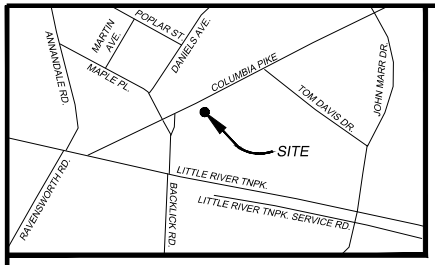
INTEREST(S) REQUIRED: (As shown on attached plat/plan)

Dedication for Public Street Purposes –447 sq. ft.
Grading Agreement & Temporary Construction Easement - 1,388 sq. ft.

VALUE

Estimated value of interests and damages:

FIFTEEN THOUSAND FIVE HUNDRED THIRTY-SIX DOLLARS ($15,536.00)



VICINITY MAP
NOT TO SCALE

NAD'83, VIRGINIA STATE PLANE COORDINATE SYSTEM (NORTH ZONE)

LEGEND
- EXISTING PROPERTY LINE
- DEDICATION
- TEMPORARY EASEMENT
- EXISTING EASEMENT

NOTES:

1. THIS PLAT IS FOR THE SOLE PURPOSE OF SHOWING A DEDICATION FOR PUBLIC STREET PURPOSES AND A GRADING AGREEMENT AND TEMPORARY CONSTRUCTION EASEMENT. BEARINGS AND DISTANCES SHOWN HEREON ARE BASED ON THE SURVEY USED FOR THE DESIGN OF THE PROPOSED EASEMENTS.
2. THE INFORMATION SHOWN ON THIS PLAT WAS COMPILED FROM EXISTING LAND RECORDS AND DOES NOT REPRESENT THE RESULTS OF AN ACTUAL FIELD RUN BOUNDARY SURVEY.
3. ALL PREVIOUSLY RECORDED RIGHTS-OF-WAY, EASEMENTS, OR OTHER INTERESTS OF THE COUNTY SHALL REMAIN IN FULL FORCE AND EFFECT UNLESS OTHERWISE SPECIFICALLY SHOWN HEREON.
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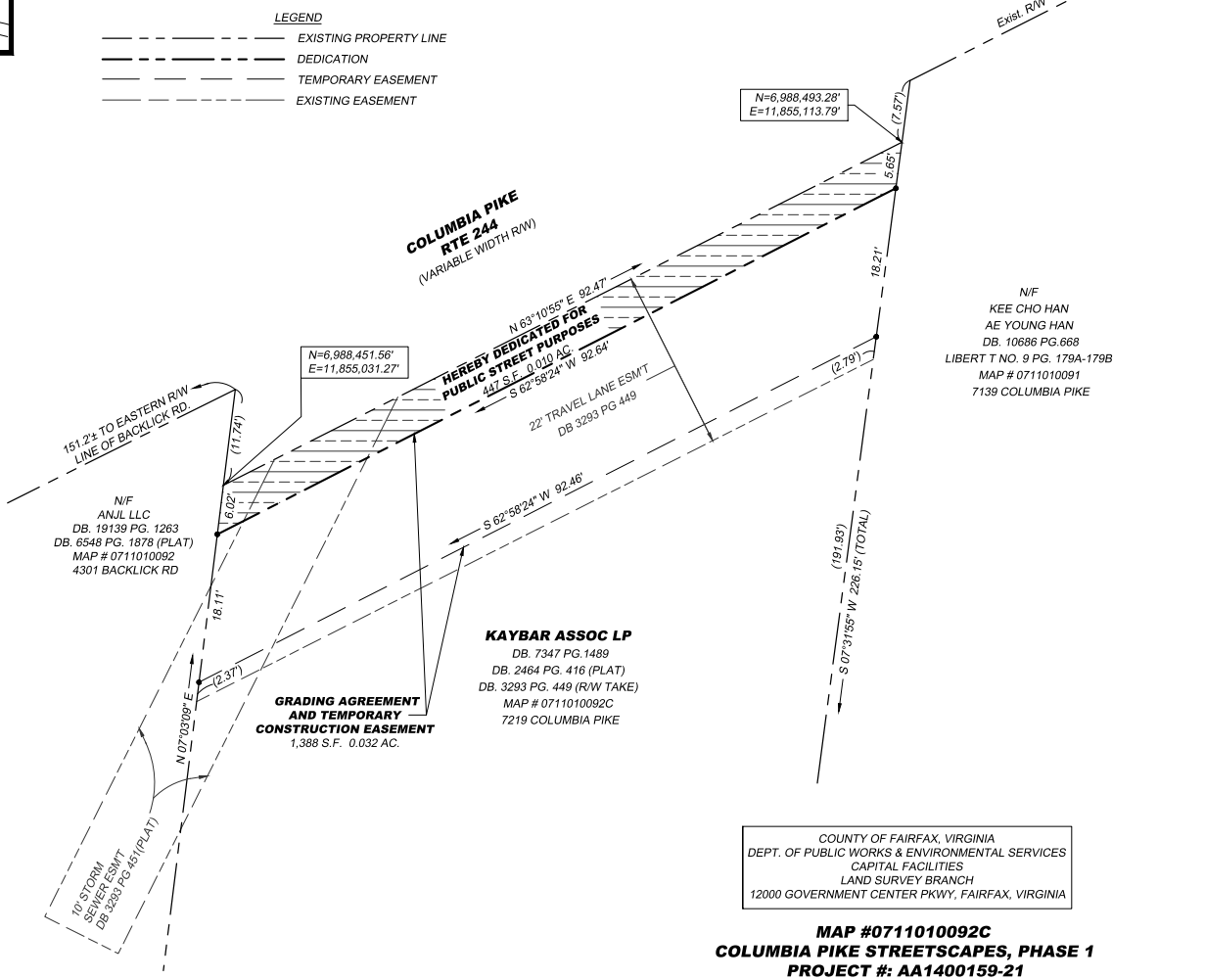

Graphic Scale
0' 10' 20' 30'
Scale: 1"=10'

EASEMENT AREA TABULATIONS

DEDICATION FOR PUBLIC STREET PURPOSES	447 SF
GRADING AGREEMENT & TEMPORARY CONSTRUCTION EASEMENT	1,388 SF

COUNTY OF FAIRFAX, VIRGINIA
DEPT. OF PUBLIC WORKS & ENVIRONMENTAL SERVICES
CAPITAL FACILITIES
LAND SURVEY BRANCH
12000 GOVERNMENT CENTER PKWY, FAIRFAX, VIRGINIA

MAP #0711010092C
COLUMBIA PIKE STREETSCAPES, PHASE 1
PROJECT #: AA1400159-21

PLAT SHOWING A DEDICATION FOR PUBLIC STREET PURPOSES, A GRADING AGREEMENT AND TEMPORARY CONSTRUCTION EASEMENT

THROUGH THE PROPERTY BEING IN THE NAME OF
KAYBAR ASSOC LP
D.B. 7347, PG. 1489

MASON DISTRICT, FAIRFAX COUNTY, VIRGINIA

SCALE: 1"= 10' DATE: 09-30-2024 DRAWN BY: SLR SHEET 1 OF 1

Job #: KH2109.01
Date: 09-30-2024
Sheet: 1 of 1
Drawn By: SLR
Checked By: LRB

Rev. #	Rev. Date

Professional Seal

COMMONWEALTH OF VIRGINIA
09-30-2024
LESLIE R. BYRNSIDE
Lic. No. 002362
LAND SURVEYOR

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2105 Electric Road SW, Suite 103
Roanoke, VA 23224
540.904.2559 Office
Survey Produced at Richmond Office Location
www.hbsurveying.com

ATTACHMENT 3

Tax Map Number: 071-1-01-0093

Street Address: 7139 Columbia Pike
Annandale, VA 22003

OWNER(S): Kee Cho Han and Ae Young Han

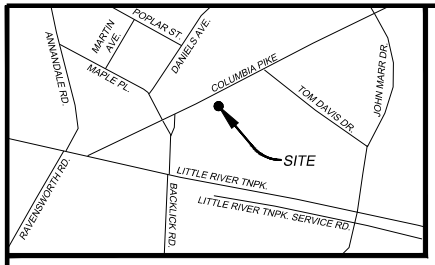
INTEREST(S) REQUIRED: (As shown on attached plat/plan)

Dedication for Public Street Purposes –644 sq. ft.
Grading Agreement & Temporary Construction Easement - 934 sq. ft.

VALUE

Estimated value of interests and damages:

FIFTY-EIGHT THOUSAND FIVE HUNDRED FIFTEEN DOLLARS ($58,515.00)



VICINITY MAP
NOT TO SCALE

NAD'83, VIRGINIA STATE PLANE COORDINATE SYSTEM (NORTH ZONE)

NOTES:

1. THIS PLAT IS FOR THE SOLE PURPOSE OF SHOWING A DEDICATION FOR PUBLIC STREET PURPOSES AND A GRADING AGREEMENT AND TEMPORARY CONSTRUCTION EASEMENT. BEARINGS AND DISTANCES SHOWN HEREON ARE BASED ON THE SURVEY USED FOR THE DESIGN OF THE PROPOSED EASEMENTS.
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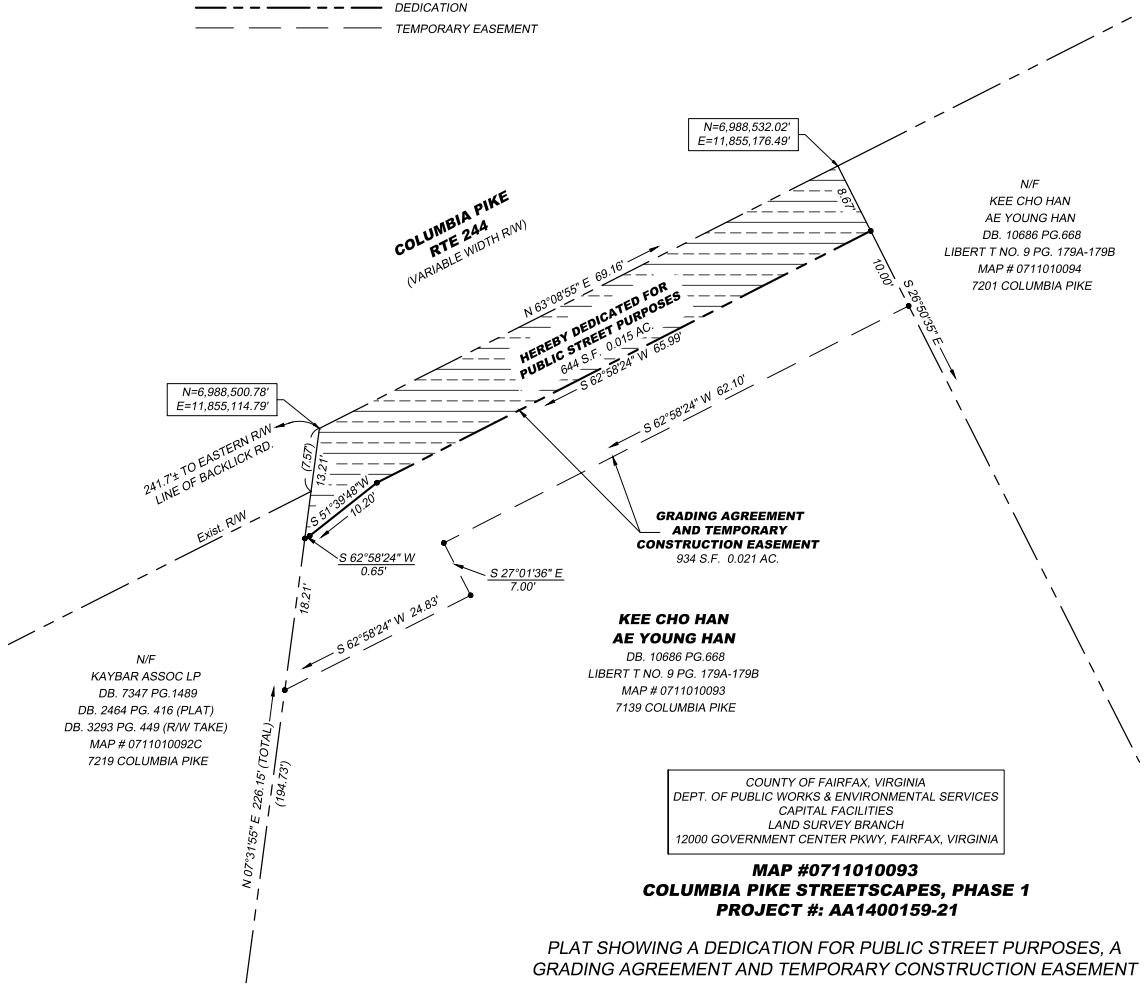
Graphic Scale
0' 10' 20' 30'
Scale: 1"=10'

LEGEND
EXISTING PROPERTY LINE
DEDICATION
TEMPORARY EASEMENT



EASEMENT AREA TABULATIONS

DEDICATION FOR PUBLIC STREET PURPOSES	644 SF
GRADING AGREEMENT & TEMPORARY CONSTRUCTION EASEMENT	934 SF

COUNTY OF FAIRFAX, VIRGINIA
DEPT. OF PUBLIC WORKS & ENVIRONMENTAL SERVICES
CAPITAL FACILITIES
LAND SURVEY BRANCH
12000 GOVERNMENT CENTER PKWY, FAIRFAX, VIRGINIA

MAP #0711010093
COLUMBIA PIKE STREETSCAPES, PHASE 1
PROJECT #: AA1400159-21

PLAT SHOWING A DEDICATION FOR PUBLIC STREET PURPOSES, A GRADING AGREEMENT AND TEMPORARY CONSTRUCTION EASEMENT

THROUGH THE PROPERTY BEING IN THE NAME OF
KEE CHO HAN
AE YOUNG HAN
D.B. 10686, PG. 668

MASON DISTRICT, FAIRFAX COUNTY, VIRGINIA

SCALE: 1"= 10' DATE: 09-30-2024 DRAWN BY: SLR SHEET 1 OF 1

Job #: KH2109.01
Date: 09-30-2024
Sheet: 1 of 1
Drawn By: SLR
Checked By: LRB

Rev. #	Rev. Date

Professional Seal

COMMONWEALTH OF VIRGINIA
09-30-2024
LESLIE R. BYRNSIDE
Lic. No. 002362
LAND SURVEYOR

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540.904.2559 Office
Survey Produced at Richmond Office Location
www.hbsurveying.com

ATTACHMENT 4

Tax Map Number: 071-1-01-0094

Street Address: 7201 Columbia Pike
Annandale, VA 22003

OWNER(S): Kee Cho Han and Ae Young Han

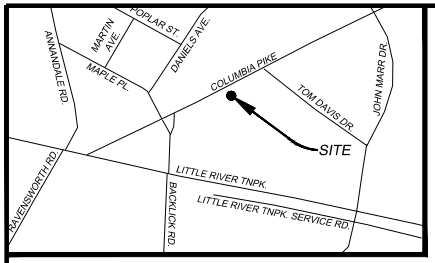
INTEREST(S) REQUIRED: (As shown on attached plat/plan)

Dedication for Public Street Purposes – 824 sq. ft.
Grading Agreement & Temporary Construction Easement - 904 sq. ft.

VALUE

Estimated value of interests and damages:

SEVENTY-ONE THOUSAND NINE HUNDRED EIGHTY DOLLARS ($71,980.00)



VICINITY MAP
NOT TO SCALE

NOTES:

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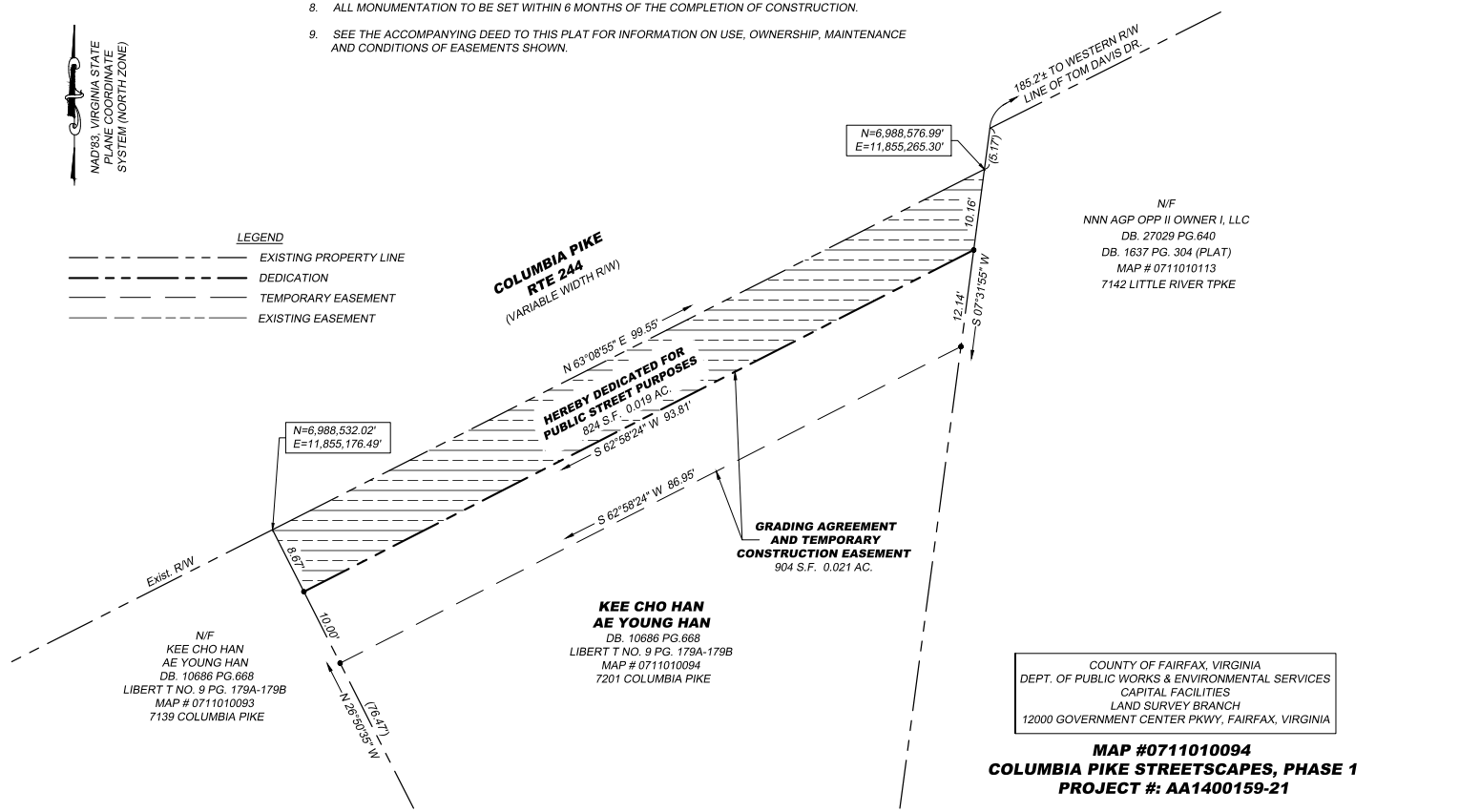
9. SEE THE ACCOMPANYING DEED TO THIS PLAT FOR INFORMATION ON USE, OWNERSHIP, MAINTENANCE AND CONDITIONS OF EASEMENTS SHOWN.

NAD'83, VIRGINIA STATE PLANE COORDINATE SYSTEM (NORTH ZONE)



Graphic Scale
0' 10' 20' 30'
Scale: 1"=10'

EASEMENT AREA TABULATIONS

DEDICATION FOR PUBLIC STREET PURPOSES	824 SF
GRADING AGREEMENT & TEMPORARY CONSTRUCTION EASEMENT	904 SF

COUNTY OF FAIRFAX, VIRGINIA
DEPT. OF PUBLIC WORKS & ENVIRONMENTAL SERVICES
CAPITAL FACILITIES
LAND SURVEY BRANCH
12000 GOVERNMENT CENTER PKWY, FAIRFAX, VIRGINIA

MAP #0711010094
COLUMBIA PIKE STREETSCAPES, PHASE 1
PROJECT #: AA1400159-21

PLAT SHOWING A DEDICATION FOR PUBLIC STREET PURPOSES, A GRADING AGREEMENT AND TEMPORARY CONSTRUCTION EASEMENT

THROUGH THE PROPERTY BEING IN THE NAME OF
KEE CHO HAN
AE YOUNG HAN
D.B. 10686, PG. 668

MASON DISTRICT, FAIRFAX COUNTY, VIRGINIA

SCALE: 1"= 10' DATE: 09-30-2024 DRAWN BY: SLR SHEET 1 OF 1

Job #: KH2109.01
Date: 09-30-2024
Sheet: 1 of 1
Drawn By: SLR
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Rev. #	Rev. Date

Professional Seal

COMMONWEALTH OF VIRGINIA
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www.hbsurveying.com

ATTACHMENT 5

Tax Map Number: 071-1-01-0113

Street Address: 7142 Little River Turnpike
Annandale, VA 22003

OWNER(S): NNN AGP OPP II OWNER 1, LLC

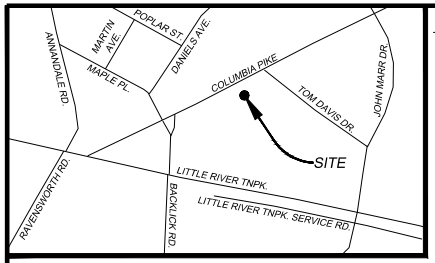
INTEREST(S) REQUIRED: (As shown on attached plat/plan)

Dedication for Public Street Purposes – 1,260 sq. ft.

VALUE

Estimated value of interests and damages:

TWELVE THOUSAND SIXTY-FIVE DOLLARS ($12,065.00)



VICINITY MAP
NOT TO SCALE

NOTES:

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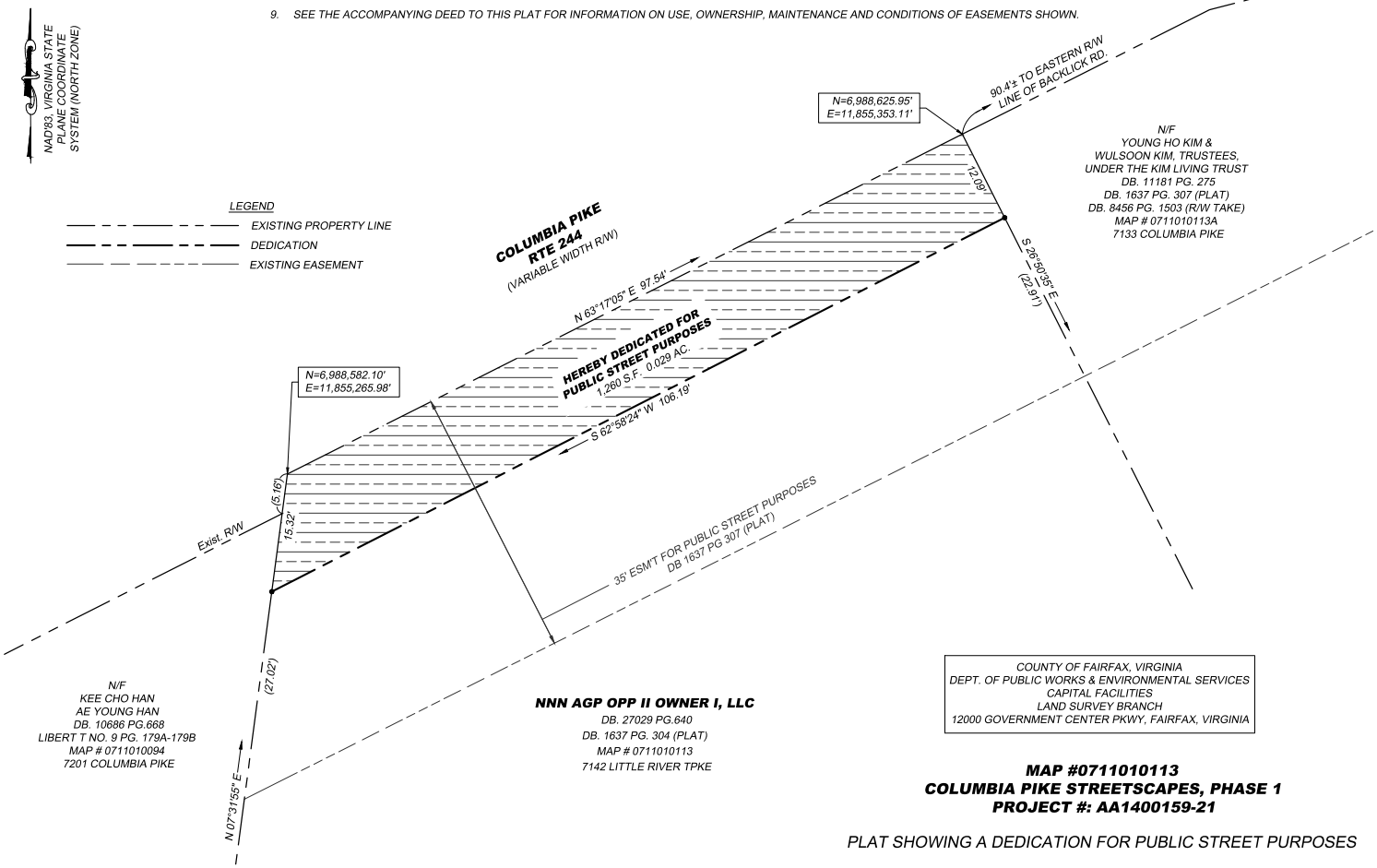

Graphic Scale
0' 10' 20' 30'
Scale: 1"=10'

EASEMENT AREA TABULATIONS

DEDICATION FOR PUBLIC STREET PURPOSES	1,260 SF

MAP #0711010113
COLUMBIA PIKE STREETSCAPES, PHASE 1
PROJECT #: AA1400159-21

PLAT SHOWING A DEDICATION FOR PUBLIC STREET PURPOSES

THROUGH THE PROPERTY BEING IN THE NAME OF
NNN AGP OPP II OWNER 1, LLC
D.B. 27029, PG. 640

MASON DISTRICT, FAIRFAX COUNTY, VIRGINIA

SCALE: 1"= 10' DATE: 09-30-2024 DRAWN BY: SLR SHEET 1 OF 1

Job #: KH2109.01
Date: 09-30-2024
Sheet: 1 of 1
Drawn By: SLR
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Rev. #	Rev. Date

Professional Seal

COMMONWEALTH OF VIRGINIA
09-30-2024
LESLIE R. BYRNSIDE
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Survey Produced at Richmond Office Location
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ATTACHMENT 6

Tax Map Number: 071-1-01-0113A

Street Address: 7133 Columbia Pike
Annandale, VA 22003

OWNER(S): Young Ho Kim and Wulsoon Kim

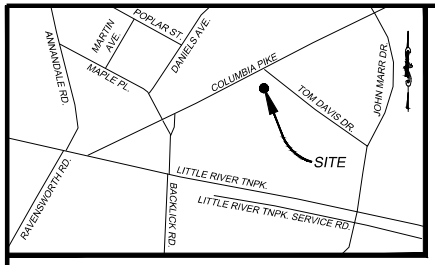
INTEREST(S) REQUIRED: (As shown on attached plat/plan)

Dedication for Public Street Purposes – 760 sq. ft.
Dedication for Public Street Purposes – 26 sq. ft.
Dedication for Public Street Purposes – 54 sq. ft.
Total – 840 sq. ft.
Grading Agreement & Temporary Construction Easement - 270 sq. ft.

VALUE

Estimated value of interests and damages:

FOURTEEN THOUSAND FOUR HUNDRED TWO DOLLARS ($14,402.00)



VICINITY MAP
NOT TO SCALE

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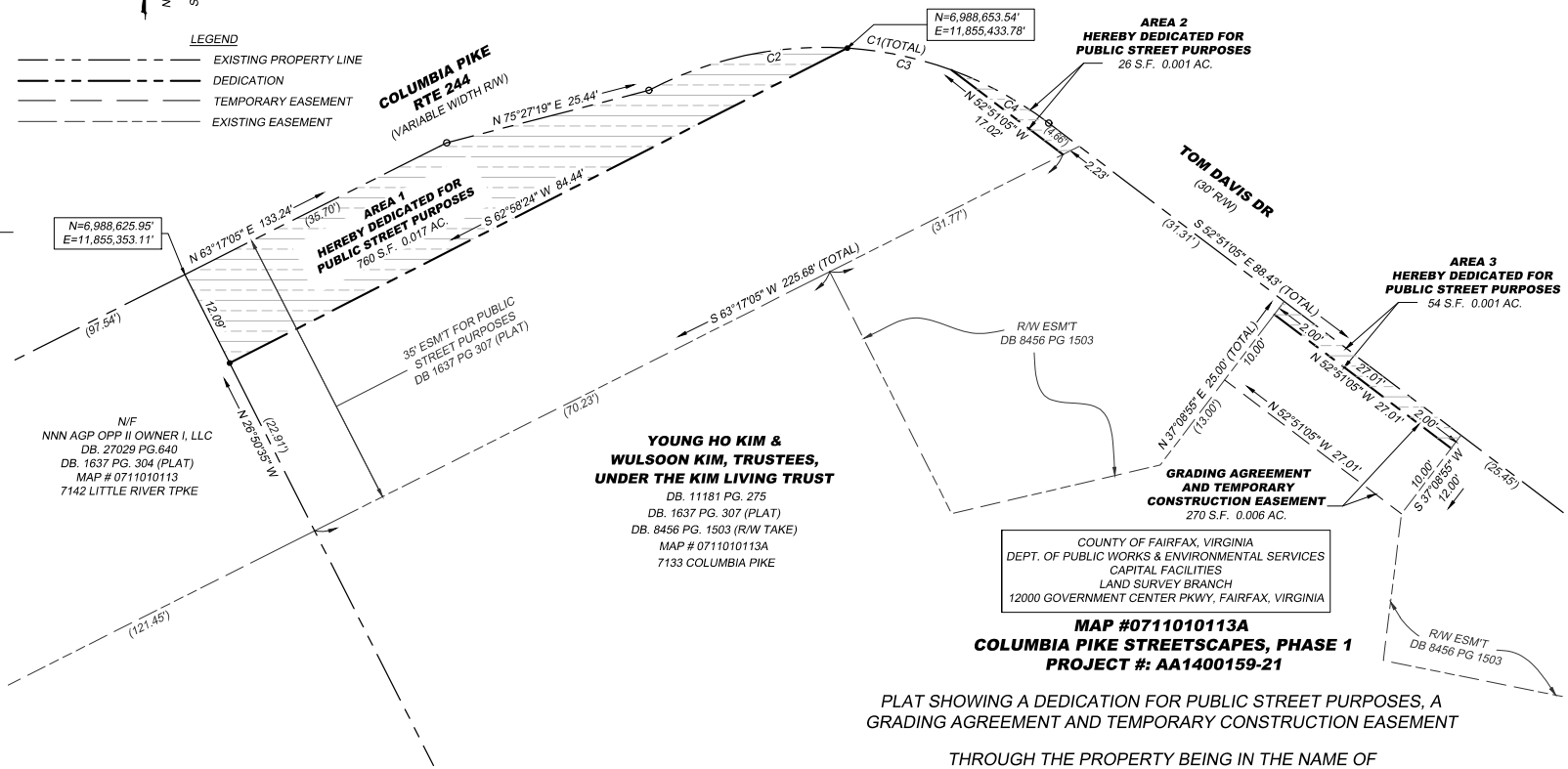
2. THE INFORMATION SHOWN ON THIS PLAT WAS COMPILED FROM EXISTING LAND RECORDS AND DOES NOT REPRESENT THE RESULTS OF AN ACTUAL FIELD RUN BOUNDARY SURVEY.
3. ALL PREVIOUSLY RECORDED RIGHTS-OF-WAY, EASEMENTS, OR OTHER INTERESTS OF THE COUNTY SHALL REMAIN IN FULL FORCE AND EFFECT UNLESS OTHERWISE SPECIFICALLY SHOWN HEREON.
4. THE LAND SHOWN ON THIS PLAT IS NOW HELD AS NOTED IN THE TITLE BLOCK HEREON AND RECORDED AMONG THE LAND RECORDS OF FAIRFAX COUNTY; ALL EASEMENTS AND DEDICATIONS FOR PUBLIC STREET PURPOSES ARE WITHIN THE BOUNDS OF THE ORIGINAL TRACT, AS SHOWN ON THIS PLAT
5. HORIZONTAL (NAD'83) AND VERTICAL (NAVD'88) DATUM ESTABLISHED THROUGH REAL TIME KINEMATIC (RTK) GPS OBSERVATIONS ON NOVEMBER 11, 2021. DIFFERENTIAL CORRECTIONS WERE DERIVED FROM NATIONAL GEODETIC SURVEY (NGS) CONTINUALLY OPERATING REFERENCE STATION (CORS) "VAAD".
6. THE PROPERTY SHOWN HEREON FALLS IN THE FOLLOWING FLOOD HAZARD ZONES: "X" (UNSHADED) - AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOOD PLAIN. THE APPROXIMATE BOUNDARY LIMITS OF THESE AREAS ARE SHOWN GRAPHICALLY, IF THEY FALL WITHIN THE LIMITS OF THIS SURVEY, AS SCALED FROM FEMA FLOOD INSURANCE RATE MAP, MAP NUMBER 51059C0280E, EFFECTIVE DATE: 09-17-2010.
7. THIS PLAT WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT; THEREFORE NOT ALL ENCUMBRANCES TO THE PROPERTY ARE NECESSARILY SHOWN HEREON.
8. ALL MONUMENTATION TO BE SET WITHIN 6 MONTHS OF THE COMPLETION OF CONSTRUCTION.
9. SEE THE ACCOMPANYING DEED TO THIS PLAT FOR INFORMATION ON USE, OWNERSHIP, MAINTENANCE AND CONDITIONS OF EASEMENTS SHOWN.

CURVE TABLE						
CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE	TANGENT
C1	45.50'	51.55'	48.84'	S 85°18'39" E	64°55'08"	28.94'
C2	45.50'	25.01'	24.70'	N 77°58'45" E	31°29'57"	12.83'
C3	45.50'	13.00'	12.95'	S 78°05'13" E	16°22'07"	6.54'
C4	45.50'	13.54'	13.49'	S 61°22'37" E	17°03'04"	6.82'

NAD'83, VIRGINIA STATE PLANE COORDINATE SYSTEM (NORTH ZONE)

LEGEND
- EXISTING PROPERTY LINE
- DEDICATION
- TEMPORARY EASEMENT
- EXISTING EASEMENT



MAP #0711010113A
COLUMBIA PIKE STREETSCAPES, PHASE 1
PROJECT #: AA1400159-21

PLAT SHOWING A DEDICATION FOR PUBLIC STREET PURPOSES, A GRADING AGREEMENT AND TEMPORARY CONSTRUCTION EASEMENT

THROUGH THE PROPERTY BEING IN THE NAME OF
YOUNG HO KIM & WULSOON KIM, TRUSTEES, UNDER THE KIM LIVING TRUST
D.B. 11181, PG. 275

MASON DISTRICT, FAIRFAX COUNTY, VIRGINIA

SCALE: 1"= 10' DATE: 09-30-2024 DRAWN BY: SLR SHEET 1 OF 1

Graphic Scale
0' 10' 20' 30'
Scale: 1"=10'

EASEMENT AREA TABULATIONS	
DEDICATION FOR PUBLIC STREET PURPOSES - AREA 1	760 SF
DEDICATION FOR PUBLIC STREET PURPOSES - AREA 2	26 SF
DEDICATION FOR PUBLIC STREET PURPOSES - AREA 3	54 SF
TOTAL	840 SF
GRADING AGREEMENT & TEMPORARY CONSTRUCTION EASEMENT	270 SF

Job #: KH2109.01
Date: 09-30-2024
Sheet: 1 of 1
Drawn By: SLR
Checked By: LWW

Rev. #	Rev. Date
#1	12/02/2024

Professional Seal

COMMONWEALTH OF VIRGINIA
09-30-2024
REV: 12-02-2024
LESLIE R. BYRNSIDE
Lic. No. 002362
LAND SURVEYOR

H&B Surveying and Mapping, LLC
insightful solutions, quality service
A DBE/WBE SWaM Certified Business
614 Moorefield Park Drive
Richmond, VA 23236
804.330.3781 Office 804.859.5330 Fax
2105 Electric Road SW, Suite 103
Roanoke, VA 23224
540.904.2559 Office
Survey Produced at Richmond Office Location
www.hbsurveying.com

Board Agenda Item
November 18, 2025

4:30 p.m.

Public Hearing on a Proposed Zoning Ordinance Amendment Re: Planned Residential Community (PRC) Plan Exceptions and Minor Modification

ISSUE:
The proposed Zoning Ordinance amendment includes revisions to the regulations permitting PRC plan exceptions (circumstances when a PRC plan is not required). The amendment creates new flexibility for changes to recreation uses and structures in common open space. The amendment proposes that all revisions to nonresidential and multifamily buildings and nonstructural elements would now be permitted through the minor modification process. Finally, the amendment permits a reduced fee for a homeowners' association submitting a minor modification request and for a PRC plan for community recreation in common open space.

PLANNING COMMISSION RECOMMENDATION:
On October 22, 2025, the Planning Commission voted 12-0 to recommend to the Board of Supervisors to adopt the proposed Zoning Ordinance Amendment for PRC Plan Exceptions and Minor Modifications with the staff recommended options as set forth in the Staff Report dated September 9, 2025, and that the amendment become effective at 12:01 am the day following adoption.

RECOMMENDATION:
The County Executive recommends adoption of the Zoning Ordinance Amendment as recommended in the September 9, 2025, Staff Report.

TIMING:
The Board authorized the public hearings on September 9, 2025; the Planning Commission public hearing was held on October 22, 2025, at 7:30 p.m. and the Board public hearing is scheduled for November 18, 2025, at 4:30 p.m.

BACKGROUND:
The review of PRC plans, specifically the provisions related to when a PRC plan is required, was added to the Zoning Ordinance Work Program (Work Program) as a Priority 1 item with the approval of the FY 2024/2025 Work Program. This item was added based on a follow-on motion approved by the Board of Supervisors (Board) with the readoption of the Zoning Ordinance in May 2023. Specifically, the Board directed

staff to review the exceptions for when a PRC plan or an amendment to a PRC plan is required and consider expanding or further clarifying the types of minor revisions that would not require a PRC plan, particularly as they relate to open space or community recreation facilities.

A PRC plan is required in addition to the Development Plan and provides more detail, including the locations of all structures, building heights and setbacks, pedestrian and vehicular systems, parking, and open space. PRC plans are required for all uses in the Planned Residential Community (PRC) District with a few exceptions, as stated in the Zoning Ordinance. Those exceptions are meant to provide flexibility and to accommodate limited changes, such as minor building additions and changes in building setbacks and are comparable to those revisions permitted under the minor modification provisions in subsection 8100.5.A.(1) of the Zoning Ordinance.

This amendment proposes to make the following changes to the PRC plan exceptions:

- Permit one new community recreation structure of up to 2,500 square feet without requiring a PRC plan (options for Board consideration detailed in proposed text).
- Permit up to a 2,500 square foot addition to an existing community recreation structure without requiring a PRC plan (options for Board consideration detailed in proposed text).
- Permit additions to nonresidential and multifamily buildings or changes to nonstructural elements such as landscaping through the minor modification provisions, rather than as a PRC plan exception.
- Permit a reduced fee for a homeowners' association requesting a minor modification.
- Permit a reduced fee for a homeowners' association when requesting a PRC plan for community recreation facilities in common open space.
- Add a new provision for replacing active recreational facilities as a minor modification.

EQUITY IMPACT:
There are no equity impacts for the proposed amendment.

REGULATORY IMPACT:
The current process permits some minor revisions to Board-approved developments in the PRC District to be approved administratively as a PRC plan exception, while others could be approved administratively under the minor modification provisions in the Zoning Ordinance. This proposal would subject most additions or minor nonstructural changes to nonresidential and multifamily buildings or uses, other than an addition to a recreational use or recreational structure in common open space, to the minor

modification provisions in subsection 8100.5.A(1). Because the process and timeframes are similar, the regulatory impact is minimal. The amendment also creates additional flexibility for community recreational uses to make changes. These uses are also regulated by a homeowners' association and additional flexibility is appropriate.

FISCAL IMPACT:
This proposed amendment has a limited fiscal impact. Minor changes to a PRC district are provided now as either minor modifications by Zoning Evaluation Division, subject to a $700 fee, or are determined to be permitted on the PRC plan subject to an interpretation request to the Zoning Administration Division that has no fee. Staff is also recommending a reduced fee for PRC plans for community recreation uses in common open space. The proposed fee is consistent with the fee for a community swim club or community center with an option for a fee matching that of a quasi-public park. Typically, community recreation uses in the PRC District are developed as part of a larger application (not as an individual site), therefore, the fee reduction is expected to have limited budgetary impact.

ENCLOSED DOCUMENT:
Attachment 1 - Planning Commission Action
Attachment 2 - Proposed Text
Attachment 3 - Staff Report

STAFF:
Jennifer Miller, Deputy County Executive
Tracy Strunk, Director, Department of Planning and Development (DPD)
Leslie Johnson, Zoning Administrator, DPD
William Mayland, Assistant Zoning Administrator, DPD

ASSIGNED COUNSEL:
Laura Gori, Assistant County Attorney
T. David Stoner, Deputy County Attorney

County of Fairfax, Virginia
Planning Commission Meeting
October 22, 2025
Planning Commission Action

ZONING ORDINANCE AMENDMENT – PRC Plan Exception and Minor Modifications
(Countywide)

PLANNING COMMISSION RECOMMENDATIONS:
On October 22, 2025, the Planning Commission voted 12-0 to recommend to the Board of Supervisors to adopt the proposed Zoning Ordinance Amendment for PRC Plan Exceptions and Minor Modifications with the staff-recommended options as set forth in the Staff Report dated September 9, 2025, and that the amendment become effective at 12:01 am the day following adoption.

ATTACHED DOCUMENTS:
Staff Report dated September 9, 2025

MJ

Proposed Text

In the revisions shown below, text to be deleted is identified with ~~strike-through~~ and text to be added is underlined. Option for consideration is provided ***(in parentheses, italics, and bold)***. When an option is presented as a range, the Board may approve any number within the range. The proposed changes are based on the provision of the adopted Zoning Ordinance in effect as of July 1, 2025.

#1 INSTRUCTION: Amend subsection 8100.2.F.(3)(c) as stated below to modify existing provisions and add new provisions for when a PRC Plan is not required. Delete subsection 8100.2.(3)(l) and re-letter accordingly.

(c) A PRC plan is required for all uses, except the following:

1. Single-family detached dwellings if the general street and lot layout are shown on the approved development plan.

2. Additions to existing single-family attached or detached dwellings or accessory structures related to existing single-family dwellings.

~~**3.** Additions to existing buildings or uses other than single-family dwellings when the additions do not exceed 2,000 square feet or ten percent of the gross floor area of the existing building or use, whichever is less.~~

3~~4~~. Expansion of a parking lot area by up to 10 percent. ~~Additions or changes to non-structural site elements such as transitional screening and parking and loading when the area of the addition or change does not exceed ten percent of the existing area occupied by the site element~~. Parking redesignation plans and parking tabulation revisions are also exempt ~~from the requirement for a PRC plan~~ regardless of the area of the change.

~~**5.** Minor accessory structures in open space areas such as benches, gazebos, playground equipment, and bus shelters.~~

4. Additions or changes to approved recreational uses and recreational and associated structures in common open space, limited to the following:

a. Changes that do not reduce the effectiveness of depicted setbacks, transitional screening, buffering, landscaping, or open space.

b. One new structure that does not exceed 2,500 ***(Option: 2,000 - 4,000)*** square feet in gross floor area.

c. A one-time addition to an existing structure that does not exceed 2,500 ***(Option: 2,000 - 4,000)*** square feet in gross floor area.

d. Minor accessory uses, structures, equipment, or improvements such as benches, bus shelters, gazebos, pedestrian lights, security lights, walkway lights, picnic shelters, play equipment, splash pads and/or slides when accessory to swimming pools or playgrounds, and other similar accessory uses, equipment, structures, or improvements, but not to include sports illumination lighting.

5. Additions or changes approved as a minor modification in accordance with subsection 8100.5.

6. ~~Those special~~ Special exception and special permit uses that do not require a site plan.

7. Any permitted use on a temporary basis for a period not to exceed one year.

8. Additions and alterations to provide an accessibility improvement or other reasonable accommodation.

~~**(i)** Minor modifications to PRC plans may be approved in accordance with subsection 8100.5.~~

#2 INSTRUCTION: Amend subsection 8100.5.A.(1) to add new provision 12 as shown below

(1) Minor Modifications Approved by the Zoning Administrator

(a) The Zoning Administrator may approve minor modifications to proffered conditions, final development plans, PRC plans, special exceptions, and special permits when the Zoning Administrator determines that they substantially conform to the approved application and do not materially alter the character of the development. In making this determination, the Zoning Administrator may consider factors such as topography, engineering, and design. Minor modifications may not:

....

12. Materially change approved active recreational facilities except to replace an active recreational facility with another such facility that provides similar recreational opportunities and that has similar impacts.

#3 INSTRUCTION: Amend Table 8102.1 to permit a reduced fee for a Homeowners' Association to submit an interpretation of an approved zoning application or minor variation and a new fee for a PRC plan for community recreation uses in common open space.

8102. Fee Schedule

1. Fee Schedule

TABLE 8102.1: FEE SCHEDULE This table includes standard fees related to approvals under the Zoning Ordinance. Additional fees may apply related to review or approval by other County departments or governmental or quasi-governmental agencies, or in accordance with Appendix Q of the County Code.	
APPLICATION TYPE	**FEE**
MISCELLANEOUS PERMITS AND APPROVALS	
General	
Interpretation of Approved Zoning Application or Minor Variation to Proffered Conditions	$700
Interpretation of Approved Zoning Application or Minor Variation to Proffered Conditions submitted by a Homeowners' Association	1/2 of Application Fee ***(Option: $0, 1/8 or 1/4)***

ZONING MAP AMENDMENTS		
District Requested		
PRC District	Rezoning with Concurrent Development Plan	$36,830 plus $1,230 per acre
	Rezoning with Concurrent Development Plan and PRC Plan	$36,830 plus $1,815 per acre
	PRC Plan	$18,415 plus $585 per acre
	PRC Plan for Community Recreation in Common Open Space	*$5,515* ***(Option: $11,045)***
	PRC Plan with Concurrent DPA, PCA, Special Exception, or Special Permit	$22,105 plus $585 per acre

FAIRFAX COUNTY

Attachment 3

PROPOSED ZONING ORDINANCE AMENDMENT

STAFF REPORT
PRC Plan Exceptions and Minor Modifications

September 9, 2025

Hearing Dates
Planning Commission: October 22, 2025, at 7:30 p.m.
Board of Supervisors: November 18, 2025, at 4:30 p.m.

Staff Contact
William Mayland, AICP, Assistant Zoning Administrator

Americans with Disabilities Act (ADA): Reasonable accommodation is available upon 48 hours advance notice. For additional information on ADA call 703-324-1334 or TTY 711 (Virginia Relay Center).

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Background

The review of PRC plans, specifically the provisions related to when a PRC plan is required, was added to the Zoning Ordinance Work Program (Work Program) as a Priority 1 item with the approval of the FY 2024/2025 Work Program. This item was added based on a follow-on motion approved by the Board of Supervisors (Board) with the readoption of the Zoning Ordinance (zMOD) in May 2023. Specifically, the Board directed staff to review the exceptions for when a PRC plan or amendment to a PRC plan is required and consider expanding or further clarifying the types of minor revisions that would not require a PRC plan, particularly as they relate to open space or community recreational facilities.

The Planned Residential Community (PRC) district was established in 1962. The communities of Burke, Cardinal Forest, and Reston are the only PRC districts in the County. PRC districts require the area to be designated as a planned residential community on the Comprehensive Plan, along with a rezoning to the PRC district and approval of a development plan (DP) by the Board. However, many PRC developments are not subject to proffers because they were established prior to the County's statutory authority to accept proffers. Historically, the DP was considered a generalized plan, lacking detail with respect to the layout of the uses, among other things, so additional details are required as part of the PRC plan process. PRC plans, formerly called "preliminary site plans," used to be administratively approved by the Director of Public Works and Environmental Services (DPWES) (now Land Development Services). In response to the lack of Board and public input under the administrative process, the Board amended the Zoning Ordinance in 2007 to change the PRC plan process from an administrative approval by LDS to a legislative approval by the Board.

PRC plans are currently required for all development in the PRC district, with a few exceptions. In 1994, the Board amended the Zoning Ordinance to permit exceptions for PRC plan requirements, expanding the scope and types of improvements that could be made without filing a PRC plan. Those changes were meant to provide additional flexibility and to accommodate limited changes, such as minor building additions and changes in building setbacks and are comparable to those permitted for minor modifications in other zoning districts. The exceptions established in 1994 remain mostly the same today.

Under the current provisions in Zoning Ordinance subsection 8100.2.F(3)(c), a PRC plan is required for all uses **except** the following:

1. Single-family detached dwellings if the general street and lot layout are shown on the approved development plan.
2. Additions to existing single-family attached or detached dwellings or accessory structures related to existing single-family dwellings.
3. Additions to existing buildings or uses other than single-family dwellings when the additions do not exceed 2,000 square feet or ten percent of the gross floor area of the existing building or use, whichever is less.
4. Additions or changes to non-structural site elements such as transitional screening and parking and loading when the area of the addition or change does not exceed ten percent of the existing area occupied by the site element. Parking redesignation plans and parking tabulation revisions are also exempt from the requirement for a PRC plan regardless of the area of the change.
5. Minor accessory structures in open space areas such as benches, gazebos, playground equipment, and bus shelters.
6. Those special exception and special permit uses that do not require a site plan.
7. Any permitted use on a temporary basis for a period not to exceed one year.
8. Additions and alterations to provide an accessibility improvement or other reasonable accommodation.

Developments that are not in the PRC districts are also permitted to make minor revisions to their Board approval administratively, subject to the minor modification provisions in subsection 8100.5.A.(1). The minor modification provisions essentially require a determination that the proposal is in substantial conformance with the approved development. Minor revisions to a PRC development that meet the standards above can currently be approved through either process (PRC plan exception or minor modification); a minor revision in a PRC district that does *not* meet the above standards may still be approved through the minor modification process, if it is determined to be in substation conformance.

Proposed Changes

PRC Plan Exceptions

Proposed deletions to existing text are intended to align the permitted revisions for nonresidential and multifamily uses in a PRC district with the minor modifications provisions that permit administrative revisions in all other zoning districts. The intent of the revision is to eliminate the inconsistency between the current process for PRC plan exceptions and minor modifications for nonresidential and multifamily uses, while also seeking to avoid adverse impacts on adjacent residents. If a change is permitted by a minor modification, a PRC plan is not required (because the change has been determined to be in substantial conformance). Staff is also proposing new text to permit additional flexibility for community recreational uses in common open space, which would allow a homeowners' association to make changes to respond to the needs of residents without requiring a PRC plan. In staff's opinion, additional flexibility for community recreational uses is warranted because these uses are intended to directly serve the community and are subject to an internal homeowners' association process. Furthermore, the PRC district is unique among planned districts because many of these facilities were permitted under an administrative process, and the governing DP was often a blob plan simply showing "recreation" with no further detail.

The proposed text is provided in Attachment 1, and a summary of proposed text and changes from existing is provided in Table 1 below.

Table 1: Proposed text and changes from existing text

PRC Plan Exception (i.e., no PRC Plan required) – Proposed Text	Change from Existing Provisions
Single-family detached dwellings if the general street and lot layout are shown on the approved development plan.	No change proposed
Additions to existing single-family attached or detached dwellings or accessory structures related to existing single-family dwellings.	No change proposed
~~Additions to existing buildings or uses other than single-family dwellings when the additions do not exceed 2,000 square feet or ten percent of the gross floor area of the existing building or use, whichever is less.~~	Additions to multifamily or nonresidential buildings would be permitted in accordance with the provisions for minor modifications or variations. Current subsection 8100.2F(3)(i) is proposed to be relocated to highlight that a PRC plan would not be required for changes permitted by minor modification or variation.
Expansion of a parking lot area by up to 10 percent. ~~Additions or changes to non-structural site elements such as transitional screening and parking and loading when the area of the addition or change does not exceed ten percent of the existing area occupied by the site element~~. Parking redesignation plans and parking tabulation revisions are also exempt ~~from the requirement for a PRC plan~~ regardless of the area of the change.	Reworded and simplified the provision and would continue to permit a ten percent increase in parking without a PRC plan. Changes to other nonstructural elements would be addressed as a minor modification unless associated with community recreation in common open space.
~~Minor accessory structures in open space areas such as benches, gazebos, playground equipment, and bus shelters.~~ Additions or changes to approved recreational uses and recreational and associated structures in common open space, limited to the following: **a.** Changes that do not reduce the effectiveness of depicted setbacks, transitional screening, buffering, landscaping, or open space. **b.** One new structure that does not exceed 2,500 ***(Option: 2,000 -4,000)*** square feet of gross floor area.	Currently, the PRC plan exceptions allow an addition equal to the lessor of 10% of the gross-floor area of the building or 2,000 SF. The new text permits a one-time addition to an existing building in common open space up to 2,500 SF and allows one new building in common open space up to 2,500 SF.

PRC Plan Exception (i.e., no PRC Plan required) – Proposed Text	Change from Existing Provisions
c. A one-time addition to an existing structure that does not exceed 2,500 ***(Option: 2,000 – 4,000)*** square feet of gross floor area. **d.** Minor accessory uses, structures, equipment, or improvements such as benches, bus shelters, gazebos, pedestrian lights, security lights, walkway lights, picnic shelters, play equipment, splash pads and/or slides when accessory to swimming pools or playgrounds, and other similar accessory uses, equipment, structures, or improvements, but not to include sports illumination lighting.	The new text expands the examples of minor accessory structures permitted without a PRC plan.
~~Those special~~ Special exception and special permit uses that do not require a site plan.	Minor editorial change proposed
Any permitted use on a temporary basis for a period not to exceed one year.	No change proposed
Additions and alterations to provide accessibility improvement or other reasonable accommodation.	No change proposed

As discussed above, staff proposes to delete the current text for minor building additions and nonstructural elements that would relate to nonresidential and multifamily uses. Staff proposes to relocate and reword subsection 8100.2.F(3)(i) to make it clear that additions or changes would be exempt from a PRC plan if approved by a minor modification or variation in accordance with subsection 8100.5. Most requests for building additions and changes to site elements for nonresidential and multifamily uses in the PRC district are already reviewed under the minor modification provisions. Additions to attached and detached dwellings would continue to not require a PRC plan (or any determination under the minor modification provisions). New text would permit additions to community recreational structures and uses in common open space without a PRC plan (without needing a determination under the minor modification provisions). These structures could be both directly related to recreational uses, such as a pool house or concession stand, or indirectly related, such as a maintenance building for the recreational uses. All other uses would be subject to the minor modification provisions and could be permitted if the change was determined to be in substantial conformance with the approval.

As discussed above, under the current provisions, an addition in the PRC district could potentially be approved in one of two ways, depending on which provisions it could meet. As depicted in Table 2 below, a building smaller than 5,000 square feet or larger than 40,000 square feet could request a PRC plan exception, but an applicant would likely use the minor modification provisions as those would permit a larger addition (as would also be permitted in other zoning districts). Conversely, a building larger than 5,000 but smaller than 40,000 square feet would be permitted a larger addition under the current PRC plan exception provisions (as compared to what could be permitted under the minor modification provisions); allowing larger additions in the PRC district than in any other zoning district. In staff's opinion, it is

appropriate to apply the same minor modification provisions to permit additions to nonresidential and multifamily buildings in both the PRC and non-PRC districts, although this does limit the size of a potential addition for a limited subset of buildings in the PRC district. Staff notes that the minor modification provisions require that notice be provided to abutting property owners, which is not currently a requirement for a PRC plan exception, enhancing transparency.

Table 2: Comparison of Potential Building Addition

Building Size	PRC Plan Not Required (lesser of 10% up to 2,000 SF)	Minor Modification Permitted (greater of 500 SF or 5% up to 2,500 SF or 1% if building is over 250,000 SF)
1,000 square feet	100 square feet	500 square feet
2,000 square feet	200 square feet	500 square feet
5,000 square feet	500 square feet	500 square feet
10,000 square feet	1,000 square feet	500 square feet
20,000 square feet	2,000 square feet	1,000 square feet
40,000 square feet	2,000 square feet	2,000 square feet
50,000 square feet	2,000 square feet	2,500 square feet
100,000 square feet	2,000 square feet	2,500 square feet
200,000 square feet	2,000 square feet	2,500 square feet
300,000 square feet	2,000 square feet	3,000 square feet

Subsection 8100.5.A(1) Minor Modifications Approved by the Zoning Administrator

Staff recommends that a new criterion be added to the minor modifications provisions to codify existing practice relating to the administrative approval of certain changes to recreational facilities. The proposed language would permit administrative approval to modify active recreational facilities to adapt to changing recreational trends (such as converting a basketball court to a multipurpose court). The proposed facility must provide similar active recreational opportunities and be of similar impact. This change would apply in all zoning districts, including the PRC district. For example, a minor modification has previously been approved to allow a homeowners' association to convert a tennis court into a basketball court (with no additional sports lights). To add or remove a recreational facility would still require Board action through a minor variation in accordance with subsection 8100.5.A.(2) or an amendment to zoning approval through a public hearing.

Fees

Staff recommends a reduced fee for homeowners' associations (HOA) that submit a request for a minor modification or minor variation or an interpretation of approved zoning application. Homeowners' association requests for minor modifications are infrequent and are typically limited to changes to recreational uses or parking. (Staff notes that a condominium association or other type of association would be treated as and permitted the same fee as an HOA). Staff recommends that the reduced fee equals half of the existing fee, which is currently $700. Staff has provided an option for the Board to consider either $0, 1/8, or 1/4 of the application fee. Staff is also proposing a new application fee of $5,515 (the current fee for a Community Swim, Tennis and Recreation Club and Club, Service Organization, or Community Center) in lieu of the PRC plan application fee of $18,415 for community recreational facilities in common open space. Many existing recreational facilities were established through the administrative PRC plan process, and there may be a desire to upgrade some of these facilities beyond what could be

permitted administratively as a PRC plan exception. These types of applications are more consistent in scope of review as a Community Swim, Tennis and Recreational Club or a Club, Service Organization, or Community Center. Staff notes that if the facility was previously approved, the PRC plan would be treated as an amendment and only require half of the fee. Staff has proposed an option of $11,045, which is the fee for a Quasi-Public Park, Playground, or Athletic Field, for the Board's consideration.

Community Outreach

In addition to meeting with the Board's Land Use Policy Committee and the Planning Commission's Land Use Process Review Committee, staff held four virtual community meetings. Staff also met several times with the Burke Centre Conservancy Board of Trustees, the Reston Association Board of Directors, and the Reston Planning and Zoning Committee. Notification for these meetings, as well as white papers and draft text, were made available during this process through a dedicated webpage for this amendment.

Summary

As described above, permitting minor changes for multifamily and nonresidential uses located in the PRC District can be accomplished using the minor modifications provisions in the Zoning Ordinance and permits the same flexibility as every other zoning district. Additional flexibility is proposed for recreational uses in common open space and recognizes that these uses are operated by a homeowners' association and in many cases were established with blob plans. The new minor modification provision related to active recreational is consistent with past interpretations. New fees for minor modifications for homeowners' associations and PRC plans for community recreational uses recognize the unique nature of these requests. It is recommended that the amendment become effective at 12:01 a.m. on the day following adoption.

Attachment

1. Proposed Text

Attachment 1

Proposed Text

In the revisions shown below, text to be deleted is identified with ~~strike-through~~ and text to be added is underlined. Option for consideration is provided ***(in parentheses, italics, and bold)***. When an option is presented as a range, the Board may approve any number within the range. The proposed changes are based on the provision of the adopted Zoning Ordinance in effect as of July 1, 2025.

#1 INSTRUCTION: Amend subsection 8100.2.F.(3)(c) as stated below to modify existing provisions and add new provisions for when a PRC Plan is not required. Delete subsection 8100.2.(3)(I) and re-letter accordingly.

(c) A PRC plan is required for all uses, except the following:

1. Single-family detached dwellings if the general street and lot layout are shown on the approved development plan.

2. Additions to existing single-family attached or detached dwellings or accessory structures related to existing single-family dwellings.

~~**3.** Additions to existing buildings or uses other than single-family dwellings when the additions do not exceed 2,000 square feet or ten percent of the gross floor area of the existing building or use, whichever is less.~~

34. Expansion of a parking lot area by up to 10 percent. ~~Additions or changes to non-structural site elements such as transitional screening and parking and loading when the area of the addition or change does not exceed ten percent of the existing area occupied by the site element~~. Parking redesignation plans and parking tabulation revisions are also exempt ~~from the requirement for a PRC plan~~ regardless of the area of the change.

~~**5.** Minor accessory structures in open space areas such as benches, gazebos, playground equipment, and bus shelters.~~

4. Additions or changes to approved recreational uses and recreational and associated structures in common open space, limited to the following:

a. Changes that do not reduce the effectiveness of depicted setbacks, transitional screening, buffering, landscaping, or open space.

b. One new structure that does not exceed 2,500 ***(Option: 2,000 - 4,000)*** square feet in gross floor area.

c. A one-time addition to an existing structure that does not exceed 2,500 ***(Option: 2,000 - 4,000)*** square feet in gross floor area.

d. Minor accessory uses, structures, equipment, or improvements such as benches, bus shelters, gazebos, pedestrian lights, security lights, walkway lights, picnic shelters, play equipment, splash pads and/or slides when accessory to swimming pools or playgrounds, and other similar accessory uses, equipment, structures, or improvements, but not to include sports illumination lighting.

5. Additions or changes approved as a minor modification in accordance with subsection 8100.5.

6. ~~Those special~~ Special exception and special permit uses that do not require a site plan.

7. Any permitted use on a temporary basis for a period not to exceed one year.

8. Additions and alterations to provide an accessibility improvement or other reasonable accommodation.

~~**(i)** Minor modifications to PRC plans may be approved in accordance with subsection 8100.5.~~

#2 INSTRUCTION: Amend subsection 8100.5.A.(1) to add new provision 12 as shown below

(1) Minor Modifications Approved by the Zoning Administrator

(a) The Zoning Administrator may approve minor modifications to proffered conditions, final development plans, PRC plans, special exceptions, and special permits when the Zoning Administrator determines that they substantially conform to the approved application and do not materially alter the character of the development. In making this determination, the Zoning Administrator may consider factors such as topography, engineering, and design. Minor modifications may not:

….

12. Materially change approved active recreational facilities except to replace an active recreational facility with another such facility that provides similar recreational opportunities and that has similar impacts.

#3 INSTRUCTION: Amend Table 8102.1 to permit a reduced fee for a Homeowners' Association to submit an interpretation of an approved zoning application or minor variation and a new fee for a PRC plan for community recreation uses in common open space.

8102. FEE SCHEDULE

1. Fee Schedule

TABLE 8102.1: FEE SCHEDULE This table includes standard fees related to approvals under the Zoning Ordinance. Additional fees may apply related to review or approval by other County departments or governmental or quasi-governmental agencies, or in accordance with Appendix Q of the County Code.	
APPLICATION TYPE	**FEE**
MISCELLANEOUS PERMITS AND APPROVALS	
General	
Interpretation of Approved Zoning Application or Minor Variation to Proffered Conditions	$700
Interpretation of Approved Zoning Application or Minor Variation to Proffered Conditions submitted by a Homeowners' Association	1/2 of Application Fee ***(Option: $0, 1/8 or 1/4)***

ZONING MAP AMENDMENTS		
District Requested		
PRC District	Rezoning with Concurrent Development Plan	$36,830 plus $1,230 per acre
	Rezoning with Concurrent Development Plan and PRC Plan	$36,830 plus $1,815 per acre
	PRC Plan	$18,415 plus $585 per acre
	PRC Plan for Community Recreation in Common Open Space	*$5,515* ***(Option: $11,045)***
	PRC Plan with Concurrent DPA, PCA, Special Exception, or Special Permit	$22,105 plus $585 per acre

Board Agenda Item
November 18, 2025

4:30 p.m.

Public Hearing on Proposed Plan Amendment 2023-I-3J, Prosperity Business Campus in Land Unit D (Part) of the Merrifield Suburban Center (Providence District)

ISSUE:
Plan Amendment (PA) 2023-I-3J proposes to amend the Comprehensive Plan recommendations for a portion of Land Unit D in the Merrifield Suburban Center, specifically Tax Map Parcels 49-1 ((19)) A, C, D, E2, F1, F2, F3, F4, G, H, 1, 2, 3 and 4 on Prosperity Avenue, by adding a Plan option for residential mixed-use redevelopment up to an intensity of 1.35 floor area ratio (FAR), with site-specific development conditions. The development potential could yield up to 2,173 dwelling units, primarily consisting of multifamily dwelling units, with a minimum of 5,000 square feet of ground floor activated commercial and service uses, and single-family attached, stacked, or triplex dwelling units. The subject site is planned at the base level for a mix of office and industrial uses at current developed intensities, except for a preserved open space that surrounds the Long Branch Stream Valley at the western edge of the site. Sub-Unit D1, which consists of Tax Map Parcels 49-1 ((19)) 1, 2, 3 and 4 only, has two adopted Plan options for redevelopment. Option 1 allows the consideration of office with support retail and service uses up to .85 FAR and Option 2 allows mixed-use with a residential component or residential use with support retail and service uses up to 1.35 FAR.

PLANNING COMMISSION RECOMMENDATION:
On September 17, 2025, the Planning Commission voted 11-0 (Commissioner Clarke was absent from the meeting) to recommend to the Board of Supervisors adoption of the staff recommendation for Plan Amendment SSPA 2023-I-3J, found on pages 46 to 62 of the staff report dated August 27, 2025.

RECOMMENDATION:
The County Executive recommends that the Board of Supervisors adopt the Planning Commission recommendation.

TIMING:
Planning Commission Public Hearing and Decision - September 17, 2025
Board of Supervisors' Public Hearing - November 18, 2025, at 4:30 p.m.

Board Agenda Item
November 18, 2025

BACKGROUND:
On April 11, 2023, the Fairfax County Board of Supervisors (Board) authorized Plan Amendment SSPA-2023-I-3J for Prosperity Business Campus (formerly referred to as "Sequoia Capital") which comprises a majority of the properties on Prosperity Avenue between Interstate 66 and Hilltop Road in Land Unit D of the Merrifield Suburban Center. The subject site is in the Providence Supervisor District and the Merrifield Community Revitalization Area of the Comprehensive Plan (Plan). The proposal was nominated for consideration as part of the 2022-2023 Site-Specific Plan Amendment (SSPA) process.

EQUITY IMPACT:
The proposed Plan Amendment has the potential for creating up to 2,173 new residential dwelling units of various types and sizes which would directly contribute to the county's housing goals by providing affordable housing in line with the Workforce Dwelling Unit Housing Policy (WDU) and the Affordable Dwelling Unit (ADU) ordinance. Redevelopment of the subject site in conformity with the recommended Plan Amendment aligns with the following policy of One Fairfax:

- Policy 2 - "Housing policies that encourage all who want to live in Fairfax to be able to do so, and the provision of a full spectrum of housing opportunities across the county, most notably those in mixed-use areas accessible to multiple modes of transport".

The recommended Plan option can assist in increasing the stock of housing, including affordable housing, with access to community services, parks and open space, multimodal transit including the Dunn Loring-Merrifield Metrorail Station and active transportation facilities and other attractive amenities within a quality built environment of the Merrifield Suburban Center.

FISCAL IMPACT:
None.

ENCLOSED DOCUMENTS:
The Planning Commission Meetings Video Archive is available online at:
https://www.fairfaxcounty.gov/cableconsumer/channel-16/planning-commission-meetings-video-archives

The Planning Commission action is accessible at:
Planning Commission Actions 2025 | Planning Commission

Board Agenda Item
November 18, 2025

The Staff Report for PA 2023-I-1J has been previously furnished and is available online at:
https://www.fairfaxcounty.gov/planning-development/plan-amendments/staff-reports

STAFF:
Jennifer Miller, Deputy County Executive
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Kelly Atkinson, AICP, Director, Planning Division (PD), DPD
Graham Owen, AICP, Branch Chief, Policy & Plan Development Branch (PPDB), PD, DPD
Stephen Waller, AICP, Planner III, PPDB, PD, DPD

REVISED

Board Agenda Item
November 18, 2025

4:30 p.m.

Public Hearing on Proposed Plan Amendment 2022-CW-2CP, Comprehensive Plan Policy Plan Amendment: Phase 1

ISSUE:
Plan Amendment (PA) 2022-CW-2CP proposes to amend the Preface and Introduction, Land Use, Transportation, Environment, Human Services, Parks and Recreation, Visual and Performing Arts, and Glossary elements of the Comprehensive Plan Policy Plan, as well as add a new element entitled Healthy Communities and incorporate equity objectives and policies within each element. The Policy Plan guides planning and development activities by describing future development patterns in Fairfax County and provides guidance on protection of natural and cultural resources.

PLANNING COMMISSION RECOMMENDATION:
On October 15, 2025, the Planning Commission voted 12-0 to defer the decision only for Plan Amendment 2022-CW-2CP to a date certain of November 12, 2025, with the record remaining open for written and electronic comments.

~~The Planning Commission action will be forwarded upon decision.~~

On November 12, 2025, the Planning Commission voted 11-0 (Commissioner Landgraf was absent from the meeting) to recommend to the Board of Supervisors the adoption of the Planning Commission Alternative, found in Attachment 1A of this Board Item, dated November 12, 2025. The Planning Commission also voted 11-0 (Commissioner Landgraf was absent from the meeting) to recommend to the Board of Supervisors the following follow-on motions:

- **Initiate an outreach process to residents, including residents heard from during the Policy Plan process so that they are prepared to participate in future Comprehensive Plan updates.**

- **Direct staff to conduct a general review of the Policy Plan at least once every five years, prior to recommending the annual Comprehensive Plan Work Program, to determine if changes in policies and land-use planning initiatives during the previous five-year period, such as the updating of Area Plans, warrants adding revisions in the Policy Plan to the work program.**

REVISED

Board Agenda Item
November 18, 2025

RECOMMENDATION:
The County Executive recommends that the Board of Supervisors adopt the Planning Commission recommendation **as shown in Attachment 1A.**

TIMING:
Planning Commission Public Hearing – October 15, 2025
Planning Commission Decision Only – November 12, 2025
Board of Supervisors' Public Hearing – November 18, 2025, at 4:30 p.m.

BACKGROUND:
On December 6, 2022, the Board of Supervisors authorized the consideration of a Comprehensive Plan amendment to update the Countywide Policy Plan. The Countywide Policy Plan consists of the following elements: Preface and Introduction, Land Use, Transportation, Housing, Environment, Economic Development, Heritage Resources, Public Facilities, Human Services, Parks and Recreation, Revitalization, and Visual and Performing Arts. While the Policy Plan has been amended over the years, it has not been holistically updated since its original adoption in 1990. Much of the background information and the rationales for the goals, objectives and policies need to be updated to be consistent with more recently adopted county policies, documents, and initiatives. Additionally, changing land use trends warrant a forward-looking approach to provide additional flexibility to adjust to evolving market conditions. The multi-year update to the county's Policy Plan is called Plan Forward.

The goals of Plan Forward are to:

1. Review, update, and streamline existing Policy Plan elements;
2. Add new Policy Plan elements as needed; and
3. Ensure the Policy Plan is in alignment with the Countywide Strategic Plan, the One Fairfax Policy, and other recently adopted policies and initiatives.

This Plan amendment was divided into two phases, with Phase 1 considering revisions to the Preface and Introduction, Land Use, Transportation, Environment, Human Services, Parks and Recreation, Visual and Performing Arts, and Glossary Elements. Phase 2 may consider the remaining Policy Plan Elements (Housing, Economic Development, Heritage Resources, Public Facilities, Revitalization, Glossary, and the Chesapeake Bay Supplement) and may commence upon the completion of Phase 1.

EQUITY IMPACT:
Plan Amendment (PA) 2022-CW-2CP proposes to incorporate equitable community development principles throughout the Policy Plan to align with the One Fairfax Policy

and Countywide Strategic Plan. While the existing Policy Plan does not directly reference equitable development, many existing policies such as those supporting affordable housing, multimodal mobility and connectivity advance equity objectives.

This amendment furthers equity by embedding an equity objective and associated policies within each Policy Plan element, rather than creating a standalone element. This ensures equity is considered in all elements.

In addition, the amendment strengthens the County's commitment to inclusive community engagement, introduces new policies addressing residential and commercial displacement and introduces a new Healthy Communities element aligning with Strategic Plan goals related to well-being and access to opportunity. Countywide benefits are expected from incorporating equity objectives and policies within existing Policy Plan elements by ensuring the equity is taken into consideration during the planning and decision-making development process and contributes to a more inclusive, resilient and equitable outcomes for all Fairfax County residents.

FISCAL IMPACT:
None. While there are costs and benefits to various elements of the Plan Amendment, as a guidance document, not all elements are applicable to all development, making an overall fiscal impact determination of the Plan Amendment infeasible. For each proposed development reviewed against Policy Plan guidance, County staff reviews the potential positive and negative impacts, including fiscal considerations, and works with the developer, the Board, and the community to balance mitigation of impacts and quality of life enhancements.

ENCLOSED DOCUMENTS:
Attachment 1: Proposed Comprehensive Plan Amendment

Attachment 1A: Planning Commission Alternative Recommended Modifications

The Planning Commission Meetings Video Archive available online at: https://www.fairfaxcounty.gov/cableconsumer/channel-16/planning-commission-meetings-video-archives

The Planning Commission action is accessible at: Planning Commission Actions 2025 | Planning Commission

REVISED

Board Agenda Item
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The Staff Report for PA 2022-CW-2CP has been previously furnished and is available online at: https://www.fairfaxcounty.gov/planning-development/plan-amendments/staff-reports

The Planning Commission alternative document will be available online at: Planning Commission Actions 2025 | Planning Commission and Plan Amendment 2022-CW-2CP | Planning Development

STAFF:
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Corinne K. Bebek, Senior Planner, Environmental Policy & Plan Development Branch (EPPD), PD, DPD

ASSIGNED COUNSEL:
T. David Stoner, Deputy County Attorney
Laura Gori, Senior Assistant County Attorney

PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: PA 2022-CW-2CP
September 10, 2025

GENERAL LOCATION: Countywide

SUPERVISOR DISTRICT: All

PLANNING AREA: All

PLANNING DISTRICT: All

SUB-DISTRICT DESIGNATION: All

PARCEL LOCATION: All

Countywide Policy Plan Amendment
For additional information about this amendment call (703) 324-1380.

PLANNING COMMISSION PUBLIC HEARING:
Wednesday, October 15, 2025 @ 7:30 PM

BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, November 18, 2025 @ 4:30 PM

PLANNING STAFF DOES RECOMMEND THIS ITEM FOR PLAN AMENDMENT

Reasonable accommodation is available upon 48 hours notice. For additional information about accommodation call the Planning Commission office at (703) 324-2865, or the Board of Supervisors office at (703) 324-3151.

MAP NOT APPLICABLE

STAFF REPORT FOR PLAN AMENDMENT 2022-CW-2CP

INTRODUCTION

On December 6, 2022, the Fairfax County Board of Supervisors (Board) authorized Plan amendment (PA) 2022-CW-2CP with the goal of a complete update to the Countywide Comprehensive Plan Policy Plan (Policy Plan). While the Policy Plan has been amended over the years, it has not been holistically updated since its original adoption in 1990. Much of the background information and the rationales for the goals, objectives and policies need to be updated to be consistent with more recently adopted county policies, documents, and initiatives. Additionally, changing land use trends warrant a forward-looking approach to provide additional flexibility to adjust to evolving market conditions. Per the Board authorization, this proposed Plan amendment would 1) review, update, and streamline existing Policy Plan elements; 2) add new Policy Plan elements as needed; and 3) ensure the Policy Plan is aligned with the Countywide Strategic Plan, the One Fairfax Policy, and other recently adopted policies and initiatives.

The Plan amendment was divided into two phases with Phase 1 focusing on updates to the Preface/Introduction, Land Use, Transportation, Environment, Parks and Recreation, and Human Services elements, as well as proposing the addition of policies addressing community health and equity. The elements included in the first phase are those most often used during the development review and long-range planning process. However, as part of Phase 1, staff reviewed all of the Policy Plan elements as there may be an overlap between the Phase 1 elements and policies within other elements. As a result of the Board direction to streamline the Policy Plan, the Visual and Performing Arts element, originally identified to be considered in Phase 2, was absorbed into the revised Land Use element. Additionally, updates are proposed to the Glossary to define new terms and update existing definitions.

Phase 2 will focus on the Economic Development, Revitalization, the Chesapeake Bay Supplement, Heritage Resources, and Parks and Recreation elements with updates proposed to the Glossary as needed. Additionally, while the Housing and Public Facilities elements have been recently updated, Phase 2 will also include review and revisions of those elements for consistency. The Housing element has been recently updated to reflect policy changes related to Workforce Housing and Affordable Housing Preservation, and is currently under review as part of the Manufactured Housing Plan amendment (PA 2022-CW-1CP). Additional revisions to this element will address alignment with Phase 1 and the Board authorization for streamlining and updating. The Public Facilities element was updated in 2024; however, additional modifications will be proposed to address changes identified in review of the Human Services element repositioning, as further discussed in this staff report. Phase 2 will commence upon the adoption of Phase 1 and will be addressed with one or several staff reports, subject to timing.

The adopted Policy Plan can be found through the Encode platform from the following Department of Planning Development webpage.

BACKGROUND AND PLANNING HISTORY

Long-range planning in Fairfax County is guided by the Comprehensive Plan (Plan). The Plan is required by state law to be used as a guide in decision-making about the built and natural environment by the Board of Supervisors, the Planning Commission, the public, and staff. The Plan provides goals, objectives, and policies to guide planning and development review in implementing the county's future land use vision. The first Fairfax County Comprehensive Plan was adopted in the mid-1950s, and the Plan is updated regularly through an amendment process. The Plan is a living document developed by county staff with input from the community, industry, the Planning Commission, and the Board of Supervisors.

The Policy Plan was originally adopted by the Board in 1990 and contained the Land Use, Transportation, Housing, Environment, Heritage Resources, Public Facilities, Human Services, and Parks and Recreation elements. Since then, the Economic Development, Revitalization, and Visual and Performing Arts elements have been added. Since it was originally adopted, the Policy Plan has been periodically updated to address evolving and emerging trends. At the time the Policy Plan was developed, the county did not have additional guiding documents like the Countywide Strategic Plan.

The Policy Plan supports the four Area Plan Volumes of the Comprehensive Plan. While the Policy Plan sets the vision and informs individual site- and area-specific Plan amendments, the Area Plans each provide more site-specific guidance for development related to planned uses, intensity, and site design considerations to ensure development fits into the context of a community. Implementation of both the Policy Plan and Area Plans is primarily through the development review process. The Comprehensive Plan is also referenced during the annual Capital Improvements Program (CIP) updates, the public facility review process and review of other infrastructure improvements, the review of interjurisdictional review requests and National Environmental Policy Act (NEPA) submissions.

Over the past three decades, Fairfax County has experienced transformation driven by rapid population growth and changing demographics, and a shift from greenfield development toward more complex infill and redevelopment. Once largely suburban in character, the county has embraced a more focused urban development pattern. The county's priorities have evolved in response by adopting initiatives such as the One Fairfax Policy and the Countywide Strategic Plan, which reflect a broader commitment to equity, sustainability, and long-term resilience. County agencies have also adapted service delivery in response to these new development patterns, population needs, and technological advances, with a growing emphasis on more efficient and responsive service delivery. These initiatives, and other factors, informed the development of an updated land use vision and set of goals for the Policy Plan, the introduction of equity and health into the Policy Plan as a whole, and general updated guidance in the Policy Plan.

The comprehensive review and revision of the Policy Plan is a critical step in aligning the county's planning efforts with current needs and future opportunities. This strategic update will help the county address emerging trends while ensuring planning remains consistent with Fairfax County's broader vision. It reflects the county's commitment to thoughtful, forward-looking planning and to effectively serving its diverse community.

OUTREACH

Board of Supervisors and Planning Commission Collaboration

To support the Policy Plan amendment, the Planning Commission constituted a new Policy Plan Committee. From 2023 through 2025, staff attended meetings with the Planning Commission to provide education on new topics, background on current county policies and plans including the Countywide Strategic Plan and One Fairfax Policy and their applicability to the Policy Plan amendment. The Planning Commission further established a liaison for each topical area to partner with staff and provide informal two-way communication, collaboration, and coordination on each topical area. Feedback from the Planning Commission was generally positive and focused on community input and an appreciation for retaining and refining effective existing policies.

Meetings with the Board of Supervisors Land Use Policy Committee (LUPC) were held at various points to seek Board input and direction. From 2022 to 2025, staff presented six times, including an overview of the need for a Policy Plan update prior to authorization and presentations and facilitated discussions, similar to those provided to the Planning Commission, regarding policy direction and draft Plan text developed to date. Feedback from the Board included support for the proposed streamlining and restructuring of elements, support for the inclusion of increased flexibility in land use policies to support an evolving market, and a desire for proposed polices to remain fair and balanced and not disproportionately burden any particular industry or land use.

County Agency Collaboration

Extensive agency coordination occurred during the review and update of the Policy Plan. The Department of Planning and Development (DPD) established an interagency core team of subject matter experts that included partner agencies such as the county's Park Authority (FCPA) and Department of Transportation (FCDOT), the Health Department, and the Department of Neighborhood and Community Services (NCS), which met regularly throughout Phase 1 of the project. These subject matter experts developed the draft Plan text while coordinating with other county departments and groups with similar subject matter topical expertise. Feedback from county agencies largely focused on the need to incorporate recently adopted or endorsed Board plans, policies, and documents.

Community and External Partner Outreach

An outreach plan was developed in consultation with the Planning Commission utilizing the County's Inclusive Community Engagement framework and building upon previous extensive engagement efforts associated with the Countywide Strategic Plan, Resilient Fairfax, and other similar initiatives. A project webpage and email address were developed, and a survey was launched through the county's PublicInput platform which was also used to share information and announcements. The name "Plan Forward" was developed to brand the project and logos were developed which were used during the outreach process for the effort.

Staff hosted 26 in-person and virtual community meetings for the public from May 2024 through May 2025. Outreach during this time included: six community kick-off meetings; a community survey via PublicInput; presence at community events; Fairfax Connector ads; focused topic meetings; discussions with interest groups and Boards Authorities and Commissions (BACs); development of a YouTube Playlist in partnership with Channel 16; and the development of research papers followed by meetings to discuss the findings. Feedback largely reinforced support for existing policies or practice such as support for transit-oriented development and balanced growth and supported the Board direction of streamlining and aligning text, and developing new policies, such as those related to displacement and data centers. All materials developed for the meetings were posted to the project webpage to allow continued access to past documents throughout the project. After the second phase of outreach, staff developed a Community Feedback Report to review the input received and determine how to best incorporate it into the draft Plan text that was developed and released in spring 2025. Additional community meetings were held to discuss the draft Plan text.

Feedback continues to be received through the PlanForwardFFX@publicinput.com email address on the draft Plan text proposed by staff. Feedback received prior to the publication deadlines of this staff report (through September 1, 2025) has been reviewed and incorporated in the staff recommended draft Plan text where appropriate.

ANALYSIS

The analysis section is divided by each element and gives a basic overview of the element followed by a description of the proposed changes. Proposed Plan text is included in Attachments 1a through 1g. Draft Plan text was initially released in spring of 2025, and has been revised based on additional feedback, including discussions with the Board of Supervisors and Planning Commission. Changes to the draft text since the spring 2025 publication are posted on the project webpage with changes highlighted in yellow. The previous iterations of the draft Plan text can be found on the project webpage under “Outreach Materials” “Outreach Phase III (Collaborate)”.

Approach to Draft Plan Text Development

Based on the initial direction included in the Plan amendment authorization and feedback received from the Board, staff’s approach was to review existing Plan guidance and collaborate with other county staff, industry, and the community to identify areas that are successful, areas that need improvement, and new guidance that should be included. As the Policy Plan’s purpose is to provide countywide guidance, it is critical to underscore the importance of balancing high-level policies with specific guidance that can lead to positive benefits to the community.

As part of the initial review of the Policy Plan and during the first round of community outreach, a key finding was that the majority of the Policy Plan had strong policies that have provided staff the flexibility to respond to changing conditions and technology over the years. This finding aligned well with the Board authorization to review, update, and streamline. The goal, therefore,

is to maintain a similar approach in the Policy Plan, focusing on high level policies, recognizing that some level of specificity may be needed in certain elements to provide clarity and predictability. In both cases, the Policy Plan is intended to provide guidance but still allow for flexibility to meet the intent of Plan policies on a case-by-case basis.

The guidance in the Policy Plan is applied during the review of Plan amendments, planning studies, and other review requests. Plan guidance is generally implemented through the development review process when the Zoning Ordinance, or other codes and regulations, have standards referencing conformance with [or developments being in general accordance with] the Comprehensive Plan. The Plan is generally a guide, so while the policies reflect county goals and direction, each project should not be expected to meet every policy in the Policy Plan; nor will every policy apply to all projects. It is important to recognize that the individual Policy Plan elements are intended to work together to achieve the county's land use vision set in the Comprehensive Plan Overview.

Draft Plan Text

During the development of the proposed updates and revisions to the Policy Plan, staff reviewed eighteen Board-adopted or Board-endorsed documents, plans, policies, and initiatives, such as the Countywide Strategic Plan, the One Fairfax policy, Active Fairfax, the Community-wide Energy and Climate Action Plan (CECAP), Resilient Fairfax, the Tree Action Plan, the Operational Energy Strategy (OES), the Economic Success Plan, the Communitywide Housing Strategic Plan, the Safe Roads for All Program, the Zoning Ordinance, and the Public Facilities Manual (PFM) The goal of this review was to identify opportunities to align Board-adopted or Board-endorsed documents, plans, policies, and initiatives with updated Plan policy, where appropriate.

The following sections include a summary of each element of the Policy Plan (or general topic) and highlight key changes proposed within the draft Plan text for that element. As noted, the draft Plan text is provided in the attachments to this staff report.

Equity

The Board directed staff to align the Policy Plan with the One Fairfax Policy as well as the Strategic Plan. While the existing Policy Plan does not directly reference equitable development, many policies within the Policy Plan support equitable development principles, such as affordable housing and multi-modal mobility and connectivity.

Recognizing that equity is an overarching goal in the county, the initial direction was to create a standalone equity element. However, as text was developed, it was clear that each element of the Policy Plan plays a role in contributing to equity and equitable development. Therefore, staff proposed that an equity objective and associated policies be provided in each of the individual elements, rather than having a standalone equity element, to ensure that equity is embedded throughout the Policy Plan elements. This approach was supported by the Planning Commission

at the March 6, 2025, Policy Plan Committee and by the Board at the March 11, 2025, Board of Supervisors Land Use Policy Committee. To set the groundwork for policy development, staff produced a research paper on Equitable Development which provides background information related to disparities in Fairfax County along with trends in planning related to equitable development.

Community feedback received regarding equity was heavily focused on the need for affordable housing in parallel with the need to mitigate residential and commercial displacement of existing community members and businesses where communities are experiencing redevelopment. Feedback also closely aligned with equitable principles of inclusive community engagement, promoting environmental justice and incorporating equitable development throughout the Policy Plan.

The proposed draft Plan text revisions include development of an equitable development definition and overarching equitable development goal,and strengthened commitment to inclusive community engagement in the Comprehensive Plan Overview element, updated language and terminology throughout the Policy Plan, and equity as a theme throughout each element through explicit policies and objectives. The updates reflect the Countywide Strategic Plan commitment to promoting access to communities of opportunity using data and analytical tools to build and connect to opportunity A large change proposed as part of this Plan amendment is the shift away from protectionist language and policies that would limit redevelopment in certain areas to ensure the Policy Plan is contributing to, and fostering, equitable development throughout the county. For example, there has been a transition from using language recommending “protection of neighborhoods” in favor of language focusing on “thoughtful integration of land uses to enhance communities and provide additional housing opportunities.” This change is reflected through multiple elements, particularly within the Comprehensive Plan Overview and Land Use elements.

Overall, the proposed modifications explicitly incorporate equity throughout the Policy Plan elements and support Strategic Plan outcome areas and goals consistent with the Board authorization.

Comprehensive Plan Overview (previously titled Preface/Introduction)

The current Preface/Introduction element serves as the foundation to the Policy Plan and provides insight into how the Comprehensive Plan is used and monitored; the roles of staff, the community, Planning Commission, and Board of Supervisors; a history of land use planning in Fairfax County; and the context of the Fairfax County planning process. During the review process staff determined a new title was needed to better convey the purpose of the element, and the fact that it is an essential part of the Policy Plan. Staff has proposed this element be renamed the “Comprehensive Plan Overview” which provides a more accurate description. Several major goals were identified as the focus for potential revisions to this element, consistent with the Board of Supervisors authorization.

- **Develop a Land Use Vision and Revised Set of Goals:** Develop an overarching land use vision and updated set of goals for the Comprehensive Plan, ensuring they serve as the focal point of this element and the larger Comprehensive Plan. These revisions should integrate the Ten Community Outcome Areas of the Countywide Strategic Plan within the context of land use planning.

- **Clarify the Role of the Element:** Clearly define the purpose of the Comprehensive Plan and explain how its components—Policy Plan, Area Plans, and Concept for Future Development—are structured and implemented.

- **Streamline the Element:** Refine this element to deliver a clear and concise message, emphasizing the core purpose of establishing goals and providing essential context for the Plan's use. This includes eliminating redundancy, removing non-essential information, and reordering content for improved clarity and flow.

The revised Comprehensive Plan Overview now includes the following four sections.

- **Contextual Land Use Planning Narrative:** Includes a brief history of social and land use changes in Fairfax County, focusing on how population growth and development have led to suburbanization and its associated challenges. This context serves as the foundation for the Land Use Vision and Goals.

- **Land Use Vision and Goals:** Outlines the guiding vision and goals for land use planning in Fairfax County. It begins with a Land Use Vision statement, followed by a narrative of the eight goals and strategies necessary to achieve this vision.

  In 1973, the Board adopted 16 interim policies designed to serve as the basic framework for developing the long-range comprehensive planning process which were incorporated into the adopted 1975 Comprehensive Plan. These goals were reviewed in 1988 by a Goals Commission which recommended revised goals to the Board. These recommendations were reviewed by the community in 1988 through an extensive public participation process, including district task forces, individual citizens, county staff, the Planning Commission and the Board of Supervisors. After public hearings, 20 goals for Fairfax County were adopted on October 24, 1988, and remain generally aligned with countywide policy. However, Fairfax County has experienced significant changes since that time, necessitating a review and update. Creating a land use vision and updating the goals also aligns with the Countywide Strategic Plan, which identifies Ten Community Outcome Areas, developed through extensive community outreach, that serve as a foundation for the revised land use vision and goals. The draft land use vision and goals were published for feedback in the Fall of 2024 and updated in the Spring of 2025 as part of the publication of the Draft Plan text.

- **Legal Authority, Purpose:** Establishes the legal foundation of the Comprehensive Plan; outlines the purpose of the Plan and explains its key components, including the Policy Plan, Concept for Future Development, and Area Plans; and defines the scope of the Policy Plan and its functional elements which expand upon the broader goals of the Plan.

- **Scope, Implementation, Review, and Community Participation:** Outlines how the Comprehensive Plan is implemented; the process for reviewing the Plan through Plan amendments; and a discussion on community participation in the planning process.

The Comprehensive Plan Overview and revised land use vision and goals serve as targets for the rest of the Policy Plan elements to ensure that they are working together to address the county's priorities. The proposed revisions to the Comprehensive Plan Overview element can be viewed in Attachment 1a.

Land Use

The Land Use element provides guidance for coordinated and orderly development through long-range recommendations and proposed implementation techniques to ensure a high quality of life for the community.

To evaluate emerging land use trends, DPD retained Clarion Associates to provide recommendations related to increased development pressure on industrial planned land, aging retail centers, and office trends, which have been incorporated into the draft Plan text where appropriate. Staff also developed an office building repurposing status paper to review trends in office repurposing since adoption of the initial repurposing policies in 2017 and 2018. Finally, staff reviewed recent Site-Specific Plan Amendment (SSPA) trends prior to developing draft policies, to ensure that the Policy Plan is forward thinking and flexible.

The existing structure of the policies and appendices in the element were reorganized to consider the goals outlined in the Comprehensive Plan Overview. To better accommodate future policies and to streamline references, the existing appendices were incorporated into a new structure as policies, use specific guidance, or for the larger appendices, as a dedicated criteria section. This will allow for greater consistency and integration with broader land use goals and increase the efficiency of policy review. The element introduces several new concepts reflecting evolving planning objectives. Further modifications proposed to the element:

- **Suburban Village Centers:** Based on trends observed in the past rounds of the SSPA process, a new Suburban Village Center concept is proposed to provide flexibility for commercial areas within Suburban Neighborhoods. These transit ready areas, along arterial roadways, provide a range of services adjacent to lower density communities. Areas functioning as neighborhood commercial hubs, generally less intense than the activity centers identified within the Concept for Future Development, could be identified as areas that may be suitable for mixed-use development, including medium-intensity residential use. Examples of this type of development include the recently constructed development at Graham Park Plaza, the adopted Plan amendment for the Pan-Am shopping center, and the proposed amendment for Hilltop Village Center. Policies for the Suburban Village Center appear throughout the element, notably in Objectives 2, 3, 12, and 16 and in the Criteria for Commercial Building Repurposing.

- **Objective 3** adds flexibility for mixed-use centers, allowing conversion between planned

employment and residential uses and for transfer of planned growth potential within a mixed-use center. This would provide greater flexibility when reviewing development proposals to better respond to market conditions without increasing the overall planned intensity/density for an area.

- New policies in **Objectives 9 and 10** address equitable development and residential, commercial, and cultural displacement in the land use process. These policies promote stronger connections between communities and economic opportunities, while recognizing and respecting the unique cultural and economic identities of each area. They emphasize thoughtful approaches to potential displacement, equitable access to resources, and the preservation of a resilient, diverse economic base.

- **Objective 11** incorporates new policies that focus on maintaining a strong economy and diverse employment opportunities by encouraging industrial and commercial uses to support businesses, create jobs across different industries, and provide convenient access to goods and services for county residents. Policies under this objective support the preservation of industrial land, as designated in the Concept for Future Development, and the careful consideration of any request to convert industrial land to other uses given its limited supply in the county. The policies under this objective also support creation and retention of commercial uses in appropriate locations to serve surrounding communities.

- **Objective 12** speaks to placemaking and includes new policies designed to facilitate creative patterns of use, with attention to the physical, cultural, and social identities that define a place and support its ongoing evolution. It also supports guidance contained in the Board-endorsed Volume I: Urban Design Guidelines for Commercial Revitalization Districts and Areas including mixed-use centers and newly introduced suburban village centers.

- The Visual and Performing Arts element was reviewed and identified as an opportunity for streamlining by shifting the objectives and policies to a new placemaking and arts section in the Land Use element to ensure better integration into the development review and planning process. **Objectives 13 and 14** now incorporate many of the objectives and policies from the Visual and Performing Arts element, which is proposed to be removed as a standalone element. Elements such as public art in gateways and plazas, co-location of arts venues with mixed-use or community facilities, culturally diverse programming, and live/work artist spaces were carried forward from the Visual Arts Element's broader goals and objectives, but reframed in concise policy language that emphasizes design, placemaking, development guidance, and implementation.

- **Objective 16** introduces new, specific redevelopment criteria for office repurposing, building on recommendations from the Clarion Report and adding to existing policies.

    - While the policy contains criteria for prioritizing repurposing, it also recognizes the importance of retaining office space that is newer, highly amenitized, or located near amenities. Despite the overall decline in office demand, highly

amenitized office space continues to attract interest, and this policy supports its retention.

- A new **criteria section** builds on recommendation from the Clarion report for office repurposing.
    - Additional guidance has been proposed to support the limited expansion of existing buildings to be repurposed. Current policy does not allow any expansion. This flexibility would allow for façade, window, balcony and other minor additions to better support the conversion to residential uses where appropriate.
    - Flexibility has also been proposed to provide additional residential density/intensity outside of the footprint of a repurposed building in areas developed with surface parking.

- A new **criteria section** provides guidance specific to data center development. These criteria build upon the January 2024 data center report and subsequent adopted Zoning Ordinance Amendment, as well as recent data center applications seeking a rezoning or special exception, and would apply to data centers seeking rezoning and/or special exception approval. These criteria include: Land Use and Site Design; Building Design; Green Building; Energy Demand; Water Demand; Water Quality; Air Quality and Noise.

  Staff coordinated with members of the data center industry. Based on feedback received, the proposed data center criteria has been further refined, most notably, to remove the Power Usage Effectiveness (PUE) metric, remove the criterion to provide future repurposing uses, clarify policies related to renewable energy generation, refine proposed land use and site design guidance, and consolidate criteria in different sections requesting similar utility availability information.

- Feedback was received after the publication of the draft Plan text regarding the pace of development and infrastructure improvements. Since the publication of the initial draft, staff has coordinated with the Office of the County Attorney to ensure proposed language is appropriate for Objective 4 and has made revisions.

The proposed revisions to the Land Use element can be viewed in Attachment 1b. The current Visual and Performing Arts element can be viewed in Attachment 2g (where it is shown in ~~strikethrough~~).

Transportation

The Transportation element provides the framework for the continued development of the county's transportation system while maximizing the efficient use of the existing and future transportation system by reducing reliance on vehicular travel, and provides guidance on coordinating land use decisions and transportation planning.

To evaluate emerging transportation trends, staff researched topics such as Activating and Completing Fairfax County Streets, Comprehensive Transportation Analysis (CTA), and

Micromobility, Microtransit, and Autonomous Vehicles. These topic papers helped gain an understanding of new trends: placemaking with transportation infrastructure when invoking "complete streets"; measuring and analyzing transportation impacts; and the importance of active transportation, smaller transit networks, and a glimpse into autonomous vehicles. The proposed Transportation element revisions were based on extensive staff collaboration within FCDOT and other agencies.

The existing structure of the objectives and policies in the element were reorganized to consider the goals outlined in the Comprehensive Plan Overview and address evolving trends. A modification proposed as part of the streamlining direction from the Board authorization includes review of the maps and redundancies within the element. Figures 1-4 (Transportation Plan Map, Countywide Trails Plan Map[1], Countywide Bicycle Network Map[2], and Road Classification Map respectively) are available on the Comprehensive Plan Maps webpage, and can be referenced and linked from the Plan without being located in the document itself. This ensures that staff, the Planning Commission, Board of Supervisors, and community are viewing the same information and eliminates the need to update maps in multiple locations after an amendment, thereby increasing efficiency. Further modifications proposed to the element:

- New and updated objectives and policies provide guidance for the overall multimodal transportation system for safe, accessible mobility options through a range of facilities and services, for all ages and abilities.

- The transportation objectives and policies support land use development goals and enhance overall connectivity with innovative and sustainable recommendations for streets, active transportation, public transportation, and capital project improvements. Additional transportation policy recommendations are used to promote walkable and bikeable communities through "micromobility." Additional policies assist with guidance about transportation demand management (TDM), forward-looking innovative and technological improvements, and identifying and securing funding to support implementation for the county's multimodal system.

- Equity and health are addressed in transportation where there may be limited access to transportation, where minimizing travel conflicts prioritizes the protection of vulnerable users, and providing education and training for safe ridership and awareness for public transportation riders.

- The CTA reflects an analysis framework for the various transportation studies conducted in Fairfax County, and applies a context-sensitive approach, prioritizing the travel modes that best reflect each area's unique transportation system. It also establishes targets for

[1] and [2] On May 13, 2025, the Board authorized a Comprehensive Plan Amendment for the Active Transportation and Trails Plan (2025-CW-T1). This Plan amendment will propose a single map in the Policy Plan titled Figure 2 Active Transportation and Trails Plan Map, update Policy Plan text by replacing Appendix 3, and removing Appendix 5 Bicycle Master Plan; amendments to Special Area Plans and other elements of the Comprehensive Plan may be necessary to reflect updated references and maintain internal consistency across planning documents.

various measures of effectiveness (MOEs) that are intended to help Fairfax County meet its transportation goals and reinforce new and established objectives and policies. The CTA process sets consistent expectations to ensure there are data-driven outcomes for all county transportation projects. Staff has already been utilizing this CTA process based on guidance from the Countywide Strategic Plan.

Feedback received on the proposed revisions has been largely positive, particularly related to the emphasis on a variety of transportation methods to include forms that are non-motorized. Additional feedback was received related to transportation priorities, funding, and specific roadway or pedestrian improvements that are needed in a particular area.

The proposed revisions to the Transportation element can be viewed in Attachment 1c.

Environment

The Environment element provides guidance on conserving and restoring the county's environmental resources, and balances the need to protect the environment while planning for the orderly development and redevelopment of the county.

To evaluate emerging environmental trends and topics, staff further identified research areas that needed additional information prior to policy development and produced a series of papers on Conservation Corridors, Green Building Policies, and Stormwater Management Policies. Overall, staff determined that the Environment element was in good shape as many of the initial comments received as topics that should be addressed are already addressed in the existing element. These included topics such as green building commitments and flood protection. Staff therefore focused on improving the element and alignment with other adopted county plans, rather than adding new topics.

The existing structure of the objectives and policies in the element were largely retained with the exception of Objective 12. The proposed updates to the Environment element included streamlining to reduce redundant policies and repetitive information, adding language and emphasis to provide alignment with CECAP, Resilient Fairfax, and the Tree Action Plan. The element is focused around two themes: Environmental Pollution; and Environmental Hazards, Resources, Climate Resilience and Adaptation. Proposed modifications to the element have been generally grouped by objective to highlight the key changes from the current edition:

- **Objective 2** guides stormwater management policy recommendations. Many of the policies in this objective have been retained but have either been revised, consolidated, and/or regrouped. Additional references and policies have been provided for emerging contaminants such as polyfluoroalkyl substances (PFAS) and road salt. A new policy has been added reflecting the long-standing practice of incorporating 50% contiguous, undisturbed open space for nonresidential projects in the R-C zoning district requiring special exception or special permit approval.

- A key area that staff worked through during the Policy Plan amendment process was the development of countywide stormwater management guidance with the intent of providing greater predictability and consistency rather than relying on the development review or Site-Specific Plan Amendment (SSPA) processes to establish new stormwater management targets with each proposal. The proposed guidance is designed to address sites that are highly impervious, where the existing Stormwater Management Ordinance results in little to no additional water quality or quantity requirements; this can often have impacts on downstream conditions. In areas with low densities or sites with lower impervious surface levels, the Stormwater Management Ordinance regulations may be adequate to address site or downstream conditions, thus meeting this countywide guidance.
- Since the initial publication of draft text in Spring 2025, staff has continued to work on a stormwater management policy that is appropriate to apply countywide. In collaboration with DPWES and LDS, including testing of different scenarios, it was determined that an options-based approach would achieve stormwater quantity and quality control goals of reducing the total volume of runoff and delaying its entry into the stream system.
- The preferred option includes an ambitious goal of meeting good forested condition for sites that are developing or redeveloping. If meeting good forested condition is not practicable, further guidance is provided recognizing that a majority of county streams have been identified as impaired.
- Stream health is closely linked to impervious cover within a watershed, with 40-percent imperviousness recognized as a critical threshold for significant impacts. Sites with less than 18-pecent proposed impervious cover are generally considered lower-impact developments and the Virginia Department of Environmental Quality (DEQ) currently exempts single-family homes with less than 18-percent impervious cover from providing stormwater management measures. By establishing a minimum threshold of 18-percent, the policy ensures its focus remains on developments contributing higher amounts of impervious surface. For developments less than 18-percent it is reasonable to expect that code requirements will meet this Plan guidance.
- This option provides peak flow reduction targets for the 2-year 24-hour storm event and runoff volume retention targets of 1-inch[3] on-site, to the extent practicable, or achieving the LEED Rainwater Management Credit in the most current version of LEED. This is consistent with the stormwater management guidance for areas throughout the Comprehensive Plan where developments with higher density and intensity are considered more urban and have higher levels of imperviousness which can have greater potential to result in adverse stream health impacts.
- Associated implementation strategies related to water quantity and quality control are included in this objective, such as the prioritization of low-impact development (LID) techniques and maximizing infiltration strategies.

- **Objective 5** provides guidance on lighting. The existing objective and policy focused on the impacts of light pollution on humans. Staff have proposed revisions which recognize

[3] It is understood that 1-inch represents 95-precent of storms in the county.

impacts on plants and wildlife, in addition to people, and an additional policy is proposed that incorporates dark sky lighting principles.

- **Objective 10** provides guidance on tree cover. The proposed revisions have expanded guidance to formalize topics such as native and adaptive landscaping, invasive plant management, and healthy soils; and conservation corridors. This objective also incorporates the existing guidance to conduct assessments of sites to identify environmental constraints and opportunities.
- **Objective 12**
    - **Current Objective 12** provides guidance on county coordination and the establishment of a central environmental function within the county which is the role that OEEC serves. As part of the effort to streamline and remove outdated information, a new objective has been proposed in its place.
    - **Proposed Objective 12** and associated policies focus on equitable strategies to mitigate adverse environmental impacts – this includes increased tree conservation/plantings in urban heat islands, green infrastructure in flood prone areas, and environmental remediation.
- **Objective 13** provides guidance on sustainability practices such as green building certification. The proposed revisions expand on renewable resources, formalize the expectation for bird-friendly design, refine the electric vehicle charging policy to apply to all development, and incorporate general concepts of sustainable site design.

  Changes to this objective focused on alignment with the county's Operational Energy Strategy (OES) and CECAP. One change focuses on increasing the level of green building certification sought for residential development within activity centers to LEED Silver, or equivalent, and for LEED Gold for nonresidential development in Tysons and other Transit Station Areas (TSAs). In addition to the OES and CECAP alignment, this change is largely consistent with the levels of certification attained for the respective development type within each area identified. While pursuing LEED certification entails upfront costs and investments, the long-term financial benefits often outweigh the initial expenditures. Energy efficiency measures, renewable energy incorporation, occupant comfort strategies, and operational optimizations result in significant cost savings over the lifecycle of a building. Additionally, attaining LEED certification could open opportunities for financial incentives, tax credits, and rebates. Additional county incentives such as the Green Building Priority Plan Review process provide further incentive for higher than basic green building certification levels. This certification level is a recommendation subject to negotiation during the development review process, allowing flexibility with the goal of meeting the intent of Plan policy.

Feedback received on the proposed revisions has been largely positive, particularly related to the explicit inclusion of references to resiliency, the changing climate, and focus on non-human impacts such as the inclusion of additional guidance for outdoor lighting and bird-friendly design practices.

The proposed revisions to the Environment element can be viewed in Attachment 1d.

Parks and Recreation

The Parks and Recreation element provides guidance on parks and recreational areas in the county, including recommendations related to natural and cultural resources. This ensures that parks and recreation are considered in development processes and fosters equity and inclusion so that all county residents and visitors can benefit from the park system.

Since authorization of the Policy Plan amendment, the Park Authority has completed the Parks, Recreation, Open Space, and Access (PROSA) Strategy, involving extensive public outreach. The PROSA Strategy aims to improve walkable access to parks, enhance access to the complete park experience, enrich habitat connectivity between environmental corridors, and better align park investments with community needs and the Park Authority's equity goals which are based on the One Fairfax Policy.

The PROSA Strategy was the primary guide to the Phase 1 updates of the Policy Plan resulting in revisions to existing policies and Appendix 3, and the development of a new objective and associated policies. The Parks and Recreation element will receive a more substantial update during Phase 2 of the Policy Plan amendment process to incorporate a revised introduction; align with the 2026 Park Authority Needs Assessment; and include updates to level of service standards, park classifications, including the urban park classifications, urban parks policies and guidelines; and natural/cultural resource management policies. Additional opportunities to streamline the element will be identified and brought forward during Phase 2.

The proposed revisions to the Parks & Recreation element can be viewed in Attachment 1e.

Healthy Communities

The Healthy Communities element is a new element to the Policy Plan and provides countywide guidance pertaining to health considerations that should be incorporated within the siting, design, and construction of developments within the county. The element recognizes the role the built environment plays in shaping community health through promoting accessible recreational spaces, safe and healthy housing, active transportation, a sense of community and social connectedness, food security, and ensuring clean air and water quality. This new element ensures alignment with county priorities identified through CECAP, Resilient Fairfax, One Fairfax and other recently adopted or endorsed plans, policies, and guidance. It also formalizes practices that can be successfully implemented through the development process and includes guidance to address current and anticipated issues that pertain to community health. Additionally, the guidance provides the appropriate flexibility to apply to a wide variety of cases.

To inform the development of the Healthy Communities element, staff completed a research paper on Healthy Communities. Informed by trends, community health data, and county priorities, staff developed five proposed policy objectives and associated policies, which reinforce and support other Plan elements, but with a focus on community health and healthy outcomes. A focus on equity was interwoven throughout each section with explicit guidance on racial, age, and gender inclusion.

- **Promote Active Living:** This section focuses on active transportation, recreation, and play, emphasizing safe and accessible facilities that promote physical activity.
- **Grow Food Systems:** This section focuses on food production, food processing and waste, and food access. The policies support new opportunities to grow food and promote community resilience.
- **Create Opportunities for Social Connection:** This section focuses on placemaking, connectivity, and community pride, acknowledging that crucial features of a healthy community are social connectedness and cultural celebration.
- **Promote Climate Health:** This section focuses on green infrastructure and healthy buildings, emphasizing the need for climate adaptation to reduce community vulnerability.
- **Improve Equitable Access to Healthcare and Human Services:** This section focuses on healthcare and human services, with the goal to maintain and grow current capacity to ensure access and utilization for all community members.

The Policy Plan currently contains a Human Services element that has objectives and policies that are related to health; however, these policies focus on services and service delivery models, many of which are outdated and do not meet current best practices. Therefore, the element is seldom used, and adequacy of human services facilities occurs through extensive staff coordination during planning studies and development review. Staff proposes to update and reposition appropriate objectives and policies from the current Human Services element to this newly created Healthy Communities element. Certain elements to be updated in Phase 2 of the Policy Plan update, particularly Public Facilities and Housing, will also incorporate certain human services-related policies to ensure current best practices and facility information are accurate. The current Human Services element is proposed to be eliminated as a standalone element.

The proposed Healthy Communities element can be viewed in Attachment 1f. The current Human Services element can be viewed in Attachment 2f. (where it is shown in ~~strikethrough~~).

Glossary

During the update of the Policy Plan, staff identified new terms that should be defined in the glossary and existing definitions that should be updated for clarity. Staff anticipates that further updates to the glossary will be proposed during Phase 2 of the Policy Plan amendment as the remaining elements are reviewed and updated.

The proposed revisions to the Glossary can be viewed in Attachment 1g.

CONCLUSION

This proposed amendment seeks to streamline, update, and align the Policy Plan with recently adopted plans and policies, including the Strategic Plan, and address the evolving dynamics of Fairfax County. These Plan policies will guide the planning, review, and approval of

development across the county. The proposed revisions are aimed at facilitating a more consistent, predictable and efficient review process; are closely aligned with Fairfax County's overarching objectives; and are geared toward ensuring a balanced and sustainable approach that takes into consideration the needs of both the current and future community. The proposed revisions to the Policy Plan have been developed through extensive coordination and outreach efforts, as detailed in this report. They represent the culmination of collaborative efforts involving county agencies, the strategic vision of the Board, input from the Planning Commission, and feedback from the community members of Fairfax County. Ultimately, these revised policies are designed to better serve the county's overarching objectives and to enhance the quality of life throughout Fairfax County.

Phase 1 of the Policy Plan amendment is the first step in fully aligning the Comprehensive Plan with the direction of the county; therefore, staff has identified a series of items that the Board could consider for further action. While some of these concepts were introduced in Phase 1, further research and consideration of their applicability in the county and their relations to the Area Plans is needed.

- Comprehensive Plan Area Plans and Concept for Future Development: The Board could direct staff to assess the Area Plans and the Concept for Future Development for alignment with the Policy Plan revisions and regional advancements. This could include reviewing and updating the Concept for Future Development to modify the county's activity centers, identifying new activity centers including Suburban Village Centers, identifying transit-ready communities, and ensuring the Concept for Future Development aligns with future planned mass transit (including BRT) expansions. This could also include conducting a systematic review and update of the Comprehensive Plan Area Plans to align the Area Plans with the Policy Plan and Board -adopted or-endorsed plans and policies, identify Suburban Village Centers, remove redundancies, and resolve policy conflicts.
- Displacement: The Board could direct staff to conduct a study of commercial and residential displacement in Fairfax County to review existing policies and resources available to address displacement and identify policy and program gaps that further displacement risk, especially in neighborhoods that are changing rapidly. This could include an evaluation of policy trade-offs and tools to help mitigate displacement.

RECOMMENDATION

Staff recommends the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~strikethrough~~. Due to the extent of the modifications proposed, a clean version of each element is provided along with the original element shown as ~~strikethrough~~. The Visual and Performing Arts and Human Services elements are proposed to be deleted in their entirety and are therefore provided only as ~~strikethrough~~.

ADD: Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Healthy Communities Element, dated Sept 10, 2025.

DELETE: Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Human Services Element, as amended through March 4, 2014.

Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Visual and Performing Arts Element, as amended through April 11, 2023.

REPLACE: Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Preface and Introduction, as amended through October 16, 2018.

Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Land Use Element, as amended through September 10, 2024.

Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Transportation Element, as amended through July 25, 2023.

Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment Element, as amended through June 28, 2022.

Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Parks and Recreation Element, as amended through March 4, 2014.

Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Glossary, as amended through September 10, 2024.

MODIFY FIGURES: Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment Element, as amended through June 28, 2022. Removal of Figures 1-3 and replacement of Figure 4 with enhanced figure, as shown.

Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Transportation Element, as amended through July 25, 2023. Removal of Figures 1-4:

- Figure 1: Transportation Plan Map
- Figure 2: Countywide Trails Map
- Figure 3: Countywide Bicycle Network Map
- Figure 4: Roadway System Functional Classification

To be replaced with links in the text to the Comprehensive Plan, Plan Maps section of the Department of Planning and Development's webpage to provide increased readability and usability of the maps.

Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Transportation Element, as amended through July 25, 2023. Replacement of Appendix 4 – Roadway Right-of-Way Requirements Figures 5 and 6 as shown.

- Figure 5: Cross Section Illustration of a Typical Curb and Gutter Section (Measurement in Feet)
- Figure 6: Cross Section Illustration of a Typical Shoulder Section (Measurement in Feet)

COMPREHENSIVE LAND USE PLAN MAP:

The Comprehensive Land Use Plan Map will not change.

COUNTYWIDE TRANSPORTATION PLAN MAP:

The Countywide Transportation Plan Map will not change.

ATTACHMENTS

1. Draft Plan Text Clean; September 10, 2025
    a. Comprehensive Plan Overview
    b. Land Use Element
    c. Transportation Element
    d. Environment Element
    e. Parks and Recreation Element
    f. Healthy Communities Element
    g. Glossary

2. Draft Plan Text Redline; September 10, 2025
    a. Preface/Introduction
    b. Land Use Element
    c. Transportation Element
    d. Environment Element
    e. Parks and Recreation Element
    f. Human Services Element
    g. Visual and Performing Arts Element
    h. Glossary

COMPREHENSIVE PLAN OVERVIEW

CONTEXTUAL LAND USE PLANNING NARRATIVE

Fairfax County is a dynamic and populous jurisdictions in the Washington metropolitan region (Figure 1), at nearly 400 square miles in size and home to over one million people (2020 census). Fairfax County is well known for its quality public schools, high median income, low unemployment rate, public safety, high concentration of both corporate headquarters and higher education institutions and other key measures of economic success. It boasts an assemblage of residential communities that are home to an ethnically and culturally diverse population. The density, intensity, and land use types are varied throughout the county to include dense concentrations of urban land containing a mix of uses located along transportation corridors, large areas of suburban development including single family housing, and rural areas on large acres of land.

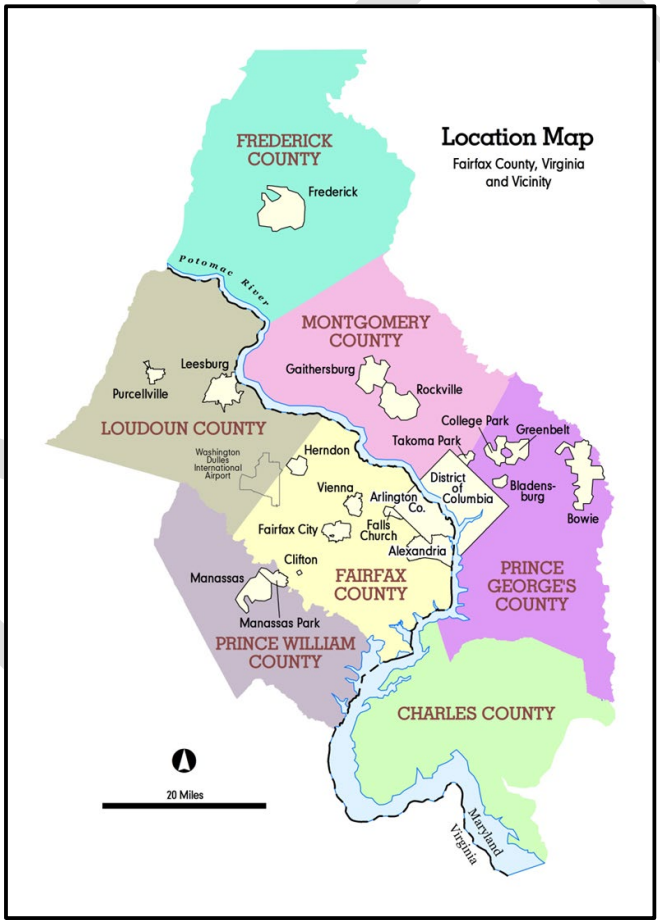

Figure 1: Location Map

Human habitation in this region dates back over 10,000 years. Several groups of Indigenous Peoples trace their lineages to this region, including the Dogue who once comprised the largest concentration of Native Americans in the area. By the mid 18th

century, the first permanent European settlements were established in what became Fairfax County. Plantations, relying on enslaved labor, dominated the local economy and landscape in the 18th and 19th centuries, producing primarily tobacco, and eventually wheat and dairy products. The county maintained its agricultural character through the Civil War and into the 20th century.

Transportation networks were crucial to migration patterns and population increases in Fairfax County, beginning with settlements along the Potomac and Occoquan Rivers, early toll roads and turnpikes in the 18th and 19th centuries, railroads and trolley lines in the 19th and early 20th century, and eventually state highways and federal interstates. Growth of nearby Washington D.C., and the increase in defense-related jobs after World War II, spurred the county's transformation from predominantly agricultural to a residential and commercial suburb beginning in the mid-20th century.

The suburbanization of vacant land was the key development pattern of the 20th century, while the county's 21st century evolution is the result of urbanization, redevelopment, and revitalization primarily within the county's Mixed-Use Centers. The Comprehensive Plan's (Plan) Concept for Future Development encourages new employment growth to occur within designated Mixed-Use Centers and Industrial areas and guides the review of the Area Plans. Except for the Industrial Areas, the Plan also encourages mixed-use residential development within these areas. Encouraging a dynamic mix of uses within these centers provides an efficient land use pattern that utilizes existing and planned infrastructure and preserves natural and cultural resources. Many Mixed-Use Centers in the county, including Tysons, Fairfax Center, Reston, and Merrifield, reflect concentrations of higher intensity mixed-use development, and function as regional and local hubs that in the past were found in the downtowns of central cities. As a result of this evolution, the county is home to a culturally and economically diverse business and residential community. As the county anticipates demand for new residential and employment growth, it remains a critical strategy to promote the redevelopment of these activity centers into dynamic, vibrant places with greater concentrations of urban growth.

As new housing, businesses, and infrastructure emerged, some communities faced increased traffic congestion, displacement of people and businesses, and strain on public services. Some areas of the county remain disconnected, lacking pedestrian-friendly design, access to essential services, and limited mobility options which contribute to car dependency. In some locations of rapid development, particularly residential development, public realm amenities that improve quality of life, such as access to parks and open space and/or high-quality pedestrian infrastructure, have not kept up with demand. These issues impact the provision of and access to affordable housing, public facilities, parks, recreation facilities, healthy communities, and the conservation of industrial uses, the natural environment, and heritage resources. Strategic and coordinated planning are means by which the county can prioritize needs and create more sustainable, livable, and well-connected communities that support long-term growth.

As in other large, urbanizing counties throughout the United States, housing affordability

in Fairfax County is a long-standing challenge. Fairfax County is less affordable than the national average, with higher home prices and rental costs. The price of for-sale and rental housing is largely a function of the housing supply provided by the market and the demand for housing by community members, as well as other factors such as interest rate and location. Key to providing an adequate supply of housing is ensuring that land use plans and zoning ordinances are sufficient for the delivery of a variety of unit types that encourage all who want to live in Fairfax to be able to do so. A full spectrum of housing provided in appropriate locations served by public infrastructure helps to build and enhance communities. The county is forecasted to add more than 80,000 units by 2050. The Comprehensive Plan can potentially accommodate this increased supply. The distribution of planned units has predominately been focused within the Tysons Urban Center and other activity centers where density is supported by existing and planned infrastructure. In addition, modern construction methods, such as higher density townhouses, stacked townhouses, and wood-over-podium multifamily, often require greater densities to achieve an economically viable product than are recommended under the current Plan. Plan Area density recommendations and the Concept for Future Development should be reviewed and updated to implement the Board's long-standing objectives of maintaining a supply of land to meet the need for housing and encouraging a diverse housing stock, as well as respond to evolving conditions.

The county's economic sustainability faces challenges from an evolving office and retail market. As demand shifts toward high-quality, transit-accessible office spaces, older, car-dependent buildings struggle with high vacancy rates that reduce their economic viability and revenue. Without reinvestment or adaptive reuse, these buildings risk becoming long-term liabilities. Similarly, the retail market once dominated by brick and mortar buildings, now faces robust competition from online delivery for consumer goods and foods which impacts land development. At the same time, a housing shortage across all income and ability levels makes it difficult for businesses to attract and retain workers. Many employees must seek housing farther from their jobs, leading to longer commutes, increased congestion, and declining productivity. This volatility can hinder business growth, limits commercial tax revenue, and threatens the county's long-term economic stability. Recognizing that market conditions fluctuate, the county will need to be flexible and adaptable to ensure economic resiliency and sustainability.

Transportation plays a critical role in shaping land use patterns, mobility choices, and the overall connectivity of the county. Rapid growth ~~can~~ leads to increased congestion, strained infrastructure, and gaps in accessibility that disproportionately affect certain populations. In response, transportation policies and recommendations focus on expanding multimodal opportunities that allow community members, neighborhoods, businesses, shopping districts, and essential services to remain well-connected and adaptable to changing demands. As new development and redevelopment emerge, the county seeks to foster equitable growth by assessing the impacts on all public realm users, including pedestrians, bicyclists, mobility impaired individuals, transit users, and motorists. Existing infrastructure may not always support safe and efficient travel within all modes of transportation, therefore, strategic improvements are needed that enhance walkability, biking facilities, transit accessibility, and traffic flow. Addressing these

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challenges requires prioritizing safety, equity, and sustainability while centering the diverse needs and voices of the community. Through continued planning, coordination, and investment, the county aims to implement innovative solutions that mitigate congestion, reduce environmental impacts, improve transportation access, and promote an inclusive, well-connected community and a sustainable environment which serves the diverse needs of its residents.

Rapid development over the years has led to environmental pressures, including decreased open space, vegetation, and pervious surface and the need for enhanced stormwater management. In response, planned development and infrastructure will continue to prioritize environmental sustainability and resiliency. In addition, the county is already seeing the effects of climate change, including more severe storms, increased flooding, and extreme heat. These climate hazards pose threats to community members, businesses, infrastructure, assets, public services, and natural resources. Encouraging sustainable development in the county provides an opportunity to reduce climate related risks while also enhancing the local economy and quality of life, strengthening our infrastructure, protecting our natural environment, and addressing disproportionate vulnerabilities.

Growth and continued investments in the region have brought prosperity, opportunity and a high quality of life to many, but not all members of the community. Data shows that across the county there is uneven access to education, jobs, real-estate investments and the services and cultural amenities that a prospering urbanizing area offers. Inequitable practices that have limited or restricted the property rights of minorities, especially African Americans, is part of the land use history of Fairfax County. These include previous federal programs that allowed mortgage brokers to deny loans to people based on their skin color or ethnicity and privately created racial covenants that prevented the sale of homes to individuals or families based on their ethnicity. These practices were widespread throughout Fairfax County throughout the Jim Crow era with lasting effects on the affected population today. Equitable development concepts and policies must be considered during the development review process and incorporated into the Comprehensive Plan.

Historically, many land use decisions were made with the intent to promote quality of life, but without considering the practical elements of what makes a community healthy. As Fairfax County continues to grow, communities need purposeful planning that supports active living, healthy eating, social connections, climate health, and access to healthcare. Such planning should take into account the needs of a more diverse population to provide access to these types of services to all people.

This Plan addresses the opportunities associated with the next stages of Fairfax County's growth and sets goals to achieve equitable development in the county by striving to promote land use decisions that will provide investment and resources to all communities. The broad implications of growth and the guidance of the Countywide Strategic Plan serve as the foundation for the following land use vision and goals and objectives and policies of the Comprehensive Plan.

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LAND USE VISION AND GOALS FOR FAIRFAX COUNTY

Vision Statement
The county will plan for growth by providing diverse housing options, ample employment and business opportunities, essential services, and preservation of the natural environment for future generations. Communities will be designed to be safe, walkable, and well-connected by multimodal transportation with cultural, recreational, and healthy spaces that foster a sense of place and ensure access to a high quality of life for all people.

Strategy and Goals to Achieve the Land Use Vision
The following goals provide a strategic focus for the land use objectives and policies of the Comprehensive Plan. These goals align with the Ten Community Outcome Areas in the Countywide Strategic Plan, which represent the issues of greatest importance to the Fairfax County community, and are tailored to support the long-range, land use planning vision for the natural and built environment. Although each goal corresponds with one or more Community Outcome Areas, together they reflect countywide land use goals. The goals will be achieved through specific objectives and policies, which align with, supplement, and elaborate on the Strategic Plan's identified Strategies to achieve the Ten Community Outcome Areas.

- **Promote a dynamic, strategic, efficient, and ordered pattern of land uses.** The county will have a dynamic, strategic, efficient, and ordered pattern of land uses, served by adequate public facilities and utilities, that ensures a high quality of life for community members by accommodating anticipated urban growth, promoting a vibrant mix of uses, promoting the revitalization of older commercial districts and areas, providing access to multimodal transportation, enhancing and revitalizing community assets, preserving environmental and cultural resources, promoting the county's economic base, and appropriately responding to market changes. The county's Concept for Future Development Map and the Land Classification System describe the general location and character of future land uses in the county. The Concept for Future Development Map and Land Classification System will be reviewed to ensure the county's land use vision, goals, and objectives are reflected in the Area Plans.

- **Advance equitable development in land use planning.** Fairfax County is a place where all people live in communities of opportunity with the ability to engage fully in decisions that affect their lives and neighborhoods. Community members will thrive regardless of race, color, sex, sexual orientation, gender identity, religion, national origin, marital status, disability, socioeconomic status, neighborhood, or other socioeconomic characteristics. Fairfax County's future land use and growth will be oriented towards building and connecting the community to opportunities and supporting equitable development by focusing on the specific needs of vulnerable communities. The county will actively engage and collaborate with communities and individuals in the land use planning process and seek to establish and maintain long term trust with stakeholders.

- **Prioritize access to affordable housing.** The county will have affordable housing options that are well connected by multimodal transportation and include safe, and walkable neighborhoods that have access to facilities and amenities that benefit the community. The

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county will have flexible comprehensive plan policies to facilitate the development of diverse housing options and expand opportunities to increase housing supply throughout the county. This includes supporting individuals and households that are temporarily or chronically unhoused by providing short-term emergency shelter and long-term housing solutions.

- **Promote health through land use planning.** The county's land uses will contain the health infrastructure and resources necessary for community members to achieve their full potential and make healthy choices. Determinants of healthy communities, such as the location, proximity and access to healthcare and other essential services, active recreation and transportation opportunities, and sources of healthy food, will be optimized to support and empower community members and promote well-being.

- **Provide access to arts, culture, recreation, and lifelong learning.** The county will have enriching places focused on arts, culture, recreation, and lifelong learning to foster social connectivity. The county's historic sites will be identified, honored, and preserved to promote the county's cultural heritage for community members and visitors, make tangible connections to history, create a sense of continuity, foster a sense of belonging, and generate a commitment to a shared history and a pride of place. Such places and amenities will serve as key elements of community placemaking.

- **Plan for environmental sustainability.** The county's natural and built environment will be shaped by land use policies and regulations that promote environmental stewardship, conservation, restoration, and sustainable development. The county will be a leader in addressing the challenges posed by climate change and promote a more resilient future.

  The county will promote ecologically sustainable environments and healthy communities by protecting and preserving natural resources, including air, water, trees, and soil. The county will prioritize energy efficiency through renewable and conservation of energy sources across all economic sectors, including public, commercial, residential, and industrial to reduce environmental impact and mitigate the effects of climate change.

  Fairfax County values the diversity of its natural ecosystems, from stream corridors to urban tree canopies. Appreciating the environmental, social, and economic benefits provided by these areas, the county aims to create and preserve viable ecosystems, regardless of scale, along with connections for wildlife resources, recreational uses, and/or urban areas.

  Recognizing the urgent need to address climate change, Fairfax County will take proactive measures to enhance the resilience of natural resources and community infrastructure. By preserving natural resources, investing in infrastructure improvements, implementing resiliency measures, and adopting strategies to reduce greenhouse gas emissions, the county aims to minimize the adverse effects of climate change and create a more sustainable future.

- **Plan for economic opportunity and resiliency.** Fairfax County will continue to prioritize

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economic growth through policies that accommodate future employment growth directed to the county's Activity Centers and revitalization areas. The county will support anchor institutions, startups and businesses of all sizes with necessary public infrastructure, investing strategically in underserved communities, and maintaining a regulatory environment that is conducive to a thriving business sector. By leveraging public/private partnerships, strategic investments, and place assets, the county will bolster its competitive edge in regional, national, and international economic development. The county will encourage and facilitate the revitalization of older commercial areas through public and private investment and reinvestment. Prioritizing the full participation of all populations and areas within the county is essential for sustainable growth. Special attention will be paid to supporting small and minority-owned businesses, ensuring that they have equitable access to opportunities and resources.

Investing in the current and future workforce is critical for a sustainable economy. This means providing opportunities to educate and train future employees as well as meeting workforce housing needs and quality of life demands. More flexible land use policies may be necessary to provide housing options, multimodal transportation, services, and amenities where people live and/or work.

Regional cooperation is vital for addressing common issues and maximizing resources. By actively participating in regional activities and leadership roles, Fairfax County can contribute to the physical, economic, and social well-being of Northern Virginia and the wider Washington metropolitan area.

- **Promote safe, welcoming, walkable, and community-focused urban design.** Development, particularly in the county's Activity Centers, will utilize urban design principles to create and maintain safe, welcoming, and walkable communities. Enhancements to the condition and capacity of the public realm and transportation network, in coordination with private development, will facilitate this goal. Through the utilization of a complete streets approach for roadway design, the county will create safe streets for all, balancing the needs of all people and creating places that are inviting, safe, and pleasant.

  Context-sensitive urban design will reflect the diversity of building form, scale, and density/intensity across the county, building on existing community assets. This includes encouraging transit-oriented developments and other higher density/intensity Mixed-Use Centers that are less automobile-dependent and promote healthier, more connected communities, and prioritizing active transportation options such as pedestrian access and bike-friendly facilities that integrate with bus, bus rapid transit, and rail transit.

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LEGAL AUTHORITY, PURPOSE, AND SCOPE

Legal Authority

The legal basis for this Plan is well established in the law of the commonwealth. The Code of Virginia in Section 15.2-2223 states that "the local commission shall prepare and recommend a comprehensive plan for the physical development of the territory within its jurisdiction." The purpose of the Comprehensive Plan is to achieve "a coordinated, adjusted and harmonious development of the territory which will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the inhabitants."

According to the Code, the Comprehensive Plan is "general in nature" and may include, but is not limited to, the designation of land use, transportation systems, public services and facilities, historic areas, etc. The Comprehensive Plan "shall show the commission's long range recommendations for the general development of the territory covered by the plan. . ." The law also identifies methods of implementation such as a zoning ordinance or zoning district map, a subdivision ordinance and a capital improvements plan.

Purpose

The Policy Plan is the first volume of the Comprehensive Plan, followed by the four Area Plans, the Comprehensive Land Use Plan Map, the Countywide Transportation Plan Map and the Countywide Trails Plan Map. The Policy Plan applies countywide and its purpose is to provide a concise statement of objectives, policies, and guidelines for implementing the county's goals about the future development pattern of the built environment and the preservation of the natural and cultural resources in Fairfax County. Both the countywide policy embodied here and the more specific guidelines in the Concept for Future Development and Land Classification System, as shown in Figure 2, are to be used together to give direction to the Area Planning process. The Area Plans give more site-specific guidance, from the Planning District down to the Community Planning Sector level.

The entire Comprehensive Plan, made up of the Policy Plan and Area Plan volumes, is used during the development review process. The Plan serves as a general guide for the Board of Supervisors, the Planning Commission, the Board of Zoning Appeals, county staff, and the community members of Fairfax County with respect to development and redevelopment in the county and it is not to be applied inflexibly. The timeframe for the Plan encompasses the anticipated changes to the county over at least twenty years.

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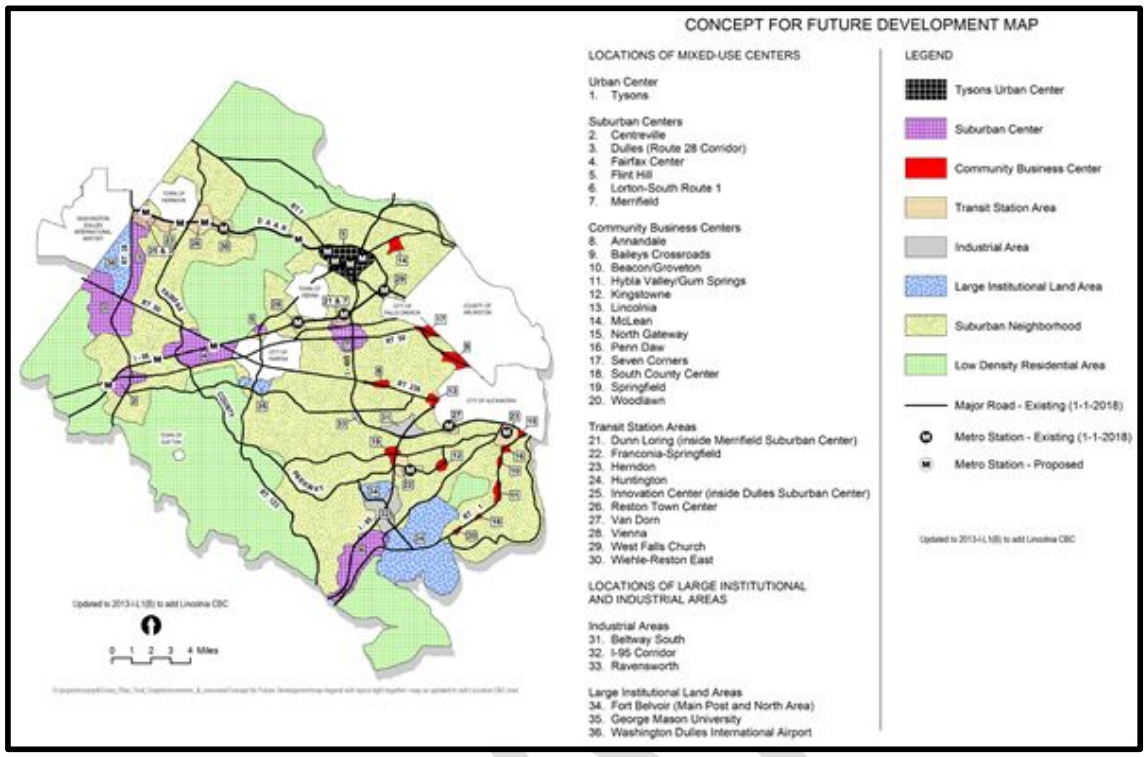

Figure 2: Concept for Future Development Map

Scope

The following elements of the Policy Plan contain the countywide planning objectives and policies for eleven functional areas.

- Land Use
- Transportation
- Housing
- Environment
- Healthy Communities
- Economic Development
- Heritage Resources
- Public Facilities
- Parks and Recreation
- Revitalization
- Chesapeake Bay Supplement

Each functional element expands upon the goals within the Comprehensive Plan, through objectives, policies, and guidelines to help guide decisions that affect the built and natural environment for the county as a whole and for specific parcels of land. Objectives are statements

that provide further direction for achieving an aspect of a goal. Policies are approaches for pursuing a given objective, providing guidance which, when pursued, will assist in implementing the objective. Guidelines provide more explicit guidance for achieving policies consistent with the Policy Plan.

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IMPLEMENTATION, REVIEW, AND COMMUNITY PARTICIPATION

Implementation of the Comprehensive Plan

The Zoning Ordinance – This ordinance and its accompanying zoning map regulate land use in the county. It is intended to promote the health, safety, and general welfare of the public and to implement the Comprehensive Plan for the orderly and controlled development of the county. All property in the county is mapped to a certain zoning district, and the ordinance includes standards for the development of land according to the zoning district as well as general and use-specific standards. Rezonings to a different zoning district on the map must conform with the Comprehensive Plan; rezonings may include proffers where the property owner voluntarily commits to conditions which supplement and can be enforced as part of the Zoning Ordinance.

Subdivision Regulations: This is the basic tool for controlling the subdivision of land. It contains the regulations for dividing parcels of land into lots of any size less than five acres and for the provision of public facilities, if required, to serve the subdivided lots. Lots to be developed must conform to applicable zoning regulations.

Public Facilities Manual: This document sets forth the guidelines which govern the design of all facilities which must be constructed to serve new development. Both the Zoning Ordinance and the Subdivision Ordinance make specific reference to the requirements of this manual. The sections of the Policy Plan concerning the environment and public facilities provide guidance to implement the Public Facilities Manual requirements.

Capital Improvement Program: This document is intended to implement the public facilities element of the Comprehensive Plan, serving as a guide toward the efficient and effective provision of public facilities. The Capital Improvement Program (CIP) is published annually and plans for the development, modernization or replacement of physical public projects over a multiyear period. By looking beyond year-to-year budgeting to project what, where, when, and how capital investments should be made, the CIP enables public officials to maintain an effective level of service for present and future generations, better use the county's limited financial resources, and assist in the coordination of public and private development.

Review of the Comprehensive Plan

The implementation of the Fairfax County Comprehensive Plan is monitored regularly to ensure the county is achieving its goals. The Plan is reviewed more frequently than required by state law, which is at least once every five years, through the Comprehensive Plan Amendment Work Program and a periodic review of the status of the Plan referred to as the ‘State of the Plan’. More information on the planning history of the Comprehensive Plan be found in Appendix 1.

The Comprehensive Plan Amendment Work Program, adopted by the Board of Supervisors, following a recommendation from the Planning Commission, authorizes current and

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future planning studies and amendments. The work program consists of activity center and neighborhood planning studies, site-specific (to include Board-authorized and community-initiated amendments) and countywide policy amendments. This process strives to identify the latest planning trends, engage the community in planning efforts, and ensure that plan guidance is up to date and relevant to decision makers.

Plan amendments added to the work program should be selected using the following criteria based on Comprehensive Plan policy and the experience of past planning efforts. Plan amendments should:

- Address emerging community concerns or changes in circumstance, such as significant changes to market conditions that are discovered through studies or planning reports;
- Address identified inconsistencies and/or land use related inequities;
- Advance objectives of the county's Policy Plan, Area Plans, and/or Concept for Future Development, and not contradict adopted Comprehensive Plan policy;
- Align with the goals of the county's Strategic Plan, One Fairfax Policy, Communitywide Housing Strategic Plan, Economic Success Plan, or other Board adopted policies;
- Constitute a logical planning area;
- And/or address other guidance provided by the Board of Supervisors.

For Plan amendments added to the work program, staff conducts a review of the proposed amendment to include coordination with internal and external county stakeholders and solicits community feedback. This informs a final staff recommendation on the proposed amendment. The Planning Commission subsequently convenes a public hearing and assesses staff's recommendation before making its recommendation to the Board. The Board of Supervisors convenes a public hearing and determines if the amendment should be adopted.

Community Participation in the Planning Process

Fairfax County prioritizes community engagement in the planning process to ensure all voices are represented. It is critical for the county to hear how proposed policies may affect the community in which people live and work. The county strives to improve public participation and engagement opportunities to ensure all facets of the community are represented and have the physical, technological, and language access necessary to engage and participate in community discussions and decisions.

Community Participation

Fairfax County is committed to inclusive community engagement to ensure that the Plan is being implemented as intended and that the Plan reflects current needs through periodic review. The county invites participation through a variety of means – from formal public hearings and appointed boards to informal community conversations. A variety of opportunities exist for a member of the community to become active in the planning process, including the following:

- The Plan Amendment Process: Community members, both as individuals and as

members of task forces or other land use interest groups, can review proposed amendments, make recommendations of their own, and testify at public hearings. The county typically holds several community engagement meetings for each Plan amendment throughout the process to ensure community feedback is collected on a regular basis. These meetings are advertised and are open to the public.

- Magisterial District Land Use Committees: Local planning groups monitor planning and zoning activity for their district. These groups often are involved in review of proposed Plan amendments, rezoning cases, and proposals for siting of public facilities.

- Community Task Forces: When the county undertakes a special planning study of a small area, the Board of Supervisors may appoint a special task force to participate in this project. Such a task force is composed of a cross section of the community, in order to reflect a broad spectrum of views. Public meetings conducted by the Task Force may be held to involve the community.

- Board Appointed Committees and Commissions: The Board appoints community members to be members of standing committees and commissions to advise them on a wide range of issues, including many that are related to countywide planning. These include the Wetlands Board, the Environmental Quality Advisory Council, and the History Commission to name just a few. The Board also periodically appoints a commission to address a specific task in a finite period of time.

- County Authorities: The Board of Supervisors, with state mandate, appoints quasigovernmental authorities such as the Park Authority, Redevelopment and Housing Authority, and Economic Development Authority. Appointees from the community serve as members of these bodies. The general public can participate in their public meetings and hearings.

- Technology: The county enhances public participation in the planning process through the use of online and mobile social media. These communication tools can increase access to planning information and provide opportunities for dialogue among users.

- The county budget process and the Capital Improvement Program: Public hearings are held during the review of the proposed county budget and also for the Capital Improvements Program. These hearings offer an important opportunity for the community to be involved in the funding of Plan implementation.

- The list above describes the highlights of the opportunities available to the community to become involved in the planning process. The county and community can work together, jointly to promote inclusive, equitable and authentic community engagement across Fairfax County. Even if a community member is not a member of an organized group, they can:

    - Follow local issues in the press, social media, county websites and county staff reports;

- Attend public hearings to voice opinions on rezoning cases or Plan amendments;
- Vote on bond issues;
- Attend meetings of the Board of Supervisors, the Planning Commission, and other board, authorities and commissions;
- Propose a Plan amendment through the appropriate process; and
- Be active in a neighborhood association to monitor local planning and zoning activity.

All of these aspects of public participation strengthen the planning process by tapping the community's most important resource, those who have a stake in enhancing the community's quality of life.

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APPENDIX 1 – HISTORY OF COMPREHENSIVE PLANNING IN FAIRFAX COUNTY

INTRODUCTION

The history of planning in Fairfax County goes back to the mid-1950s with the adoption of the comprehensive plan. The decade of the 1970s was marked by increasing concern among citizens and public officials regarding the problems associated with rapid and generally uncontrolled growth. In February 1973, the county created the Planning Land Use System (PLUS), a major planning effort that resulted in the 1975 Comprehensive Plan. Thirteen years later, in 1988, the county undertook a major review of the 1975 Plan, during the Planning Horizons process. This process resulted in the adoption of the Policy Plan in 1990 and the adoption of the four Area Plans in July 1991. Many of the key components of the 1975 Plan remain in the current Comprehensive Plan, such as the emphasis on focusing growth in centers; decreasing automobile dependency; and protecting environmentally sensitive areas and established neighborhoods. What has changed are some of the means to achieve these ends. The following discussion highlights the evolution of the Plan from the 1970s to the present.

PLUS PROGRAM (1973-1988)

PLUS Components

In the fall of 1973, efforts began toward simultaneous preparation of updated countywide and area plans, components of the Comprehensive Plan. After analyses of existing conditions and countywide issues was completed, the Countywide Plan Alternatives document was published in September 1974. This reaffirmed the "interim development and redevelopment policies," later to be known as the "Board of Supervisors Policies" in the 1975 adopted Plan. These evolved into the "Goals for Fairfax County," adopted in October 1988.

The Plan updating process was structured by grouping the 14 planning districts into four planning areas. Ultimately the Comprehensive Plan for Fairfax County, Virginia was adopted in five parts. These were Area I (adopted June 16, 1975); Area II (adopted August 25, 1975); Area III (adopted June 30, 1975); Area IV (adopted July 28, 1975); and Countywide (adopted September 8, 1975).

PLUS Principles

The Countywide Plan Alternatives document defined a specific approach to land use planning, the most important of which was the use of "planned development centers" as the focal point for future growth. Recommended as an alternative to sprawl, this development concept was designed to achieve the following:

- To increase local employment (in a period when Fairfax County was still primarily a bedroom suburb on the fringe of the urban core);

- To decrease reliance on the private automobile by reducing the length of work trips and

making mass transit facilities more easily accessible;

- To reduce pressure for development in environmentally sensitive areas;
- To preserve stable neighborhoods; and
- To lower costs by more efficient provision of public services.

FAIRFAX PLANNING HORIZONS (1988-2013)

Following its adoption in 1975, the Plan underwent some revision through the Annual Plan Review process and several small-area studies. However by the late 1980s, the Board of Supervisors decided that it was time to reassess the county's direction, and they appointed the Goals Advisory Commission in February 1987 to review the county's goals and progress. In addition, the Board restructured the Annual Plan Review Process to create the 1988 Policy Review Year. This decision was based on a Planning Commission recommendation that a Policy Review Year would provide a needed opportunity to closely examine the countywide policy volume that was guiding decision-making about site-specific issues. The Planning Commission asked the Office of Comprehensive Planning, known today as the Department of Planning and Zoning, to conduct the Plan review and to coordinate the effort with other county agencies. The effort was divided into Phase I, the review of the countywide policy volume, and Phase II, review of the other four volumes containing the Area Plans.

The process included examination of alternative concepts for future growth in population and employment. Six different land use concepts and three road networks were developed and tested for their potential impacts on the transportation system, the environment, water quality, sanitary sewer capacity, and fiscal implications.

The process of community participation for Planning Horizons was open to anyone wishing to participate. An extensive series of night meetings and Saturday workshops took place, as well as public meetings before the Planning Commission, a Planning Commission round table seminar, and formal public hearings. This process had widespread publicity, in order to keep the community informed. Eighteen working papers were distributed widely for community review.

The major product of Phase I of the Planning Horizons process was the Policy Plan. Adopted by the Board of Supervisors on August 6, 1990, the Policy Plan contains a hierarchy of goals, objectives and policies for each functional area, such as land use, transportation, the environment and public facilities. These recommendations guide planning and development review considerations to implement county goals. The goals address the future development pattern of Fairfax County and the protection of natural and cultural resources for present and future generations. Another, separate document was the Concept for Future Development, containing both text and maps, which highlighted a generalized land use pattern to guide future development for the county. Particularly distinctive was the new Land Classification System, an element of the Concept for Future Development which identified those areas that were expected to share similar characteristics by the year 2010. The Concept and the Land Classification System were accepted

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by the Board of Supervisors on August 6, 1990, to be used as a guide for the update of the Area Plans during Phase II of the Planning Horizons process. The Concept for Future Development was revised in 2012 to update the character descriptions and the map.

The Concept for Future Development comprises two elements: the Concept Map which shows the general location and character of future land uses and the Land Classification System which divides the county into eight broad categories that describe the desired future character for each area.

The Concept Map shows the general character of the county with respect to the location of each area type, metro stations and major roads. The Land Classification System, when graphically illustrated by the Concept Map, presents a future policy direction for Fairfax County.

The Concept for Future Development's policy direction is that almost all employment growth should occur within designated Mixed-Use Centers and Industrial Areas. When combined, these centers and Industrial Areas encompass about 10% of the county's land area. With the exception of the Industrial Areas, some degree of mixed-use development is encouraged for activity centers. This emphasis on mixed-use development is designed to introduce a residential component into employment areas. Mixed-use development is generally defined as two or more uses designed to be functionally, economically and aesthetically integrated. The boundaries shown for these nonresidential/mixed use areas coincide with the current boundaries of commercial, industrial, and mixed-use areas as generally defined by existing nonresidential zoning and/or the nonresidential/mixed-use boundaries traditionally identified in the Area Plans.

Within some of these employment and mixed-use oriented centers and areas, limited areas have been planned as "core" or "transit development" areas. Medium to high density development intensities within these core and transit development areas are planned to take advantage of transportation and other functional opportunities and are often centered around a transit station or planned town center. Lower intensities are encouraged outside the "core" and "transit development" areas in the remaining portions of these employment and mixed-use centers. Transitions are planned between core and non-core areas. These transitions are created through the tapering down of development intensity and building heights, changes in use, and through landscaping, screening and buffering treatments.

The remainder of the county is composed of Suburban Neighborhoods and Low Density Residential Areas. In general, nonresidential development is not encouraged within the Low Density Residential Areas; when appropriate, neighborhood-serving commercial services and institutional uses are encouraged within the Suburban Neighborhoods if compatibly scaled with surrounding neighborhoods.

In summary, the Concept for Future Development is a vision and direction for guiding Fairfax County's future growth and development. The Concept for Future Development generally describes the types of land uses that are appropriate throughout the county and the character envisioned for them. It is used in conjunction with the countywide objectives and policies contained in the adopted Policy Plan and provides a foundation and framework for the Area Planning process.

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Phase II of Planning Horizons included the adoption of the four Area Plans by the Board of Supervisors in 1991. These volumes of the Comprehensive Plan contain detailed recommendations for land use, transportation, housing, the environment, heritage resources, public facilities and parks and recreation. These recommendations refine the guidance provided in the Policy Plan and were developed within the framework of the Concept for Future Development.

Each Area Plan is subdivided into Planning Districts, which, in turn, are subdivided into Community Planning Sectors, the smallest geographical components of the Plan. The Community Planning Sector text provides details on existing development and planned land use. For purposes of development review and other land-use related decisions it is emphasized that the planning guidance for each Planning District is contained in the Area Plan text; on the Comprehensive Land Use Plan Map; in the Policy Plan; and in the land use guidelines contained in the Concept for Future Development and Land Classification System.

The primary planning objectives in all Area Plans are to:

- Realize the objectives and policies of the Policy Plan in planning and development decisions;

- Utilize the Concept for Future Development as a guide to land use planning decisions when Plan amendments are considered; and

- Employ site-specific guidance to review and formulate recommendations for development requests in furtherance of the public health, safety and welfare as provided in the Code of Virginia.

The Policy Plan Action Agenda and Planning Commission 'Super-Priorities'

The December 1989 draft version of the Policy Plan contained an 'Action Agenda' with over 350 items thought worthy of consideration. Given the large number of suggested actions contained in the Action Agenda, the Board of Supervisors requested that the Planning Commission consider and prioritize the Action Agenda. The Planning Commission working through its Major Plan Review Committee formed four subcommittees to examine the areas of 1) Land Use; 2) Transportation; 3) Public Facilities, Housing, Human Services and Fiscal; and 4) Environment, Parks, and Heritage Resources. County agencies provided support to the work of these committees. Six major countywide organizations concerned with the Comprehensive Plan were invited to attend and participate in the deliberations. A public workshop was held and public comments were solicited as part of the deliberations. In March of 1992, the Planning Commission presented to the Board of Supervisors a list of ten 'super-priorities' that included about 45 of the 'agenda' items. The commission felt the identified actions were important for advancing Fairfax County's adopted Goals.

Monitoring and Review

In 1993, the Board of Supervisors initiated a four-year Comprehensive Plan review process. The

review process supported the goal of regular review, assessment, and revision of the Comprehensive Plan. The inaugural cycle included the 1995 Plan Monitoring Year, the 1996 Policy Plan Review Year, and the 1997-1998 Area Plans Review (APR) Years. As part of the 1995 Plan Monitoring Year, a series of reports were published to describe the existing conditions and trends in the county. The reports covered socio-economic characteristics, land use/housing, transportation, the environment, public facilities, heritage resources, and parks and recreation. The final product of the Policy Review Year was the 1996 State of the Plan report, which presented the results of the evaluation and suggested potential new actions that warranted consideration. The 1996 Policy Plan Review Year involved evaluating the county's progress on the Planning Commission's "super priorities" and key objectives in the Policy Plan. The APR years followed the Policy Plan Review Year, evaluating proposed Plan amendments at the planning district, community planning sector, and site-specific levels. In addition to major planning studies, the APR cycles evolved to be the focus of work over the next decade.

Fairfax Forward

Following the 2008-2009 North County and 2009-2010 South County APR cycle, a retrospective of the APR process that included extensive public outreach indicated minor changes to the APR process would not address recurring issues, related to timeliness and the fragmented nature of amending the Plan. The effort concluded with a recognition that a more substantial change to the Plan review process was necessary. In early 2012 at the direction of the Planning Commission, the Department of Planning and Zoning began Fairfax Forward, an effort to develop a new means to review the Comprehensive Plan. In order to develop a strategy for the future, staff evaluated recent Plan activity, the strengths and weaknesses of the current APR process, and best practices for Plan review at a local and national level. During the same period, Plan amendments between 2002 and 2010, themes resulting from the amendments, and changes to planned development potential between 2000 and 2010, were assessed. In 2012, a State of the Plan was published to summarize the results of the county's efforts to implement planning policies over the previous ten years. In addition, the Concept for Future Development and Comprehensive Plan Land Use Map were updated to reflect Area Plan recommendations. Portions of the Policy Plan and the Area Plans were also revised to reflect current land uses.

The research efforts contributed to recommendations for a major shift in the county's planning process. The proposal that emerged expanded upon the successful aspects of current planning studies, namely related to review and evaluation, and modified areas that needed improvement, including public participation and the organization of the Plan review. Extensive public outreach was conducted to confirm the recommendations. Fairfax Forward culminated in the adoption of a new Plan amendment review process and the implementation of the Pilot Comprehensive Plan Amendment Work Program in July 2013.

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THE FUTURE OF THE PLANNING PROCESS (2013-Present)

Countywide Strategic Plan and Countywide Policy

Several overarching policies were adopted by the Board of Supervisors during this period. These include the Countywide Strategic Plan, the One Fairfax Policy, the Economic Success Plan, the Countywide Housing Strategic Plan, and environmental polies such as the Community-Wide Energy and Climate Action Plan, Resilient Fairfax, and the Tree Action Plan. In many cases, these policies have overlapping goals and objectives with regard to issues such as racial and social equity; creating a sense of place through communities where people want to be and designed with multimodal transportation features, parks, and cultural facilities that enable a diverse economy; an adequate supply of housing affordable to persons of all incomes, ages and abilities; and environmental goals that respond to changing climate conditions. These overarching policies have influenced the policies and priorities of the Comprehensive Plan and are incorporated into how planning studies and development review are conducted.

Plan Amendments

Between 2013 and the present, the focus on encouraging growth to occur within the county's mixed-use centers has continued. The Concept for Future Development provides a roadmap for the majority of development intensity to occur within activity centers. There have been a number of site-specific Plan amendments adopted within the county's Transit Station Areas (TSAs), especially in the Tysons Urban Center, the Reston TSAs, the West Falls Church TSA, Springfield and Huntington TSAs. In addition, the Embark Richmond Highway Areawide Study included recommendations for a future Bus Rapid Transit (BRT) system along Richmond Highway from the City of Alexandria line to Fort Belvoir and transit-oriented development around the future BRT stations was completed. Finally, the Silver Line of the Washington Area Metropolitan Transit Authority (WMATA) was completed during this period and sparked the aforementioned Transit Oriented Development (TOD) within the Tysons and Reston areas, and this trend has continued. This development reflects the need and community desire to increase housing availability; balance the jobs/housing ratio in commercial areas; promote the use of transit; and create vibrant, walkable, urban neighborhoods.

The Comprehensive Plan Amendment Work Program is the most recent approach to the planning process that emphasizes greater community engagement. Current planning processes and practices are monitored to ensure that the objectives of increased public participation and cohesive planning areas are met. Plan amendments are monitored, and updates are provided to the Board through the State of the Plan Report which is developed every 10-years. The State of the Plan report examines the comprehensive planning activities of the Fairfax County Department of Planning and Development. The evaluation identifies major themes in the types, locations, and outcomes of changes to the Comprehensive Plan and quantifies the net change in development potential over time.

The Comprehensive Plan Amendment Work Program is implemented through several types of planning studies, such as Minor or Site-Specific amendments, Areawide Studies or Activity Center amendments, or Countywide and Policy amendments. The majority of projects on the work

program are the result of Plan amendments added to the work program through the Site-Specific Plan Amendment (SSPA) process. In addition to SSPA, larger Areawide studies have occurred such as Innovation Center TSA, Lincolnia, Bailey's Crossroads, Seven Corners CBC, McLean CBC, Embark Richmond Highway, West Falls Church TSA, Merrifield, Huntington, Fairfax Center, Hollin Hills, Tysons, Dulles, and Reston. Countywide Policy amendments over this period of time include Heritage Resources, Office Building Repurposing, Workforce Housing, Green Building, Airport Noise, Affordable Housing Preservation, and the Public Facilities Element.

Site Specific Nomination Process

After the 2015-2016 Fairfax Forward Evaluation was completed, a new process entitled the "Site Specific Plan Amendment" process was created to balance the review of areawide/countywide and Policy Plan studies with site-specific nominations to change the land use recommendations in the Area Plan volumes of the Comprehensive Plan. The new SSPA process had similarities with the Area Plans Review process. These similarities included a regular four-year review cycle, dividing the cycle into two parts, a North county cycle and a South county cycle. Each review cycle included a Nomination phase, a Screening phase and an Implementation phase. The Implementation phase was divided into Expedited and Standard Tracks, depending on the level of analysis required by each Plan amendment. Citizen task forces would participate in both the Screening and Implementation phases. The SSPA process retained several features of APR, including eligibility criteria (however, for the first cycle of SSPA only non-residential nominations would be allowed in the areas of the county subject to the 2016 Proffer Reform legislation) and statements of justification for nominations; no restrictions on who could nominate a property for a land use change; and the limitation of one nomination per site per nominator. The SSPA process was designed to increase community participation at all levels of the process and alleviate the need for a multitude of individual Board-authorized amendments to better anticipate workforce needs and distribute planning resources more equitably across the County.

The 2017-2018 North County SSPA Screening phase included 10 nominations in the Dranesville, Sully and Providence Supervisor districts. The 2019 Work Program and Plan Monitoring resulted in a change to the eligibility criteria to allow residential and non-residential nominations in all SSPA eligible areas. The 2019-2021 South County SSPA Screening phase included 23 nominations submitted in the Mason, Lee and Mount Vernon Supervisor districts.

The 2021 SSPA Retrospective resulted in several changes to SSPA process. Instead of 4-year, North and South County cycle, a 2-year Countywide cycle was introduced. The Nomination period was reduced from 3 months to 1 month, and therefore the Eligibility Criteria was adjusted so that no areas could be nominated if there were land use changes adopted within the previous 2 years, instead of the previous 4 years. The Justification Criteria were also modified so that nominators had to explain how their nomination aligns with broader Board adopted policies such as the Countywide Strategic Plan, One Fairfax Policy, and the Countywide Housing Strategic Plan, and if a nomination was being re-submitted from a previous SSPA cycle and was not adopted, what change in circumstances warrants an additional review. A further change was to prioritize the review of Plan amendments once they were added to the Comprehensive Plan Amendment Work Program to efficiently utilize staff resources. Amendments would be given a higher priority if they aligned more closely with county goals, community concerns, changes in circumstances or

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addressed a strategic importance or near-term development timeline. Finally, community participation strategies were adjusted to be oriented more towards neighborhoods in the surrounding vicinity of nomination sites rather than district-wide task forces.

Plan Forward

In 2022, the Planning Division initiated Plan Forward, which is a comprehensive initiative to update the 1990 Policy Plan. The goals of Plan Forward are: review, update, and streamline existing Policy Plan elements; add new policy elements as needed, such as equity and healthy communities; and ensure the Policy Plan is aligned with other countywide policies such as One Fairfax and the Countywide Strategic Plan. The Plan Forward effort was divided into two phases to address the updates needed. Phase 1 includes the Preface/Introduction, Land Use, Transportation, Environment, Human Services, Parks and Recreation, and Visual and Performing Arts elements, the addition of a Healthy Communities element, incorporation of equity policies throughout, and necessary updates to the Glossary. Phase 2 includes the Housing, Heritage Resources, Economic Development, and Revitalization elements, and further updates to the Glossary.

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APPENDIX 2 – PROFFER LEGISLATION EXEMPT MIXED-USE SMALL AREAS

On July 1, 2016, Code of Virginia Section 15.2-2303.4 became law. This statute applies to certain applications for rezoning and proffered condition amendments related to new residential development and uses, including those that are part of mixed-use development. Although there are recommendations and guidance for residential development and uses throughout the Comprehensive Plan, the Comprehensive Plan does not—and should not be read to—suggest, request, or require any proffered condition for any particular site, development, or use.

Section 15.2-2303.4 exempts new residential development or use when it occurs within a small area plan, approved as part of the Comprehensive Plan that meets certain criteria set out in the statute. The following areas meet those criteria and are exempt (See Figure 1):

1. Tysons Urban Center
2. Reston (includes the Herndon Transit Station Area, Reston Town Center Transit Station Area, and Wiehle-Reston East Transit Station Area)
3. Merrifield Suburban Center (includes the Dunn Loring Transit Station Area)
4. Franconia-Springfield Area (includes the Springfield Community Business Center and Franconia-Springfield Transit Station Area)
5. Dulles Suburban Center (includes the Innovation Center Transit Station Area)
6. Huntington Transit Station Area
7. Vienna Transit Station Area
8. Van Dorn Transit Station Area
9. West Falls Church Transit Station Area
10. Fairfax Center Area (includes Fairfax Center Suburban Center)
11. Annandale Community Business Center
12. Baileys Crossroads Community Business Center
13. Seven Corners Community Business Center
14. Richmond Highway Corridor Area (includes the Community Business Centers of North Gateway, Penn Daw, Beacon/Groveton, Hybla Valley/Gum Springs, South County Center, and Woodlawn, and adjacent Suburban Neighborhoods)
15. McLean Community Business Center
16. Lincolnia Community Business Center

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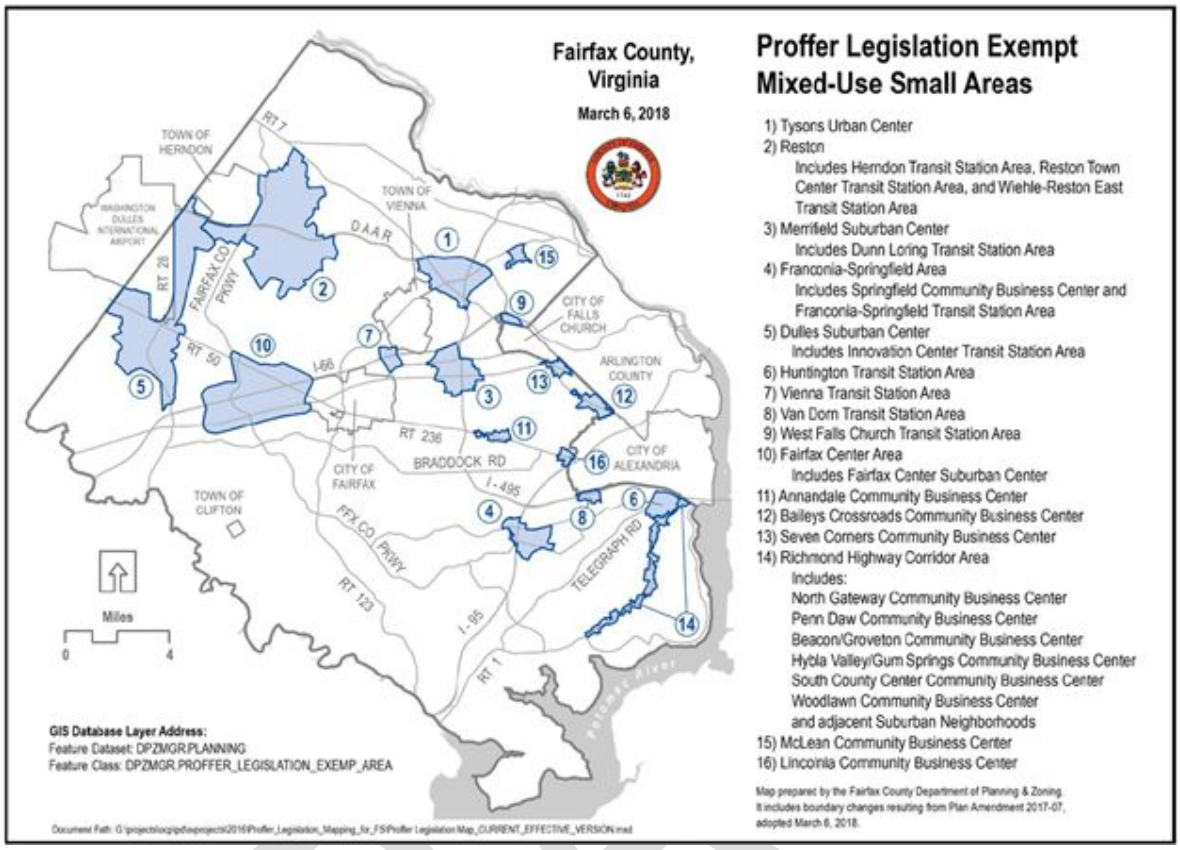
Fairfax County, Virginia
March 6, 2018
Proffer Legislation Exempt Mixed-Use Small Areas
1) Tysons Urban Center
2) Reston
Includes Herndon Transit Station Area, Reston Town Center Transit Station Area, and Wiehle-Reston East Transit Station Area
3) Merrifield Suburban Center
Includes Dunn Loring Transit Station Area
4) Franconia-Springfield Area
Includes Springfield Community Business Center and Franconia-Springfield Transit Station Area
5) Dulles Suburban Center
Includes Innovation Center Transit Station Area
6) Huntington Transit Station Area
7) Vienna Transit Station Area
8) Van Dorn Transit Station Area
9) West Falls Church Transit Station Area
10) Fairfax Center Area
Includes Fairfax Center Suburban Center
11) Annandale Community Business Center
12) Baileys Crossroads Community Business Center
13) Seven Corners Community Business Center
14) Richmond Highway Corridor Area
Includes:
North Gateway Community Business Center
Penn Daw Community Business Center
Beacon/Groveton Community Business Center
Hybla Valley/Gum Springs Community Business Center
South County Center Community Business Center
Woodlawn Community Business Center
and adjacent Suburban Neighborhoods
15) McLean Community Business Center
16) Lincolnia Community Business Center
Map prepared by the Fairfax County Department of Planning & Zoning
It includes boundary changes resulting from Plan Amendment 2017-07, adopted March 6, 2018.
GIS Database Layer Address:
Feature Dataset: DPZMGR.PLANNING
Feature Class: DPZMGR.PROFFER_LEGISLATION_EXEMP_AREA
TOWN OF HERNDON
TOWN OF VIENNA
DAAR
RT 7
RT 28
FAIRFAX CO PKWY
RT 50
I-66
CITY OF FALLS CHURCH
ARLINGTON COUNTY
RT 236
BRADDOCK RD
CITY OF FAIRFAX
CITY OF ALEXANDRIA
I-495
TOWN OF CLIFTON
FFX CO PKWY
RT 123
I-95
RT 1
TELEGRAPH RD
Miles
0
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LAND USE

INTRODUCTION

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

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

However, given the historical development pattern of the county, as well as the relatively small geographies of the county's Mixed-Use Centers, the need for more efficient land use patterns remains an outstanding issue. While the Concept for Future Development has succeeded in focusing growth in mixed use centers, it has also resulted in limited housing options across the remaining 90% of the county, most of which is planned to remain as currently developed. Encouraging an integrated mix of uses throughout the built environment, with a focus on human scale places and movement, can help ease traffic congestion, offer more commuting choices, resulting in the attraction and retention of high-quality development and a talented workforce. Therefore, future growth should create places that are transit-ready, provide active transportation facilities, and are integrated and connected with open spaces, which will also provide more time for personal, family, and leisure pursuits which are important considerations in maintaining an outstanding quality of life.

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

COUNTYWIDE OBJECTIVES AND POLICIES

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

- Accommodate Future Growth

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

ACCOMMODATE FUTURE GROWTH

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

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

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

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

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

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

Policy d. Plan for population and employment growth by establishing a balanced range of recommended land uses, with sufficient planned densities and intensities, to effectively meet the need for housing and employment through the land development process.

Objective 2: **Define mixed-use centers, suburban village centers, and other activity areas which serve as economic and social focal points and contain a mixture of compatible land uses that provide housing proximate to**

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employment, retail, institutional/public services, and recreation, and are transit ready and served by active transportation facilities.

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

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

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

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

DENSITY AND INTENSITY

The density and intensity of land use has a direct effect on the ability to provide adequate levels of transportation and public facilities. The Comprehensive Plan is the primary mechanism available to the county for establishing appropriate locations for various levels of land use density and intensity. Development is encouraged to occur in accordance with the Plan in a manner that can assist in achieving various county goals. Specifically, areas designated for high density and high intensity uses should correspond to locations where existing or planned transportation networks and public facilities can accommodate the associated demand, thereby promoting the efficient allocation of County resources. Likewise, higher levels of density and intensity should be encouraged in areas where the county has made significant investments in transportation and public facility infrastructure, ensuring that those investments are fully leveraged to support growth.

Recommendations for land use are depicted on the map entitled "Fairfax County Comprehensive

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

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

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

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

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

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

Policy b. Concentrate the highest level of development density/intensity in areas with access to existing or planned Metrorail and BRT service, i.e., the Tysons Urban Center, Suburban Centers, Community Business Centers, and Transit Station Areas.

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

Policy d. Within Suburban Neighborhoods and Suburban Village Centers, locate

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

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

PACE, QUALITY, AND TYPES OF DEVELOPMENT

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

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

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

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

Policy c. Phase projects to include an appropriate mix of uses in each phase of development, mitigate impacts, and make provision for transportation improvements, infrastructure, open space, amenities, and public services to support each phase.

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

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of the change in use, and accommodate the future achievement of the long-range objectives of the Plan.

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

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

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

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

Policy d. Support the production of affordable and workforce housing through the use of additional densities/intensities.

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

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

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

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

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

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

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

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

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

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

EQUITABLE COMMUNITY DEVELOPMENT

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

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

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

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

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

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

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

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

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

ECONOMIC OPPORTUNITY

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

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

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

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

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

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

PLACEMAKING, URBAN DESIGN, AND ARTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

USE SPECIFIC GUIDANCE

The following section establishes locational and performance standards and criteria to advance the preceding land use policies and provide practical guidance for implementation of the Policy Plan. Through the application of these standards during the Plan amendment and development review process, developers, county staff, and community can effectively realize the goals established by the objectives in the Policy Plan.

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

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

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

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

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

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

Policy e. Drive-through windows and facilities should be approved only if the size of the lot and configuration of the development are adequate and safe for vehicles, cyclists, and pedestrians within and around the site, to prevent potential traffic circulation problems. All activity generated by the use must be accommodated

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on the site. Noise, glare and other nuisance aspects related to drive-through facilities must not adversely affect adjacent properties.

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

Policy g. For commercial and industrial uses that generate low-traffic volumes, such as data centers and self-storage facilities, there may be a need to provide more flexibility to allow these uses to be built at higher intensities within areas planned as Industrial Areas as shown on the Comprehensive Land Use Plan Map. To provide for a higher intensity than otherwise recommended in the Plan, proposals should be compatible with surrounding uses, include high quality site and building design, mitigate noise and other environmental impacts, and be supported by existing infrastructure. Proposed higher intensity development should provide a traffic impact analysis that demonstrates, to the satisfaction of the Fairfax County Department of Transportation, that the use and intensity proposed will result in lesser peak-hour traffic impacts than would be generated if the site were to develop at the maximum allowable intensity for the planned baseline recommendation for industrial use. If no intensity is specified in the Plan, an intensity of .35 FAR should be assumed for this analysis. This option for additional intensity is not meant to supersede any site-specific Plan guidance not related to intensity and does not apply to areas with a baseline Plan recommendation for industrial use, but that also have a redevelopment option allowing for non-industrial uses such as office, retail, residential, or mixed use.

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

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

- Repurposing: In line with the county's environmental policies, repurposing office buildings should be explored and encouraged wherever feasible. Proposals to repurpose office buildings should adhere to the Criteria for Commercial Building Repurposing. The redevelopment criteria below could also be used to inform repurposing requests.
- Redevelopment: Proposals to redevelop office buildings for alternative uses should be prioritized if they are consistent with the following criteria:
    - Location: Located in areas of the county with higher office

vacancy rates.
- Class and Age of Office: Consist of older or less amenitized office buildings. In contrast, newer highly-amenitized office buildings or those situated near amenities should be retained as office spaces.
- Proximity to Transit: Located near transit access as a means of enhancing accessibility.
- Proximity to Amenities and Necessities: Located near essential amenities—such as parks, schools, shopping centers, and other daily necessities.
- Revitalization Area: Located within Community Revitalization Districts (CRDs) and Community Revitalization Areas (CRAs) to enhance alignment with broader revitalization efforts.
- Provide affordable housing in line with county goals, including if not greater than minimum expectations of ADU/WDU programs.

CRITERIA FOR DEVELOPMENT AND REDEVELOPMENT

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

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

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

1. Site Design:

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

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

b) *Layout:* The layout should:

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

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

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

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facilities, and on individual lots.

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

2. Neighborhood Context:

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

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

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

3. Transportation:

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

a) *Transportation Improvements:* Development should provide safe access to the road network, maintain the ability of adjacent and nearby streets to accommodate traffic,

offset the impact of additional traffic congestion, and provide active transportation facilities through commitments to the following:

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

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

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

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

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

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

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safety issues such as parking on private streets should be considered during the review process.

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

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

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

4. Public Facilities:

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

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

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

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5. Phasing of Development:

Phasing of development may be required to ensure mitigation of impacts. For mixed use projects, a balanced mix of residential and nonresidential uses should be provided, however, concurrent development of all uses may not be feasible due to market conditions. In instances where a certain mix of uses is critical to the success of the development, the development should include a commitment to phase the project in such a way as to include an appropriate mix of uses in each phase to help ensure the long-term success of the mixed-use development. It may also be appropriate, when a project's overall success depends on certain specific elements, to make later phases contingent on completion of those elements. Phasing the development can minimize the potential impacts on the surrounding community and increase amenities for residents, employees, and visitors. Phasing plans should include pedestrian and bicycle access plans to allow proper non-motorized access throughout the development phases. Provision of open space and recreational amenities should be phased so that provision of these facilities is not postponed until the final phase of a development. Interim facilities may be provided during initial phases consistent with the level of development proposed.

6. Affordable Housing:

Ensuring an adequate supply of housing for individuals and families with a range of income levels, those with special accessibility requirements, and those with other special needs is a goal of the county. The rising cost of home prices and rents outpacing increases in income, the loss of existing affordable housing, and rate of new home production in the county are central to the challenges of affordable housing. Residential development, redevelopment, and preservation projects should incorporate affordable housing commitments and flexibilities, per the Housing element of the Policy Plan and the Zoning Ordinance.

a) Dedication of Units or Land: Affordable housing should be incorporated into all rezoning applications and/or portions thereof of a certain size, regardless of the planned density range for the site, per the Zoning Ordinance and the Housing element of this Policy Plan, with an associated density bonus as may be permitted. As an alternative, land, adequate and ready to be developed for at least an equal number of units may be provided to the Fairfax County Redevelopment and Housing Authority or to such other entity, as may be approved by the Board.

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

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

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

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

7. Heritage Resources:

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

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

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

CRITERIA FOR MANUFACTURED HOUSING RETENTION

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

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

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

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

CRITERIA FOR TRANSIT-ORIENTED DEVELOPMENT

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

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

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

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

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

2. **Station-specific Flexibility:**

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

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

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

3. Pedestrian and Bicycle Access:

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

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

4. Mix of Land Uses:

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

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

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5. Street Design:

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

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

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

6. Transportation:

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

A TOD should contain the following characteristics relating to transportation:

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

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

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

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

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

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

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

CRITERIA FOR COMMERCIAL BUILDING REPURPOSING

Many older commercial office, hotel, retail, or service buildings can no longer compete with newer buildings built in transit-accessible, mixed-use activity centers, or cannot readily be leased due to

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spatial configurations that have become obsolete. This results in the need to consider improving and marketing the buildings for a different use. Commercial building repurposing encourages the development of a wide range of alternative uses that support the county's planning objectives and improve the County's economy by reducing commercial vacancy. The repurposing of commercial buildings can be an important element in the county's strategy to revitalize communities, provide needed housing, and accommodate emerging development trends and uses. Emerging uses, such as food incubators, urban agriculture or flexible live/work units, have been shown to promote economic development and the diversity and vitality that characterize successful communities.

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

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

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

Office and Hotel Building Repurposing and Redevelopment

The following types or mixture of types of office and hotel building repurposing may be appropriate in the Tysons Urban Center, Community Business Centers (CBCs), Transit Station Areas (TSAs), Suburban Centers, Industrial Areas, Suburban Village Centers, Suburban Neighborhoods and Low Density Residential Areas:

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

- Office and Hotel to Institutional and/or Public Facilities uses.

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

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

Retail Building Repurposing

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

Performance Standards for Commercial Building Repurposing

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

1. **Compatibility:**

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

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

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recreational opportunities are provided.

2. Transportation:

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

3. Site Design:

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

4. Schools, Parks, And Other Public Facilities:

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

5. Affordable and Workforce Dwelling Units:

For office to residential conversions, affordable housing should be provided in accordance

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

6. Historic Preservation:

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

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

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

CRITERIA FOR DATA CENTERS

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

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

1. Land Use and Site Design:
    a. The county has made significant investment in Metrorail and has a long-standing policy of supporting transit-oriented development around most of the stations to promote high density residential and employment uses. Applications to locate data centers within one mile of an existing or planned Metrorail station entrance should be discouraged unless they are demonstrated to be the most appropriate use for the subject site, are designed to mitigate adverse impacts, and are consistent with surrounding land use goals, including transit-oriented development design guidelines, where applicable. The building design should be of a high quality and include a façade that contributes to an activated streetscape; all equipment should be located inside the building to the extent practicable.

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b. Utilize site or building design techniques, such as increased setbacks and transitional screening or building orientation, to minimize impacts on existing or planned residential, mixed-use, school, park, hospital, or other similar uses.

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

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

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

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

4. Energy: Install renewable energy sources, invest in offsite renewable energy, and/or explore opportunities of heat recovery for district energy, to the extent practicable, in order to offset energy demand and reduce carbon footprint and greenhouse gas emissions.

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

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

   c. Provide anticipated water efficiency strategies.

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

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

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c. Utilize site design techniques that provide water quality benefits, such as maximizing open space, tree preservation and planting, and stormwater treatment.

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

7. Air Quality: The use of best available technology to minimize air pollution from backup generators is encouraged. Existing data centers seeking modifications are encouraged to replace and update older technology.

8. Noise: Site design, building design, and any required mitigation measures are encouraged to reduce noise levels of data center operations, including generators, below minimum code limits, when located near residential uses and other noise-sensitive uses.

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TRANSPORTATION

INTRODUCTION

Fairfax County is served by an extensive transportation system comprised of streets, sidewalks, trails, bicycle routes, and public transportation. The county's multimodal system supports hundreds of thousands of daily trips made by people using all these different modes. The County's transportation system fulfills the mobility demands of a growing and changing population, both within the County and from neighboring jurisdictions.

Transportation plays a role in shaping land use and providing mobility choices and connectivity throughout the county. The county is committed to providing safe, efficient, and equitable mobility options by expanding multimodal opportunities including transit, demand-response transit, microtransit, paratransit, and active transportation infrastructure, and by integrating transportation planning with land use decisions. Through continued planning, collaboration with the community and regional partners, and strategic investment, Fairfax County aims to implement innovative and sustainable transportation solutions to reduce vehicular congestion, provide and enhance equitable transportation access, and support the county's long-term vision.

The following objectives and policies emphasize the importance of providing efficient, safe, and equitable mobility choices. These objectives and policies prioritize expanding transit options, enhancing pedestrian and bicycle infrastructure, and integrating transportation planning with land use decisions. The Transportation element, with accompanying appendices, provides the county's objectives and policy recommendations for a comprehensive multimodal transportation network and is implemented in coordination with other county policies, strategies, and programs, in addition to other documents, studies, and maps maintained by the Fairfax County Department of Transportation.

COUNTYWIDE OBJECTIVES AND POLICIES

Objective 1: Develop a multimodal transportation system to facilitate the efficient movement of people and goods, placemaking, and travel options.

Policy a. Accommodate local, through, and regional travel on the Interstate and Primary Highway Systems, with public transportation, high-occupancy-vehicle (HOV), and high-occupancy-toll (HOT) facilities, reducing single occupancy vehicle (SOV) use.

Policy b. Establish a network of multimodal transportation corridors to facilitate travel options.

Policy c. Coordinate with neighboring jurisdictions in developing a planned multimodal transportation network to increase regional connectivity and provide enhanced transportation options.

Policy d. Plan, design, and operate the roadway system consistent with Appendix 1:

Roadway System Functional Classification.

Policy e. Provide facilities that meet the standards in the Fairfax County Public Facilities Manual.

Policy f. Use metrics in the Comprehensive Transportation Analysis (CTA) process to balance active transportation, public transit, safety, and vehicle usage.

Policy g. Implement roadway improvements to repurpose excess right-of-way for expanding multimodal opportunities.

Policy h. Optimize the use of curb space (e.g., parking facilities, loading, sidewalk extensions), while ensuring accessibility.

Policy i. Implement transportation improvements in communities where limited access to transportation and facilities exist (e.g., infrastructure, public transit and microtransit, micromobility).

Policy j. Connect public transportation facilities (e.g., transit stops and shelters) with adjacent land uses (e.g., libraries, parks, shopping centers) via active transportation facilities.

Objective 2: Align land use and transportation to create a complementary system.

Policy a. Program transportation improvements that assist in accomplishing the county's land use goals and objectives.

Policy b. Enhance accessibility and multimodal connectivity between a variety of land uses throughout the county (e.g. homes, parks, shopping centers, public facilities, and community gathering areas).

Policy c. Provide the full planned section and right-of-way requirements, as outlined in Appendix 4: Roadway Right-of-Way Requirements, where planned roadway improvements have not yet been designed.

Objective 3: Develop and enhance active transportation facilities and services.

Policy a. Provide active transportation facilities (e.g., sidewalks, buffered bike lanes, shared use paths, trails) on both sides of the street. Implement crosswalks to provide safe crossing of roadways.

Policy b. Connect adjacent active transportation routes to transit stations and park-and-ride lots, and provide amenities (e.g., bicycle parking, micromobility share stations, lockers).

Policy c. Promote walkable and bikeable communities to enhance quality of life, public

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health, and the environment.

Objective 4: Increase the use of public transportation and improve facilities and services.

Policy a. Coordinate with regional partners to support the enhancement and expansion of the Metrorail system, bus and bus rapid transit (BRT) routes, and additional transit stations.

Policy b. Provide accessible transportation services and facilities that increase transit coverage and accommodate the travel needs for all ages and abilities.

Policy c. Integrate public transportation services seamlessly into the broader public transportation network, improving first- and last- mile connectivity, with attention to underserved areas (e.g., microtransit).

Policy d. Provide and support public transportation vehicles, equipment, and support facilities and services.

Policy e. Develop a connected network of feeder, local, and circulator bus services to transit stations, park-and-ride lots and garages, and transit-oriented development (TOD) and mixed-use centers.

Policy f. Facilitate ease of transfers between modes at transit stations, park-and-ride lots and garages, and transit stops.

Policy g. Improve and expand park-and-ride facilities (e.g., vehicle parking, bus bays, covered waiting areas, charging stations) for transit buses. Enhance the rider's experience and comfort (e.g. restrooms, water fountains).

Policy h. Develop parking management strategies which include reduced parking rates for ride-share, carpooling, holidays and weekends.

Policy i. Collaborate with Fairfax County Public Schools (FCPS) and human service agencies to provide education and training for safe ridership and awareness for all public transportation riders.

Objective 5: Prioritize safety for people who use transportation facilities and services.

Policy a. Minimize travel mode, facilities and services conflicts, and prioritize the protection of vulnerable users.

Policy b. Upgrade existing roadways to improve safety conditions where road segments do not meet current standards.

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Policy c. Maintain access and safety for pedestrian and bicycle facilities, for all users and abilities, during construction of improvements and facilities (e.g., land development).

Policy d. Install wayfinding signage across roadways, pedestrian and bicycle paths, and public transportation hubs to clearly indicate routes and pathways.

Policy e. Coordinate with local and regional public safety and transportation agencies for emergency operations and transportation incident management.

Objective 6: Promote and implement Transportation Demand Management (TDM) strategies to optimize the transportation network and reduce single occupancy vehicle (SOV) use.

Policy a. Planning studies and developments should exceed baseline TDM goals.

Policy b. Promote flexible working arrangements (e.g., remote work, remote learning, alternative work schedules, flexible work hours).

Policy c. Work with employers to establish alternative commute programs that reduce vehicle congestion.

Policy d. Promote and market public transportation, ridesharing, shuttle services, and transit station amenities to increase awareness of multimodal options.

Policy e. Coordinate with Fairfax County Public Schools (FCPS), private schools, area colleges, and the Safe Routes to School (SRTS) program to develop and use programs that encourage walking, bicycling, rideshare, carpooling and transit.

Objective 7: Advance technology and infrastructure innovations to improve the operational efficiency for all modes.

Policy a. Assess alternative roadway configurations (e.g., road diets) with innovative and/or low-cost strategies to maximize multimodal capability within available right-of-way.

Policy b. Use advanced transit technologies to provide service information and optimize system operations. Evaluate and implement innovative services and strategies to increase transit ridership.

Policy c. Develop an integrated HOV system on freeways and major arterials with direct connections between park-and-ride lots, bus and rail transit stations, TODs, mixed-use centers, and other modal transfer facilities.

Policy d. Consider providing HOT lanes on limited access roadways to enhance traveler throughput and encourage buses and HOVs to have and utilize free access to

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HOT lanes.

Policy e. Use advanced data collection tools to analyze trends and multimodal connectivity.

Policy f. Advance autonomous vehicles pilot programs and infrastructure by partnering with public and private agencies, and higher education partners (e.g., to establish safety standards, protocols, operational guidelines).

Objective 8: Implement transportation solutions that minimize adverse community and environmental impacts.

Policy a. Adopt strategies to meet federal and state standards and county climate goals (e.g., carbon reduction, greenhouse gas emissions, climate resilience).

Policy b. Plan and design multimodal transportation facilities and services to avoid or minimize adverse impacts on environmentally sensitive areas and resources. Development of hard surface trails and paths may be considered provided a plan is implemented to restore disturbed areas.

Policy c. Promote the creation of sustainable, and inclusive communities through environmental stewardship and equitable access to transportation in all new and revitalized development projects (e.g., green open spaces).

Policy d. Minimize impacts of stormwater runoff from transportation infrastructure, facilities, and services by using innovative techniques, technologies, and low impact development (LIDs).

Policy e. Evaluate and invest in infrastructure improvements to reduce the urban heat island effect (e.g., add vegetation and/or trees, minimize pavement).

Objective 9: Facilitate collaborative engagement with community members and stakeholders in multimodal planning, initiatives, and projects.

Policy a. Integrate feedback from community engagement efforts throughout a study and/or project when proposing designs, initiatives, and transportation improvements to reinforce equity in public engagement.

Policy b. Collect and analyze community input through surveys, focus groups, and interactive tools to identify priority transportation needs.

Policy c. Encourage streetscape design that incorporates placemaking, public art promoting community identity and engagement, and environmental benefits through the provision of pedestrian-scale lighting, street furniture, native or adaptive vegetation (e.g., non-invasive, climate resilient) and permeable hardscape.

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Policy d. Create a sense of community awareness and cultural continuity by enhancing, preserving, and actively maintaining the unique characteristics of public spaces, neighborhoods, and transportation corridors.

Objective 10: Identify and secure funding to support the implementation of the Fairfax County multimodal transportation system.

Policy a. Maintain and implement a financial plan that pursues a variety of funding sources (e.g., local, regional, state, federal, and private).

Policy b. Pursue and negotiate public-private partnerships to complement transportation studies, design, program implementation, and infrastructure development.

Policy c. Consider direct and indirect costs, including operations and maintenance, when making programming decisions.

Policy d. Pursue funding new and emerging technologies (e.g., autonomous vehicle pilot programs, electric vehicles, charging stations, microtransit).

Maps are located on the Comprehensive Plan Maps webpage, and as follows.

Figure 1: Transportation Plan Map

Figure 2: Countywide Trails Plan Map

Figure 3: Bicycle Master Plan Map

Figure 4: Roadway Functional Classification Map

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APPENDIX 1

ROADWAY SYSTEM FUNCTIONAL CLASSIFICATION

Roadway functional classification is the process by which streets and highways are grouped into classes according to the type of service any given facility provides. It defines the role of any road or street in serving the flow of trips through the roadway network. Functional classification is very useful in considering the dual role of the transportation network in providing both travel mobility and access to property. Although access is a fixed requirement which is necessary at both ends of a trip, mobility can be provided at varying levels incorporating a wide range of elements.

The development of an effective circulation plan for any area should rely on the delineation of a basic roadway functional classification system of that area. In developing such a system, consideration is given to the magnitude and distribution of projected travel demand, and types and spatial distribution of activities within the county. Because the effectiveness of any one type of transportation facility is dependent upon the adequacy of other types, it is necessary to determine the purpose and function of facilities and services prior to making recommendations.

The county's roadway functional classification is based on the Federal Highway Administration's (FHWA) functional classifications for arterial, collector and local roads. The FHWA further classifies the roadway system into interstates, other freeways and expressways, other principal arterials, minor arterials, major and minor collectors, and local roads. Given the local characteristics and variation within the county's road network, these are the following classifications for use in Fairfax County, as shown in Figure 4. Refer to Appendix 4 Roadway Right-of-Way Requirements for dimensions of typical sections and features of the right-of-way.

Freeways and expressways are controlled access facilities providing for high-volume travel. Servicing abutting land is subordinate to accommodating the through movement of vehicles. It is desirable that medians, shoulders, acceleration and deceleration lanes, and grade separated interchanges be included in the design. Parking and pedestrian travel should not be permitted along the traveled portion of the roadway.

Other principal arterials also serve as main travel corridors. Some access is provided to abutting land, but the primary function of the roadway, particularly during peak periods, is to carry through traffic. Intersections with expressways and other principal arterials (see following description under Minor Arterials) should generally be grade separated. Where many turning movements could occur over a relatively short roadway section, service drives are desirable. Medians, shoulders, and acceleration and deceleration lanes are also desirable. Where shoulders cannot be provided, bus storage bays are desirable. Adequate and safe pedestrian and bicycle travel along and across these facilities should be included in the design. Parking should not be permitted along the traveled position of the roadway. These facilities should include four to six travel lanes.

Minor arterials usually carry an even mix of local and through traffic. They link collectors, and sometimes local streets, with principal (major) arterials. Minor arterials are

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lower service level roadways with partial control of access. Adequate and safe pedestrian and bicycle travel along and across these facilities should be included in the design.

A wide disparity exists in the characteristics of minor arterials found in the county. At one end, Braddock Road, with segments of six lanes, represents a very high design standard. Conversely, Fox Mill Road, a two-lane rural road, is also a minor arterial because it carries a significant volume of through traffic over a relatively long distance. In recognizing and accommodating these differences, minor arterials are divided into two categories in this Plan.

Type A minor arterials are those which perform a particularly significant function in the transportation network due to their length and/or their design. These facilities closely approach principal arterials in terms of their traffic characteristics and role in the network. They include Braddock Road, Old Keene Mill Road, Franconia Road, Centreville Road, and several other roads. They should be multi-lane divided facilities. Parking should not be permitted along the traveled portion of the roadway. Interchanges should be provided at intersections with freeways. Interchanges at other locations should only be provided where the results of a detailed transportation study indicate that an at-grade intersection cannot accommodate the traffic.

Type B minor arterials represent the remaining minor arterials which are somewhat shorter in length, traverse a less densely developed area, or are in more mature areas and consequently were built to a somewhat older design standard. Examples include Backlick Road, Annandale Road, and Sherwood Hall Lane. Refer to Table 1 in Appendix 4 for ROW requirements. In less developed areas or where additional lanes are needed, additional right-of-way may be necessary. Parking may be permitted, although it should generally be discouraged along the traveled portion of the roadway due to the arterial nature of the road. Interchanges should only be provided with freeways, and then only at selected locations, or where the results of a detailed transportation study indicate that an at-grade intersection cannot accommodate the traffic.

Collector streets provide direct service to and from local areas, routing traffic to the arterial street system. Generally, these roadways are not used for through trips. Collector streets are very important for the collection and distribution functions of transit service. As such, they should be designed in conjunction with the arterial system to permit safe boarding and alighting, and allow buses to safely enter, exit, and turn around if necessary. Medians, access control, and turning lanes are desirable only where the traffic volume is expected to exceed about 5,500 vehicles per day. Parking is optional and can generally be safely accommodated in most sections. Active transportation facilities should be provided on both sides of the road. Collector streets should generally allow for two travel lanes with sufficient pavement width to permit safe bus operations. Where traffic volumes are anticipated to be high due to relatively intense use of the area served, four travel lanes should be provided. Many unimproved rural roads in lower-density areas of the county serve a collector function. They are characterized by narrow pavement, poor horizontal

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and/or vertical alignment, and a lack of shoulder. These roads should be improved for safety reasons to minimum geometric standards.

Local streets provide access to properties abutting the roadway and within the immediate vicinity. Traffic speed and volume should be low. Parking should be accommodated, and active transportation facilities should be provided. Right-of-way widths should be in conformance with standards for safe operation and proper maintenance.

The above functional classification system is used to help develop recommendations to facilitate the flow of trips generated in or traveling through the county. Facilities intended to serve a certain type and magnitude of travel will require improvements consistent with such a function. The plan has been developed with heavy emphasis on separating local and non-local facilities by functional classification and maintaining the integrity of local streets by recommending improvements on higher type facilities. The highest three classification categories of the roadway system functional classification are depicted on Figure 4. The following lists the freeway and arterials in the county.

LISTING OF ROADWAYS BY FUNCTIONAL CLASSIFICATION
(Exclusive of Collectors and Local Streets)

	Freeways/Expressways	From	To
1.	Beltway (I-495)	American Legion Memorial Bridge	Alexandria City Line
2.	Dulles Airport Access Road (DAAR) and Dulles Toll Road (DTR)	Loudoun County	I-66
3.	Fairfax County Parkway	Braddock Road	Route 50
4.	Franconia-Springfield Parkway	Fairfax County Parkway	Beulah Street
5.	George Washington Memorial Pkwy	I-495	Arlington County Line
6.	I-66	Prince William County Line	Arlington County Line
7.	Shirley Highway (I-95 & I-395)	Prince William County Line	Alexandria City Line
8.	Route 28	Route 29	Loudoun County Line

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	Other Principal Arterials	From	To
1.	Arlington Boulevard (Route 50)	Fairfax City Line	Arlington County Line
2.	Route 28	Route 29	Prince William County Line
3.	Route 123	Fairfax City Line	I-495
4.	Route 123	George Washington Parkway	Arlington County Line
5.	Columbia Pike	Little River Turnpike	Arlington County Line
6.	Route 123	I-495	George Washington Parkway
7.	Fairfax County Parkway	Route 50	Route 7
8.	Fairfax County Parkway	Braddock Road	Route 1
9.	Route 29	Fairfax City Line	Falls Church City Line
10.	Route 29	Prince William County Line	Fairfax City Line
11.	Route 50	Loudoun County Line	Fairfax City Line
12.	Route 7	Loudoun County Line	Falls Church City Line
13.	Route 7	Falls Church City Line	Alexandria City Line
14.	Little River Turnpike	Fairfax City Line	Alexandria City Line
15.	Route 123	Fairfax City line	Prince William County Line
16.	Route 1	Prince William County Line	Alexandria City Line
17.	Manassas National Battlefield Bypass	Route 29	Prince William County Line
18.	Tri-County Parkway	Prince William County Line	Loudoun County Line

	Minor Arterials (Type A)	From	To
1.	Baron Cameron Avenue	Herndon Town Line	Route 7
2.	Beulah Street	Franconia Road	Telegraph Road

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3.	Blake Lane	Jermantown Road	Fairfax City Line
4.	Braddock Road	Backlick Road	Union Mill Road
5.	Burke Lake Road	Fairfax County Parkway	Braddock Road
6.	Centreville Road	Herndon Town Line	Route 50
7.	Franconia Road	Backlick Road	Telegraph Road
8.	Gallows Road	Route 7	I-495
9.	George Washington Memorial Parkway	Mount Vernon Highway	Alexandria City Line
10.	Holly Knoll Drive	Route 7	Loudon County Line
11.	International Drive	Route 7	Spring Hill Road
12.	Jeff Todd Way	Route 1	Telegraph Road
13.	Kingstowne Boulevard	Kingstowne Village Parkway	South Van Dorn Street
14.	Lawyers Road	Fox Mill Road	West Ox Road
15.	Lorton Road	Route 1	Route 123
16.	Manchester Boulevard	Beulah Street	Kingstowne Village Parkway
17.	McLearen Road	Route 28	Reston Parkway
18.	New Braddock Road	Union Mill Road	Route 29
19.	Old Keene Mill Road	Backlick Road	Fairfax County Parkway
20.	Reston Parkway	Route 7	Lawyers Road
21.	Shirley Gate Road	Route 29	Fairfax County Parkway
22.	South Van Dorn Street	Alexandria City Line	Telegraph Road
23.	Stone Road	Route 29	Braddock Road
24.	Telegraph Road	Alexandria City Line	Route 1

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~~25~~.	Walney Road	Route 50	Westfields Boulevard
26.	Waples Mill Road	Route 50	Route 29
27.	West Ox Road	Route 29	Lawyers Road
28.	Westfields Boulevard	Walney Road	Braddock Road
29.	Old Mill Road	Telegraph Road	Route 1

	Minor Arterials (Type B)	**From**	**To**
1.	Alban Road	Backlick Road	Rolling Road
2.	Anderson Road	Route 123	Magarity Road
3.	Annandale Road	Little River Turnpike	Falls Church City Limit
4.	Amherst Avenue	Calamo Street	Highland Street
5.	Armisted Road	Lorton Road	Route 1
6.	Backlick Road	Little River Turnpike	Fairfax County Parkway
7.	Beacon Hill Road	Route 1	Fort Hunt Road
8.	Belle View Boulevard	Fort Hunt Road	George Washington Parkway
9.	Beauregard Street	Little River Turnpike	Alexandria City Line
10.	Beulah Road	Route 7	Vienna Town Limits
11.	Braddock Road	Backlick Road	Columbia Pike
12.	Braddock Road	Pleasant Valley Road	Stone Road
13.	Browns Mill Road	Crowell Road	Beulah Road
14.	Burke Center Parkway	Burke Lake Road	Fairfax County Parkway
15.	Burke Lake Road	Fairfax County Parkway	Route 123
16.	Carlyn Springs Road	Seminary Road	Arlington County Line
17.	Cedar Lane	Gallows Road	Route 50

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18.	Chain Bridge Road	Anderson Road	Route 123
19.	Clifton Road	Route 29	Route 123
20.	Colvin Run Road	Walker Road	Route 7 East
21.	Commerce Street	Old Keene Mill Road	Franconia Road
22.	Compton Road	Ordway Road	Clifton Road
23.	Crowell Road	Hunter Mill Road	Browns Mill Road
24.	Dranesville Road	Route 7	Herndon Town Limits
25.	Fair Lakes Parkway	West Ox Road	Stringfellow Road
26.	Edsall Road	Backlick Road	Alexandria City Limits
27.	Fort Hunt Road	Route 1	Vernon View Drive
28.	Fox Mill Road	Monroe Street	Reston Parkway
29.	Frying Pan Road	Route 28	Monroe Street
30.	Fullerton Road	Backlick Road	Fairfax County Parkway
31.	Furnace Road	Route 123	Route 1
32.	Gallows Road	I-495	Hummer Road/ Annandale Road
33.	Gallows Road	Annandale Road/ Hummer Road	Columbia Pike
34.	Georgetown Pike	Route 7	Route 123
35.	Glen Carlyn Road	Route 7	Arlington County Line
36.	Gosnell Road	Route 7	Old Courthouse Road
37.	Graham Road	Annandale Road	Route 29
38.	Great Falls Street	Route 123	Falls Church City Line

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39.	Guinea Road	Little River Turnpike	Route 123
40.	Haycock Road	Route 7	Westmoreland Street
41.	Hayfield Road	Manchester Boulevard	Telegraph Road
42.	Henderson Road	Old Yates Ford Road	Clifton Road
43.	Hooes Road	Fairfax County Parkway	Route 123
44.	Hummer Road	Little River Turnpike	Gallows Road
45.	Hunter Mill Road	Baron Cameron Avenue	Blake Lane
46.	Huntington Avenue	Fort Hunt Road	Telegraph Road
47.	Idylwood Road	Cedar Lane	Great Falls Street
48.	Lee Road	Route 50	Stonecroft Boulevard
49.	Jermantown Road	Fairfax City Line	Blake Lane
50.	John Marr Drive	Ravensworth Road	Columbia Pike
51.	Kirby Road	Great Falls Street	Route 123
52.	Lawyers Road	Fox Mill Road	Vienna Town Line
53.	Lee Chapel Road	Burke Lake Road	Route 123
54.	Lewinsville Road	Route 7	Route 123
55.	Lincolnia Road	Columbia Pike	Beauregard Street
56.	Loisdale Road	Franconia Road	Newington Road
57.	Magarity Road	Lisle Avenue	Great Falls Street
58.	Monroe Street	West Ox Road	Herndon Town Line
59.	Mount Vernon Highway	Route 1	Mount Vernon Memorial Highway
60.	Mount Vernon Memorial Highway	Route 1	Mount Vernon Highway

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61.	Newington Road	Loidale Road	Fairfax County Parkway
62.	North Kings Highway	Route 1	Telegraph Road
63.	Nutley Street	Vienna Town Line	Route 50
64.	Old Courthouse Road	Beulah Road	Gallows Road
65.	Old Dominion Drive	Georgetown Pike	Arlington County Line
66.	Old Yates Ford Road	Prince William County Line	Henderson Road
67.	Ordway Road	Prince William County Line	Compton Road
68.	Park Street	Vienna Town Line	Cedar Lane
69.	Patrick Henry Drive	Route 7	Route 50
70.	Pleasant Valley Road	Route 29	Route 50
71.	Pohick Road	Fairfax County Parkway	Route 1
72.	Poplar Tree Road	Stringfellow Road	Westfields Boulevard
73.	Prosperity Avenue	Little River Turnpike	Gallows Road
74.	Ravensworth Road	Little River Turnpike	Braddock Road
75.	Roberts Parkway	Fairfax County Parkway	New Guinea Road
76.	Rolling Road	Braddock Road	Franconia-Springfield Parkway
77.	Rolling Road	Fairfax County Parkway	Pohick Road
78.	Seminary Road	Carlyn Springs Road	Alexandria City Limits
79.	Sherwood Hall Lane	Route 1	Fort Hunt Road
80.	Shreve Road	Route 29	Route 7
81.	Silverbrook Road	Route 123	Lorton Road
82.	Sleepy Hollow Road	Columbia Pike	Route 7

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83.	South George Mason Drive	Seminary Road	Arlington County Line
84.	South Kings Highway	Telegraph Road	Route 1
85.	Spring Hill Road	Route 7	Georgetown Pike
86.	Springvale Road	Georgetown Pike	Route 7
87.	Stonecroft Boulevard	Route 50	Westfields Boulevard
88.	Stringfellow Road	Route 50	Route 29
89.	Sunrise Valley Drive	Centreville Road	Hunter Mill Road
90.	Sunset Hills Road	Herndon Town Line	Hunter Mill Road
91.	Swinks Mill Road	Georgetown Pike	Lewinsville Road
92.	Sydenstricker Road	Old Keene Mill Road	Fairfax County Parkway
93.	Towlston Road	Old Dominion Drive	Trap Road
94.	Trap Road	Towlston Road	Beulah Road
95.	Twinbrook Road	Braddock Road	Guinea Road
96.	Vale Road	West Ox Road	Vienna Town Line
97.	Vernon View Drive	Fort Hunt Road	George Washington Parkway
98.	Wakefield Chapel Road	Little River Turnpike	Braddock Road
99.	Walker Road	Georgetown Pike	Colvin Run Road
100.	Waples Mill Road	Route 50	West Ox Road
101.	West Ox Road	Centreville Road	Lawyers Road
102.	West Street	Route 29	Falls Church City Limit
103.	Westmoreland Street	Chain Bridge Road	Arlington County Line
104.	Westpark Drive	International Drive	Route 7
105.	Wiehle Avenue	Crestview Drive	Sunrise Valley Drive

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106.	Willard Road	Stonecroft Road	Walney Road
107.	Wilson Boulevard	Route 7	Arlington County Line

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APPENDIX 2

TYPES OF TRANSIT SERVICES AND FACILITIES

The Countywide Transportation Plan map identifies improvements and designates several Enhanced Public Transportation Corridors (EPTC) and facility types. The EPTC notes where major transit services will be provided in corridors that carry higher volumes of local and regional vehicular traffic. This map provides approximate locations for supporting facilities of the existing and planned transit services for the purpose of reserving right-of-way required by the facility development. Final locations of component facilities are subject to completion of area plans or appropriate studies. This appendix outlines the types of transit services and facilities based on comprehensive consideration of transit modes, technologies, rights-of-way, capacities, and service and operational characteristics.

Transit Services

Public transportation services can be generally categorized into three major types: rail transit, bus transit and paratransit.

Rail Transit is a mass transit service using rail technology and occupying a separate right-of-way. Heavy rail, commuter rail and light rail are the common rail transit services.

Heavy rail transit (HRT) is an electric railway with the capacity for carrying a heavy volume of urban passenger traffic. It is characterized by high speed and rapid acceleration passenger rail cars operating in multi-car trains on fixed rails, separate rights-of-way from which all other vehicular, foot and bicycle traffic are excluded, and high platform loading. Most passengers access heavy rail services by walking, bicycle, riding feeder bus services, ride-share services, or using park-and-ride facilities near suburban stations. The heavy rail transit service in the Washington DC region is referred to as Metrorail.

Commuter rail (CR) is a type of passenger train service that utilizes diesel-electric or electrically propelled trains and operate over existing railway track on the same rights-of-way used by intercity railway freight and passenger trains. Services are operated on a regular basis by or under contract with a transit operator for the purpose of transporting passengers within urbanized areas, or between urbanized areas and outlying areas. The Virginia Railway Express (VRE) is a commuter rail service that provides service between Virginia suburbs, including outlying counties, and downtown Washington DC.

Light rail transit (LRT) is essentially an improved and modernized version of the old streetcars and electric interurban railways that were common in the United States from the 1890s through World War II. It utilizes electrically propelled passenger cars operating on fixed rails in rights-of-way that may or may not be separated from other traffic for much of the way. Light rail vehicles typically operate at surface level with power drawn from overhead electric lines via trolley pole. Light rail serves

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passenger trips within the densely developed urban and suburban areas. A modern streetcar is a form of light rail that has less capacity.

Automated guideway transit (AGT) or people mover, is an electric railway of guided transit vehicles, operating singly or in multi-car trains, without an onboard crew. AGT systems provide short-distance collection and distribution service, usually in major activity centers. Service may be on a fixed schedule or in response to a passenger activated button. AGT systems are located in several U.S. cities but are more commonly found in downtown areas and at airports and amusement parks.

Monorail is a form of guided transit where the vehicles are supported by or suspended from a guideway formed by a single beam, rail or tube, usually elevated. If the trains do not have an onboard crew, they are considered automated guideways.

Bus Transit utilizes rubber-tired vehicles operating on fixed routes with fixed schedules on roadways. Bus transit can be further classified in the following types.

Local bus service is the most common type of bus service. Buses may stop every block or two along a route several miles long and serve a destination end or traffic generator, for example, a shopping mall or a hospital, for example.

When limited to a small geographic area or to short-distance trips, local service is often called feeder, circulator, or shuttle service. Such routes may operate in a loop and connect, often at a transit station, or rail station, to major routes for travel to more destinations. Most Fairfax Connector bus routes are categorized as local bus service.

Express service is a high-speed limited-stop service generally operating within transportation corridors oriented to a principal destination. It consists of longer trips, especially to major activity centers during peak commuting hours, and operates long distances without stopping. Examples include services accessing freeways, and services on major streets that operate local service on the outlying portions of a route until a certain point and then operate non-stop to activity centers. Reverse commute is a type of express service transporting passengers from residential locations in urban core areas to employment centers in the outlying areas. It is operated in the opposite direction of the peak direction of travel.

Bus rapid transit (BRT) is a flexible, rubber-tired, rapid-transit mode that mostly operates in a dedicated right-of-way with at-grade intersections. Limited sections are in mixed traffic. BRT is an integrated system of facilities, services, and amenities that collectively improves the speed, reliability, and identity of bus transit. Distinguishing features may include:

- Distinctive and clearly designated stops/stations with unique passenger amenities at regularly spaced stations;

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- Standard or extended sized buses with distinct appearance, high quality passenger comfort, low floor or high platform, and multiple doors for easy and fast boarding/alighting at stops/stations;
- Frequent service headways throughout the day;
- Off-board fare collection;
- Well organized movement of buses along the line, including optimized signal timing and intersection treatments, dispatching at stops; and
- Passenger information controlled by various Intelligent Transportation Systems (ITS) measures to provide reliability.

Demand-Response Transit (DRT), is a flexible shared, demand-responsive transportation service that supports inclusive and equitable mobility for individuals who may not be fully served by the fixed route system, including community members facing barriers related to geography, income, language, or limited transportation options. Examples of DRT include microtransit, paratransit, taxis, carpool, vanpool, mini-buses, jitney buses, dial-a-ride services or other non-fixed route services.

Microtransit is a flexible, on demand, dynamic service that operates similarly to traditional public transit but with more adaptability to individual needs using smaller vehicles including, but not limited to, vans, shuttles, or minibuses. This service often bridges the gap between existing transit options and SOV use, providing a viable alternative where the transportation network is inadequate.

Paratransit is a shared ride transportation service without a fixed route, for people with disabilities who are unable to use public transportation, bus or transit, due to their disability, including older adults, individuals with physical disabilities and/or mobility challenges.

Other paratransit services can transport individuals to a destination ("many to one") or to several destinations ("many to many"). There are several forms including shared-ride taxi, general public dial-a-ride (typically used in areas of low transit demand), Fastran specialized transportation, and ridesharing including vanpools. Vanpools, comprised of vans operating as a ridesharing arrangement, provide service to a group of individuals traveling directly between their homes and a regular destination within the same geographical area.

Transit Facilities

Transit facilities provide access and modal transfer for users of public transportation services.

Bus stop is where one or multiple bus routes pick up passengers. A bus stop should have minimum amenities such as schedule and route information displays, accessible via active transportation, benches and/or shelters. The provision of benches and shelters should take into consideration daily passenger boarding levels and adjacent land use characteristics.

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Transit station (T) is a passenger loading and waiting area where bus routes and/or other transportation modes converge. A transit station should have good access to nearby arterials and/or freeways in order to minimize transit travel times. It could be a free-standing individual facility or could easily be integrated with the design of a building. A transit station typically has significant infrastructure such as a waiting room, areas with seating, restrooms, sales outlet, ticketing or pass vending machines, convenient fare collection areas, and/or other services. In some instances, a timed-transfer system is used and buses converge on the transit station at a specific time to exchange passengers. Parking typically is not provided at these locations, although the transit station could be co-located with a rail station parking facility or park-and-ride lot.

Rail Station (R) is defined as a location where a rail rapid transit service picks up and drops off passengers. A rail station typically has a bus transit waiting area, kiss-and-ride, bicycle parking and other amenities listed under transit station. It may or may not be accompanied by vehicle parking areas, depending on the nature of the station area.

Commuter Rail Station (C) is defined as a location where commuter rail service is provided. It has passenger amenities similar to those provided for a rail station.

Park-and-Ride (P) is a parking garage and/or surface lot used for parking passengers' vehicles, either free or for a fee, while they use public transportation facilities or vanpools. Park-and-ride facilities are generally established as collector sites for multiple bus routes, rail service, and high-occupancy-vehicle (HOV) lane access, and may also serve as collector sites for vanpools, carpools, shared ride services and bike share stations. They may have amenities similar to transit stations.

Kiss-and-Ride is a location where passengers in non-transit vehicles are dropped off to board public transportation vehicles. Kiss-and-Ride areas could be located at transit stations, rail stations, commuter rail stations, and park-and-ride facilities.

Operations, Maintenance and Administrative Facilities are combined transit facilities housing administrative functions, such as executive management, accounting, safety, and scheduling, as well as private vehicle parking for administrative staff and vehicle operators. These facilities also include dedicated areas for vehicle maintenance, where mechanics, machinists, and maintenance personnel conduct preventive maintenance, daily inspections, and corrective maintenance to keep revenue vehicles operational. Typical features include maintenance bays with in-ground or portable lifts, bus and chassis wash systems, parts storage, fuel tanks and pumps, and depot electric plug-in charging stations. Revenue vehicles may also be stored at these facilities overnight or between periods of service.

On-route chargers are infrastructure systems co-located with bus stops, providing charging for electric buses outside of Operating and Maintenance Facilities. These chargers are important for longer bus blocks, which may sometimes require more energy than an electric bus battery can store. They are typically installed at busy stops or clusters of stops where multiple bus routes have layovers.

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APPENDIX 3

BICYCLE AND TRAIL CLASSIFICATION AND DEFINITIONS

COUNTYWIDE TRAILS PLAN MAP

Major Regional Trail: Includes the US Bicycle Route 1, Gerry Connolly Cross County Trail, and trails along I-495, I-66, Dulles Airport Access Road, Fairfax County Parkway, Franconia-Springfield Parkway, Norfolk Southern Railway, George Washington Memorial Parkway, Washington and Old Dominion Regional Park, Bull Run, Occoquan River and Potomac River. Most of the trails designated in this category are paved trails, 8 feet or more in width. However, surface materials vary from paved, natural surfaces and stone dust for the US Bicycle Route 1, South County East-West trail, Gerry Connolly Cross County Trail and those trails along the Bull Run, Occoquan River, and Potomac River.

Major Paved Trail: Concrete or asphalt trail, 8 feet or more in width.

Minor Paved Trail: Concrete or asphalt trail, 4 feet to 7 feet 11 inches in width.

Minor Paved Trail with Parallel Natural Surface or Stone Dust Trail: Concrete or asphalt trail, 4 feet to 7 feet 11 inches in width adjacent to, and in the same easement with a stone dust or natural surface trail typically 6-8 feet in width.

Natural Surface or Stone Dust Trail: Stone dust or natural surface trail typically 6-8 feet in width.

Stream Valley Trail: Trails along streamways as determined by Fairfax County Park Authority Staff.

Trails in Other Jurisdiction: Trails to be reviewed by and located in the Towns of Herndon, Vienna and Clifton and the Cities of Fairfax and Falls Church.

COUNTYWIDE BICYCLE NETWORK MAP(S)

The Bicycle Master Plan recommends a network of various types of on and off-road bikeways. As noted, bikeway design may include pavement markings, signage, signals, improved surfaces, and geometric features. The recommendations reflect the desire to provide a high level of bicyclist comfort and mobility, while also balancing each travel mode's need for a share of the public right-of-way. The recommendations are intended to be cost-effective, and on-street recommendations generally involve retrofitting the existing roadway using pavement markings, signs and modest amounts of additional pavement. The following define the types of facilities incorporated in the Plan:

- **Active Transportation**: is mostly non-motorized travel including walking, biking, hiking, and riding a scooter or horse for transportation or recreational purposes. The

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micromobility vehicles typically include bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, electric or motorized scooters, motorized skateboards, roller blades, roller skates, skateboards, or wheelchair or wheelchair conveyance, and other similar devices.

- **Shared Roadway:** consists of a low volume, low speed street that is compatible with bicycling without any striping, marking or geometric change to the roadway. Bike route signs may or may not be needed depending on the street's role in the larger Bikeway Network.

- **Shared Roadways with Safety Treatment:** is a recommendation for generally narrow, hilly, and winding two-lane roads. Improvements can include: signs such as "BIKES MAY USE FULL LANE" additional shoulder pavement, and/or pavement markings.

- **Shared Lane Markings:** (sharrows) are used on roadways where bicyclists and motor vehicles must share the same travel lane. The shared lane marking helps position bicyclists in the most appropriate location to ride, while also providing a visual cue to motorists that bicyclists have a right to use the street. Refer to the Virginia Department of Transportation (VDOT) policy for guidance on the proper use of Shared Lane Markings.

- **Striped Shoulder:** provides space for bicycle travel to the right of the travel lanes. Paved shoulders serve a variety of transportation purposes in addition to providing a benefit for cyclists, including serving as a breakdown lane, contributing to overall pavement integrity, and providing a place for pedestrian travel where there are no sidewalks. A shoulder designated for bicycles should be no less than four feet in width.

- **Bike Lane:** is an area of roadway pavement designated for the preferential or exclusive use by bicycles. The lane is normally 4 – 6 feet in width and marked with a longitudinal white line and bicycle symbols Refer to the VDOT Bicycle Design Standards for guidance on bike lanes and bicycle pavement markings.

- **Climbing Lane:** when insufficient width exists to accommodate bike lanes in both directions and the roadway features a vertical grade, a climbing lane is considered. A bike lane (climbing lane) is provided in the uphill direction to accommodate slow moving bicyclists and a shared lane marking is provided in the downhill direction, where bicyclists can typically travel at speeds closer to motor vehicle speeds.

- **Buffered Bike Lanes:** created by striping a buffer zone (three feet in width or greater) between a bike lane and the adjacent travel lane.

- **Cycletrack:** is a bicycle facility for cyclists only that is physically separated from both the roadway and the sidewalk. A cycletrack may be constructed at the roadway level using roadway space, or at the sidewalk level using space adjacent to the road. Cycletracks can be provided in either one way or two-way configurations.

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- **Shared-Use Path (trail):** is an off-street multi-use facility that is physically separated from motor vehicle traffic. Trails are often located in independent right-of-way (e.g. a park, stream valley greenway, a utility corridor, or an abandoned railroad corridor) or located adjacent to the roadway within roadway rights of way. It is intended for use by bicyclists and pedestrians and normally is designed to accommodate two-way traffic

- **Policy Roads:** are multi-lane highways (functionally classified as principal arterials) that carry large volumes of traffic and/or have relatively high posted speeds (40mph or greater). These roads traverse a wide variety of land uses. Specific bicycle facility recommendations must be made in conjunction with other transportation and land use planning efforts.

- **Micromobility**: provides low-speed transportation options designed for short distances including, but not limited to bicycles, e-bikes, scooters, and e-scooters. They are often shared, electric, and designed for quick, convenient trips. This service is often referred to as "last mile," due to the popularity of use in urban areas to connect users to their destinations and is often only used for trips that are less than five miles.

The bicycle network maps also define recommended spot improvements:

- **Bicycle Access Links and Crossings** indicate locations where there are opportunities to improve neighborhood connectivity, for example by connecting cul-de-sacs, enhancing mid-block and trail/shared-use path crossings and by improving access to existing trails.

- **Interchange Improvements** represent locations where free flowing entrance and exit ramps create difficult conditions for bicyclists traveling along the road.

- **Transit Station Improvements** signify locations where existing and planned transit stations (bus rapid transit, Metro and VRE) create especially high demand for bicycle travel and need for bicycle accommodations. Appropriate accommodations may include bicycle racks, covered bicycle parking, high security parking, facilities on station access roads, curb ramps, crossing improvements or paths that provide safe and convenient station access.

- **Stream Crossings** are recommended in locations where linear barriers to bicycle travel exist at the crossings of streams. These bridge crossings will be designed for bicycle and pedestrian transportation.

- **Road Crossings** are recommended in locations where linear barriers to bicycle travel exist at the crossings of major highways. These crossings can be standalone bicycle and pedestrian bridges or bike lanes and shared use paths as part of a bridge that also serves motor vehicles.

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APPENDIX 4

ROADWAY RIGHT-OF-WAY REQUIREMENTS

Fairfax County preserves land for roadway improvements, to decrease delays in land acquisition, and to obtain land before land values increase with developed properties. The guidelines are described by the right-of-way requirements for roadways shown on the transportation plan.

The rights-of-way specified should be obtained through the development approval process (e.g. rezoning, special exception, site plan, etc.) as applications are submitted to the county. This will allow for future road improvements to be constructed with adequate ancillary features such as turning lanes, sidewalks, trails, bicycle facilities, and buffering, while minimizing impacts on properties which are subsequently developed.

Ultimate roadway designs will recognize available right-of-way to the extent possible; the intent of these requirements is not to impose rigid standards through areas or mature neighborhoods, but rather to secure additional right-of-way needed for road improvements as development or redevelopment occurs.

Freeways/Expressways

Right-of-way needs along freeway facilities can be variable and extensive. The right-of-way may need to accommodate HOV/HOT lanes, rail transit, adjacent protected shared use paths, and roadway configurations with interchanges, ramps, and collector-distributor lanes. The rights-of-way for freeway facilities should be based on studies for each facility. These could include detailed corridor analyses, feasibility studies, interchange modification reports, location and design studies and/or environment impact studies.

Arterials

Right-of-way requirements for arterials should be similar throughout the county. Table 1 summarizes the right-of-way requirements for arterial roadways based upon the number of lanes and the type of edge treatment: 'curb and gutter' or 'shoulder'. The number of lanes refers to the designation on the transportation plan. The edge treatment will vary by location within the county as follows:

(1). In the low density residential areas of the county, right-of-way should be provided as described for a 'shoulder' edge treatment. The provision of sufficient right-of-way to accommodate shoulders will allow for the ultimate typical section to be determined at the time detailed design is initiated. It is anticipated that this decision will be made based on several factors, including cost, clearing and grading requirements, the presence of storm sewer lines in the area, aesthetics, and other concerns. However, it is recognized that in all other areas of the county, curb-and-gutter treatments having less right-of-way requirements will normally be appropriate.

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(2). The 'shoulder' edge treatment is optional in suburban neighborhoods.

(3). Additional right-of-way requirements for items such as turn lanes, service drives, parking lanes and on-road bike lanes are noted on Table 1.

When highway projects have approved designs or are in active stages of design, the strict application of these right-of-way requirements, shown in Table 1, could result in inconsistencies with such plans. To avoid this situation, approved or active designs should be utilized to determine right-of-way requirements on those projects where no change is envisioned in the Plan designation for number of lanes. However, where the new Plan recommendation provides for more lanes than were previously shown on the Plan, or where there are no design plans, right-of-way should be provided in accordance with Table 1.

The cross-section illustrations in Figure 5 and Figure 6 correspond to the measurements provided in Table 1. These cross-sections represent the typical right-of-way needed and can serve as guidelines in the development of roadway plans.

Other Considerations

Additional right-of-way might be required to support traffic operations, bus rapid transit (BRT), and facilitate active and micromobility transportation. Table 1 includes the required rights-of-way for turn lanes, parking and on-road bike lanes, etc. Provision of such facilities should be determined on a case-by-case basis, taking into consideration community development characteristics, land use types and density, traffic volume and turning movements, transit service, and active transportation and supporting facilities.

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TABLE 1

Minimum Right-of-Way Requirements for Roads
Shown on Transportation Plan Map Where No Plans Exist
Does Not Include Street Trees Space in Landscape Buffer*
(Measurement in Feet for the Entire Cross Section)

	Typical Curb and Gutter Section [1,3]	Typical Shoulder Section [2,3]
Lanes	Feet	Feet
2-lane	48	92
4-lane	92	134
6-lane	114	156
8-lane	136	178

Add XX feet of right-of-way for each of the following special circumstances:

	Feet
Dual Left Turn Lanes at Major [3] Intersections on All Legs	12
Right Turn Lanes at Major [3] Intersections on All Approaches	12
Improved Median Treatments [4]	4
Service Drives [5]	92
Parking Lanes	8
On-Road Bike Route [6]	5

Add 15 feet in ancillary easements. Add supplemental right-of-way with transitions to avoid special features (e.g., historic properties, parks, cemeteries, wetlands, landfills, sewage and water treatment facilities, existing buildings, etc.) and/or to improve horizontal alignment. Add 40 feet radius at intersections dedicated to the chord of the radius curve.

1 Minimum section with 2-lanes includes through lanes, curb and gutter, landscape buffer*, sidewalk, and maintenance strip. Section with 4-lanes and higher includes median/center turn lane, through lanes, curb and gutter, landscape buffer*, sidewalk and maintenance strip. Landscape buffer width may increase if street trees are included.

2 Minimum section with 2-lanes includes through lanes, shoulder, ditch, landscape buffer*, sidewalk and maintenance strip. Section with 4-lanes and higher includes median/center turn lane, through lanes, landscape buffer*, sidewalk, and maintenance strip. Landscape buffer width may increase if street trees are included.

3 Where design plans consistent with the Comprehensive Plan and providing all anticipated future turn-lane requirements are developed to a sufficient level of detail and approval, right-of-way and easement dedication requirements should be based upon them.

4 Commercial revitalization areas or other special areas where pedestrian refuge, landscaping or special design features are desired within the median. The additional median width allows for landscaping, trees and/or special paving.

5 Primary Highways, dimension includes both sides of the road, except where waived.

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6 The preferred bicycle route is an off-road bicycle facility, such as a shared-use path.

Figure 5: Cross Section Illustration of a Typical Curb and Gutter Section Minimums (Measured in Feet)
Not to Scale

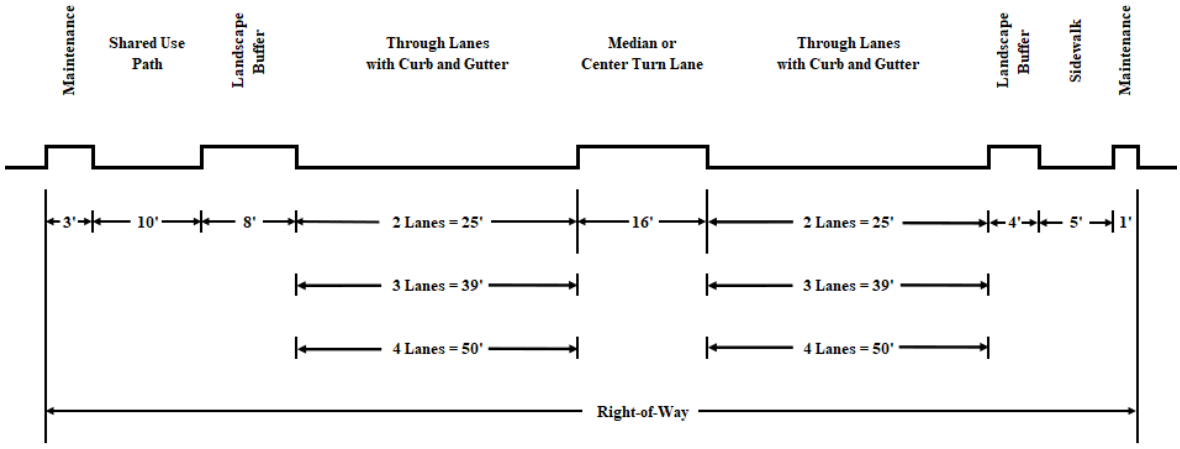
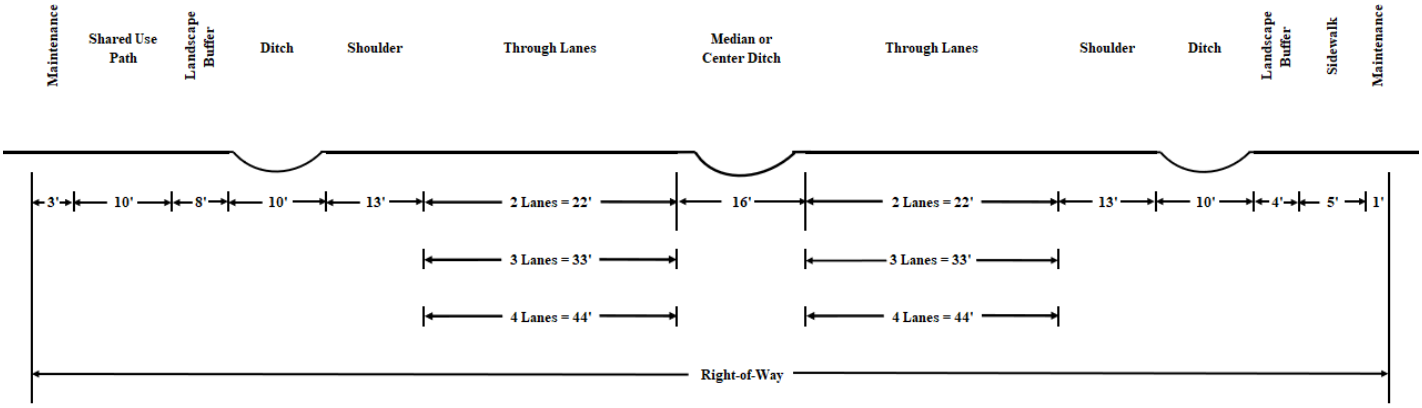


Figure 6: Cross Section Illustration of a Typical Shoulder Section Minimums (Measured in Feet)
Not to Scale



Roads in Revitalization Areas

The right-of-way requirements are generally applicable for improvements in a typical suburban setting, as shown in Figure 5 and Figure 6. The county is comprised of diverse communities and development patterns, some of which have more urban features, higher land use densities, and more active transportation and transit and microtransit services. This Policy Plan allows flexibility and variation in right-of-way requirements for the planned arterial improvements. The planning and design of individual roadways need to fit with the surrounding land use and community, while enhancing mobility and safety for all multimodal transportation uses.

The county has designated several Revitalization Districts and Areas to encourage economic development in the older commercial and residential areas. Special incentives and policies are provided for these areas, such as flexibility within certain zoning regulations and urban design measures. Road improvements that are within the Revitalization Districts and Areas should be in concert with the adopted land use, urban design and economic and administrative policies formulated to foster a sense of place and to support successful revitalization. Additionally, it is important to recognize that land use, and right-of-way for multimodal transportation and for travel patterns differ among these areas.

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APPENDIX 5

FAIRFAX COUNTY BICYCLE MASTER PLAN

Appendix 5 was comprised of Chapters 1 through 4 of the *Bicycle Master Plan.* Chapter 5, Bicycle Program Recommendations and Chapter 6, Implementation, were adopted by reference only, and can be viewed by contacting the Fairfax County Department of Transportation.

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ENVIRONMENT

INTRODUCTION

This element provides guidance for achieving a balance between the need to preserve, conserve, and restore the environment, while planning for the orderly development and redevelopment of the county. The objectives and policies listed below have been designed to help decision makers implement policies and regulations regarding the use of land that will conserve and restore a legacy of natural resources. The objectives and policies in this element are intended to work together and be considered holistically, while considering environmental features and county directives to ensure a high-quality environment for future generations.

In order to describe the environmental considerations that are relevant to the development and redevelopment of land in Fairfax County and to formulate policies to address those considerations, it is appropriate to review the context of environmental planning within this largely urban and suburban community. The expectation for the preservation, conservation, restoration, management, and rehabilitation of meaningful functions of the county's environmental resources should be high, given the large number of people who live in the county and the importance of local environmental resources to the quality of life. Natural environmental features and functions should be incorporated into all aspects of planning and development to ensure the benefits of nature can contribute to healthy communities such as recreational opportunities, green space, energy conservation through reduced water use and increased tree canopy shading, transportation connections in the form of hiking and biking trails, enhanced stream health, improved water quality, reduced flood risk, and enhanced ecosystems and habitats.

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 meadows, forests, wetlands, and agricultural land have been converted to urban and suburban development since the 1950s, the ability to achieve environmental preservation goals by limiting future development no longer exists. The scarcity of certain environmental amenities focuses current and future environmental planning efforts on the preservation, conservation, and restoration of remaining resources and the rehabilitation of degraded environments. Furthermore, climate change has highlighted the need for resilient and adaptive concepts to be used in land use planning and development particularly in areas disproportionally affected by climate change impacts. Preserving and restoring healthy ecosystems and encouraging the use of nature-based solutions can provide natural resilience to climate hazards, by absorbing flood water, dissipating heat, and dampening storm energy, among other benefits.

COUNTYWIDE OBJECTIVES AND POLICIES

Preserving, conserving, and restoring the built and natural environment in Fairfax County is challenged by the many different categories of concerns that are called "environmental." Solving environmental problems is further complicated by the environmental impacts that may result from

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efforts to resolve other major concerns, such as land use, transportation, recreation, and public facility issues. Many topics that have secondary environmental components are considered elsewhere. This Element of the Plan focuses primarily on environmental concerns which impact, or are impacted by, the development of land.

Environmental concerns have been grouped into two broad categories for consideration:

- Environmental pollution: This category provides guidance on air quality, greenhouse gas emissions, water quality, noise and light pollution, and includes measures to avoid, minimize, and mitigate adverse impacts.

- Environmental hazards, resources, climate resilience and adaptation: This category provides guidance on problematic soils, flooding, and certain utility impacts. Additionally, it provides guidance on preserving, conserving, restoring, and enhancing environmental resources in the county through Environmental Quality Corridors (EQC), conservation corridors, healthy vegetation and soils, conservation easements, minimization and mitigation of disproportionate development impacts, and sustainable development practices.

Many of the environmental policies listed below will be implemented on a case-by-case basis as land is developed or redeveloped. These policies should be applied as appropriate to both private and public development. Development proposals should identify environmental assets and constraints, and incorporate appropriate site design with avoidance, minimization, and mitigation measures consistent with the guidance contained within this element.

ENVIRONMENTAL POLLUTION

The decision to occupy and alter Fairfax County's landscape has resulted in increased volumes and concentrations of specific pollutants in the air, in surface and ground waters, and in the soil. These pollutants can harm both the natural and the built environment.

Although Fairfax County does not have to contend with pollution associated with heavy industry, the conversion of land to urban uses and our dependence on vehicles have contributed to unacceptable amounts of pollution.

Air Quality

Over the past three decades, the region has made significant progress in improving air quality and meeting federal air quality standards. All six criteria pollutants concentrations (ground-level ozone, fine particulate matter, nitrogen dioxide, sulfur dioxide, carbon monoxide, and lead) regulated by the federal Clean Air Act have shown a downward trend in the region. Except for ozone, all other criteria pollutant concentrations are within the federal standards. The region is classified as moderate nonattainment area for ozone as it failed to attain the standard by a 2020 deadline. However, concentrations of ozone dropped below the standard and continue to show a downward trend since 2022.

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Community-wide greenhouse gas (GHG) emissions have been tracked in Fairfax County since 2005 by the Metropolitan Washington Council of Governments by creating an inventory of all GHGs emitted by various sectors. Fairfax County has adopted climate action goals to be carbon neutral across government operations by 2040 and community-wide carbon neutrality by 2050. More than 90% of GHG emissions are generated from residential and commercial building energy consumption and transportation. Remaining emissions originate from other sectors, including solid waste, wastewater treatment, and process and fugitive emissions (fugitive emissions are leaks and irregular releases). The main drivers of increased GHG emissions in the county are primarily growth in population, increased commercial development, and use of synthetic refrigerants called hydrofluorocarbons. The main drivers of decreased emissions are improved energy efficiency, an increasingly less carbon-intensive electricity grid, and more fuel-efficient or electric vehicles.

Air quality plans and emissions control measures necessary to maintain the region's compliance with federal air quality standards are pursued at the state and regional level by the Metropolitan Washington Air Quality Committee in coordination with state air and transportation boards. Local actions and practices have air quality benefits which can be applied during the land development process, and are found within various objectives of this element.

Objective 1: Preserve and improve air quality, and reduce greenhouse gas emissions.

Policy a. Establish land use patterns and transportation strategies and facilities that encourage the use of public transportation, electric vehicles, non-motorized transportation, and reduce trip lengths to reduce emissions of nitrogen oxides, carbon monoxide, and hydrocarbons from automobiles. Consistent with other Land Use and Transportation objectives, support and encourage the following during the reviews of development proposals, particularly for proposals in mixed use centers:

- The concentration of growth in mixed-use~~,~~ transit-oriented centers in a manner that will optimize the use of transit and non-motorized trips, minimize vehicular trips and traffic congestion, and provide facilities to support transit use and other non-motorized transportation.

- In mixed-use developments, the provision and orientation of employment, shopping, and recreational opportunities in close proximity to residences in a manner that will minimize motor vehicle use.

Policy b. Support air quality improvement and carbon capture through tree preservation, tree planting, and natural landscaping practices consistent with Objective 10 of this element of the Policy Plan.

Policy c. Support energy conservation, minimization of indoor air pollution, and other green building practices consistent with Objective 13 of this element of the

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Policy Plan.

Policy d. Apply best available technology toward the minimization of emissions from stationary sources of air pollution.

Policy e. In cooperation with federal, state, and regional agencies, maintain compliance with national ambient air quality standards.

Water Quality

Monitoring of the ecological conditions within county streams routinely indicates that the health of most county streams is impaired and that most streams have degraded biological diversity.

Streams, reservoirs, wetlands, and riparian areas store and convey water, provide habitat, filter pollutants from stormwater runoff, replenish drinking water sources-store carbon, and are places of natural beauty that provide recreational and aesthetic opportunities, contributing to the quality of life in Fairfax County. Much of the county's parkland consists of stream valley parks, and the county's existing and planned trail system is located near streams. Streams beginning in Fairfax County eventually flow into the Potomac River and Chesapeake Bay. The county is required by the Commonwealth of Virginia to manage stormwater and address impaired local waterbodies and the Chesapeake Bay through action plans, to achieve Total Maximum Daily Load (TMDL) allocations, and the Municipal Separate Storm Sewer System (MS4) permit issued by the Virginia Department of Environmental Quality (DEQ).

Land use and development activities, such as increased impervious surfaces, vegetation removal, and soil compaction, have the potential to degrade the ecological function of streams by increasing the peak flow rate and volume of stormwater runoff. This can result in the direct transport of pathogens and pollutants, increased water temperatures, and hydrologic changes that alter stream flows and morphology, and increase flood risk. In certain areas, flood risk impacts can be further exacerbated by increasing rainfall intensity from a changing climate. The preservation, conservation, and restoration of the ecological functions of watersheds is important to the conservation of ecological resources in Fairfax County. Therefore, efforts to avoid, minimize, and mitigate the adverse impacts of land use and development on the county's streams should be pursued.

The Occoquan Reservoir, one of Fairfax County's principal sources of drinking water, and many smaller impoundments in the county are highly stressed due to the impacts of stormwater runoff. With increasing population and development pressure, existing nonpoint sources of pollution, in addition to emerging contaminants, such as salt and poly- and per-fluoroalkyl (PFAS) substances, will continue to degrade reservoir water quality.

Certain areas of the county, including residences and businesses, are served by individual well water supplies in Fairfax County. The county's Health Department operates the well monitoring program and tests for several environmental parameters. Additional health and safety considerations should be evaluated when locating hazardous materials or underground storage tanks within areas in proximity to wells.

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Objective 2: **Prevent and reduce pollution of surface and groundwater resources. Preserve, conserve, and restore the ecological integrity of streams in Fairfax County.**

Policy a. Evaluate the potential adverse impacts on receiving stream channels and downstream flooding from a 100-year storm event to ensure stormwater outfalls are properly designed and sized.

Policy b. In order to minimize the impacts that new development and redevelopment projects may have on the county's watersheds, and to address the increasing stormwater runoff from heavier rainfall events, techniques should be incorporated to meet one of the following stormwater management guidelines as provided below.

- Incorporate measures designed to reduce stormwater runoff volumes and flow rates from existing and proposed impervious surfaces to mimic undeveloped (good forested) conditions for the 2-year 24-hour storm to the maximum extent practicable.

- If good forested conditions (or to maximum extent practicable) is not achievable, developments should comply with the following table depending on impervious surface coverage:

	Peak Flow Control	**Runoff Volume Control**
For development with impervious surfaces at or exceeding 40 percent	Reduce the peak runoff rate for the 2-year 24-hour storm in the existing condition by at least 30 percent.	Retain the first inch of rainfall on-site. If, on a given site, the retention on-site of the first inch of rainfall is demonstrated not to be fully achievable, all available measures should be implemented to the extent practical in order to support this goal and achieve partial retention of the first inch of rainfall.
For development with impervious surfaces between 18 and less than 40 percent	Reduce the peak runoff rate for the 2-year 24-hour storm in the existing condition by at least 20 percent.	Provide stormwater management measures that are sufficient to attain the Rainwater Management credit, or its equivalent, in the most current version of the LEED rating system.

**Use the Energy Balance method to reduce the peak runoff rate to good forested condition when warranted by downstream conditions.*

Policy c. In order to minimize the impacts that new development and redevelopment

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projects may have on the county's watersheds, the application of low-impact development (LID) techniques should be prioritized when designing projects:

- Manage stormwater (quantity and quality) as close to the source as possible with nutrient reduction requirements being met on-site to the greatest extent possible.

- Minimize the amount of impervious surface created and convey drainage from impervious areas into pervious areas.

- Where site conditions are appropriate encourage the use of BMPs and bioengineering practices that are innovative, nonstructural, maximize infiltration, and designed to be adaptive to climate change.

- Design stormwater management facilities to provide multiple benefits, such as habitat creation and restoration, biodiversity, recreation, traffic calming, education, and improved aesthetics while maintaining safety.

- Maximize the use of infiltration landscaping with native or adapted (non-invasive, climate-resilient) species, including within streetscapes and parking lots.

- Encourage the establishment of coordinated stormwater controls within a development site or across multiple development sites, when possible, by incorporating multiple BMPs in sequence to enhance the treatment of runoff.

- Encourage the preservation of wooded areas and steep slopes particularly when adjacent to stream valley Environmental Quality Corridor (EQC) areas, Resource Protection Areas, and major and minor floodplains.

- Encourage cluster development when designed to maximize preservation of ecologically valuable land.

- Encourage shared parking between adjacent land uses where permitted, reduce parking where appropriate, and use pervious parking surfaces in low-use parking areas.

- Minimize and phase clearing and grading during construction to limit erosion.

Policy d. Where practical and feasible, retrofit older stormwater management facilities to perform water quality functions to better preserve downstream areas from degradation.

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Policy e. Preserve water resources by maintaining high standards for discharges from point sources.

- For proposed land uses known or likely to use or discharge contaminants, such as PFAS, encourage monitoring of wastewater and stormwater discharges, best management practices for contaminant use and storage, and the use of safer alternatives.

- Encourage monitoring of cooling system discharge into the wastewater system and, if applicable, provide pre-treatment for applicable uses. Additionally, for such uses in the Upper Occoquan Service Authority (UOSA), encourage the use of cooling systems that do not discharge to the wastewater or stormwater systems, or that use non-chemical and non-water-based cooling systems.

- For proposed land uses known or likely to contaminate water sources through animal waste or other pollutants, in consultation with county agencies responsible for monitoring of water quality and/or wastewater, ensure relief areas are connected to the wastewater system, or alternative measures are provided, to reduce bacteria loads at the source before waste or other pollutants leaves the site and adversely affects stormwater runoff/receiving waters.

Policy f. Encourage preservation of stream channels and associated vegetated riparian buffer areas along stream channels upstream of Resource Protection Areas (as designated pursuant to the Chesapeake Bay Preservation Ordinance) and Environmental Quality Corridors, to further mitigate against stormwater impacts and enhance corridor quality and connectivity. To the extent feasible establish boundaries of these buffer areas consistent with Objective 9 of this element of the Policy Plan.

Policy g. Consider strategic watershed planning efforts, including documents adopted or endorsed by the Board of Supervisors, to enhance the health of county waterways.

Policy h. Development and redevelopment projects should ensure the following regarding toxic substances and hazardous materials, as applicable:

– Sites that have been subject to contamination by toxic substances or other hazardous materials are remediated to the extent that they will not present unacceptable health or environmental risks for the specific uses proposed for these sites and that unacceptable health or environmental risks will not occur as a result of contamination associated with nearby properties.

– Proposals that include the use or storage of hazardous materials should provide adequate containment facilities, monitoring, and spill prevention strategies to preserve surface and groundwater resources consistent with state regulations.

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– Site investigations and remedial actions, as appropriate, should be pursued to ensure that site contamination on or near properties subject to development proposals will not present unacceptable health or environmental risks.

Policy i. Encourage commitments for salt management plans that are provided to building owners and property managers for the purpose of creating awareness of the adverse impacts of excess salt use and provide recommendations for efficient use of salt, or salt alternatives, while maintaining safety.

Policy j: Non-residential developments requiring special exception or special permit approvals in the Residential-Conservation (R-C) zoning district should retain at least 50% of the site as contiguous, undisturbed open space (e.g. tree preservation area, environmentally sensitive area, etc.) to mitigate impacts on Occoquan Reservoir water quality.

Programs to improve water quality in the Potomac River and Chesapeake Bay continue to influence planning and development in Fairfax County. Water quality and the marine environment in the Bay have not improved on a consistent basis over the past twenty years. Land use activities throughout the watershed, such as agriculture, and urban and suburban development, continue to adversely impact water quality. Storm intensification resulting from climate change will also lead to more pollutants entering waterways.

In order to preserve the Chesapeake Bay, other waters, and wetlands of Virginia from degradation resulting from the loss of riparian buffers and runoff pollution, the Commonwealth enacted regulations requiring localities within Tidewater Virginia (including Fairfax County) to designate "Chesapeake Bay Preservation Areas," within which land uses are either restricted or water quality measures must be provided. Fairfax County adopted a Chesapeake Bay Preservation Ordinance pursuant to these regulations.

The more restrictive type of Chesapeake Bay Preservation Area is the “Resource Protection Area (RPA). With a few exceptions (e.g. water wells, recreation, infrastructure improvements, "water dependent" activities, and redevelopment), new development is prohibited in these areas. In Fairfax County, RPAs include the following features:

- water bodies with perennial flow;
- tidal wetlands;
- tidal shores;
- nontidal wetlands contiguous with and connected by surface flow to tidal wetlands or water bodies with perennial flow; and
- buffer areas that include any land within a major floodplain and any land within 100 feet of the above features.

The other category of land in the Preservation Area is the "Resource Management Area (RMA)." Development is permitted in RMAs as long as it meets water quality goals and performance criteria

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for these areas. These goals and criteria include stormwater management standards, maintenance requirements and reserve capacity for on-site sewage disposal facilities, erosion and sediment control requirements, demonstration of attainment of wetlands permits, and conservation plans for agricultural activities. In Fairfax County, any area that is not designated as an RPA is designated as an RMA.

A *Chesapeake Bay Supplement* has been prepared to address a range of issues related to water quality and is incorporated by this reference as part of the Comprehensive Plan.

Objective 3: Preserve the Potomac Estuary and the Chesapeake Bay from the avoidable impacts of land use activities in Fairfax County.

Policy a. Support the analysis and recommendations contained in the *Chesapeake Bay Supplement* to the Comprehensive Plan.

Policy b. Where tidal shoreline erosion control measures are needed, apply techniques that are consistent with the "Guidelines for Tidal Shoreline Erosion Control Measures" in Appendix 1 of this element. Consistent with this guidance and with guidance developed by the Virginia Institute of Marine Science pursuant to §15.2-2223.2 of the Code of Virginia and § 28.2-104.1 of the Code of Virginia, support the application of living shoreline approaches as preferred approaches for stabilizing eroding tidal shorelines where practicable.

Policy c. Support efforts to mitigate or compensate for losses of wetlands near the area(s) of impact.

Noise

Transportation-generated noise impacts the lives of many who live in the county. Some county residents are subjected to unhealthful levels of noise from vehicular traffic, aircraft operations, and railroads, including WMATA's Metrorail. Federal agencies with noise mitigation planning responsibilities have worked with the health community to establish maximum acceptable levels of exposure (Guidelines for Considering Noise in Land Use Planning and Control). These guidelines, expressed in terms of sound pressure levels, are: DNL 65 dBA for outdoor recreation areas; DNL 50 dBA for office environments; and DNL 45 dBA for residences, schools, theaters and other noise-sensitive uses. While federal guidelines consider all land uses to be compatible with noise levels below DNL 65 dBA, adverse noise impacts can still occur at levels below DNL 65 dBA. Planning goals supporting new residential development in the DNL 60-65 dBA airport noise contours could be supported under specified conditions.

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Objective 4: Minimize human exposure to unhealthful levels of transportation-generated noise.

Policy a: Regulate new development to ensure that unhealthful levels of transportation noise are reduced to acceptable levels of exposure.

Policy b: Reduce noise impacts in areas of existing development.

To achieve acceptable levels of exposure referenced above, new noise-sensitive development in areas impacted by transportation noise between DNL 65 and 75 dBA will require mitigation strategies determined through the provision of noise studies during the review of the development. New residential development should not occur in areas with projected highway noise exposures exceeding DNL 75 dBA or projected aircraft noise exposures exceeding DNL 65 dBA. However, broader planning goals for the county's urbanized areas may suggest that sites near major highways and Metrorail would be appropriate for residential development or other noise-sensitive uses, even when projected noise impacts may exceed DNL 75 dBA. Design approaches that shield noise-sensitive areas through the placement of non-habitable spaces such as stairwells, hallways, or parking garages to minimize the exposure of exterior facades of noise-sensitive interior spaces to noise levels below DNL 75 dBA, should be utilized.

In order to avoid exacerbating noise and land use conflicts and to further the public health, safety and welfare, where new residential development is considered in the DNL 60-65 dBA aircraft noise contours the following should be fulfilled:

- A noise study that documents the expected noise impacts is conducted during the development review process.
- Commitments to construction standards and materials are provided during the development review process to ensure that noise levels within interior living spaces do not exceed 45 dBA.
- Pre-construction noise modeling for building components is conducted and documentation submitted to the County for review and approval prior to building permit issuance to ensure noise levels within interior living spaces do not exceed 45 dBA.
- Verification letters are submitted to the County certifying that the noise-modeled components have been properly installed prior to issuance of a Residential Use Permit.
- Post-development noise studies are conducted, if requested by Fairfax County, prior to issuance of a Residential Use Permit in order to evaluate the effectiveness of the noise mitigation measures.
- Adequate assurances are provided by the property owner at the time of rezoning to address potential conflicts or threats to the long-term viability of, Dulles Airport. These assurances may include such things as recorded avigation easements/plats, hold harmless agreements, and/or similar assurances.

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- All promotional and marketing materials and leasing and purchasing agreements include disclosure statements that disclose the presence of the airport and potential associated impacts, as well as a map of Dulles Airport, the DNL 65 dBA noise contour line, and general locations of residential units and private active recreation spaces. Such disclosure statements, as well as a map of Dulles Airport and the DNL 65 dBA noise contour line are included in any community association documents and recorded in the land records. Notice of such statements, maps, and noise contours are made to all initial and subsequent lessors and purchasers.

Lighting

Light pollution, the excessive use of artificial light, can negatively impact human health, plant and wildlife behavior, and the ability to observe the night sky. Plants and animals depend on natural light and dark cycles to govern behaviors such as reproduction, nourishment, sleep, and protection from predators. Increasing urbanization requires that care be taken to minimize unfocused emissions of light and that efforts be made to avoid creating sources of light glare and trespass which may interfere with plant and animal behaviors, and human visual acuity, as well as serve as potential sources of energy waste.

Objective 5: Minimize light emissions to those necessary and consistent with general safety.

Policy a. Recognize the nuisance and harmful impacts on humans, plants, and wildlife resulting from light emissions that are unfocused, unshielded, or have excessive brightness or color temperature (Kelvins).

Policy b. Encourage incorporation of principles for responsible outdoor lighting design.
- Use light only when and if it is needed.
- Target direct light to places for safety purposes.
- Consider brightness levels of necessary lighting and use lower-level light when appropriate.
- Use warmer color lights.

ENVIRONMENTAL HAZARDS, RESOURCES, CLIMATE RESILENCE AND ADAPTATION

Common environmental hazards in Fairfax County include, but are not limited, to riverine and urban flooding, severe storms, excessive heat, drought conditions, problem soils, and the potential for petroleum pipeline accidents.

In addition to climate hazards, some soils in the county can cause hazardous conditions during development. Marine clay soils found in the eastern part of the county and shrink swell clay soils found primarily in the western area can cause foundation failures, cracked and shifting walls, and in extreme cases, catastrophic slope failure. Asbestos bearing soils may pose a health risk to construction workers requiring special precautions during excavation. The preservation and

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restoration of healthy soils is also an important consideration in the land development process. Policies related to healthy soils are included in Objective 10 of this element.

Objective 6: **Ensure that new development either avoids problem soil areas, or implements appropriate engineering measures to protect existing and new structures from unstable soils.**

Policy a: Limit densities on slippage soils and cluster development away from slopes and potential problem areas.

Policy b: Ensure new development on problem soils provides appropriate engineering measures to mitigate geotechnical hazards.

As a result of changes in the climate, Fairfax County now experiences more frequent and intense storms, more extreme flooding events, expansion of flood-prone areas, increased flood risk due to sea level rise and tidal surges, and more extreme heat events. These events can have significant impacts on community members, the environment, infrastructure, and the local economy.

Objective 7: **Minimize the exposure of new development to the potential of flood impacts.**

Policy a: Prohibit new structures within major and minor floodplains.

Policy b: Use appropriate data sources to account for potential flood risks and projected climate change impacts to ensure resiliency of the built environment.

Policy c: Consider flood risk reduction policies that are adopted or endorsed by the Board of Supervisors and incorporate appropriate strategies as part of site design to reduce downstream flooding and potential adverse impacts on receiving stream channels.

Fairfax County is crossed by several major gas and petroleum pipelines. Ruptures of these lines could cause environmental degradation from spillage or could result in a fire or explosion with the possibility of loss of life.

Objective 8: **Minimize the exposure of county residents to potential pipeline ruptures and explosions and avoid hazards from electrical transmission and distribution facilities.**

Policy a: Ensure pipeline safety and minimize the hazards associated with gas and petroleum pipelines through improved construction inspection and quality assurance during construction and by requiring appropriate construction practices and building setbacks.

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Policy b: Ensure new development minimizes unnecessary human exposure to unhealthful impacts of low-level electromagnetic fields from electrical transmission lines.

The preservation, conservation, and restoration of environmental resources and the creation of resilient landscapes are ~~is~~ a key priorities of the county. Although not all open space land is ecologically significant or appropriate for preservation, data indicates a cumulative loss of some of Fairfax County's environmental resources, and a fragmentation of remaining ecologically significant land. Large tracts of natural land are scarce in the more urban inner part of the county; however, several areas of low-density development and ecologically significant areas remain throughout the county. While low-density zoning has been used as a conservation tool within some areas of the county, such as the Occoquan Basin, as a single measure it is not an adequate means to conserve our resources.

Larger, contiguous tracts of natural open space provide scenic variety and ecological value within the county, an attractive setting for and buffer between urban land uses, essential habitats for scarce or sensitive plant and animal species, and have the capacity to reduce air, water and noise pollution. A conserved network of different habitats including natural vegetation and stream valleys, established through the Environmental Quality Corridor (EQC) policy can serve to connect these larger areas and provide similar benefits. In addition to the establishment of EQCs, there are opportunities through the site design process to further create a network of natural lands, working landscapes, and varying types of natural areas that can further serve as conservation corridors. The retention of natural resources on developed and developing sites is ~~also~~ important to this concept. The most visible of these is the county's tree canopy. It is possible to design new development in a manner that preserves some of the existing vegetation in landscape plans, and to restore lost vegetation through replanting. The mission of a forest conservation program is to preserve and enhance the county's urban forests by upholding tree conservation ordinance requirements, promoting sustainable development, and retaining and restoring meaningful amounts of the county's tree canopy. The identification of potential connectivity between areas of tree canopy, as well as meadows, wetlands, and even streetscapes and green roofs, can offer multiple benefits, such as improving biodiversity, mitigating impacts of climate change, and providing opportunities for passive recreation. Habitat nodes and corridors can be designed to be context and species sensitive. For example, small urban parks and streetscape plantings may not support the movement of larger animals but could comprise a corridor adequate for smaller animals and pollinators if designed correctly.

Biodiversity has been defined as "the diversity of life in all its forms, and at all levels of organization." Biodiversity is important because of tangible products of natural systems (e.g. wood products from forests), and more importantly because of the services that diverse ecosystems provide. In addition to climate change, invasive plants are a leading cause of biodiversity loss and are a detriment to the ecological health of community landscapes, particularly where contiguous forests and soils are disturbed and where edge habitats are created.

Healthy soils include a complex community of organisms including fungi, bacteria, insects, and small animals. This soil food web facilitates the decay of organic matter and the cycling of nutrients, helping to bind soil particles and form soil structure. The benefits of healthy soils

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include, but are not limited to, carbon sequestration, increased water infiltration and groundwater recharge, better rooting environment and habitat for flora and fauna, and absorbing nutrients, sediments, and pollutants.

Objective 9: Identify, preserve, and enhance an integrated network of ecologically valuable land and surface waters for present and future residents of Fairfax County.

Policy a: Identify, preserve, restore, and enhance the Environmental Quality Corridor (EQC) system. Lands may be included within the EQC system if they can achieve any of the following purposes:

- Habitat Quality: The land has a desirable or scarce habitat type, or one could be readily restored, or the land hosts a species of special interest. This may include: habitat for species that have been identified by state or federal agencies as being rare, threatened or endangered; rare vegetative communities; unfragmented vegetated areas that are large enough to support interior forest dwelling species; and aquatic and wetland breeding habitats (i.e., seeps, vernal pools) that are connected to and in close proximity to other EQC areas.

– Connectivity: This segment of open space could become a part of a corridor to facilitate the movement of wildlife and/or conserve biodiversity. This may include natural corridors that are wide enough to facilitate wildlife movement and/or the transfer of genetic material between core habitat areas.

– Hydrology/Stream Buffering/Stream Preservation: The land provides, or could provide, buffering to one or more streams, ponds or lakes through: the provision of shade; vegetative stabilization of stream banks; moderation of sheet flow stormwater runoff velocities and volumes; trapping of pollutants from stormwater runoff and/or flood waters; flood control through temporary storage of flood waters and dissipation of stream energy; separation of potential pollution sources from streams; accommodation of stream channel evolution/migration; and preservation of steeply sloping areas near streams from denudation.

– Pollution Reduction Capabilities: Preservation of this land would result in significant pollutant reductions. Water pollution, for example, may be reduced through: trapping of nutrients, sediment and/or other pollutants from runoff from adjacent areas; trapping of nutrients, sediment and/or other pollutants from flood waters; preservation of highly erodible soils and/or steeply sloping areas from denudation; and/or separation of potential pollution sources from streams.

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While the core of the EQC system will be the county's stream valleys, additions to the stream valleys should be selected to augment the habitats and buffers provided by the stream valleys, and to add representative elements of the landscapes that are not represented within stream valleys. The stream valley component of the EQC system shall include the following elements (See Figure 1):

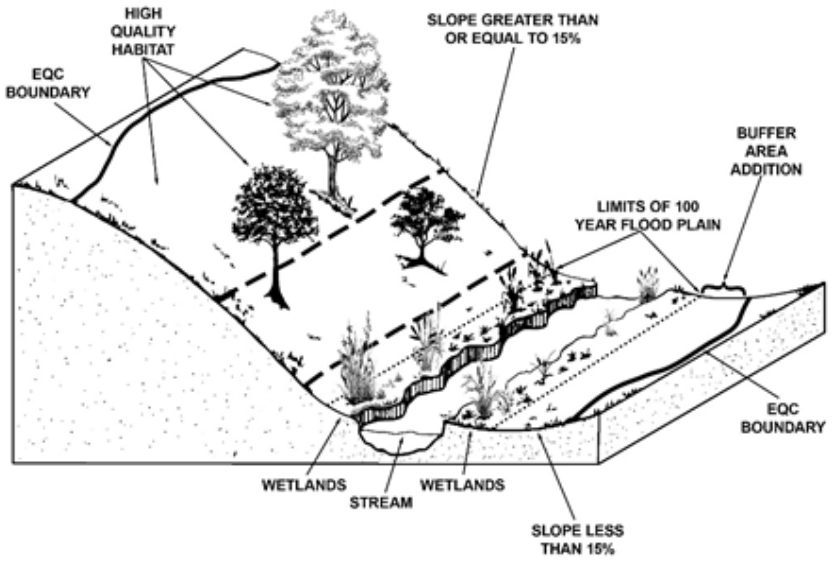

FIGURE 1

A TYPICAL
ENVIRONMENTAL QUALITY CORRIDOR

Source: Fairfax County Department of Planning and Development

- All 100-year floodplains as defined by the Zoning Ordinance;

- All areas of 15% or greater slopes adjacent to the floodplain, or if no floodplain is present, 15% or greater slopes that begin within 50 feet of the stream channel;

- All wetlands connected to the stream valleys; and

- All the land within a corridor defined by a boundary line which is 50 feet plus 4 additional feet for each % slope* measured perpendicular to the stream bank. This measurement should be taken at fifty-foot intervals beginning at the downstream boundary of any stream valley on or adjacent to a property under evaluation.

**The % slope used in the calculation will be the average slope measured within 110 feet of a stream channel or, if a flood plain is present, between the floodplain boundary and a point fifty feet up slope from the flood plain.*

Modifications to the boundaries so delineated may be appropriate if the area designated does not benefit any of the EQC purposes as described above. In addition, some disturbances that serve a public purpose such as unavoidable public infrastructure easements and rights of way may be appropriate. Disturbances for access roads should not be supported unless there are no viable alternatives to providing access to a buildable portion of a site or adjacent parcel. Disturbances should be minimized and occur perpendicular to the corridor's alignment, if practical, and disturbed areas should be restored to the greatest extent possible.

The following efforts within EQCs support the EQC policy and are encouraged with appropriate coordination with Fairfax County:

- Natural channel design methods in coordination with the Department of Public Works and Environmental Services (DPWES) should be applied to stream stabilization and restoration efforts to the greatest extent possible, and native species of vegetation should be used.

- Replanting efforts in EQCs that would restore or enhance the environmental values of areas that have been subject to clearing; native species or adapted non-invasive climate resilient species of vegetation should be applied.

- Removal of non-native invasive species of vegetation from EQCs to the extent that such efforts would not be in conflict with county ordinances; such efforts should be pursued in a manner that is least disruptive to the EQCs.

- Daylighting of piped streams to establish a restored corridor.

Other disturbances to EQCs should only be considered in extraordinary circumstances and only where mitigation/compensation measures are provided that will result in a clear and substantial net environmental benefit relating to most, if not all, of the EQC purposes listed above that are applicable to the proposed disturbances.

Policy b. Preservation of EQCs should be achieved through dedication to the Fairfax County Park Authority, if such dedication is in the public interest. Otherwise, EQC land should remain in private ownership within common open space appropriate commitments for preservation. The use of conservation easements as a means of preservation should be considered.

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Objective 10: Preserve and enhance tree canopy, natural areas, and soils to, among other benefits, enhance environmental resources.

Policy a: Preserve, restore, or enhance the maximum amount of tree canopy on developed and developing sites consistent with planned land use and best silvicultural practices.

Policy b: Encourage fulfillment of tree canopy requirements through tree preservation instead of replanting where existing tree canopy permits. Encourage tree canopy and preservation thresholds that exceed the minimum Zoning Ordinance requirements.

Policy c: Encourage energy-conscious landscaping efforts such as the planting of trees to provide shading of buildings and parking lots during the summer months.

Policy d: Ensure natural landscaping design and techniques.

- Landscaping plant species should be native to the mid-Atlantic region or adapted (non-invasive, climate-resilient), and be non-invasive (as identified by the Virginia Department of Conservation and Recreation).

- Landscaping design should strive to create habitat, promote biodiversity, reduce turf grass coverage, and minimize the need for mowing, fertilizers, herbicides, and pesticides.

Policy e: Encourage native and adapted street trees, understory, and/or groundcover plantings within road medians, along roadways, and within utility corridors, where consistent with safety and in a manner that does not impact accessibility.

Policy f: Encourage the rebuilding of soil profiles to ensure adequate organic matter and aeration in all planting and pervious areas to satisfy the cultural requirements of trees, shrubs, and groundcovers and provide other benefits of healthy soils.

Policy g: Identify invasive plant species within development and redevelopment sites and provide appropriate management plans for eradication. Invasive plant species management plans should include the common and scientific names of the invasive species targeted for management, the designated management area, control and disposal methods, treatment timing and monitoring procedures, program duration, and any necessary reforestation efforts.

Policy h: Establish a county-wide conservation corridor connectivity network plan for use in the review of new and redevelopment projects.

Policy i: Identify existing or potential conservation corridor areas on or adjacent to new and redevelopment projects and encourage site design approaches that place tree preservation, natural landscaping, green infrastructure, and other

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environmental features within and/or adjacent to those areas. Habitat nodes and corridors should be designed in relation to local conditions and target species.

Policy j: Ensure both public and private development proposals identify environmental constraints and opportunities, and demonstrate how environmental impacts will be mitigated.

Objective 11: Promote the use of conservation and open space easements as tools to preserve environmental resources and create or enhance conservation corridor connectivity.

Policy a: Use conservation and open space easements for the preservation of Environmental Quality Corridors, Resource Protection Areas, and other environmentally sensitive areas such as land along the Potomac and Occoquan Rivers.

Policy b: Use conservation and open space easements to preserve open space in already developed areas in order to provide natural areas, preserve environmentally sensitive resources, and wildlife habitats in an urban or suburban context.

Policy c: Use conservation and open space easements as appropriate to support stream restorations, and preserve woodlands, specimen trees, and/or rare or otherwise significant stands of trees, as identified by the county.

Policy d. Where appropriate, use conservation and open space easements outside of private residential lots as a mechanism to preserve environmental resources.

Objective 12: Identify approaches which address the environmental and health impacts of development with particular attention to vulnerable areas, or populations, in the county that are disproportionately impacted by heat, urban flooding, lack of trees, pollution, or other environmental considerations.

Policy a. Appropriate data sources should be used when considering policy changes and in the review of new and redevelopment projects, such as heat maps, flood risk assessments, and other available information to identify communities most susceptible to increased health and safety risks.

Policy b. Recognize adverse environmental impacts such as, but not limited to, flooding, urban heat island effect, poor air quality, and site contamination, and mitigate the impacts through increased tree conservation/plantings, green infrastructure, enhanced connectivity, and other remediation efforts within new and redevelopment opportunities.

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Policy c. Consider the effects and proximity of major environmental pollution sources during the review and update of area plans. Ensure appropriate mitigations are provided.

Objective 13: Design and construct buildings and associated landscapes to use energy and water resources efficiently in support of reducing greenhouse gas emissions, improving climate adaptation and resiliency, and minimizing short- and long-term negative impacts on the environment and building occupants.

Policy a. In consideration of other Policy Plan objectives, encourage the application of energy conservation, energy efficiency, renewable energy generation, water conservation, climate adaptation and resiliency, and other green building practices in the design and construction of new development and redevelopment projects. These practices may include, but are not limited to:

- The inclusion of professionals with green building accreditation on development teams;
- Sustainable landscape and site design which reduces impacts to ecological systems;
- Optimization of energy performance of structures, benchmarking, and inclusion of energy-efficient design;
- Use of renewable energy resources and on-site renewable energy generation, such as, but not limited to, solar, wind, and/or geothermal systems. Additional support for the provision of building designs that will facilitate future retrofits for on-site energy generation;
- Building electrification to include the use of energy efficient appliances, heating/cooling systems, lighting and/or other strategies;
- Application of best practices for water conservation, such as water efficient landscaping and innovative wastewater technologies, that can reduce the use of potable water and/or reduce stormwater runoff volumes that contribute to urban flooding and/or hazardous conditions;
- Reuse of existing building materials and recycling/salvage of non-hazardous construction, demolition, and land clearing debris;
- Use of recycled and/or rapidly renewable building materials that originate from nearby sources;
- Reuse, preservation, and conservation of existing buildings, including

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historic structures;

- Retrofitting and upgrading existing building systems to reduce building energy use and improve efficiency;

- Improve building occupant experience through provision of natural lighting for occupants and reduction of potential indoor air quality problems through measures such as increased ventilation, indoor air testing and use of low-emitting adhesives, sealants, paints/coatings, carpeting and other building materials;

- Energy and water usage data collection and performance monitoring;

- Solid waste and recycling management practices for multiple waste streams to improve diversion rates in support of increased waste reduction and the county's climate goals;

- Provision of vegetated and/or highly reflective roofs and shade structures to increase resilience and reduce impacts of heat island;

- Provision of infrastructure to support multimodal (e.g. showers and lockers for employees, secure bicycle parking facilities for employment, retail, institutional, and multifamily residential uses); and

- Provision of information to owners of buildings with green building/energy efficiency measures that identifies both the benefits of these measures and their associated maintenance needs.

Policy b. Encourage commitments certification under established green building rating systems for the design and construction of new buildings (e.g., the U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) program for any new construction or other equivalent program*).

**An equivalent program is one that is independent, third-party verified, has regional or national recognition, is comprehensive in scope, and has comparable implementation to the LEED rating system.*

Policy c. Within Suburban Centers, Community Business Centers, and Industrial Areas as identified on the Concept Map for Future Development, unless otherwise recommended in the applicable Area Plan, ensure that zoning proposals for nonresidential development incorporate green building practices sufficient to attain certification at the LEED Silver level using LEED or an equivalent program.

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Ensure that zoning proposals for nonresidential development in Transit Station Areas (TSAs) and the Tysons Urban Center as identified on the Concept Map for Future Development, or where developments with exceptional intensity or density are proposed (e.g. at 90 percent or more of the maximum planned density or intensity), incorporate green building practices sufficient to attain certification at the LEED Gold level using LEED or an equivalent program.

Ensure zoning proposals for multifamily residential development within the above mentioned areas identified on the Concept Map for Future Development incorporate green building practices sufficient to attain certification at the LEED Silver level using LEED or an equivalent program.

Policy d. Ensure that zoning proposals for residential development that are not otherwise addressed in Policy c above attain certification under an established residential green building rating system such as EarthCraft or an equivalent program as defined in Policy b above. As intensity or density increases, the expectations for achievement in the area of green building practices would commensurately increase.

Policy e. Promote implementation of green building practices by encouraging commitments to monetary contributions in support of the county's environmental and climate initiatives, with such contributions to be refunded upon demonstration of attainment of certification under the applicable LEED rating system or equivalent rating system.

Policy f. Ensure applicants involved in public-private partnerships where land is leased or provided by the county meet or exceed county operational policy for green building certification.

Policy g. Ensure the provision of or readiness for charging stations and related infrastructure for electric vehicles within new development and redevelopment proposals.

Policy h. Ensure all fenestration and lighting is "bird-friendly" consistent with guidelines published by the American Bird Conservancy, or equivalent guidance.

Policy i. Ensure zoning proposals pursuing an adaptive reuse, major renovation, or building retrofit incorporate green building practices sufficient to attain certification through LEED or an equivalent program.

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APPENDIX 1

GUIDELINES FOR TIDAL SHORELINE EROSION CONTROL MEASURES

Measures to control erosion along the county's tidal shoreline are often pursued in order to protect adjacent property. Where county approval of tidal shoreline erosion control measures is needed, the Virginia Marine Resources Commission Habitat Management Division's Tidal Wetlands Guidelines should be consulted. Consistent with this guidance artificial shoreline structural elements should only be pursued where there is active, detrimental shoreline erosion which cannot be otherwise controlled, and such structures should be constructed in a manner that minimizes adverse wetlands impacts.

Living shoreline approaches to shoreline stabilization (approaches that apply biological techniques, using native plant species) have been identified by the Commonwealth of Virginia as the preferred stabilization methods for tidal shorelines. Only living shoreline approaches should be permitted unless the best available science shows that such approaches are not suitable. If the best available science shows that a living shoreline approach is not suitable, then elements of living shoreline approaches should be incorporated into permitted projects to the maximum extent practicable. Unless otherwise advised through such guidance, best available science resources include:

- Virginia Marine Resources Commission Habitat Management Division's Tidal Wetlands Guidelines,
- Virginia Institute of Marine Science's Comprehensive Coastal Resource Management Portal, and
- Virginia Institute of Marine Science as the Commonwealth's designated science advisor on coastal and marine natural resource-related issues.

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PARKS AND RECREATION

INTRODUCTION

An integrated park system in Fairfax County is nationally recognized for its quality and diversity of park resources. Within the context of the Comprehensive Plan, these parklands and recreational facilities play a key role in shaping both the landscape and the quality of life through the conservation of natural and cultural resources, protection of environmental quality, provision of public facilities and human services, and management of urban growth.

The integrated park system is administered by a variety of public agencies at the local, regional, state and federal levels of government, including the Fairfax County Park Authority, Northern Virginia Regional Park Authority, City of Fairfax, Town of Herndon, Town of Vienna, Fairfax County Public Schools, Fairfax County Department of Neighborhood and Community Services, National Park Service, Bureau of Land Management, and the Commonwealth of Virginia. Since its inception, this long-established integrated parks system has evolved into a diversified mosaic of public open space and recreation facilities, ranging from smaller local-serving parks to extensive, regionally significant land holdings. Together, these public lands account for nearly 20 percent of the county's total land area. Privately managed open space, lands and facilities provide additional components of the open space and recreation system serving county residents. In redeveloping and urbanizing areas of the county, privately-owned but publicly-accessible parks and open spaces are emerging as essential elements of the urban form and serving needs of added residents.

The integrated park system serves as the primary public mechanism for accomplishing two equally important purposes: (1) to protect and preserve environmentally sensitive land, habitat connectivity, and water resources, and areas of archaeological, historical and/or cultural significance; and (2) to provide opportunities for residents, workers and visitors to pursue leisure activities in safe, accessible, and enjoyable parks and community recreational facilities.

Pressures of population growth, changing land use patterns and life styles, and fiscal realities will continue to influence the county's plans and abilities to provide park and recreation services at levels consistent with public needs. The pace of urban development is rapidly foreclosing the availability of land suitable for future parks, while escalating land costs further constrain opportunities for purchase of public parklands.

Additionally, development impacts on park and recreation resources are pervasive and growing. These impacts include placement of road improvements and utility and storm water management facilities or outflow on, or adjacent to, parklands; degradation of streams through siltation and erosion; loss of buffer areas and tree cover; fragmentation of wildlife habitats; and impacts on cultural resources. Park operations may adversely impact surrounding neighborhoods. Park providers should guard against negative neighborhood impacts through careful park planning, site design, management and operations.

A large portion of parkland, that includes a part of the countywide trail system, is collocated within Environmental Quality Corridors (EQC's) establishing an integrated network of stream valleys and associated lands. The purpose of this network is to conserve open space; protect wildlife habitat, biodiversity of species, riparian corridors, water quality and aesthetic values; control flooding and erosion; and provide continuity of non-motorized access between parklands, residential communities, employment and commercial centers and transit areas. The public park system is challenged, now and in the future, with completing the network by acquiring linking lands and public access, and connecting, building and maintaining a continuous network.

Increased use of recreation facilities results in faster facility deterioration and replacement rates,

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potential crowding, and user conflicts. In addition, diversification of recreational preferences expands the need for new facility types and associated space. As residential densities rise and individual yards become smaller or disappear, the need for public open space, woodlands, trails, recreation facilities, and open play areas increases. This is true for both urban and suburban areas. The provision of needed parks and recreation facilities meets identified needs while adding community, health, and economic value.

Over the next 20 years, opportunities to develop private and public urban-scale parks and recreation facilities as part of mixed-use developments should be planned and promoted in appropriate areas of the county, including Tysons Urban Center, Transit Station Areas, Revitalization Districts, and other designated growth centers. This type of urban open space will be an important element in improving quality of life, promoting good health through exercise and enjoyment of outdoor spaces, supporting placemaking efforts, and providing relief from urban congestion by allowing urban dwellers to enjoy parks and recreation locally.

These concerns necessitate a comprehensive approach to planning and acquisition for an integrated system of parks, recreation, and open space, which utilizes the resources of the public and private sectors to maximum advantage. It is critical that public and private park providers throughout the Northern Virginia region assess current and long range park and leisure needs and coordinate the effective delivery of park and recreation services while protecting significant natural and cultural resources. It is in the best public interest to ensure the efficient use and equitable distribution of resources and services throughout the community to meet the dual goals for protection of significant natural and cultural resources, and provision of sustainable parklands and facilities that serve the increasing demands for a full range of park experiences.

Public policy, regulations, actions and funding influence the private sector's role and responsibility for land stewardship and provision of recreation resources. Collaborative-efforts between the private and public sectors, especially through the land development process, can result in better appreciation, protection, and stewardship of natural and cultural resources, as well as the provision of adequate recreational facilities and amenities to serve residents.

Park planning and land use decisions should be guided by the county goals cited below:

BOARD OF SUPERVISORS GOALS

Environmental Protection - The amount and distribution of population density and land uses in Fairfax County should be consistent with environmental constraints inherent in the need to preserve natural resources and to meet or exceed federal, state and local standards for water quality, ambient air quality and other environmental standards. Development in Fairfax County should be sensitive to the natural setting, in order to prevent degradation of the county's natural environment.

Growth and Adequate Public Facilities - Growth in Fairfax County should be held to a level consistent with available, accessible, and adequate public facilities as well as with rational plans to provide new public facilities to maintain existing public facilities. The county's plans for development should take into account financial limitations associated with increased needs for public facilities.

Culture and Recreation - Fairfax County should provide local systems and participate in regional programs for safe, accessible and enjoyable parks (including active, passive, and historical parks); recreational programs; libraries; and cultural programs and facilities. Fairfax County should also support and encourage the identification and preservation of its heritage resources for the aesthetic, social and educational benefits of present and future

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citizens.

Open Space - Fairfax County should support the conservation of appropriate land areas in a natural state to preserve, protect and enhance stream valleys, meadows, woodlands, wetlands, farmland, and plant and animal life. Small areas of open space should also be preserved in already congested and developed areas for passive neighborhood uses, visual relief, scenic value, and screening and buffering purposes.

Objective 1: **Identify and serve current and future park and recreation needs through an integrated park system that provides equitable access to parks open space, recreational services and facilities, and stewardship of natural and cultural resources.**

Policy a: Plan, acquire, develop, and maintain the following types of parks through the Fairfax County Park Authority in conjunction with other public providers and the private sector and in accordance with the Park Classification System as follows: (See Parks and Recreation Appendix 1 for the Park Classification System):

A. Local Parks including Urban Parks (See Parks and Recreation Appendix 2 for the Urban Parks Framework)
B. District Parks
C. Countywide Parks
D. Resource-Based Parks
E. Regional Parks

Policy b: Provide a balance of quality recreation opportunities with the protection and preservation of natural and cultural resources.

Policy c: Ensure the provision of parklands and the efficient use of facilities throughout the county is based on equity, user needs, and consistent with population distribution and growth patterns.

Policy d: Use the Standards and Criteria for Establishment of Park and Recreation Facilities (Appendix 3) as a guide for the planning and provision of parkland and recreation facilities to adequately and equitably serve the county's current and projected population.

Policy e: Enhance existing park experiences and resource protection opportunities through acquisition of lands adjacent to existing parkland, wherever feasible.

Policy f: Extend public investments in parkland acquisition and park development through a combination of public/private mechanisms, such as voluntary dedication and/or donation of land, fee simple purchase, negotiated agreements, public access easements, and other appropriate means.

Policy g: Land acquisition for public park use should be guided by the Parkland Acquisition Criteria included in the Standards and Criteria for Establishment of Park and Recreation Facilities (Appendix 3) to adequately and equitably serve the county's current and projected population. Potential public parkland need not require a specific "public park" Area Plan land use designation in order to be acquired or used as a public park.

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Policy h: Encourage private landowners to preserve open space and protect ecological and cultural resources though the use of conservation easements, land use valuation, and other land use options, incentives and programs.

Policy i: Acquire those Environmental Quality Corridors (EQC) segments needed to connect and complete the public stream valley network and trail systems. Where land acquisition may not be feasible or desirable, work to obtain use of privately-owned resources through voluntary means such as conservation easements and cooperative agreements.

Policy j: Endorse the efforts of the multi-jurisdictional Northern Virginia Regional Park Authority (NVRPA) to fulfill its purpose: to carry out a long-range open space plan for Northern Virginia, through a cooperative system of regional parks, to supplement and enhance local park systems in Northern Virginia.

Policy k: Coordinate and cooperate with other county, municipal, regional, state and federal agencies in planning, development, protection and management of all park resources to support the integrated park system.

Policy l: Work cooperatively with private and public landowners to develop and provide trail connections to parkland from existing and planned trails and encourage non-motorized access to parks.

Objective 2: Protect appropriate land areas in a natural state to ensure preservation of significant and sensitive natural resources.

Policy a: Identify and acquire lands with significant natural resources including exemplary natural areas, large natural areas, areas connected to other protected lands, stream valleys and areas that buffer significant resources from disturbance and impacts.

Policy b: Manage and protect significant natural resources throughout the county, in cooperation with other agencies, organizations and partners, by implementing ecosystem management principles, restoring degraded natural resources, linking major resource areas and supporting habitats essential to biological diversity, where possible.

Policy c: Manage wild populations to include vegetative resources and wildlife, including invasive species, through appropriate inventories, monitoring, education, planning, management and restoration to protect and improve the ecosystem function including increasing biodiversity of native species.

Policy d: Protect, monitor, plan, manage and restore wildlife, and wildlife habitat, on parkland to protect the ecosystem function, including increasing biodiversity of native species.

Policy e: Protect, monitor and manage park water resources and stream valleys.

Policy f: Implement best management practices and policies on parkland, as recommended in adopted county policies, objectives, watershed plans, and the Chesapeake Bay Preservation Ordinance.

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Policy g: Protect parklands from encroachments and minimize adverse human impacts to natural areas.

Policy h: Minimize adverse impacts to air quality resulting from park operations and maintenance.

Policy i: Encourage natural resource stewardship through educational programs and other means that highlight the significance of natural resources.

Policy j: Minimize adverse impacts of development on water resources and stream valleys.

Policy k: Minimize the effects of storm water outfalls on parkland.

Policy l: Site storm water management facilities on parklands only when a benefit to parklands and water quality is demonstrated.

Policy m: Grant easements or encumbrances on parkland only when a benefit to parklands and water quality is demonstrated.

Policy n: Minimize impacts of park maintenance and operation practices through the use of environmentally sound methods including Integrated Pest Management.

Objective 3: Protect and preserve significant cultural resources on parklands.

Policy a: Determine the significance and appropriate preservation options for cultural resources that are proposed for inclusion in the integrated park system in accordance with the criteria for the U.S. Department of Interior National Register of Historic Places and the Fairfax County Criteria for Public Significance (See Objective 2, Policies a. and b. in the Heritage Resources section.)

Policy b: Protect significant cultural resources, including archaeological sites, historic properties, buildings, structures, districts, landscapes, cemeteries and artifacts from degradation or damage and destruction.

Policy c: Consider alternatives, in addition to fee-simple acquisition of cultural resources, such as the establishment of protective easements, to ensure preservation, stabilization, restoration and appropriate site planning and development.

Policy d: Coordinate preservation of significant cultural resources with county, municipal, regional, state and federal agencies to ensure effective and consistent management and protection of these resources.

Objective 4: Provide for current and future park and recreational needs through a combination of development of new and existing sites and the optimal use of all existing facilities.

Policy a: Ensure that facility service levels are commensurate with equitable park access, sustainable parkland and facility capacity. Service levels should relate to public needs as determined through periodic Park and Recreation Needs Assessments with community input.

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Policy b: Maximize the use of existing public facilities, including Fairfax County Public Schools, for community recreation purposes and provide non-motorized access through coordination among managing agencies of service provision, redevelopment and maintenance of recreation facilities.

Policy c: Maximize opportunities to include accessible community recreation facilities on properties and in buildings acquired, planned, designed and developed by Fairfax County Public Schools or other public agencies.

Policy d: Develop a regional and integrated open space and greenway system and provide mutually supportive recreation opportunities in cooperation with other public park agencies.

Policy e: Ensure that the location, design, development and redevelopment of park resources are equitable and accessible for all ~~populations~~ communities and are adaptable to changing recreational, demographic, and economic trends.

Policy f: Integrate urban-scale parks into mixed-use developments and designated mixed-use centers, using the Urban Parks Framework as a guide.

Policy g: Mitigate adverse impacts from park activities on surrounding neighborhoods through careful park planning, site design, management and operations.

Objective 5: Ensure the long term protection, preservation and sustainability of park resources.

Policy a: Protect parklands from adverse impacts of off-site development and uses. Specifically, identify impacts from development proposals that may negatively affect parklands and private properties under protective easements and require mitigation and/or restoration measures, as appropriate.

Policy b: Ensure the protection and appropriate resource management of, and public access to, designated stream valleys through dedication to the Fairfax County Park Authority or other park agencies.

Policy c: Provide compensation for use of parklands for other than park purposes in accordance with adopted policies of the affected park agency.

Policy d: Protect the public's parkland investment and ensure the safety, quality, equitable distribution, and sustainable operation of parklands, facilities, and infrastructure.

Policy e: Ensure that efficient park facility maintenance and management practices can be achieved to provide for long-term sustainability and preservation of the public investment.

Policy f: Consider the location of major public facilities, including transportation and utility corridors, and telecommunication facilities, on or through parklands when the proposal meets the following conditions: (a) is consistent with the relevant policies of the managing park agency; (b) the managing park agency determines that the proposed facility is compatible with the existing and future use of parkland, (c) the managing park agency concurs that there is no feasible or available alternative to the use of parklands and (d) the proposal will have minimal impacts on parkland, facilities, resources and user experience.

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Policy g: Protect parklands from encroachments and other unauthorized uses.

Policy h: Where appropriate and feasible, apply better site design and low-impact development (LID) techniques in park development to reduce environmental impacts of development.

Objective 6: Ensure the mitigation of adverse impacts to park and recreation facilities and service levels caused by growth and land development through the provision of proffers, conditions, contributions, commitments, and land dedication.

Policy a: Offset residential development impacts to parks and recreation resources, facilities and service levels based on the adopted facility service level standards (Appendix 2). The provision of suitable new park and recreational lands and facilities will be considered in the review of land development proposals in accordance with Residential Development Criteria - Appendix 9 of the Land Use element of the countywide Policy Plan.

Policy b: To implement Policy a. above, residential land development should include provisions for contributions, or dedication, to the Park Authority of usable parkland and facilities, public trails, development of recreational facilities on private open space, and/or provision of improvements at existing nearby park facilities.

Policy c: Nonresidential development should offset significant impacts of work force growth on the parks and recreation system.

Policy d: Ensure that Comprehensive Plan land use amendment proposals for higher densities include recommendations for the provision of parkland and trails to offset the impacts of increased density.

Policy e: Seek dedication of appropriate lands to the Fairfax County Park Authority that meet the criteria for Resource Protection Areas and parkland adjacent to stream valleys as defined respectively by the Chesapeake Bay Preservation Ordinance and the Fairfax County Park Authority Stream Valley Policy.

Policy f: Encourage developers to cooperatively enhance pedestrian access to parks, develop and maintain publicly accessible urban parks, connective trails, park amenities and active recreation facilities in Tysons and other designated mixed-use centers in accordance with the Urban Parks Framework (Appendix 2).

Policy g: Apply appropriate design standards to all facilities proposed for inclusion in the park system.

Policy h: On development adjacent to park property improve access to park entrances and trailheads by making connections to nearby parks where feasible. Encourage designs that minimize the potential for encroachments and adverse environmental impacts on parkland and that augment the natural resource values of the parkland.

Objective 7: The Parks, Recreation, Open Space, and Access (PROSA) Strategy a framework for equitable access to the Fairfax County park system, guides

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park investments to improve 10-minute walk access to Fairfax County Park Authority parks, enhances access to complete park experiences, enriches habitat connectivity between environmental corridors, and analyzes, and prioritizes recreation needs and projects with an equity lens.

Policy a: Allocate investments to reach an equitable outcome of park and recreation services across the county so that residents can access and enjoy the same quality parks no matter where they reside in Fairfax County. Inform the prioritization of park and recreation needs using appropriate data sources and take into consideration population density.

Policy b: Enhance access to existing parks and trails by adding park entrances and trailheads where appropriate and feasible on parkland so that every resident is within a safe, comfortable 10-minute walk of a county park or trailhead.

Policy c: Provide a variety of park experiences through amenities and programming to promote healthy lifestyles. Park experiences include active recreation, passive/contemplative recreation, social recreation, and natural/cultural recreation and provide a balance of complete park access to ensure a balance of recreational opportunities for park users.

Policy d: Provide a functional network of connected habitats and natural communities in the county park system to minimize habitat loss and habitat fragmentation.

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APPENDIX 1

PARK CLASSIFICATION SYSTEM

INTRODUCTION

The Park Classification System is a general framework intended to guide open space and public facilities planning, and also to assist in the development of public and private land management plans, by grouping parks according to certain common typical characteristics. The Park Classification System specifically supports Countywide Objective 1, Policy a. by outlining the primary purpose, location and access, character and extent of development for the following park classifications:

A. Local Parks including Urban Parks (See Parks and Recreation Appendix 2 for the Urban Parks Framework)
B. District Parks
C. Countywide Parks
D. Resource-Based Parks
E. Regional Parks

This Park Classification System is augmented by state and federal park areas within Fairfax County boundaries.

Park Classifications provide guidance: a) to the Planning Commission for determining whether a proposed park site is in substantial conformance with the county Comprehensive Plan; b) for determining the appropriate geographic location and equitable distribution of varying types of parks; c) to the park planning staff during the park planning and development process; and d) to set public expectations for future park uses. Park master planning, determination of substantial conformance with the county Comprehensive Plan pursuant to Code of Virginia section 15.2-2232 (known as the 2232 process), and capital funding allocations are all public processes that precede development on parkland.

Criteria for each park class are provided in the individual descriptions below. The general areas of consideration are:

1. **Purpose** - indicates the general park use.
2. **Location and Access** - indicates the appropriate location and means of access.
3. **Character and Extent of Development** - indicates the general park size range, typical facility types, the extent of development, the general experience a user may expect and any special considerations. Site-specific facilities and uses are determined through the park master planning process for individual parks. The park master planning process is a public process that provides opportunities for public input and requires approval by the appointed officials of the respective park agency or elected officials of local municipalities.

A. LOCAL PARKS

Purpose

This general classification of parks includes parks that serve neighborhoods and mixed use centers in suburban and urban areas of the county. Local parks primarily offer a variety of active or passive

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recreation opportunities, or a combination of both, 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.

Location and Access

Local Parks should be located to serve local residential neighborhoods, broader residential communities and/or urban employment or mixed-use centers. Pedestrian, bicycle, transit, and/or car access is appropriate depending on the setting and access features. In suburban contexts, whenever feasible, locate these parks adjacent to elementary or intermediate schools to maximize collocation of recreation facilities; In mixed-use developments, proximity to retail/office areas is desirable for collocation of parking and minimum impact on residences. In urban contexts, Local Parks should be located within walking distance (1/4 to 1/2 mile) from every residence. In these urban areas, access would be predominantly by foot or bike and the need for parking would be reduced or eliminated; it would be appropriate to provide limited on-street parking.

Character and Extent of Development

Local Parks primarily provide facilities for active or passive recreation, or both; areas for scheduled and unscheduled recreation activities and social gathering places; and serve residential, employment and mixed-use centers. In suburban settings, park size will typically be at least 2.5 acres and less than 50 acres, but some local parks may range up to 75 acres. In urban areas, park size is typically less than 5 acres and often less than ½ acre. Visits to local parks will typically be less than two hours.

The character of Local Parks may vary depending on their location within the county. In residential settings, these parks will generally be larger than in urban parts of the county. Local Parks offer open space to those with little or no yards as well as places to informally gather and socialize. Various facility types are appropriate and may include, but are not limited to, open play areas, playgrounds, dog parks, skating features, courts, athletic fields, game areas, trails, trail connections, natural areas, and picnic facilities. Facilities may be lit or unlit. In a suburban setting and depending on the park size, accessibility, and facilities, the service area may be up to 3 miles. In an urban setting, the service area is generally ¼ to ½ mile, or generally within a 5-10 minute walking distance from nearby offices, retail and residences.

The user experience at Local Parks may be casual and informal geared toward social interaction, play and outdoor enjoyment, or may be more structured to support organized sports and park programs. Collocation of a mix of park uses and facilities that support both informal and structured activities is increasingly necessary to meet the county's diverse and varied recreation and leisure needs in an environment where available land is diminishing. To the extent possible, facilities will be planned so that areas that address different needs are compatible.

In urban areas, urban-scale Local Parks are appropriate. These publicly accessible urban parks will include facilities that are pedestrian-oriented and provide visual enhancement, a sense of identity, opportunities for recreation and social interactions, enjoyment of outdoor open space and performing and visual arts. Urban parks are generally integrated into mixed-use developments or major employment centers in areas of the county that are planned or developed at an urban scale. Areas in the county that are generally appropriate for urban parks include Tysons and other designated mixed-use centers. Urban parks can be administered by private land owners, Fairfax County Park Authority, or through joint public and private sector agreements for public benefit.

Primary elements of urban-scale Local Parks are ease of non-motorized access and a location that complements, or is integrated with, surrounding uses. Features may include urban style plazas,

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athletic and sports facilities, playgrounds, mini-parks, water features and trail connections, oriented to pedestrian and/or bicycle use by employees and residents. Park architectural characteristics reflect the built environment. Short-term, informal activities and programmed events during lunch hours and after-work hours are intended to foster social interactions among users, provide leisure opportunities, and create a visual identity to strengthen sense of place and orientation. Well-conceived and executed design is critical to the viability of this type of park. To be successful, urban parks need high visibility, easy access, lots of pedestrian traffic, immediacy of casual food service, access to basic utilities, landscaped vegetated areas, ample seating, high quality materials, a focal point or identity, regular custodial maintenance, and an inviting and safe atmosphere. For detailed urban park information, types, and descriptions see Appendix 2, Urban Parks Framework.

The Area Plans element of the Comprehensive Plan delineates the park classifications of all public park sites in the county. The specific types of facilities to be developed at each Local Park site is determined by the managing park agency with public participation through its Park Planning and Development process.

B. DISTRICT PARKS

Purpose

This park classification includes larger parks that serve larger geographic areas of the county and provide a variety of indoor and outdoor recreation facilities and park experiences. Portions of these parks may be designated for natural and/or cultural resource protection.

Location and Access

These parks may be located in most areas of the county. Access should be available by the major arterials and the countywide trail system to encourage pedestrian and bicycle trips; public transit access is also desirable. The service area can range from 3 to 6 miles. Size is typically 50 to 150 acres. Parking must be provided.

Character and Extent of Development

District Parks provide diverse opportunities for passive and active recreation uses. 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. The extent of development will depend on actual site conditions, such as topography, amount of developable acreage, and access. 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 protection. Lighted facilities and extended hours of operation are the norm.

These parks offer diverse experiences and activities that typically involve an individual or group for a time period of up to a half day and may attract spectators or participants. Typical recreation activities at District Parks include, but are not limited to, golf, skating, skateboarding, picnicking, classes and camps, child play, off-leash dog exercising, cultural and holiday events, performing arts, sports play and activities scheduled in RECenters. Additionally, woodlands, open space, trails and open play areas are highly desirable features. Sensitive environmental areas and cultural resource sites within the parks will be managed as Natural or Cultural Resource Areas.

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The Area Plans element of the Comprehensive Plan delineates the park classifications of all park sites in the county. The specific types of facilities to be developed at each District Park and support amenities, such as parking, lighting and restrooms, is determined by the managing park agency with public participation through its Park Planning and Development process.

C. COUNTYWIDE PARKS

Purpose

This park classification includes larger parks that serve the county and provides a variety of larger-scale indoor or outdoor recreation facilities, or both, and facilities that are unique within the county. Areas designated for natural and/or cultural resource protection may also be included within these parks.

Location and Access

These parks may be located in most areas of the county. Access should be available by the major arterials and the countywide trail system to encourage pedestrian and bicycle trips; public transit is also desirable. The service area is typically larger than 5 miles often including the entire county, or larger, depending on the facilities and location. Park size is typically 150 acres or more. Parking must be provided.

Character and Extent of Development

Countywide Parks provide diverse opportunities for passive and active recreation uses to a wide range of simultaneous users. Generally, these parks provide complexes of intensively developed activity areas. The complexes may include multiple facilities for the same activity, an assortment of different activity focuses in one or more areas of the park, and/or unique facilities found in only one or a few parks within the entire park system. Facilities in these parks are larger in scale than those found in District Parks.

Countywide Parks may combine larger complexes of developed areas with extensive natural areas. The extent of development will depend on actual site conditions, such as topography, amount of developable acreage, access and intensity of adjacent land uses. Appropriate facilities include those typically found in District Parks as well as the facilities unique to Countywide Parks and the support uses necessary for a full day activity such as concessions and restrooms. Formally scheduled community gathering places and areas for large programmed activities and events are also typical. Lighted facilities and extended hours of operation are the norm.

These parks offer diverse experiences and activities that typically involve an individual or group for a time period of up to a day and which may attract large numbers of spectators or participants. Typical activities may include those found in District Parks. Other countywide-serving facilities that are larger scale, broader serving, and distinguished from Local or District serving facilities may include, but are not limited to, group event areas, sports complexes, indoor sport and event facilities, lakefront parks, festival and arts venues. Sensitive environmental areas and cultural resource sites within the parks will be managed as Natural or Cultural Resource Areas.

The Area Plans element of the Comprehensive Plan delineates the park classifications of all park sites in the county. The specific types of facilities to be developed at each Countywide Park and support amenities, such as parking, lighting and restrooms, is determined by the managing park agency with public participation through its Park Planning and Development process.

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D. RESOURCE-BASED PARKS

Purpose

This classification includes parks that primarily preserve, protect, and interpret natural and/or cultural resources. Portions of these parks may be designated for recreation purposes.

Location and Access

The location for Resource-based Parks is determined by the location of the specific resources. Size and access can take many forms depending on the setting and type of resources. Access to stream valleys is primarily by trails; however trailheads with parking should be strategically located along trail routes. Management plans should give consideration to the resource and allow public use only as it is compatible with resource protection.

Character and Extent of Development

Resource-based Parks are selected for inclusion in the park system because of their exemplary natural and/or cultural features and are acquired, identified and preserved for stewardship and protection. Protection and stewardship of unique natural and cultural resources provide a variety of public benefits. These parks provide educational and interpretative opportunities relative to environmental and cultural resources. These lands may offer opportunities to restore degraded areas and to protect, increase and restore biodiversity of species that may inhabit these areas. In addition, recreation opportunities and facilities are also appropriate at these parks to the extent they are consistent and compatible with resource management within the park. Development which does not adversely affect resources and which enhances awareness of the resource values is appropriate. Development of public sites should include opportunities for public education and enjoyment. Interpretive (educational) facilities and structures may include visitor centers, nature centers, orientation kiosks, nature watching stations, demonstration areas, preserved buildings and gardens, hiking, biking and equestrian trails as designated. To the extent that they do not adversely impact the resources themselves, support amenities may also be developed such as picnicking areas, restrooms, signs, benches and parking. Trails and trail connections are a significant feature at these parks, especially along stream valleys and often serve as countywide trail connections.

Stream valleys are a predominant physiographic feature of Fairfax County and comprise the core of the county's Environmental Quality Corridor (EQC) system. Parks located in and along the stream valleys encompass those segments of EQCs planned for public parkland and comprise the core elements of a greenway network that links areas notable for significant natural and cultural resources with residential and employment areas throughout the county. They may vary in size and character from steeply sloped corridors with cascading streams to broad floodplains; all are treated as sensitive environmental areas. Trails within stream valleys should be located to be sensitive to environmental conditions. In addition to trails, seating areas, small picnic and open play areas, landscaping and interpretive structures may also be developed, if they do not adversely impact the EQC or ecological functions.

The user experience at Resource-based Parks will be varied. These parks support nature, horticulture and history programs as well as more casual interests such as gardening, nature watching and appreciation of local, regional, state and national history. Settings for quiet contemplation are appropriate in these parks. Recreation uses compatible with resource management may also be appropriate in these parks. Visitors may frequent these parks on a regular or occasional basis.

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The Area Plans element of the Comprehensive Plan delineates the park classifications of all park sites in the county. The specific types of facilities and support amenities, such as parking, lighting and restrooms, to be developed at each Resource-based Park is determined by the managing agency with public participation through its Park Planning and Development process.

E. REGIONAL PARKS

Purpose

Regional Parks are lands or facilities administered by the Northern Virginia Regional Park Authority (NVRPA), with region-wide significance that supplement and enhance the county and municipal park systems within the six participating political jurisdictions. NVRPA parks and facilities serve a multi-jurisdictional constituency.

NVRPA's Park Classification System was developed within the context of its mission, goals and objectives: 1) to distinguish regional parks from local, state and federal parks; 2) to provide a concise description of the management functions and responsibilities of the Authority; and 3) to apply to regional parklands and recreational facilities. While the classification system is comprehensive, it is not mutually exclusive, and some parks may fall within more than one classification.

Location and Access

NVRPA owns and protects more than 11,000 acres of public parkland and has developed twenty-five parks in its service area of Fairfax, Arlington and Loudoun Counties and the cities of Fairfax, Falls Church and Alexandria. Facilities within this service area are typically accessible within a 1 to 1.5 hour drive by car and by foot, bicycle and equestrian trails. Eleven Regional Parks consisting of more than 8,000 acres, are located within Fairfax County.

Character and Extent of Development

The character and extent of development for Regional Parks is directed by the NVRPA Park Classification System that contains six categories, each with its own criteria. These criteria identify the park purpose and provide general planning and development guidelines and resource management and use policies. Individual park master plans work in conjunction with the NVRPA classification system to further define use and management of the park as a resource. The general purpose and character of NVRPA's six park classifications are briefly defined below:

Regional Land Bank - This designation provides the NVRPA with an administrative mechanism to hold lands on a temporary basis pending decisions on classification or disposition. Because the land will be held under this designation on a temporary basis, planning for these areas will occur only as required.

Regional Conservation Area - This designation places public ownership or control over regionally significant natural areas or water resources, so as to protect and preserve their unique environmental, cultural, ecological or scenic value. The primary long-term objective is to limit the development of these areas to preserve their "wilderness-like" qualities.

Regional Shoreline Park - These parks preserve riparian lands adjacent to regionally significant water resources, and provide public access for educational and environmental study and water-based recreational and scenic enjoyment. Long-term objectives for these parks vary for natural and recreational areas. Natural areas are limited to development and use consistent with preserving their natural characteristics. Recreational areas allow for

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development of facilities consistent with regional needs, with particular emphasis on water access and the creative use of recreational and water resources.

Regional Trail and Greenway Park - Designated as networks of linear corridors or parks that connect recreational, natural, and/or cultural resources, these parks provide regionally significant links to comprehensive regional greenways and open space. The primary long-term objective will be contribution to a regional greenway and open-space plan for Northern Virginia.

Regional Historic/Cultural Park - This designation preserves structures and/or sites deemed significant to the history and culture of Northern Virginia. Long-term objectives include continued development of interpretive facilities on currently held park sites, public education of each park's historic resources, and protecting sites and structures in accordance with sound preservation practices, as funding permits.

Regional Recreational/Special Multi-Use Park - These parks contain specialized recreational and other public facilities or opportunities, which, because of their specialized nature, cost or demand, are not otherwise generally available within local parks, or offered by local park and recreation agencies. The long-term objectives for these parks include pursuing new and innovative park, recreational or other public facilities which avoid duplication of local, state and federal park facilities.

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APPENDIX 2

FAIRFAX COUNTY
URBAN PARKS FRAMEWORK

The county's Comprehensive Plan envisions concentrating growth in areas designated on the Concept for Future Development as Mixed-Use Centers and seeks a balance between residential and employment uses. These areas, planned for the most intense mixed-use development, include Tysons, Transit Station Areas, Community Business Centers, and Suburban Centers. As a result, over the next several decades, portions of the county will change to a more urban form that takes advantage of the synergy among integrated land uses and enables people to live, work, shop and play in compact areas.

The planned urbanization of the county's growth areas requires that the existing suburban park system in Fairfax County be supplemented by parks that are more suitable for the unique urban context and provide appropriate functions, uses, amenities, visual form, ownership, and accessibility to the variety of users typical in an urban environment. Residents in these areas most likely will have little or no private yards due to more dense residential forms and will rely on publicly accessible open space for leisure pursuits, socializing, exercising, and enjoying natural and designed landscapes. Workers and visitors to these destinations similarly will seek safe and comfortable, publicly accessible spaces for leisure and social activities. Well-defined and innovative urban parks can serve this diverse range of uses and users while also contributing to the placemaking and economic strength of these urbanizing areas.

In the county's park system, urban parks are one type of Local Park. The Park Classification System (Appendix 1) categorizes urban parks as a type of Local Park and characterizes them generally in terms of their relationship to adjacent land uses and orientation, size, access and administration. Urban parks are further defined by features that differentiate them from traditional suburban residential-serving parks. Urban parks can be qualified by their unique park elements, features, design, and means of implementation.

This Urban Parks Framework develops a common terminology that can be used to plan for and develop parks in Fairfax County's urbanizing and redeveloping mixed-use centers. The Framework details urban park design elements and types. In defining and describing design elements and types, this Framework focuses on characteristics and features, allowing room for flexibility as urban and park forms evolve over time. This flexibility also allows the Framework to be creatively applied within the varying contexts of the county's mixed-uses areas; each area is unique, the corresponding urban park systems will also be. The Framework and its urban park typology also serve to clarify expectations for the community decision makers and developers who seek to implement changes to existing development patterns and provide for park and recreation needs in these areas.

A. URBAN PARK DESIGN ELEMENTS

A listing of typical urban park design elements is contained in Table 1 below. These elements describe where urban parks should be located and accessed; how they should relate to their surrounding context and land uses; who may own and operate these parks; how they will function, look, and be used; and what kind of amenities may be found there. Finally, there is a general description of service area and size ranges. Context and location are particularly important for defining urban parks and will greatly influence the choice of the other elements. Collectively, these component elements define what is unique to urban parks in Fairfax County. Several of the county's designated mixed-use centers have urban design guidelines and those adopted guidelines should also be referenced for urban park guidance. Urban design guidelines and specific Area Plan guidance

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will also address elements of the urban fabric such as open space and green areas that, while not parks as defined here in the Framework, remain important to the success of an urban environment.

Table 1: Design Elements

Element	Description
Context/Location	Urban parks are generally integrated into mixed-use developments, urban centers, and designated mixed-use centers in areas of the county that are planned or developed at an urban scale. The context and location of the urban park can result in activating public or private uses located nearby and vice versa. Well-conceived and executed design is critical to the viability of this type of park. To be successful, urban park locations need high visibility, easy access, and lots of pedestrian traffic.
Access	A key aspect of the urban park paradigm is the provision of public accessibility, regardless of ownership. Integration into other public and private uses as mentioned above is also important. Accessibility from the public realm, such as streets and sidewalks, extends the public realm into urban park spaces. Access is generally by pedestrian, bicycle or other non-motorized means and universal accessibility should be ensured. Urban parks should be provided in locations that are near transit facilities, trail systems and high pedestrian traffic areas. Connectivity among urban public spaces is also desirable.
Function/Purpose	The purpose and function of urban parks is to provide public spaces for human interaction and outdoor enjoyment in the urban context. Urban parks should include facilities that are pedestrian-oriented and provide visual enhancement, a sense of identity, and opportunities for enjoyment of outdoor open space, varied small-scale recreation spaces and performing and visual arts. Short-term, informal activities and programmed events during lunch hours and after-work hours can foster social interactions among users. From an urban design perspective, urban parks also assist in breaking up the building massing and in creating a rhythm for the development pattern. Urban park functions also include active pursuits related to recreation amenities and central civic space for community building activities.
Ownership, Management and Operation	Urban parks can be owned, managed, and/or administered by private land owners, community groups, public agencies and authorities (such as Fairfax County Park Authority, other governing or managing authorities or organizations), or quasi-public agencies and authorities (such as business improvement districts) or through joint public and private sector agreements for public benefit. Regardless of ownership, urban parks should be publicly-accessible (as described above) and cooperatively programmed.

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Element	Description
Amenities	Typical amenities within urban parks include seating, tables, street furniture, public art, trails, visual elements, display space, signage, water features, casual food service, focal points, playgrounds, gazebos, lighting, bike racks, pedestrian connections, special landscaping, transit-oriented amenities, and/or security features. In larger urban parks, amenities should also include recreational facilities such as sport courts, fitness stations, athletic facilities, and/or open lawns (natural or artificial) that can be casually used or programmed for sports or events. Other amenities that may also be provided include off-leash dog areas, community gardens, demonstration gardens, restrooms, parking, food service, amphitheaters, and picnic shelters.
Form/Visuals	Well-conceived and executed design is critical to the viability of urban parks. Generally, urban parks consist of one or more defined spaces. These types of parks are smaller than typical suburban parks and should complement surrounding uses, context, design, natural features, and architecture. These spaces should be constructed of high quality hardscape and landscape materials that are durable and environmentally sound. Urban parks may range from a single to multiple defined spaces in design. Design should be consistent with design guidelines adopted for an area and should support transient, short visits and appeal to a range of users.
General Length of Stay	Depending on the context, surrounding uses and amenities offered, the length of stay will generally be less than two hours, but could last up to all day for special community events or festivals.
Size and Service Area	In urban areas, park size is typically less than five acres and often under ½ acre. The service area is generally within a 5-10 minute walking distance (or ¼ - ½ mile) from nearby offices, retail and residences. New developments generate need at a rate of 1.5 acres per 1,000 residents and 1.0 acre per 10,000 employees. Within urban, mixed-use development areas, a full complement of urban park types is desirable to create robust park networks.

B. URBAN PARK TYPES

Urban park design elements may be combined in various ways to create a range of urban park types. Five distinct types of urban parks emerge from the urban park elements: pocket parks, common greens, civic plazas, recreation-focused urban parks and linear parks (see definitions below). Urban park types range in size from the very small pocket park situated as a by-way on a pedestrian-oriented travel way to a large civic open space that encompasses many acres, contains diverse amenities, and accommodates large community gatherings. The services offered in an urban park can also range widely, from offering active recreation to interpreting cultural and natural resources.

Pedestrian ways and linear connections supplement and, in some cases, link the urban park spaces. Many of these linear spaces are required for development, redevelopment or public infrastructure and are important in connecting and supporting public open space. These connections are designed for both recreational and transportation use by pedestrians, cyclists, and other non-motorized means. Trails and pathways are continuous and range in width to accommodate a variety of users. The connections may include amenities and/or design features such as trailheads, orientation features,

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seating, and wayfinding signage.

There are a number of supporting features that may share some common characteristics of urban parks, but which do not in and of themselves constitute an urban park. These features include building entryways, visual amenities, gateway features, landscaped connectors, and streetscape elements. While these features often support the urban park paradigm, they do not in and of themselves constitute an urban park.

The five urban park types span a continuum of purposes, uses, sizes and features that can flexibly accommodate a broad spectrum of recreational and leisure pursuits in urbanizing centers. Ideally, urban areas will contain a variety of urban park types in order to serve local leisure needs and support revitalization goals, and create or enhance an area's sense of culture, liveliness, and identity. The precise number, size and arrangement of the five park types in any given mixed-use center should be determined as warranted by local conditions, adopted plans and in accordance with an urban park implementation process.

It is important to pursue creative solutions to providing open space and recreation facilities in these areas. Creative urban park initiatives may include rooftop parks, unique programming areas, recreation facilities provided within commercial buildings, redevelopment at nearby existing parks and forging new park provider partnerships.

Pocket Park

Pocket parks are small-scale (usually less than one acre), open spaces incorporated into developments and designed for casual use by people working and living in the immediate area. A pocket park is a single defined space designed to provide limited casual open space to enjoy individually or in social interactions. These spaces may consist of hardscape elements or lawn and landscaped areas, seating and visual amenities. Pocket parks should be located so that they can best serve the immediate neighborhood. Pocket parks should be provided in areas of high-volume pedestrian activity, with easy access and high visibility to the street. Pocket parks should be distinct from building entrances and streetscape.

Common Green

Larger than pocket parks, common greens include flexible open spaces with open lawn areas, serving as the recreation and social focus of a neighborhood or larger area. Size will generally depend on the context, function and area, but should be a minimum of one acre. Although a central lawn will be the main focus of this type of park, it may be designed with multiple defined spaces offering a mix of complementary uses and/or large enough to support multiple simultaneous activities. The common green could function as unscheduled open space for uses such as picnicking and unstructured play, or be programmed for athletics, public gatherings, performances and special events. The common green may include facilities such as off-leash dog areas, community gardens, landscaping, water features, shade structures, gathering areas, amphitheaters, space for public art, and/or hardscape areas. Recreational amenities may be incorporated as complementary facilities, but do not predominate. Examples of recreational facilities include tot lots and playgrounds, small skate parks, fitness courses and paved trails, and sport courts. Common greens are often located in the middle of residential or mixed-use neighborhoods. They can serve as a central public gathering space or activity center, and frequently they help define the surrounding neighborhood or community.

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Civic Plaza

This type of urban park includes public gathering spaces set aside for civic purposes and supporting commercial activities. Civic plazas are usually located at the intersection of important streets or other significant locations and serve as a focal point and unique placemaking feature. They are often located near office and mixed-use areas, transit, and other high-visibility, high pedestrian traffic areas. Public squares that are surrounded by public streets are also an example of this type of urban park. Flexible, programmable spaces in multiple defined spaces are generally included. Design will include primarily hardscape elements, but may include trees or other landscaping, seating, public art or water features. Size will generally depend on the context, function and area, but should be a minimum of one acre. Depending on size, civic plazas could support open air markets, summer concerts, festivals, outdoor exercise classes or special events. Recreation amenities may be incorporated as complementary facilities, but do not predominate.

Recreation-Focused Park

In urban and mixed-use areas, recreation needs should be addressed with the inclusion of facilities in an urban park setting to serve local residents, workers and visitors. This park type is distinguished by its primary function to provide recreation facilities for nearby residents and workers. Facilities such as athletic fields, multi-use courts, off-leash dog areas, and skate features should be provided. Facilities could be scheduled or casually used. Athletic fields should have synthetic turf and lighting to maximize use. Support facilities and amenities such as trails, seating, tot lots, shade structures, water features, picnic areas, restrooms, landscaping or hardscape should be provided to complement the recreational component. The size of the park should be appropriate to accommodate the recreation facilities located there. Recreation-focused parks should be located appropriately to address concerns of noise and field lighting on adjacent uses with buffers or other mitigation provided, when possible.

Linear Park

Linear parks are characterized by an elongated shape and usually occur in an area between destinations or points of interest and/or along streams and frequently double as connections. These parks can serve many different purposes including providing a variety of recreation facilities (e.g., fitness stations, dog exercise areas). Creation of continuous linear spaces for recreation provides an important amenity that can be linked with pedestrian and bicycle street elements. Linear parks can also provide opportunities for resource protection and can provide natural areas with trails and waysides for a combination of active and passive enjoyment. Linear greenways that utilize urban stream valleys for trails and trail connections are one such form of linear park.

The size and design of linear parks varies and depends on its context, function and area. Again, these parks frequently link other urban elements and may function as a green spine through an urban area. Due to the variety of linear parks, typical facilities will vary but will generally consist of a continuous multi-use trail, waysides and seating, and other active and/or passive recreation components.

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APPENDIX 3

STANDARDS AND CRITERIA FOR ESTABLISHMENT OF PARK AND RECREATION FACILITIES

Public park and recreation providers traditionally employ a variety of standards and criteria for determining appropriate levels and areas of service and requirements for protection of significant and sensitive resources. Frequently, those standards may be expressed in terms of the relationships between population and the requisite number of acres of parkland or specific facility types. In the application of such criteria, care should be taken that minimum standards are not translated into acceptable levels of service.

The goal of park and recreation providers is to meet the needs and desires of the public to the extent possible under constraints of land and funding availability and sustainable development, and both the private and public sector will benefit from coordinated planning to achieve this end. If Fairfax County is to achieve its goal of a comprehensive parks, recreation, and open space system, established criteria and standards should be incorporated into both public and private land use decisions for public benefit. The standards represented below are the result of extensive research and analysis of public needs conducted as part of the Fairfax County Park Authority's Needs Assessment conducted in 2003.

The county utilizes three sets of guidelines to accomplish its objectives for the provision of park and recreation services. The first is the Park Classification System, presented in Appendix 1. The second guideline is a set of population-based standards for parkland acreage suitable for recreation and specific types of park facilities. Third, is the Parks, Recreation, Open Space and Access (PROSA) Strategy. The guidelines described below are countywide standards. Actual service levels will vary across the county depending on the facility type and location and population density in the service area.

A. PARKLAND ACREAGE STANDARDS

To support a balanced park system with diverse park experiences, park acreage standards are established for Local Parks and District and Countywide Parks and reflect distinct park service types:

1. **For Local Parkland in suburban areas, provide a minimum of 5 acres per 1,000 population**. **For Local Parkland in urban areas, provide a minimum of 1.5 acres per 1,000 residents and 1 acre per 10,000 employees.** In urban areas, Local Parks should be within ½ to ¼ mile of nearby offices, retail, and residences. In all other contexts (except within rural and semi-rural areas), all residents should live within 1 mile of a Local Park. Applicable acreage includes land suitable for recreation facilities in the following sites:
   - Publicly owned Local Parks
   - Privately owned but publicly accessible Local Parkland

This acreage standard is based on the average amount of land required to develop local-serving active recreation facilities per adopted standards. Generally, a minimum of 2.5 acres suitable for development of active recreation facilities is desirable within the suburban context; minimum acreage within an urban context may be as low as ½ acre. Where additional land is required due to site characteristics, the total acreage required to accommodate these facilities should take precedence over the minimum acreage standards. For additional guidance on provision of Local Parkland within urban contexts, see Appendix 2, Urban Parks Framework.

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2. **For District and Countywide parkland, provide a minimum of 13 acres per 1,000 population.** Applicable acreage includes land suitable for recreation uses provided on:

   - Publicly owned District and Countywide Parks
   - Regional, state and federal parks, or portions thereof, that provide District and
   - Countywide-serving recreation opportunities

B. PARK FACILITY SERVICE LEVEL STANDARDS

The following countywide service level standards are established for core park facilities on a population basis. These standards are a starting point for area-specific analysis conducted to determine cumulative localized facility needs for planning purposes and to identify development and growth impacts. For example, in urban and designated mixed-use centers within the county, this analysis will take into account the development form and the demographics and use patterns associated with more urban communities.

Implementation of these standards will take place through the following mechanisms:

1. Public and private park and recreation facility providers should evaluate their contribution percentage levels compared to these standards, determine their respective roles in meeting these standards and plan their park systems or facilities accordingly.
2. Park Master Planning and Long-Range Planning processes
3. Parks Capital Improvement Planning and Programming
4. Seek developer commitments to offset development impact through the county Development Review Process
5. Park Land Acquisition Programs

Countywide service level standards established for park facilities are as follows:

Park Facility	Population-based Countywide Service Level Standard
Rectangle Fields (soccer, football, lacrosse, field hockey and cricket fields)	**1 field/2,700**
Adult Softball Diamonds with Skinned Infields	**1 field/22,000**
Youth Softball Diamonds with Skinned Infields	**1 field/8,800**
Youth Baseball Diamonds with Grassed Infields	**1 field/7,200**
Adult Baseball Diamonds with Grassed Infields	**1 field/24,000**
Trails (measured in miles)	**Consistent with Adopted Countywide Trails Plan and Goal to Link Trails to Park Facilities**

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Park Facility	Population-based Countywide Service Level Standard
Playgrounds	**1 playground/2,800**
Multi-use Courts	**1 court/2,100**
Reservable Picnic Areas	**1 site/12,000**
Neighborhood Dog Parks (Typically less than 3 acres)	**1 site/86,000**
Regional Dog Parks (Typically more than 8 acres with special event features)	**1 site/400,000**
Neighborhood Serving Skate Parks- (Modular/Portable Types)	**1 site/106,000**
CountywideSkate Parks- (Larger Permanent/Fixed Type)	**1 site/210,000**
Golf (measured by number of golf holes)	**1 hole/3,200**
Nature Centers (measured in building square feet)	**0.04 sf/person**
RECenters including Indoor Aquatics, Fitness and other Community Uses (measured in building square feet)	**1.1 sf/person**
Indoor Gyms (measured in building square feet)	**2.8 sf/person**
Outdoor Family Aquatics Facilities	**1 site/570,000**
Horticulture/Garden Parks	**1 site/350,000**
Equestrian Facilities	**1 site/595,000**
Waterfront Parks	**1 site/90,000**

C. PARKLAND ACQUISITION CRITERIA

The Park Authority shall acquire land for the stewardship of natural and cultural resources, and the development of recreational facilities. Parkland acquisition opportunities take many forms including dedication, donation, fee simple purchase, lease agreements, partnerships, easements, and use of eminent domain powers. Fairfax County Park Authority Land Acquisition shall take into account:

1. The uniqueness and value of natural and cultural resources to be protected through acquisitions. Acreage of Resource Based Parks shall not be applied in meeting requirements for recreational

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facilities.

2. Extent to which acquiring a property improves accessibility to parks in areas where residents are not able to access a park within a 10-minute walk or 5-minute drive. New property acquisition will be considered in areas that are underserved with recreational opportunities. Acquisitions that satisfy One Fairfax Policy commitments will be considered a priority.

3. The amount of land necessary to meet county residents' needs for recreational opportunities consistent with adopted service level standards for Urban, Local and District/Countywide parkland. Parkland service level standards shall be reviewed and evaluated in conjunction with periodic needs assessments.

4. Identified needs within the service area may be met in various combinations of existing or newly acquired park sites or school sites subject to park classification criteria and site conceptual development plans.

5. Acreage of privately owned common open space, developed with local park facilities, may be applied in determining the adequacy of park and recreation areas to serve that residential development.

6. Maintenance and operational costs of property to be acquired prior to acquisition.

The Northern Virginia Regional Park Authority land acquisition policy is to acquire land for the purpose of enhancing its current system of regional parks. Specific land acquisition interests and evaluation criteria include:

- The acquisition of large parcels for regional parks (generally more than 500 acres)
- The acquisition of adjacent lands for the enlargement of existing regional parks and connectivity with other parks, trails and greenways
- The acquisition of additional shoreline and watershed protection of the potable water resources within the region (within Fairfax County and beyond) to include the Potomac and Occoquan Rivers, Goose Creek, Bull Run and the Beaverdam Reservoir
- Opportunity for regional recreational facilities and potential for public use
- Regionally significant natural and historic resources
- Acquisition costs including possible grants, gifts and donations, and purchase cost relative to market value
- Other acquisition opportunities deemed regional in nature"

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HEALTHY COMMUNITIES

INTRODUCTION

Community health describes the collective physical and mental well-being and quality of life of all persons who live, work, and play in a community. Achieving community health involves collaborative, community-driven efforts to improve health outcomes, reduce disparities, and enhance well-being through prevention, education, and equitable access to care, tailored to the specific needs of community members. It goes beyond individual healthcare to address the broader factors that influence health, such as social, economic, and environmental conditions.

Factors that determine community health include walkability and access to multimodal transportation options; ease and safety engaging in physical activity; availability of and access to parks, open space, healthy foods, and high quality environments; social connections; access to health care and human services and reliable and stable housing. The goal of planning for Healthy Communities is to foster a more resilient community by supporting and empowering community members, so that everyone has the opportunity to achieve their full health potential.

To this end, equitable development is a core element of a healthy community. The built environment affects all community members, but detrimental health impacts are borne disproportionately by low-income communities and communities of color. The planning objectives and policies for this element support an outcome where everyone is empowered with the necessary resources to be healthy, regardless of race, income, age, ability, or any other measure.

Planning for Healthy Communities can be achieved through five interrelated categories: Active Living; Food Systems; Social Connection; Climate Health; and Access to Healthcare and Human Services. Where goals for these categories overlap with guidance in other elements in the Policy Plan, references are provided.

COUNTYWIDE OBJECTIVES AND POLICIES

PROMOTE ACTIVE LIVING

Active living incorporates regular physical activity into daily routines with the goal of maintaining or improving overall health and well-being. Living an active life helps to reduce the risk of chronic conditions such as heart disease, diabetes, and stroke and has been linked to improved mental health and cognitive function. Communities that foster active living can not only improve individual health outcomes but also the overall health and long-term success of the community. The built environment helps to promote active living by providing the necessary infrastructure for active transportation, exercise, and play. As the population increases, additional amenities and facilities for active and healthy living will be needed to meet the needs of all community members, including exercise facilities and playgrounds.

Refer to the Parks and Recreation Element for additional guidance on promoting active living through park and open space amenities. Refer to the Transportation element for additional guidance on promoting active living through the provision of public transportation, multimodal connectivity, complete streets, and comprehensive transportation analysis.

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Objective 1: Ensure community members in Fairfax County experience an active lifestyle through easy access to safe, convenient, engaging, and equitably distributed active transportation, recreation, and play facilities that are accessible for users of all backgrounds and abilities.

Policy a. Encourage walking, cycling, and other forms of physical activity as part of daily life by creating a network of safe, convenient, and accessible routes (sidewalks, bike lanes, trails, etc.) that link homes to everyday community destinations.

Policy b. Prioritize features of complete streets with options for multimodal connections to public transportation, especially to transit stations, in areas where new development and redevelopment occur. Encourage designs that enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.

Policy c. Examine existing and potential connections to transit, employment centers, community services such as grocery and medical, schools, parks, and recreation and community centers when evaluating proposals for new and redevelopment, and improve multimodal connections, pedestrian crossings, and safety.

Policy d. Coordinate with Fairfax County Public Schools to plan for infrastructure, programming, or other mechanisms that support children safely walking or biking to school, especially in areas where children and families may have to cross streets with high traffic volumes to get to school.

Policy e. Encourage new residential, mixed-use, office, or commercial development to incorporate opportunities for exercise on-site, including multi-generational indoor and outdoor gym equipment, playgrounds, sport courts, or multi-use infrastructure, with special consideration to the needs of children and people with disabilities and diverse cultures.

Policy f. Consider non-traditional spaces for exercise and play, such as rooftops, portions of parking structures, or other outdoor areas.

GROW FOOD SYSTEMS

Access to healthy food is fundamental to human health, nourishment, and meeting dietary needs. Having consistent physical and economic access to healthy food has been associated with healthier eating habits and a decreased risk of obesity and chronic disease. Furthermore, participation in gardening or farmers markets supports community building, connection to nature, and intergenerational relationships.

The food system includes all aspects of food production, processing, distribution, retail, preparation, consumption, and disposal/waste. A healthy food system is part of a foundation of a sustainable and resilient community, where community members have access to a nutritious diet and enjoy food security. A healthy food system further supports a robust, diversified economy that treats the environment, workers, and consumers equitably. Food production is not only limited to growing food on farms but also includes smaller scale production, such as urban agriculture and

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gardening. Such food production offers multiple co-benefits: it is sustainable, helps increase access to healthy food, and has positive social impacts, like building a sense of community. Finally, strong local food systems enhance resilience by providing continued local access to food during disruptions to national and international supply chains caused by natural and man-made disasters.

Objective 2: Develop and strengthen options to produce, process, and access safe, nutritious and affordable food, including grocery stores, markets, food pantries, agricultural operations, urban farms, and gardens.

Policy a. Consider food production such as urban farms, community gardens, and urban orchards as a component of the open space network within new and redevelopments, including the potential for water access, sunlight, and other elements commonly needed to produce food. Such uses should employ regenerative agricultural practices where feasible. Innovative approaches for food production such as rooftop farms/gardens, indoor growing operations, or others should be considered.

Policy b. Explore opportunities to grow food on county-owned properties or other public lands in the form of small scale farms, gardens, open space, or rooftops.

Policy c. Consider opportunities for people to grow or produce agricultural products on a small scale.

Policy d. Support the establishment of food aggregation locations that allow small growers and food producers to combine, store, and process agricultural products.

Policy e. Prioritize walkability to grocery options when evaluating pedestrian connections to and from new development, especially for developments located within the activity centers as defined on the Concept for Future Development.

Policy f. Encourage an evaluation of barriers in the built environment to accessing food and consider how community members will be supported in accessing healthy food near new and mixed use developments.

Policy g. Consider the provision of flexible space that can accommodate a farmers' market or food vendors.

Policy h. Consider new location options for farmers markets, food trucks, or other direct producer-consumer sales or retail models, particularly in areas of the county with high levels of social and economic vulnerability, to increase access to healthy and affordable food and/or as part of interim or permanent uses in mixed-use developments.

CREATE OPPORTUNITIES FOR SOCIAL CONNECTION

Social connection refers to the shared sense of belonging and meaningful social interaction within populations. A socially cohesive community has strong social bonds, is collaborative, and fosters a positive social, cultural, and economic environment for all. Civic engagement and community

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partnerships, including but not limited to community members, institutions, businesses, and neighborhood associations, are essential elements of community development.

People need places in which to connect with one another. The concept of placemaking facilitates creative links among the physical, social, and cultural identities of a community. The provision of open space for recreation and gathering is one example of placemaking. Additionally, the celebration and preservation of culture and heritage resources are key supports for social connection.

Streets with high volumes of traffic and large areas without adequate pedestrian connections serve as significant physical barriers separating community members from one another throughout Fairfax County. Some neighborhoods and communities may be isolated where community members find that their only connections to other neighborhoods are by circuitous routes or routes lacking pedestrian facilities.

Without plans to connect community members and employees to the larger community, many will not have access to economic opportunities and community events.

Refer to the Heritage Resources Element for additional guidance related to heritage resources that support social connection by preserving cultural identity and connecting people to the past. Refer to the Transportation Element for additional guidance on pathways, roads, and other facilities that can promote connectivity. Refer to the Land Use Element for additional guidance on placemaking and other means to support people gathering. Refer to the Parks and Open Space element for guidance on urban parks and open space that also support people gathering for social interaction, play, or civic reasons.

Objective 3: Strengthen communities through development that connects neighborhoods, promotes social interaction, and supports collaborative efforts to enhance community structures that promote quality of life for everyone.

Policy a. Encourage publicly accessible and inclusive places for indoor and outdoor community gatherings, such as plazas and seating areas, that will be open to community members, visitors, and employees. Consider building or adapting spaces of various sizes to support people gathering to celebrate, host markets, participate in civic life, or exercise free speech.

Policy b. Plan for and create physical spaces that are welcoming, encourage people to spend time, and serve a range of ages and backgrounds to encourage social interaction and gatherings, with considerations for safety, public art, shade, lighting, active transportation facilities, bike share stations, wayfinding signage, sensory-friendly features, seating, trees, and other landscaping.

Policy c. Promote inter-parcel connectivity for pedestrians and cyclists to the maximum extent possible.

Policy d. Evaluate and implement strategies to improve intersections and promote safe crossings with reduced crossing times that better connect people throughout the community, especially if that area has seen a high number of pedestrian crashes.

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Policy e. Incorporate wayfinding that supports travel by different modes and for people of all physical and cognitive abilities; language diversity for signage should also be considered.

Policy f. Build upon existing community assets when considering new or redevelopment; work with community members, office tenants, and other interested parties to identify and evaluate such assets, which could include the level of social connectedness in the community.

Policy g. Support development that reflects the cultural identity, architectural character, and artistic expression of surrounding communities, and promotes community-driven efforts—such as public art—as meaningful expressions of local culture.

Policy h. Consider provisions for Wi-Fi in public spaces to reduce barriers to digital access and civic engagement, particularly in economically vulnerable communities.

PROMOTE CLIMATE HEALTH

Climate health refers to the impacts of climate change on human health and well-being. Climate changes include both "shocks," such as an increase in extreme and unpredictable weather patterns, and "stressors," such as changes to season timing and temperatures. Direct health impacts include increases in heat-related illness, respiratory disease, infectious diseases from mosquitos and ticks, and injuries resulting from severe weather events. Indirect effects, which are harder to measure, include the economic, physical, psychological, and social impacts of higher utility bills, losses in production and repair costs from ~~or~~ rebuilding after storms, reduced ability to work and recreate outdoors, and mental and physical health impacts of repeated high-intensity weather events. Since most people spend much of their time indoors, ensuring that buildings have strong systems in place to improve air quality, promote overall health, and withstand the changing climate, is also critical. While a single community cannot prevent a changing climate nor address the problem alone, certain elements in the built environment can promote climate health and lead to healthier outcomes, including green infrastructure and healthy buildings.

Refer to the Environment Element for additional guidance on evaluating impacts to air and environmental quality that could affect human health, other environmental hazards, and climate resiliency, environmental resources, and building standards.

Objective 4: Encourage development that supports climate adaptation, including green infrastructure and healthy buildings to reduce the vulnerability of current and future community members, employees, and the overall community to the harmful effects of a changing climate.

Policy a. Integrate a variety of trees, shrubs, and vegetation—as well as thoughtfully designed shade structures—into transportation, new and redevelopment projects to reduce urban heat island effect, improve air quality, and create more comfortable, restorative public spaces. Prioritize these interventions along busy corridors and in areas with high heat vulnerability to support public health, promote environmental equity, and foster a more livable community.

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Policy b. Consider options for building orientation, ventilation, shade, and other design decisions that support safe indoor temperatures during extreme heat events or in the event of power loss.

Policy c. Utilize green infrastructure in new and redevelopment, with a priority focus on neighborhoods experiencing multiple vulnerabilities, while minimizing flooding in high risk areas to the extent feasible.

Policy d. Apply the most current technology to optimize indoor air quality and promote physical and mental health, such as daylighting stairwells or reducing interior noise, in both new and retrofitted buildings. Consider commercially available standards for healthy buildings to better support human and climate health.

ENSURE EQUITABLE ACCESS TO HEALTHCARE AND HUMAN SERVICES

Access to high quality healthcare and supportive human services is essential for the well-being, opportunity, and resilience of individuals and families. Access refers to people having convenient physical access to services as well as having the ability to afford those services. Such services provide a spectrum of support across a person's lifespan from prevention programs that mitigate further interventions to emergency services that help individuals and families in crisis. Healthcare and human services are provided by a network of county agencies, community-based organizations, and private providers. When access to local, high-quality care is prioritized and fostered through planning, it also contributes to the goals of building a healthier and more resilient community. Additional guidance pertaining to some human services facilities such as community centers can be found in the Public Facilities Element. Additional guidance on the creation and preservation of affordable housing can be found in the Housing Element.

Objective 5: Maintain and grow Fairfax County's healthcare and human services capacity to ensure access and utilization for all community members.

Policy a. Work in partnership with healthcare institutions on any planned service or facility expansion to ensure it meets community, county, and regional needs.

Policy b. Encourage additional long-term care facilities, especially those that provide a range of low to moderate income-based options for independent living, assisted living, skilled nursing, and memory care.

Policy c. Evaluate needs, service gaps, underserved areas of the county, and demographic trends when evaluating the location of proposals for developments that will provide healthcare or human services.

Policy d. Locate new healthcare and human service facilities to provide equitable access by public transportation, microtransit and active transportation facilities, and to the extent possible, within a 10-minute, ½ mile walk of a transit stop.

Policy e. Encourage the inclusion of childcare or adult day health care in mixed-use

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development to ensure that new and existing community members have greater access to safe, quality childcare and early childhood education and other services that support working families.

Policy f. Prioritize areas of the county with high levels of social and economic vulnerability when determining locations for human services to minimize barriers to access for community members with the highest needs.

Policy g. Integrate or co-locate human services facilities within mixed-use developments and design sites in ways that optimize utilization and reduce barriers to access.

Policy h. In alignment with recommendations in the Public Facilities and Housing Elements, consider the provision of additional locations for homeless shelters and supportive and transitional housing.

Policy i. Encourage the incorporation of accessibility features into facilities where human services are provided to ensure they are accessible, usable, and beneficial for all community members, regardless of age, ability, or background.

Policy j. Promote safety, trust, collaboration, and empowerment through the site selection, site planning, and the building design process for healthcare and human service locations.

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GLOSSARY

The Glossary contains an alphabetical listing defining terms as they are used in the context of the Comprehensive Plan. These terms are not intended to be the same definitions as used in the county's Zoning Ordinance. Rather, they are intended only to explain terms used in the Plan.

AASHTO: American Association of State Highway and Transportation Officials.

ACCESSORY LIVING UNIT (OR APARTMENT): A secondary dwelling unit established in conjunction with and clearly subordinate to an existing single family detached dwelling unit.

ACTIVE TRANSPORTATION: Includes mostly non-motorized travel including walking, biking, hiking, and riding a scooter or horse for transportation or recreational purposes.

AFFORDABLE DWELLING UNITS (ADU): For-sale or rental housing units to serve households with incomes up to 70 percent of the Area Median Income (AMI) for the Washington Metropolitan Statistical Area (MSA) which are required to be included in certain housing developments of 50 or more units pursuant to Section 5101 of the Fairfax County Zoning Ordinance. In return for provision of this housing, additional bonus density is granted. The sales prices, rents and occupancy of ADUs are restricted under an affordability term called the control period which is specified in the Fairfax County Zoning Ordinance. The Fairfax County Redevelopment and Housing Authority (FCRHA) or nonprofit housing groups have a right to purchase a portion of the for-sale ADUs in a development.

AFFORDABLE HOUSING: For purposes of the Comprehensive Plan, affordable housing refers to price-appropriate for-sale and rental housing that costs approximately 30 percent of a household's annual income or less, regardless of the household's income level.

ASSISTED HOUSING: For purposes of the Comprehensive Plan, this includes housing constructed and/or managed under programs which limit the amount of rent charged and the eligibility of occupants based on income. These limits are a condition for the provision of financial assistance from federal, state or local sources.

ASSISTED LIVING: Assisted living is an industry term for multifamily housing with congregate and personal care services. Assisted living goes by many names, including personal care, residential care, congregate care and in some areas, board and care. The services offered vary widely, but frequently include as core services, meals, housekeeping and transportation and often some assistance with laundry, grooming, medication management and other functions of daily living. Special care units in some facilities care for individuals with cognitive impairment and respiratory assistance needs. Unless an assisted living facility is a component of a continuing care or "life-care" community, it does not offer the health care services of a nursing facility.

ASSISTED LIVING FACILITIES: Facilities that provide three meals a day, supervision of medications, weekly housekeeping, and around-the-clock supervision.

AUTONOMOUS VEHICLE (AV): Also known as a self-driving car, is a vehicle capable of sensing its environment and navigating without human input. These vehicles use a combination of sensors, cameras, and software to perceive their surroundings and make decisions about steering, acceleration, braking, and route navigation.

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BEST MANAGEMENT PRACTICES (BMPs): A practice, or combination of practices, that is determined to be the most effective, practicable means of preventing or reducing the amount of pollution generated by nonpoint sources to a level compatible with water quality goals.

BETTER SITE DESIGN: Site and subdivision design techniques that minimize impacts to the natural environment, including topography, hydrology, vegetation, natural habitat, groundwater recharge, and stormwater runoff. Such a design respects these natural systems by employing practices that minimize impacts to these systems both on and off site.

BIODIVERSITY: Biodiversity has been defined as "the diversity of life in all its forms, and at all levels of organization." Biodiversity is important because of tangible products of natural systems (e.g. wood products from forests), and more importantly because of the services that diverse ecosystems provide.

BIRD-FRIENDLY: Strategies that make buildings visible to birds in flight and reduce reflections that distract or confuse birds through the use of appropriate glazing treatments or architectural elements, such as using color, texture, opacity, patterns, louvers, screens, interior window treatments, or ultraviolet materials that are visible to birds.

BMP: See Best Management Practices.

BREAKWATER: A fixed or floating structure usually constructed parallel to the shoreline to protect the shoreline from erosion by dissipating wave energy before it reaches the shore. Typically, in order to address erosion over a reach of shoreline, a series of breakwaters are constructed.

BUFFERING: The area of open land which serves to mitigate potential conflicts between different types of land uses. Buffer zones are most commonly employed between different types of uses but, in certain circumstances, it may be appropriate to provide a buffer between high- and low-density residential uses.

BUILDING REPURPOSING: A change in use in all or part of an existing building, such as a conversion from office to residential, live/work, institutional, public facilities, retail, or light manufacturing uses.

BULKHEAD: A vertical structure or partition, placed on a bank or bluff and usually running parallel to the shoreline, for the purpose of retaining upland soils while providing protection of the inland area from wave action. Bulkheads are generally smaller than seawall structures and are designed to retain upland soils while providing protection from minimal wave action.

BUS RAPID TRANSIT (BRT): A flexible, rubber-tired, rapid-transit mode that mostly operates in a dedicated right-of-way with at-grade intersections. Limited sections are in mixed traffic. BRT is an integrated system of facilities, services, and amenities that collectively improves the speed, reliability, and identity of bus transit. Distinguishing features may include:

- Distinctive and clearly designated stops/stations with unique passenger amenities at regularly spaced stations;
- Standard or extended sized buses with distinct appearance, high quality passenger comfort, low floor or high platform, and multiple doors for easy and fast boarding/alighting at stops/stations;
- Frequent service headways throughout the day;
- Off-board fare collection;

- Well organized movement of buses along the line, including optimized signal timing and intersection treatments, dispatching at stops; and
- Passenger information controlled by various Intelligent Transportation Systems (ITS) measures to provide reliability."

CAPITAL IMPROVEMENT PROGRAM (CIP): The CIP guides the development of public facilities over a five-year period. It shows the arrangement of projects in a sequential order based on a schedule of priorities and assigns an estimated cost and anticipated method of funding each project. The Capital Improvement Program provides the financial foundation necessary to implement the Comprehensive Plan and public facilities plans.

CARBON MONOXIDE (CO): An odorless, colorless gas resulting from the incomplete combustion of fossil fuels. When present in high enough concentrations, CO can harm human health.

CASE MANAGEMENT: Case management is the mechanism through which persons needing assistance receive assessment services and are linked to programs. Case managers advocate for services as well as monitor programs used by persons with special needs.

CLUSTER DEVELOPMENT: Development in which individual lots may be smaller than the average lot authorized by the zoning ordinance. Buildable lots are located on a portion of rather than the entire site so that the residual area may be preserved for recreation or environmental protection.

COLLECTOR STREET: A street that provides direct service to and from local areas, routing traffic to the arterial street system. A Collector Street provides the primary means of circulation between adjacent neighborhoods and can serve as a local bus route. The Street provides for the dual purpose of land access and local traffic movement. Generally, these roadways are not used for through trips.

CO-LIVING: A residential use where community members occupy separate units, which also offer significant communal space intended to encourage community members to socialize and pursue a variety of activities.

COMMITTED AFFORDABLE MULTIFAMILY RENTAL HOUSING: Multifamily rental housing properties (four or more units) containing units with rents restricted to serve households earning 60 percent AMI and below, as well as 80 percent AMI and below specifically under the County's Affordable Dwelling Unit (ADU) Ordinance and Workforce Dwelling Unit (WDU) Policy, or by other means. The rents and incomes are controlled by deed restrictions, zoning requirements, or other legal means.

COMMUNITY BUSINESS CENTERS (CBC): These centers typically are planned for over 1,000,000 sq. ft. of commercial space. Historically older community-serving commercial areas that emerged along major roadways, Community Business Centers are areas where redevelopment should encourage a mix of uses focused around a core area of higher intensity, such as a town center or main street in a pedestrian-oriented setting. Transitions in intensity and compatible land uses should protect surrounding stable residential neighborhoods.

COMMUNITY LIBRARIES: Medium-sized facilities that offer a basic range of materials and services. Monthly circulation level is 15,000 to 50,000 volumes.

COMMUNITY SERVICES: Retail, office and institutional uses that primarily serve the community members of surrounding neighborhoods. Examples of community services include dry cleaners, grocery stores, hardware stores and travel agencies.

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COMMUNITY SHOPPING CENTERS: Shopping centers that range in size from 100,000 to 400,000 square feet and typically serve a population of 40,000 to 150,000. A junior department store, a variety store or a discount store serves as an anchor.

COMMUTER PARKING LOT: Facility where commuters may park their vehicles and then travel via carpool, vanpool, bus service, or rail service.

COMMUTER RAIL STATION: Facility where passengers may board commuter rail train service. Facility typically includes passenger waiting areas, ticketing and information areas and parking areas.

COMPLETE STREETS (CS): Roadways designed and operated to enable safe use, accessibility, and mobility for all people using the roadway space: drivers, transit, and active transportation users of all ages and abilities. This emphasizes the need for a comprehensive, interconnected network.

COMPREHENSIVE TRANSPORTATION ANALYSIS (CTA): Is a guide to study the impacts of proposed changes to the transportation system or planned land use. It applies a context-sensitive approach, using metrics that prioritize the travel modes that best reflect each area's unique transportation system needs to implement strategic goals for improved mobility and transportation for all users.

CONSERVATION: The restoration, stabilization, management, and wise use of natural and heritage resources for compatible educational, recreational, aesthetic, agricultural and scientific purposes, or environmental protection.

CONSERVATION CORRIDOR: A conserved network of different habitats including natural vegetation and stream valleys, established through the Environmental Quality Corridor (EQC) policy serving to connect these larger areas and provide similar benefits. In addition to the establishment of EQCs, there are opportunities through the site design process to further create a network of natural lands, working landscapes, and varying types of natural areas that can further serve as conservation corridors.

CONSERVATION EASEMENT: A legal mechanism whereby a landowner retains ownership of his/her land, but grants some right(s) to the land to a "holder" that is defined as a charitable organization declared exempt from taxation pursuant to 26 U.S.C.A. §501 (c) (3). The Code of Virginia, Virginia Conservation Easements Act, § 10.1-1900, authorizes these private, non-profit entities, such as land trusts, to hold easements when the entity has a primary purpose to retain or protect natural or open space, agricultural, forestal, recreational, or open space use; protect natural resources; maintain or enhance air or water quality; preserve historic, architectural or archaeological resources. [The Virginia Conservation Easement Act, Va. Code Ann. §§ 10.1-1009 through -1016 (Michie 1998)]

CONTEXT SENSITIVE SOLUTIONS (CSS): A collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist (Federal Highway Administration, FHWA).

CORRIDOR STUDIES: Studies which assess a roadway or series of roadways to determine their effectiveness in meeting county transportation goals and objectives. Corridor studies generally

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include an existing conditions analysis and a comparative analysis of a no-build future scenario with one or more alternative future scenarios.

COUNTY 2232 REVIEW PROCESS: A mechanism for reviewing the compatibility of proposed public facilities, pursuant to §15.2-2232 of the Code of Virginia, with the locational guidelines established in the Comprehensive Plan. Specifically, this process is used to determine if the general or approximate location, character and extent of a proposed facility are in substantial accord with the Plan.

COUNTYWIDE PARKS: Parks that provide large scale indoor or outdoor recreation facilities, or both, and often provide specialized or unique facilities such as golf courses, RECenters, ice rink, large group facilities, sports complexes and lakefront parks that serve most or all of the county. These larger parks offer opportunities to combine diverse indoor and outdoor facilities and activities in unique ways, sometimes in or near natural settings. The size of these parks varies, but are typically more than 150 acres.

CO-WORKING: A situation in which two or more people are working in the same place together, but not necessarily for the same organization. Co-working spaces can consist of shared desks or private office spaces and can be used by businesses with one or more employees depending on the type of space available. These facilities typically include such amenities as utilities, shared conference rooms, common areas, printing, shared kitchens, and break rooms and frequently operate on a membership basis, allowing individuals and businesses to use them on an as-needed basis.

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

CUT-THROUGH TRAFFIC: Traffic that utilizes local streets rather than roadways whose function is primarily for through movement. Various operational and design techniques may be applied to alleviate this problem.

dBA: A measurement unit of noise. The term dBA refers to a measurement of sound pressure on the "decibel" scale weighted to approximately the sensitivity of the human ear to certain frequencies.

DEDICATION: The transfer of property rights from private to public ownership. Land so conveyed to the local government may be used for streets, schools, parks, utilities, etc. The governing body must formally accept the dedication for the transaction to be complete.

DEMAND-RESPONSE TRANSIT (DRT): Is a flexible, shared, demand-responsive transportation service that supports inclusive and equitable mobility for individuals who may not be fully served by the traditional fixed route system, including community members facing barriers related to geography, income, language, or limited transportation options. Examples of DRT include microtransit, paratransit, taxis, carpool, vanpool, mini-buses, jitney buses, dial-a-ride services or other non-fixed route services.

DENSITY: The number of persons or dwelling units per acre.

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DEVELOPMENT INTENSITY: A quantitative measure of non-residential and mixed use development, which may include residential components, usually expressed in terms of floor area ratio; the mix and distribution of uses within a given area that determines the impact on public facility systems and transportation facilities.

DNL (Ldn): Day-night loudness. A weighted average sound pressure level accounting for the variations in noise levels during a 24-hour period, which allows for additional sensitivity to nighttime noise.

DISSOLVED OXYGEN: A component of water that is essential to the survival of aquatic life. Low concentrations of dissolved oxygen are generally caused by oxygen use during the decomposition of organic matter.

DISTRICT PARKS: These parks offer diverse experiences and activities that typically involve an individual or group for a time period of up to a half-day and may attract spectators or participants. These larger parks offer opportunities for a mix of park experiences and to combine diverse indoor and outdoor facilities and activities, such as recreation centers (RECenters), multiple athletic fields, courts, group picnic facilities, trails, woodlands, open space, open play areas, amphitheatre, sometimes in or near natural settings. The size of these parks varies, but are typically between 50 to 150 acres.

EASEMENT: A grant by a property owner of the use of his or her land by another party for a specific purpose.

ECOLOGICAL RESOURCES: Biological species, communities and habitats characterized by high biological productivity, diversity, and/or connectivity, that are valuable because of their scarcity, their uniqueness, their pollutant-removal abilities, and/or their aesthetic benefits.

ECONOMIC DEVELOPMENT: Activities aimed at job creation, retention and expansion, which strengthen a community's economic base and provide employment opportunities for the population.

ENERGY CONSERVATION: The practice of reducing energy consumption.

ENERGY EFFICIENCY: The incorporation of design and/or technological measures that serve to reduce energy use while attaining ~~a~~ similar energy levels.

ENERGY RESOURCE AND RECOVERY FACILITY: A mass burn disposal facility that burns solid waste to create steam for electric power generation.

ENHANCED PUBLIC TRANSPORTATION CORRIDOR (EPTC): Major public transportation facilities (such as rail transit, bus rapid transit (BRT), or high occupancy vehicle lanes) will be provided in these corridors, based upon the results of a comprehensive alternatives analysis. Final facility locations are subject to the completion of the Area Plans and/or other appropriate studies. See the Transportation Plan Map for identification of the corridors.

ENVIRONMENTAL QUALITY CORRIDORS (EQCs): An open space system designed to link and preserve natural resource areas and provide passive recreation. The system includes stream valleys, wildlife habitats, and wetlands.

EQUITABLE DEVELOPMENT: Fairfax County is a place where all people live in communities of opportunity with the ability to engage fully in decisions that affect their lives and neighborhoods.

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FAIR SHARE FORMULA: A system developed by the Metropolitan Washington Council of Governments which is used to make recommendations to the U.S. Department of Housing and Urban Development on the allocation of federal housing assistance within the Washington region.

FAR: Floor Area Ratio. An expression of the amount of development (typically non-residential uses) allowed on a specific parcel of land. FAR-is determined by dividing the total square footage of buildings on a site by the amount of site square footage. Thus, a permitted floor area ratio of 3.0 on a 10,000 square foot lot would allow a building whose total floor area is 30,000 square feet.

FASTRAN: A county sponsored transportation service contracted by the Department of Transportation for eligible community members with mobility challenges, older adults, and low-income Fairfax County community members.

FECAL COLIFORM: A harmless bacteria originating in the intestinal tracts of warm-blooded animals that is measured in surface water and groundwater as an indicator of fecal contamination and of the possible presence of pathogenic organisms.

FETCH: The distance that the wind blows across the tidal body of water before it hits land. The fetch affects the momentum of wave action from a constant direction. The greater the fetch, the greater the potential force of wave action on the shoreline.

FIELD SURVEY: A systematic examination of a land area to gather information about environmental and heritage resources that may be present.

FIRST- AND LAST- MILE CONNECTIVITY: For people who live outside transit corridors and rely on traditional fixed route services, this phrase is meant to connect users from their starting point to the nearest transit option (e.g., bus, BRT, rail) and from the transit option to their destination. It is intended to fill the gaps around transit system options to make a trip convenient and accessible.

FLOODPLAIN: Those land areas in and adjacent to streams and watercourses subject to periodic inundation from flood events. For instance, the 100-year flood frequency event has a one percent chance of occurrence in any given year.

FREEWAYS AND EXPRESSWAYS: Controlled access highways providing for high-volume travel. The concept of service to abutting land is subordinate to accommodating the through movement of vehicles.

FUNCTIONAL CLASSIFICATION: A system for classifying the transportation system in terms of the character of service that individual facilities are providing or are intended to provide, ranging from travel mobility to land access. Roadway functional classification elements include Freeways or Expressways, Other Principal (or Major) Arterials, Minor Arterials, Collector Streets, and Local Streets. Transit system elements include line-haul, collection and distribution, and specialized or community-oriented transit services.

GEOMETRIC STANDARDS: Roadway design criteria for road construction.

GREEN BUILDING: Structures and their associated landscapes that are located, designed, constructed, operated and dismantled in an environmentally responsible manner to minimize short- and long-term negative impacts on the environment and building occupants.

GROIN: A shore protection structure built usually perpendicular to shoreline to trap sand moving along the shoreline in order to accrete sand and thus retard erosion of the shore.

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GROUNDWATER RESOURCES: Subsurface sources of water in usable quantities for wells.

GROUP HOMES: Homes in which moderate amounts of support services are provided and appropriate for persons with physical, mental, emotional, familial or social difficulties who are somewhat self-sufficient but who benefit from living in groups of five to eight persons.

HAZARDOUS MATERIALS: Substances that are harmful to human and environmental health and/or safety in relatively small quantities. Such materials include flammable, combustible, corrosive, reactive, and toxic substances as well as any other substance defined as "hazardous" by the state or federal government.

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

HIGH OCCUPANCY TOLL (HOT) LANE: A High Occupancy Toll (HOT) lane is a toll enacted on vehicles accessing road facilities designated for the use of high occupancy vehicles (HOVs). Tolls for HOVs may be reduced or free. Implementation of HOT lanes should ensure adequate capacity to accommodate HOV traffic. High Occupancy Tolls are a form of road pricing. Variable tolls are often used depending on congestion levels in the HOT lane.

HIGH OCCUPANCY VEHICLE (HOV) LANES or FACILITIES: Roadways or roadway elements that are restricted to use by carpools, vanpools, transit or other High Occupancy Vehicles during certain time periods. HOV facilities may consist of designated lanes, or exclusive facilities separated from conventional traffic by barriers. Policies on the minimum number of passengers using HOV lanes or facilities should be generally determined by travel characteristics of individual corridors, capacity and traffic volume of HOV lanes, and other operational considerations

HIGHWAY CAPACITY: The maximum flow in vehicles per hour that can be reasonably expected on a particular segment of highway during a given time period under prevailing roadway, traffic, and control conditions.

HISTORIC OVERLAY DISTRICTS: A zoning tool used to regulate architecture in areas containing heritage resources to ensure compatibility with the resources. Site design, facades, and building materials must be reviewed and approved by an Architectural Review Board.

HOMESHARING: The shared occupancy of a house or apartment by two or more unrelated persons.

HOUSING TRUST FUND: A fund created by the Fairfax County Board of Supervisors to facilitate the creation of affordable housing within the county.

HYDROCARBON RUNOFF: The entrainment and transport by stormwater runoff of petroleum products, such as motor oil, originally deposited onto impervious surfaces by motor vehicles.

INDEPENDENT LIVING FACILITY: a residential development that is limited to occupancy by older adults and/or persons with disabilities. Such a facility shall provide: (a) dwelling units with

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complete kitchen facilities, (b) supportive services such as meals, personal emergency response systems, recreation and transportation services, and (c) design features, such as wider doorways and hallways, accessible-ready bathrooms and lower light switches.

INDUSTRIAL AREAS: The types of uses intended for industrial areas are generally regulated more strictly due to their anticipated impacts to adjacent areas. This category is not appropriate for residential uses and limits future office uses to those which are ancillary to industrial use.

INFILL: Development on vacant or underused sites within an established development pattern.

INFRASTRUCTURE: The network of vital systems that comprises the improvements and publicly funded facilities added to the built environment to support new development and growth. Such systems include transportation, sanitary sewer, communications, stormwater, solid waste disposal, and water treatment and distribution.

INTENSITY: See Development Intensity.

INVENTORY OF HISTORIC SITES: Properties included in the Inventory must meet certain eligibility criteria and are officially designated by the county's History Commission. Inclusion in the Inventory is primarily a way of publicly recognizing the significance of a property, although it does not legally protect a property from demolition or inappropriate change. Owners of properties included in the Inventory may meet with the county's Architectural Review Board (ARB) on a voluntary basis to review proposed changes to their properties.

LARGE INSTITUTIONAL LAND AREAS: The Land Classification System category that includes publicly-owned state or federal land holdings that are not subject to the normal county development review processes. The county should encourage state and federal agencies to develop or redevelop their holdings only when plans are coordinated with the county.

LIVE/WORK UNITS: A unit consisting of both a commercial/office and a residential component, or, alternatively, units within the same building that are convertible to either a commercial/office use, residential use, or both.

LIVING SHORELINE: A "living shoreline" is a shoreline management practice that provides erosion control and water quality benefits; protects, restores, or enhances natural shoreline habitat; and maintains coastal processes through the strategic placement of plants, stone, sand fill, and other structural and organic materials. When practicable, a living shoreline may enhance coastal resilience and attenuation of wave energy and storm surge.

LOCAL PARKS: Parks that serve local, or nearby community members, communities and workers; are easily accessible; and offer active and/or passive recreational facilities. The character, location, and access of local parks will vary depending upon the context; for example, whether the park is in a suburban neighborhood, a mixed use development, or an urban center.

LOCAL STREET: A street which is primarily intended to provide direct access to properties abutting the roadway and within the immediate vicinity. A Local Street offers the lowest level of mobility and usually does not serve a bus route. Overall operating speeds are low in order to permit frequent stops or turning movements to be made with maximum safety. Through traffic movement is deliberately discouraged. Parking should be accommodated and active transportation facilities should be provided.

LOW DENSITY RESIDENTIAL AREAS: The primary purpose of Low Density Residential Areas is to ensure the preservation of environmental resources by limiting development primarily to

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low density, large lot residential and open space uses. The rapidly decreasing supply of land in the county, coupled with the loss of natural habitat, plus the vital role that portions of these areas serve in protecting water quality dictates that development in these areas be minimized.

LOW IMPACT DEVELOPMENT (LID): The use of site and subdivision design techniques in coordination with stormwater management engineering to mimic the hydrologic conditions associated with an undeveloped site to the greatest extent practicable.

MAKERSPACE: Community workshop facilities that integrate multiple uses at a single site, and may include a retail component. The multifunctional nature of the space, with its emphasis on technology and creation, aligned with a spirit of community education and engagement, creates a culture of discovery and innovation for makers of all ages. Typical uses could include computing and technology as well as artisans such as woodworkers, tailors, metalsmithing, or bakers.

MANUFACTURED HOUSING: Homes built in a factory to federal standards and inspected by federally-certified agencies. These homes are often assembled on-site.

MARINE CLAY SOILS: Soils that occur in widespread areas of the county east of Interstate 95. Because of the abundance of shrink-swell clays in these soils, they tend to be highly unstable. Many areas of slope failure are evident on natural slopes. Construction on these soils may initiate or accelerate slope movement.

MARKET AFFORDABLE MULTIFAMILY RENTAL HOUSING: Multifamily rental housing properties (four or more units) containing units with market rents that are affordable to lower-income households, with a primary focus on rents generally considered to be affordable to households earning 60 percent of the Area Median Income (AMI) and below. Rents are set by private property owners and not regulated by covenants, agreements, or other restrictions.

MASS TRANSIT: A term used to describe public transportation facilities and vehicles such as rapid rail, bus rapid transit (BRT), and bus services.

METRORAIL STATION: Facility where passengers may board Metrorail trains. Facility typically includes passenger waiting areas, ticketing and information areas, commuter parking, as well as connecting bus areas. All Metrorail stations in Fairfax County are encompassed by a small area planning boundary.

MINOR ARTERIAL: A roadway that carries a mix of local and through traffic. It links Collectors, and sometimes Local Streets, with Principal Arterials. Minor arterials may carry local bus routes, and are designed with greater emphasis on traffic movement than on providing access to abutting land. Minor Arterials are divided into two categories: Type A Minor Arterials and Type B Minor Arterials. See Transportation Element, Appendix 1.

MICROMOBILITY: Provides low-speed transportation options designed for short distances including, but not limited to, bicycles, e-bikes, scooters, and e-scooters. This service is often referred to as "last mile," due to the popularity of use in urban areas to connect users to their destination and is often only used for trips that are less than five miles.

MICROTRANSIT: Is a flexible, on demand, dynamic service that operates similarly to traditional public transit but with more adaptability to individual needs using smaller vehicles including, but not limited to, vans, shuttles, or minibuses. This service often bridges the gap between existing transit options and Single Occupancy Vehicle use, providing a viable alternative where the transportation network is inadequate.

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MIXED-USE: A designation that permits a combination of uses within a single development or district. The development may contain a mix of office buildings, retail establishments, hotels, housing, and related uses.

MIXED-USE AREA: A specified area which includes three or more different types of uses within its boundaries. Generally, these uses are on separate but interrelated sites.

MIXED-USE CENTERS: Tysons Urban Center, Suburban Centers, Transit Station Areas, and Community Business Centers.

MIXED-USE PROJECT: A development that includes two or more physically integrated uses on one site or within one structure.

MODE: A means of travel. Transportation modes include vehicle, rail, bus, bus rapid transit (BRT), or active transportation. In some cases, subsections of the above might also be considered modes, as for example, single-occupancy vehicles, or vehicles with two or more passengers.

MULTIFAMILY HOUSING: Structures designed to accommodate several unrelated households. Multifamily residences include garden apartments, mid-rise and high-rise apartment buildings, and residential condominiums.

MWCOG: Metropolitan Washington Council of Governments (MWCOG) is a regional organization composed of 20 local governments of the Washington Capital area. MWCOG develops coordinated regional responses and actions to issues on the environment, affordable housing, economic development, health and family concerns, human services, population growth, public safety, and transportation.

NATIONAL AMBIENT AIR QUALITY: The Clean Air Act requires the Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards for pollutants considered harmful to public health and the environment.

NATIONAL REGISTER OF HISTORIC PLACES: The official federal register of historic sites. Individual buildings, structures, objects, sites or districts that meet certain criteria of significance may be listed in the register. As with the Fairfax County Inventory of Historic Sites and Virginia Landmarks Register, this designation is primarily a way of officially recognizing significant historic properties. While it does not legally protect a property from demolition or inappropriate change, federally funded or sanctioned actions must be reviewed for their effects on listed properties.

NATURAL LANDSCAPING: A landscaping approach through which the aesthetic and ecological functions of landscapes installed in the built environment are improved, and through which natural areas are restored by preserving and recreating land and water features and native plant communities. Sustainable landscapes are formed by protecting and restoring natural ecosystem components; maximizing the use of native plants; controlling invasive plant species; reducing areas of unnecessary mowing; reducing or eliminating synthetic fertilizers; protecting, creating, and maintaining healthy soils; and retaining rainwater on-site through low impact development practices. In natural areas, only locally native plant species are used to provide the greatest possible ecological benefits. In built landscapes, most of the plant cover is composed of native plant species that support wildlife and improve environmental conditions, although non-invasive non-native plants may be selectively used where appropriate.

NEIGHBORHOOD SHOPPING CENTERS: Centers that range in size between 80,000 and 125,000 square feet. They serve an area within three to five minutes driving time and generally have

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a supermarket as the anchor store. To support a center with a supermarket anchor, a population of 10,000 or more is desirable.

NEIGHBORHOOD (MINI AND PORTABLE) LIBRARIES: Small facilities that provide popular titles and the most essential services. Monthly circulation level is 4,000 to 10,000 volumes.

NITROGEN: A nutrient, which when released into surface water, may stimulate the growth of aquatic organisms. Such organisms, upon decomposition, can adversely affect the ecological quality of a surface water body by depleting its supply of dissolved oxygen.

OPEN SPACE: The Virginia Open Space Land Act defines "open-space land" as "any land which is provided or preserved for (i) park or recreation purposes, (ii) conservation of land or other natural resources, (iii) historic or scenic purposes, (iv) assisting in the shaping of the character, direction, and timing of community development, or (v) wetlands as defined in §28.2-1300. [The Virginia Open Space Land Act, Va. Code Ann. §§ 10.1-1700 through -1705 (Michie 1998)]. In addition to the definition provided by the Virginia Open Space Land Act (Va. Code Ann. § 10.1-1700 et seq.), the Comprehensive Plan considers open space to be land that is not intensely developed that provides the public with social, recreational, physical and mental health benefits; promotes environmental sustainability and/or heritage resource stewardship; helps to address equity and environmental justice concerns; or provides a tangible economic benefit to the surrounding area.

OPEN SPACE EASEMENT: A legal mechanism whereby a landowner retains ownership of land, but grants some right(s) to the land to a public body, such as the Board of Supervisors. The Code of Virginia, Virginia Open Space Land Act, § 10.1-1700, authorizes public bodies to hold easements and also defines the purpose of open-space easements to include retaining or protecting the property value of natural or open space, assuring the availability of open space for agricultural, forestal, recreational, or open space use; protecting natural resources; maintaining or enhancing air or water quality; or preserving historical, architectural or archeological resources.

The Virginia Open Space Land Act, as paraphrased, defines "public body" as any state agency, county, municipality, park authority, public recreational facilities authority, soil and water conservation district, and community development authority having authority under the Code of Virginia to acquire land for public use.

OZONE: An air pollutant that forms from the interactions of oxides of nitrogen and volatile organic compounds with sunlight. High ozone concentrations can adversely affect human health. Motor vehicles are the major source of oxides of nitrogen and volatile organic compounds in the Washington metropolitan area.

PARATRANSIT: Is a shared ride service without a fixed route, for people with disabilities who are unable to use public transportation, including bus or transit, due to their disability, including older adults, individuals with physical disabilities and/or mobility challenges.

PERMEABLE HARDSCAPES: Are porous or pervious surfaces that allow rainwater or stormwater to penetrate through them into the soil below, rather than running off into storm drains or causing flooding.

PHOSPHORUS: A nutrient, which when released into surface water, may stimulate the growth of aquatic organisms. Such organisms, upon decomposition, can adversely affect the ecological quality of a surface water body by depleting its supply of dissolved oxygen.

PLACEMAKING: Placemaking refers to a collaborative community process by which the public

realm is shaped to strengthen the connection between people and places. More than promoting better urban design, placemaking facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution for the benefit of all. Intentionally shaping open spaces and streets capitalizes on a local community's assets, inspiration, and the potential to improve vitality, while creating accessible, safe places.

PRICE-APPROPRIATE HOUSING: Price-appropriate housing is defined as housing that costs approximately 30 percent of a household's annual income or less, and enables the household to afford other essentials such as food, medical expenses and transportation.

PRIMARY STATE HIGHWAY SYSTEM: All Virginia non-Interstate highways with route numbers between 1 and 599, generally serving more than one jurisdiction and therefore relatively more of statewide significance.

PRINCIPAL ARTERIAL: A highway that serves main travel corridors. Significant intra-area travel and important intra-urban and intercity bus services are served by this class of street. Some access is provided to abutting land, but the primary function of a Principal Arterial roadway is to carry through traffic.

PROFFER: A development plan and/or written condition, which, when offered voluntarily by an owner and accepted by the Board of Supervisors, becomes a legally binding part of the regulations of the zoning district pertaining to the property in question. Proffers, or proffered conditions, must be considered by the Planning Commission and submitted by an owner in writing prior to the Board of Supervisors public hearing on a rezoning application, and thereafter may be modified only by an application and hearing process similar to that required of a rezoning application.

PUBLIC FACILITIES: Facilities that are required to support the services and functions provided by the county government or public utility companies. Such facilities are essential to support the community and its development and to enhance the overall quality of life. Public facilities include such necessities as water and sewer lines, drainage and stormwater management facilities, and police and fire protection, as well as educational, recreational and cultural services.

PUBLIC TRANSPORTATION TRANSFER POINT: Facilities designated on the Transportation Plan Map where transfers between various modes of transportation (e.g., vehicular, bus, rail, microtransit, and active transportation) are expected to occur. Examples include park-and-ride lots, transit transfer centers or stations, or future Metrorail Station and bus rapid transit (BRT) locations. The design, function and exact location of such facilities are contingent upon future studies.

RAIL STATION: Facility where passengers may board a type of rail service which may be Metrorail, light rail, commuter rail, or some other form of rail passenger service. Facility typically includes passenger waiting, ticketing and information areas. Rail stations also designated as a transit transfer center or station will not have commuter parking while those also designated as a commuter parking lot will have commuter parking.

REDEVELOPMENT: Development activity generally characterized by clearance of existing structures and new construction. The new development may be the same type of land use, or a new type, but it is usually at a higher level of intensity or density than that it replaces.

REGIONAL LIBRARIES: Large facilities offering a comprehensive collection of materials and a variety of services and programs. Such facilities are the foundation of the county's library system and are supported by the other two facility categories. Monthly circulation level is at least 50,000 volumes.

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REGIONAL PARKS: Parks that are distinguished from, yet supplement and enhance county and municipal park systems, and seek to preserve and protect regionally-significant areas of particular ecological, scenic or historic value and provide recreational facilities to serve users throughout the Northern Virginia area.

REGIONAL STORMWATER MANAGEMENT FACILITIES: A regional stormwater management facility is defined as a facility that provides detention of stormwater runoff typically for the entire upstream watershed and provides water quality benefits for the entire upstream watershed in accordance with the Public Facilities Manual. Generally, for a stormwater detention facility to qualify as a regional facility, it must provide detention benefits for a watershed area of greater than 100 acres.

REPURPOSING: See Building Repurposing.

RESOURCE-BASED PARKS: Parks that primarily preserve, protect and interpret significant or exemplary environmental, ecological, cultural and/or scenic resources and areas for public education, enjoyment, and use consistent with resource protection and stewardship needs.

RESOURCE MANAGEMENT AREA (RMA): An area designated pursuant to the Chesapeake Bay Preservation Ordinance (Chapter 118 of the Fairfax County Code) comprised of lands that, if improperly used or developed, have a potential for causing significant water quality degradation or for diminishing the functional value of the Resource Protection Area. RMAs include any such area that is not designated as an RPA.

RESOURCE PROTECTION AREA (RPA): An area designated pursuant to the Chesapeake Bay Preservation Ordinance (Chapter 118 of the Fairfax County Code) comprised of lands at or near the shoreline or water′s edge that have an intrinsic water quality value due to the ecological and biological processes they perform or are sensitive to impacts which may result in significant degradation of the quality of state waters. In their natural condition, these lands provide for the removal, reduction, or assimilation of sediments, nutrients, and potentially harmful or toxic substances from runoff entering the Bay and its tributaries, and minimize the adverse effects of human activities on state waters and aquatic resources.

RETAIL TRADE AREA: The geographic area from which a retail business draws most of its customers. Trade areas may vary based on the type of retail center and/or customer base.

REVETMENT: A man-made slope that is constructed along a shoreline and protected through the placement of erosion-resistant materials, typically separate layers of stone or chunks of concrete (known as "riprap"), sometimes along with filter fabric that is effective in preventing erosion from occurring behind the riprap.

REVITALIZATION: The renewal and improvement of older commercial and residential areas through any of a series of actions or programs that encourage and facilitate private and public investment. This community investment can include (but is not limited to) activities and programs designed to improve neighborhoods; strengthen existing businesses; attract new businesses; encourage quality renovation and new construction; encourage repurposing of existing structures; enhance public spaces and pedestrian amenities; ensure safe, efficient and convenient traffic flow; and contribute to the social and economic vitality of the area.

RIDESHARING: Programs designed to increase the occupancy of automobiles, or other vehicles, and thereby reduce demand on the roadway system. Examples include carpool, vanpool, buspool, and promotion of the use of High Occupancy Vehicle (HOV) facilities.

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RIGHT-OF-WAY: The area over which a legal right of passage exists; land used for public purposes in association with the construction or provision of public facilities, transportation projects, or other infrastructure.

ROADWAY CAPACITY: The maximum flow in vehicles per hour that can be reasonably expected on a particular segment of roadway during a given time period under prevailing roadway, traffic, and control conditions.

SCIENTIFIC RESEARCH, DEVELOPMENT AND TRAINING: Any structure wherein the primary use is the administration and conduct of investigation, examination, experimentation or training aimed at the discovery and interpretation of facts and/or the practical application of the above to products or processes. Establishments for scientific research, development and training shall include one or more of the following principal facilities and/or activities: laboratory facilities; pilot plants; prototype production; and/or the assembly, integration and testing of goods and products. An establishment for scientific research, development and training shall not be deemed an office.

SCREENING: Landscaping and/or physical barriers that are erected to mitigate potential incompatibilities between different types of land uses.

SEAWALL: A vertical structure or partition, usually running parallel to the shoreline, for the purpose of retaining upland soils while providing protection from severe wave action. Seawalls are often concrete structures poured in place.

SECONDARY ROADS SYSTEM: Non-Interstate and non-Primary roads in Virginia with route numbers of 600 or greater. Includes public roads, bridges, causeways, in the counties that are not included in the Primary State Highway System.

SHARED HOUSING: See Homesharing.

SHOULDER TREATMENT: Various design standards for the edges of roadways to accommodate stormwater runoff and mitigate safety problems.

SHRINK-SWELL CLAY SOILS: High clay content soils characterized by swelling when moistened and shrinking when dried. These soils have low load bearing values for foundation support.

SINGLE-FAMILY DETACHED DWELLING: A single family dwelling unit which is entirely surrounded by open space or yards on the same lot.

SINGLE-FAMILY RESIDENTIAL: Units designed to house one family per unit. Includes detached single family homes as well as townhouses.

SLIPPAGE SOILS: Marine or silty clay deposits that are plastic in nature with a high shrink-swell potential are generally unstable, particularly on steep slopes. Soil movement may result in damage to structures built on these deposits.

SMALL AREA PLAN: A geographic subcategory of the Comprehensive Plan. Small Area Plans provide recommendations for defined areas to accommodate and guide future growth consistent with the Concept for Future Development.

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SPECIAL EXCEPTION/SPECIAL PERMIT USES: Uses, which by their nature, can have an undue impact upon or can be incompatible with other uses. Such uses may be allowed to locate within given designated zoning districts only under special controls and limitations, and regulations.

STREAM VALLEY: An aggregation of features, produced by the physical action of flowing water, which includes intermittent or perennial streams, 100-year frequency floodplains, and adjacent slopes.

SUB-REGIONAL PLANNING PROCESS: A planning effort initiated by the Commonwealth of Virginia to address the overall transportation system in Northern Virginia from a regional perspective.

SUBURBAN CENTERS: 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.

SUBURBAN NEIGHBORHOODS: Suburban Neighborhoods contain a broad mix of allowable residential densities, styles and parks and open space. Where appropriate, supporting neighborhood-serving commercial services, public facilities, and institutional uses are encouraged provided that the proposed intensities and physical character are compatible with the surrounding area.

SUBURBAN VILLAGE CENTER: Suburban Village Centers are mixed-use community focal points within Suburban Neighborhoods located along arterial roadways. They are appropriate locations for medium density, multifamily and townhouses.

TAX CREDITS: A program under Federal IRS regulations (Low Income Housing Tax Credit Program) which provides tax credits in return for investment in housing developments where a portion of the units are subject to rent limits for tenants who meet income eligibility requirements.

TIMED-TRANSFER CONCEPT: A concept of transit planning whereby public transportation services are scheduled so that transfer times are minimized at transfer points, typically park-and-ride lots, transit centers or stations, bus rapid transit (BRT) stations, and rail stations.

TRAILS: A pathway constructed of various materials such as asphalt, stone dust, or natural surface that is used for recreation, or as an alternative mode of non-motorized transportation, or both.

TRANSIT-ORIENTED DEVELOPMENT (TOD): Transit-oriented development (TOD) in Fairfax County is defined as compact, pedestrian- and biking-friendly, mixed-use development containing medium to high density residential, office and retail uses within walking distance of certain rail and bus rapid transit stations identified in the Area Plans. Well-planned TOD should incorporate good design principles and an appropriate mix of uses to build a healthy, multi-generational community and promote transit usage while creating vibrant neighborhood centers at these locations. TOD should create a high-quality public realm that includes attractive streetscape and a network of public spaces that integrate open and natural spaces within the built environments and work to conserve and protect natural resources.

TRANSIT READY DEVELOPMENT/COMMUNITIES: Are mixed-use areas with medium to high-intensity land use, planned and designed to support current and future transit facilities and service, and prioritize active transportation facilities.

TRANSIT STATION AREAS (TSAs): These areas encompass Metrorail or bus rapid transit (BRT) stations (where applicable, a TSA might also be adjacent to a rail or BRT station in a

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neighboring locality) and are directly influenced by the presence of access points to the rail, bus, or BRT system. Transit station areas promote a land use pattern that supports transit services by encouraging a mix of uses in a compact, pedestrian-friendly urban form within walking distance of the rail, bus, or BRT station. The transit-oriented development (TOD) area may be generally defined as a ¼-mile radius from the station platform or center of the site with a density and intensity tapering out to a ½-mile or a 5-10 minute walk. Within the region, Metrorail, bus, and BRT provide a vital public transportation choice that enhances accessibility and reduces the reliance upon single occupancy vehicle use. Transit Station Area boundaries are strongly influenced by the area's physical access characteristics and the relationship of the station to surrounding neighborhoods.

TRANSIT TRANSFER CENTER: Facility where public transportation services, usually bus services and sometimes rail service, are coordinated so that passenger transfers are facilitated. The facilities typically include~~s~~ passenger waiting and information areas, bus parking areas, and does not including parking~~.~~, unless it is co-located with a rail station parking facility or park-and-ride lot.

TRANSPORTATION DEMAND MANAGEMENT (TDM): Actions taken to reduce single occupant vehicle trips or actions taken to manage or reduce overall transportation demand.

TRANSPORTATION MANAGEMENT ASSOCIATIONS (TMAs): Groups of employers uniting together to work collectively to manage transportation demand in a particular area.

TRANSPORTATION SYSTEM MANAGEMENT (TSM) PROGRAMS: This term is used to describe a full spectrum of actions that may be applied to improve the overall efficiency of the transportation network. TSM programs usually consist of low-cost alternatives to major capital expenditures, and may include parking management measures, ridesharing programs, flexible or staggered work hours, transit promotion, or operational improvements to the existing roadway system. TSM includes Transportation Demand Management measures as well as HOV use and other strategies associated with the operation of the street and transit systems.

TRIBUTARY STREAM: Any perennial stream that is so depicted on the most recent U.S. Geological Survey 7 1/2 minute topographic quadrangle map (scale 1:24,000).

TYSONS URBAN CENTER: Tysons is a significant economic engine to the region. The vision for Tysons includes a dynamic urban center marked by the socioeconomic diversity of community members and workers; a wide range of opportunities and activities; the quality of buildings, aesthetics, and open spaces; and connections and accessibility for all. Tysons includes four transit-oriented development (TOD) areas surrounding four Metrorail stations.

UNIVERSAL DESIGN: The design of products and environments to be usable by people of all ages and abilities, to the greatest extent possible, without the need for significant adaptation or specialized design.

URBAN AGRICULTURE: The cultivation and distribution of food or other agricultural products in a densely populated area.

URBAN DESIGN: An aspect of urban or suburban planning that focuses on creating a desirable environment in which to live, work and play. Design analysis includes the relationship between buildings, streets, land use, open space, circulation, height, natural features and human activity. A well-designed urban or suburban environment demonstrates the four generally accepted principles of urban design: clearly identifiable function for the area; easily understood order; distinctive identity; and visual appeal.

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URBAN PARKS: Public spaces in urban and mixed-use areas that offer the opportunity for passive and active recreation. Urban parks are defined by features that differentiate them from traditional suburban residential-serving parks. Specifically, urban parks can be qualified by their unique park elements, features, design, and means of implementation. Urban parks can be publicly or privately owned and managed, but should be publicly-accessible. Urban parks should be able to be accessed by any member of the public directly from the public realm without a need for permission, membership, keys, codes or access cards.

URBAN PLANNING: The discipline of distributing urban or suburban functions spatially, in terms of activity patterns of people in the physical setting. This includes the physical facilities or improvements to the land which are made to accommodate these activity patterns. Urban or suburban functions addressed in planning are broad, encompassing land use; transportation; housing; open space and recreation; public and human services; and conservation of environmental and heritage resources.

VDOT: Virginia Department of Transportation.

VDOT SIX-YEAR PROGRAM: The state's six-year Capital Improvement program for transportation. Each year, VDOT adopts a Primary and Secondary budget following public hearings throughout the state. Both budgets are derived from Six-Year Programs, which are updated annually, for the Interstate and Primary Systems, and bi-annually for the Secondary System, following public hearings in each case. Many projects appearing in the Six-Year Program are not fully funded within the Program.

VDRPT: Virginia Department of Rail and Public Transportation.

VHDA: Virginia Housing Development Authority. A state housing finance agency.

VIRGINIA BYWAY: A designation given by Virginia's Commonwealth Transportation Board to a roadway which is of historic significant and/or scenic interest or links areas of historic significant and/or scenic interest.

VIRGINIA LANDMARKS REGISTER: The official state register of historic sites. Individual buildings, structures, objects, sites or districts that meet certain criteria of significance may be listed in the register. As with the Fairfax County Inventory of Historic Sites, this designation is primarily a way of officially recognizing significant historic properties, although it does not legally protect a property from demolition or inappropriate change.

VIRGINIA RAILWAY EXPRESS (VRE): A joint project between the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission providing commuter rail service from the Fredericksburg and Manassas areas, to the northern Virginia suburbs and downtown Washington DC, along the I-66 and I-95 corridors, historically identified as ~~in~~ the Southern Railway and Richmond, Fredericksburg and Potomac Railroad.

VOLUME-TO-CAPACITY (V/C) RATIO: A ratio that assesses whether existing or future motorist demand for a roadway falls below, at, or above roadway capacity. It is calculated by dividing the volume of traffic (existing or future) by the capacity of a roadway or lane(s).

WASHINGTON METROPOLITAN STATISTICAL AREA (MSA): The Bureau of Census designation for the metropolitan region that includes Fairfax County. It also includes the District of Columbia; Montgomery, Prince George's, Charles, Calvert and Frederick Counties, Maryland; the Cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park; and, Arlington, Loudoun, Prince William and Stafford Counties, Virginia.

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WASTE STREAM REDUCTION PROGRAMS: Programs that reduce the volume of waste through conservation and recycling efforts.

WETLANDS: Any land characterized by wetness for a portion of the growing season. Wetlands are generally delineated on the basis of physical characteristics such as soil properties indicative of wetness, the presence of vegetation with an unusually strong affinity for water, and the presence or evidence of surface wetness. Wetland environments provide water quality improvement benefits and, in most cases, are ecologically valuable.

WMATA: Washington Metropolitan Area Transit Authority.

WORKFORCE DWELLING UNIT (WDU): For-sale or rental units that serve households with income up to 100 percent (for-sale units) and 80 percent (rental units) of the AMI for the Washington Metropolitan Statistical Area, as determined annually by the U.S. Department of Housing and Urban Development. The intent of the WDUs is to encourage affordability in the county's planned Mixed-Use Centers of Tysons Urban Center, Suburban Centers, Community Business Centers and Transit Station Areas, and in mixed-use or residential development that is planned for a density of 8 du/ac, or above, outside of those areas. WDUs should be provided in accordance with the Guidelines for the Provision of Workforce Dwelling Units (WDU Policy) specified in the Policy Plan. In return for proffered WDUs, additional development density or intensity will be made available. WDUs are subject to administrative requirements that are set forth in the Board of Supervisors' Countywide and Tysons Urban Center WDU Administrative Policy Guidelines.

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~~PREFACE AND INTRODUCTION~~

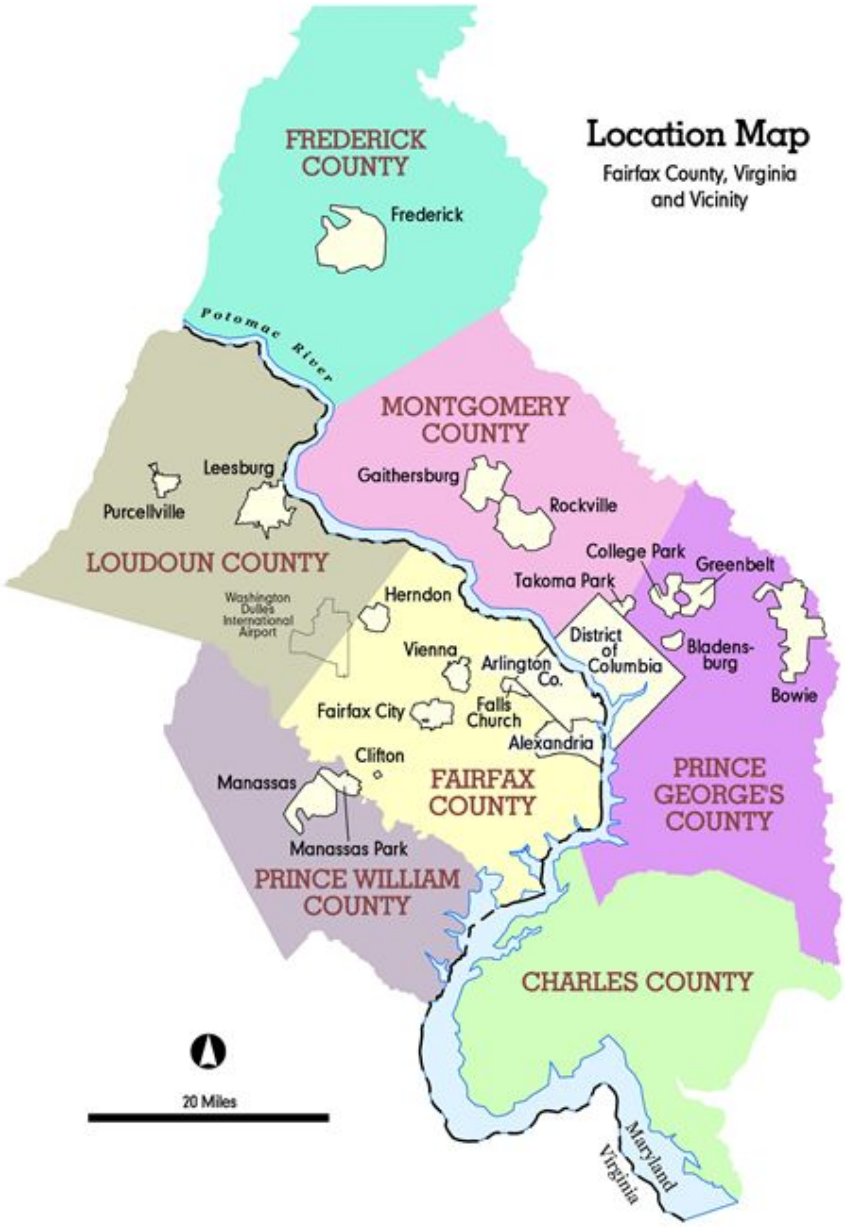
~~Fairfax County is one of the most dynamic jurisdictions in the Washington metropolitan region (see Figure 1). It is an integral part of a region that encompasses hundreds of square miles and almost five million people, according to the 2010 Census. See Figure 1 for the location map of Fairfax County, Virginia and the surrounding region. In its early history, Fairfax County was a food producer for the nation's capital. After World War II, the county became a suburban bedroom community on the fringe of Washington, D.C. Today the county is a multifaceted employment center, a generator of retail sales that are among the highest in the country, and an assemblage of residential communities that are home to a rapidly growing and increasingly varied population. Concentrations of employment and retail uses, such as Tysons, the Dulles Corridor, Fairfax Center and Springfield, play regional and local roles that only a generation ago were reserved for the downtowns of central cities. The county's role as an agricultural producer has virtually disappeared, and preservation of remaining farmland, conservation of areas of high environmental and scenic value, and protection of open space have become high priorities.~~

~~Until the mid-1960s, major roads led in a radial pattern to Washington, D.C., through the more urbanized areas of Northern Virginia (Falls Church, Arlington, and Alexandria). Radial highways such as Interstate 95 (I-95), Interstate 66 (I-66), the Dulles Airport Access and Dulles Toll Road (DAAR, Route 267), and the Lee Jackson Memorial Highway (Route 50) are now supplemented by the Metrorail transit system and the Virginia Railway Express (VRE) regional/commuter rail service to link the various parts of the county and also link the county with Washington, D.C., Maryland, and the rest of Northern Virginia. The Capital Beltway/ Interstate 495 (I-495) also links the inner, regional suburbs, while the Fairfax County Parkway (Route 286) links the southern and western portions of the county.~~

~~Fairfax County contains almost 400 square miles and is home to over one million people, making it the most populous jurisdiction in the Washington metropolitan region as of the 2010 Census. Due to rapid growth over the past several decades, the county is confronted with a dwindling supply of vacant land, and attention has turned to revitalization and redevelopment in the county's mixed use centers. Both residential and nonresidential development are the focus of these areas, in order to support a sustainable pattern of land use that protects stable single family neighborhoods and preserves natural and cultural resources.~~

~~Growth has brought many benefits to Fairfax County and the region. County residents enjoy a fine quality of life. However, growth has also brought challenges in terms of land use, housing, and transportation. These challenges have implications for the provision of public facilities, parks, recreation facilities, and the conservation of the environment and heritage resources. The broad implications of growth serve as background for countywide policy put forth in this Comprehensive Plan. Successfully addressing the challenges associated with growth is necessary to maintain the quality of life for present and future generations. The Policy Plan provides guidance about addressing these challenges.~~

~~The Policy Plan is the first volume of the Comprehensive Plan, in addition to the four Area Plans, the Comprehensive Land Use Plan map, and the Countywide Transportation Plan Map and Countywide Trails Plan Map. The Policy Plan contains goals, objectives, and policies relating to eleven functional elements: Land Use, Transportation, Housing, Environment, Economic Development, Heritage Resources, Public Facilities, Human Services, Parks and Recreation, Revitalization, and Visual and Performing Arts. The goals, objectives, and policies guide planning and development review by describing future development patterns in Fairfax County and protecting natural and cultural resources.~~



LOCATION MAP **FIGURE 1**

The Policy Plan includes the following sections:

The Goals for Fairfax County are used as the basis for forming countywide planning policy. This section describes the process through which the goals were adopted. It also enumerates and describes the goals, which range from Land Use and Transportation to Environmental Protection and Affordable Housing.

The Countywide Planning Objectives and Policies section addresses countywide policy by specific functional area. This section expands upon the goals, through objectives and policies, to help guide decisions that affect the built and natural environment for the county as a whole and for specific parcels of land.

The Glossary contains an alphabetical listing of terms and their definitions as they are used in the context of this document. These are not intended to be the same definitions as used in the county's Zoning Ordinance. Rather, they are intended only to explain terms used in the Plan.

Purpose, Scope and Legal Authority

The purpose of the Policy Plan is to provide a concise statement of objectives, policies, and guidelines for implementing the county's goals about the future development pattern of the built environment and the preservation of the natural and cultural resources in Fairfax County. The Plan serves as a general guide for the Board of Supervisors, the Planning Commission, the Board of Zoning Appeals, county staff, and the citizens of Fairfax County with respect to development and redevelopment in the county and it is not to be applied inflexibly. The timeframe for the Plan encompasses the anticipated changes to the county over at least twenty years. As required by Virginia Code, the county will review the Plan for the future at least once every five years.

The Policy Plan is based on goals adopted by the Board of Supervisors on October 28, l988. The goals, objectives, policies, and guidelines are defined as follows:

- Goals provide general direction regarding the aspirations of the community;
- Objectives are statements that provide further direction for achieving an aspect of a goal;
- Policies are approaches for pursuing a given objective, providing guidance which, when pursued, will assist in implementing the objective;
- Guidelines provide more explicit guidance for achieving policies and the Policy

The legal basis for this Plan is well established in the law of the Commonwealth. The Code of Virginia in Section 15.2-2223 states that "the local commission shall prepare and recommend a comprehensive plan for the physical development of the territory within its jurisdiction." The purpose of the Comprehensive Plan is to achieve "a coordinated, adjusted and harmonious development of the territory which will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the inhabitants.

According to the Code, the Comprehensive Plan is "general in nature" and may include, but is not limited to, the designation of land use, transportation systems, public services and facilities, historic areas, etc. The Comprehensive Plan "shall show the commission's long range recommendations for the general development of the territory covered by the plan. . ." The

~~law also identifies methods of implementation such as a zoning ordinance or zoning district map, a subdivision ordinance and a capital improvements plan.~~

~~On July 1, 2016, Code of Virginia Section 15.2-2303.4 became law. This statute applies to certain applications for rezoning and proffered condition amendments related to new residential development and uses, including those that are part of mixed use development. Although there are recommendations and guidance for residential development and uses throughout the Comprehensive Plan, the Comprehensive Plan does not – and should not be read to – suggest, request, or require any proffered condition for any particular site, development, or use.~~

~~Section 15.2-2303.4 exempts new residential development or use when it occurs within a small area plan, approved as part of the Comprehensive Plan that meets certain criteria set out in the statute. The following areas meet those criteria and are exempt (See Figure 2):~~

1. ~~Tysons Urban Center~~
2. ~~Reston (includes the Herndon Transit Station Area, Reston Town Center Transit Station Area, and Wiehle-Reston East Transit Station Area)~~
3. ~~Merrifield Suburban Center (includes the Dunn Loring Transit Station Area)~~
4. ~~Franconia-Springfield Area (includes the Springfield Community Business Center and Franconia-Springfield Transit Station Area)~~
5. ~~Dulles Suburban Center (includes the Innovation Center Transit Station Area)~~
6. ~~Huntington Transit Station Area~~
7. ~~Vienna Transit Station Area~~
8. ~~Van Dorn Transit Station Area~~
9. ~~West Falls Church Transit Station Area~~
10. ~~Fairfax Center Area (includes Fairfax Center Suburban Center)~~
11. ~~Annandale Community Business Center~~
12. ~~Baileys Crossroads Community Business Center~~
13. ~~Seven Corners Community Business Center~~
14. ~~Richmond Highway Corridor Area (includes the Community Business Centers of North Gateway, Penn Daw, Beacon/Groveton, Hybla Valley/Gum Springs, South County Center, and Woodlawn, and adjacent Suburban Neighborhoods)~~
15. ~~McLean Community Business Center~~

~~The local commission is required to review the Comprehensive Plan at least once every five years to determine whether the Plan should be amended.~~

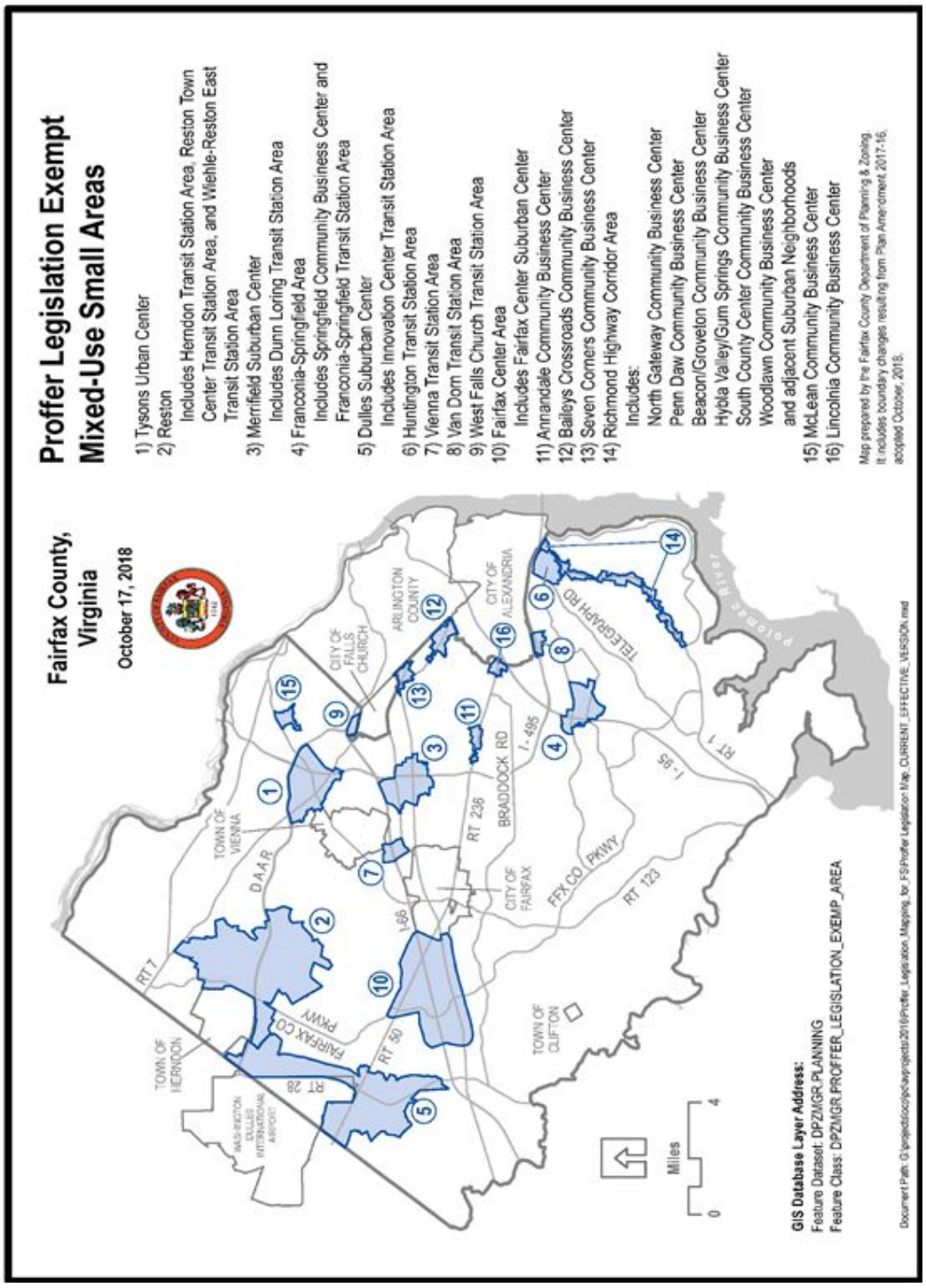

Proffer Legislation Exempt
Mixed-Use Small Areas
Fairfax County, Virginia
October 17, 2018
1) Tysons Urban Center
2) Reston
Includes Herndon Transit Station Area, Reston Town Center Transit Station Area, and Wiehle-Reston East Transit Station Area
3) Merrifield Suburban Center
Includes Dunn Loring Transit Station Area
4) Franconia-Springfield Area
Includes Springfield Community Business Center and Franconia-Springfield Transit Station Area
5) Dulles Suburban Center
Includes Innovation Center Transit Station Area
6) Huntington Transit Station Area
7) Vienna Transit Station Area
8) Van Dorn Transit Station Area
9) West Falls Church Transit Station Area
10) Fairfax Center Area
Includes Fairfax Center Suburban Center
11) Annandale Community Business Center
12) Baileys Crossroads Community Business Center
13) Seven Corners Community Business Center
14) Richmond Highway Corridor Area
Includes:
North Gateway Community Business Center
Penn Daw Community Business Center
Beacon/Groveton Community Business Center
Hybla Valley/Gum Springs Community Business Center
South County Center Community Business Center
Woodlawn Community Business Center
and adjacent Suburban Neighborhoods
15) McLean Community Business Center
16) Lincolnia Community Business Center
Map prepared by the Fairfax County Department of Planning & Zoning. It includes boundary changes resulting from Plan Amendment 2017-16, adopted October, 2018.
TOWN OF HERNDON
TOWN OF VIENNA
TOWN OF CLIFTON
CITY OF FALLS CHURCH
CITY OF FAIRFAX
CITY OF ALEXANDRIA
ARLINGTON COUNTY
WASHINGTON DULLES INTERNATIONAL AIRPORT
DAAR
RT 7
RT 28
FAIRFAX CO PKWY
RT 50
I-66
RT 236
BRADDOCK RD
I-495
FFX CO PKWY
RT 123
I-95
RT 1
TELEGRAPH RD
Potomac River
Miles
0
4
GIS Database Layer Address:
Feature Dataset: DPZMGR.PLANNING
Feature Class: DPZMGR.PROFFER_LEGISLATION_EXEMP_AREA
Document Path: G:\projects\docs\projects\2018\Proffer_Legislation_Mapping_for_FS\Proffer Legislation Map_CURRENT_EFFECTIVE_VERSION.mxd

FIGURE 2

~~GOALS FOR FAIRFAX COUNTY~~

~~On August 6, 1973, the Board of Supervisors approved sixteen interim policies designed to serve as the basic framework for developing the long range comprehensive plan process. Following an initial series of public forums from November 1973 through January 1974 and after extensive review, the validity of these policies was reaffirmed in October 1974. They were included in the Comprehensive Plan adopted September 8, 1975, as a result of the Planning Land Use System (PLUS) process. This was the first countywide land use plan since 1958.~~

~~The policies continued to guide decision making until February 1987, when the Board of Supervisors appointed the Fairfax County Goals Advisory Commission (Goals Commission) to review the policies in terms of the county's evolution over twelve years. First, the Goals Commission decided to use the term "goal" instead of "policy" to describe these statements of aspirations for the county. The Goals Commission assessed the accomplishments and shortcomings of the county in terms of achieving the goals, defined current problems, and recommended courses of action. The Goals Commission recommended eighteen new goals to guide Fairfax County into the future.~~

~~The recommendations of the Goals Commission were reviewed by the community in 1988 through an extensive public participation process, including district task forces, individual citizens, county staff, the Planning Commission and the Board of Supervisors. After public hearings before the Planning Commission and the Board, the Goals for Fairfax County were adopted on October 24, 1988.~~

~~The goals are comprehensive, encompassing every aspect of Fairfax County government, not limited to merely the planning function. Implementing some aspects of the goals is beyond the legislative mandate of the Planning Commission and the purview of the Comprehensive Plan. However, because the planning function is so far reaching, it is critical to use the goals as the basis for forming countywide planning policy. Therefore, the Goals for Fairfax County have provided the strategic focus for the objectives and policies of the Comprehensive Plan.~~

~~**Quality of Life** - The primary goal of Fairfax County's policies and priorities is to achieve an outstanding quality of life through:~~

- ~~Economic prosperity and expanding opportunity;~~
- ~~Access to high quality education, public services and facilities;~~
- ~~A balance between access to convenient multi-modal transportation and residential, commercial and industrial growth; and~~
- ~~A pleasing physical and cultural environment in which to live and work.~~

~~**Land Use** - The county's land use policies should maintain an attractive and pleasant quality of life for its residents; provide for orderly and coordinated development for both public and private uses while sustaining the economic and social well being of the county; provide for an adequate level of public services and facilities, including a system of transportation facilities, to sustain a high quality of life; and ensure sound environmental practices in the development and redevelopment of land resources. Growth should take place in accordance with criteria and standards designed to preserve, enhance, and protect an orderly and aesthetic mix of residential, commercial/industrial facilities, and open space without compromising existing residential development. The Comprehensive Land Use Plan should set forth long range recommendations and~~

~~implementation techniques to ensure the envisioned coordination of harmonious development, while still achieving our economic goals. Densities and heights in excess of those compatible with these goals should be discouraged. These policies should not be construed as incompatible with the county's affordable housing goal.~~

~~**Transportation** – Land use must be balanced with the supporting transportation infrastructure, including the regional network, and credibility must be established within the public and private sectors that the transportation program will be implemented. Fairfax County will encourage the development of accessible transportation systems designed, through advanced planning and technology, to move people and goods efficiently while minimizing environmental impact and community disruption. Regional and local efforts to achieve a balanced transportation system through the development of rapid rail, commuter rail, expanded bus service and the reduction of excessive reliance upon the automobile should be the keystone policy for future planning and facilities. Sidewalks and trails should be developed as alternate transportation facilities leading to mass transit, high density areas, public facilities and employment areas.~~

~~**Environmental Protection** – The amount and distribution of population density and land uses in Fairfax County should be consistent with environmental constraints inherent in the need to preserve natural resources and to meet or exceed federal, state and local standards for water quality, ambient air quality and other environmental standards. Development in Fairfax County should be sensitive to the natural setting, in order to prevent degradation of the county's natural environment.~~

~~**Energy Conservation** – Fairfax County should promote energy efficiency and energy conservation within the public, commercial, residential, and industrial sectors.~~

~~**Growth and Adequate Public Facilities** – Growth in Fairfax County should be held to a level consistent with available, accessible, and adequate public facilities as well as with rational plans to provide new public facilities and to maintain existing public facilities. The county's plans for development should take into account financial limitations associated with increased needs for public facilities.~~

~~**Adequate Public Services** – Fairfax County is committed to provide a high level and quality of public services to the community, within its financial limitations.~~

~~**Affordable Housing** – 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.~~

~~**Economic Development and Opportunities** – Fairfax maintain its prosperous economic climate and varied employment opportunities by continuing to develop and pursue a broad range of actions, including public/private partnerships, designed to enhance its long-term competitive position in regional, national, and international economic development. At the same time, the county should enhance those systems that support the employability of the population for its economic betterment.~~

~~**Education** - Fairfax County should provide comprehensive education, training programs, and facilities in order to ensure quality education by effectively meeting student and community needs.~~

~~**Human Services** - Fairfax County should provide a range of services and facilities for all residents, so that they may sustain a secure and productive lifestyle. Each individual should have the opportunity to achieve self-sufficiency and function to the limits of his or her ability, particularly in providing family stability.~~

~~**Culture and Recreation** - Fairfax County should provide local systems and participate in regional programs for safe, accessible and enjoyable parks (including active, passive, and historical parks); recreational programs; libraries; and cultural programs and facilities. Fairfax County should also support and encourage the identification and preservation of its heritage resources for the aesthetic, social, and educational benefits of present and future citizens.~~

~~**Open Space** - Fairfax County should support the conservation of appropriate land areas in a natural state to preserve, protect and enhance stream valleys, meadows, woodlands, wetlands, farmland, and plant and animal life. Small areas of open space should also be preserved in already congested and developed areas for passive neighborhood uses, visual relief, scenic value, and screening and buffering purposes.~~

~~**Revitalization** - Fairfax County should encourage and facilitate the revitalization of older commercial and residential areas of the county where present conditions warrant. Revitalization initiatives should encourage business development, promote public and private investment and reinvestment, and seek to prevent or eliminate the negative effects of deteriorating commercial and industrial areas. Revitalization efforts should work in concert with other community programs and infrastructure improvements and strive to foster a sense of place unique to each area, thereby contributing to the social and economic well-being of the community and the county.~~

~~**Regional Cooperation** - Fairfax County's elected officials and staff should continue to participate in leadership roles in cooperative regional activities, recognizing that the physical, economic, and social well-being of the people of Northern Virginia and the Washington metropolitan area are dependent upon regional cooperation.~~

~~**Private Sector Facilities** - Fairfax County should continue to encourage the development of appropriately scaled and clustered commercial and industrial facilities to meet the need for convenient access to needed goods and services and to employment opportunities. Particular attention should be given to the needs of small and minority businesses.~~

~~**Public Participation** - The Fairfax County community should be encouraged to take part in the shaping of policies and plans that will affect the environment in which they live and work. Active and timely public participation in actions involving areas of public concern in the county should be encouraged and promoted.~~

~~**Financial Planning and Management** - Fairfax County should support equitable systems of taxation and user charges, where appropriate, necessary to implement all its policies and to support quality public services for its residents, recognizing the county's obligations to provide services and facilities to both established and new development, and to attract quality residential projects and desirable business and industry.~~

~~**Monitoring** - The county's performance in achieving these goals should be regularly and rigorously monitored, and the goals themselves should be reviewed at least once every four years.~~

~~**Visual And Performing Arts** – Fairfax County should encourage a dynamic and diverse arts presence by supporting the works, participants, and audiences in the areas of dance, creative writing, choral and instrumental music, theater arts, film and new media, two and three-dimensional visual art in traditional and contemporary cultural iterations, but also in the ways that these areas may overlap and interact with new and emerging technologies.~~

HISTORY OF COMPREHENSIVE PLANNING IN FAIRFAX COUNTY

INTRODUCTION

The history of planning in Fairfax County goes back to the mid-1950s with the adoption of the first zoning ordinance and comprehensive plan. The decade of the 1970s was marked by increasing concern among citizens and public officials regarding the problems associated with rapid and generally uncontrolled growth. In February 1973, the county created the Planning Land Use System (PLUS), a major planning effort that resulted in the 1975 Comprehensive Plan. Thirteen years later, in 1988, the county undertook a major review of the 1975 Plan, during the Planning Horizons process. This process resulted in the adoption of the Policy Plan in 1990 and the adoption of the four Area Plans in July 1991. Many of the key components of the 1975 Plan remain in the current Comprehensive Plan, such as the emphasis on focusing growth in centers; decreasing automobile dependency; and protecting environmentally sensitive areas and stable neighborhoods. What has changed are some of the means to achieve these ends. The following discussion highlights the evolution of the Plan from the 1970s to the present.

PLUS PROGRAM (1973-1988)

PLUS Components

In the fall of 1973, efforts began toward simultaneous preparation of updated countywide and area plans, components of the Comprehensive Plan. After analyses of existing conditions and countywide issues was completed, the Countywide Plan Alternatives document was published in September 1974. This reaffirmed the "interim development and redevelopment policies," later to be known as the "Board of Supervisors Policies" in the 1975 adopted Plan. These evolved into the "Goals for Fairfax County," adopted in October 1988.

The Plan updating process was structured by grouping the 14 planning districts into four planning areas. Ultimately the Comprehensive Plan for Fairfax County, Virginia was adopted in five parts. These were Area I (adopted June 16, 1975); Area II (adopted August 25, 1975); Area III (adopted June 30, 1975); Area IV (adopted July 28, 1975); and Countywide (adopted September 8, 1975).

PLUS Principles

The Countywide Plan Alternatives document defined a specific approach to land use planning, the most important of which was the use of "planned development centers" as the focal point for future growth. Recommended as an alternative to sprawl, this development concept was designed to achieve the following:

- To increase local employment (in a period when Fairfax County was still primarily a bedroom suburb on the fringe of the urban core);
- To decrease reliance on the private automobile by reducing the length of work trips and making mass transit facilities more easily accessible;
- To reduce pressure for development in environmentally sensitive areas;
- To preserve stable neighborhoods; and

- ~~To lower costs by more efficient provision of public services.~~

~~FAIRFAX PLANNING HORIZONS (1988-2013)~~

~~Following its adoption in 1975, the Plan underwent some revision through the Annual Plan Review process and several small area studies. However by the late 1980s, the Board of Supervisors decided that it was time to reassess the county's direction, and they appointed the Goals Advisory Commission in February 1987 to review the county's goals and progress. In addition, the Board restructured the Annual Plan Review Process to create the 1988 Policy Review Year. This decision was based on a Planning Commission recommendation that a Policy Review Year would provide a needed opportunity to closely examine the countywide policy volume that was guiding decision making about site specific issues. The Planning Commission asked the Office of Comprehensive Planning, known today as the Department of Planning and Zoning, to conduct the Plan review and to coordinate the effort with other county agencies. The effort was divided into Phase I, the review of the countywide policy volume, and Phase II, review of the other four volumes containing the Area Plans.~~

~~The process included examination of alternative concepts for future growth in population and employment. Six different land use concepts and three road networks were developed and tested for their potential impacts on the transportation system, the environment, water quality, sanitary sewer capacity, and fiscal implications.~~

~~The process of community participation for Planning Horizons was open to anyone wishing to participate. An extensive series of night meetings and Saturday workshops took place, as well as public meetings before the Planning Commission, a Planning Commission round table seminar, and formal public hearings. This process had widespread publicity, in order to keep the community informed. Eighteen working papers were distributed widely for community review.~~

~~The major product of Phase I of the Planning Horizons process was the Policy Plan. Adopted by the Board of Supervisors on August 6, 1990, the Policy Plan contains a hierarchy of goals, objectives and policies for each functional area, such as land use, transportation, the environment and public facilities. These recommendations guide planning and development review considerations to implement county goals. The goals address the future development pattern of Fairfax County and the protection of natural and cultural resources for present and future generations. Another, separate document was the Concept for Future Development, containing both text and maps, which highlighted a generalized land use pattern to guide future development for the county. Particularly distinctive was the new Land Classification System, an element of the Concept for Future Development which identified those areas that were expected to share similar characteristics by the year 2010. The Concept and the Land Classification System were accepted by the Board of Supervisors on August 6, 1990, to be used as a guide for the update of the Area Plans during Phase II of the Planning Horizons process. The Concept for Future Development was revised in 2012 to update the character descriptions and the map.~~

~~The Concept for Future Development comprises two elements: the Concept Map which shows the general location and character of future land uses and the Land Classification System which divides the county into eight broad categories that describe the desired future character for each area.~~

~~The Concept Map shows the general character of the county with respect to the location of each area type, metro stations and major roads. The Land Classification System, when graphically illustrated by the Concept Map, presents a future policy direction for Fairfax County.~~

~~The Concept for Future Development's policy direction is that almost all employment growth should occur within designated Mixed Use Centers and Industrial Areas. When combined, these centers and Industrial Areas encompass about 10% of the county's land area. With the exception of the Industrial Areas, some degree of mixed use development is encouraged for activity centers. This emphasis on mixed-use development is designed to introduce a residential component into employment areas. Mixed use development is generally defined as two or more uses designed to be functionally, economically and aesthetically integrated. The boundaries shown for these nonresidential/mixed use areas coincide with the current boundaries of commercial, industrial, and mixed use areas as generally defined by existing nonresidential zoning and/or the nonresidential/mixed use boundaries traditionally identified in the Area Plans.~~

~~Within some of these employment and mixed use oriented centers and areas, limited areas have been planned as "core" or "transit development" areas. Medium to high density development intensities within these core and transit development areas are planned to take advantage of transportation and other functional opportunities and are often centered around a transit station or planned town center. Lower intensities are encouraged outside the "core" and "transit development" areas in the remaining portions of these employment and mixed use centers. Transitions are planned between core and non-core areas. These transitions are created through the tapering down of development intensity and building heights, changes in use, and through landscaping, screening and buffering treatments.~~

~~The remainder of the county is composed of Suburban Neighborhoods and Low Density Residential Areas. In general, nonresidential development is not encouraged within the Low Density Residential Areas; when appropriate, neighborhood-serving commercial services and institutional uses are encouraged within the Suburban Neighborhoods if compatibly scaled with surrounding neighborhoods.~~

~~In summary, the Concept for Future Development is a vision and direction for guiding Fairfax County's future growth and development. The Concept for Future Development generally describes the types of land uses that are appropriate throughout the county and the character envisioned for them. It is used in conjunction with the countywide objectives and policies contained in the adopted Policy Plan and provides a foundation and framework for the Area Planning process.~~

~~Phase II of Planning Horizons included the adoption of the four Area Plans by the Board of Supervisors in 1991. These volumes of the Comprehensive Plan contain detailed recommendations for land use, transportation, housing, the environment, heritage resources, public facilities and parks and recreation. These recommendations refine the guidance provided in the Policy Plan and were developed within the framework of the Concept for Future Development.~~

~~Each Area Plan is subdivided into Planning Districts, which, in turn, are subdivided into Community Planning Sectors, the smallest geographical components of the Plan. The Community Planning Sector text provides details on existing development and planned land use. For purposes of development review and other land use related decisions it is emphasized that the planning guidance for each Planning District is contained in the Area Plan text; on the Comprehensive Land Use Plan Map; in the Policy Plan; and in the land use guidelines contained in the Concept for Future Development and Land Classification System.~~

~~The primary planning objectives in all Area Plans are to:~~

- ~~Realize the objectives and policies of the Policy Plan in planning and development decisions;~~

- Utilize the Concept for Future Development as a guide to land use planning decisions when Plan amendments are considered; and

- Employ site specific guidance to review and formulate recommendations for development requests in furtherance of the public health, safety and welfare as provided in the Code of Virginia.

The Policy Plan Action Agenda and Planning Commission 'Super Priorities'

The December 1989 draft version of the Policy Plan contained an 'Action Agenda' with over 350 items thought worthy of consideration. Given the large number of suggested actions contained in the Action Agenda, the Board of Supervisors requested that the Planning Commission consider and prioritize the Action Agenda. The Planning Commission working through its Major Plan Review Committee formed four subcommittees to examine the areas of 1) Land Use; 2) Transportation; 3) Public Facilities, Housing, Human Services and Fiscal; and 4) Environment, Parks, and Heritage Resources. County agencies provided support to the work of these committees. Six major countywide organizations concerned with the Comprehensive Plan were invited to attend and participate in the deliberations. A public workshop was held and public comments were solicited as part of the deliberations. In March of 1992, the Planning Commission presented to the Board of Supervisors a list of ten 'super priorities' that included about 45 of the 'agenda' items. The commission felt the identified actions were important for advancing Fairfax County's adopted Goals.

Monitoring and Review

In 1993, the Board of Supervisors initiated a four-year Comprehensive Plan review process. The review process supported the goal of regular review, assessment, and revision of the Comprehensive Plan. The inaugural cycle included the 1995 Plan Monitoring Year, the 1996 Policy Plan Review Year, and the 1997-1998 Area Plans Review (APR) Years. As part of the 1995 Plan Monitoring Year, a series of reports were published to describe the existing conditions and trends in the county. The reports covered socio-economic characteristics, land use/housing, transportation, the environment, public facilities, heritage resources, and parks and recreation. The final product of the Policy Review Year was the 1996 State of the Plan report, which presented the results of the evaluation and suggested potential new actions that warranted consideration. The 1996 Policy Plan Review Year involved evaluating the county's progress on the Planning Commission's "super priorities" and key objectives in the Policy Plan. The APR years followed the Policy Plan Review Year, evaluating proposed Plan amendments at the planning district, community planning sector, and site specific levels. In addition to major planning studies, the APR cycles evolved to be the focus of work over the next decade.

Fairfax Forward

Following the 2008-2009 North County and 2009-2010 South County APR cycle, a retrospective of the APR process that included extensive public outreach indicated minor changes to the APR process would not address recurring issues, related to timeliness and the fragmented nature of amending the Plan. The effort concluded with a recognition that a more substantial change to the Plan review process was necessary. In early 2012 at the direction of the Planning Commission, the Department of Planning and Zoning began Fairfax Forward, an effort to develop a new means to review the Comprehensive Plan. In order to develop a strategy for the future, staff evaluated recent Plan activity, the strengths and weaknesses of the current APR process, and best practices for Plan review at a local and national level. During the same period, Plan amendments between 2002 and 2010, themes resulting from the amendments, and changes to planned development potential between 2000 and 2010, were assessed. In 2012, a State of the Plan was

~~published to summarize the results of the county's efforts to implement planning policies over the previous ten years. In addition, the Concept for Future Development and Comprehensive Plan Land Use Map were updated to reflect Area Plan recommendations. Portions of the Policy Plan and the Area Plans were also revised to reflect current land uses.~~

~~The research efforts contributed to recommendations for a major shift in the county's planning process. The proposal that emerged expanded upon the successful aspects of current planning studies, namely related to review and evaluation, and modified areas that needed improvement, including public participation and the organization of the Plan review. Extensive public outreach was conducted to confirm the recommendations. Fairfax Forward culminated in the adoption of a new Plan amendment review process and the implementation of the Pilot Comprehensive Plan Amendment Work Program in July 2013.~~

~~THE FUTURE OF THE PLANNING PROCESS (2013-Present)~~

~~The Comprehensive Plan Amendment Work Program is the new approach to the planning process that emphasizes greater community engagement. The current planning processes and practices should be monitored to ensure that the objectives of increased public participation and more cohesive planning are met. The recommendations of the Comprehensive Plan should continue to be assessed to gauge correlation with the county's goals and objectives. This activity is also necessary to project trends for the future and will aid the community in understanding the evolution of the county and the growth and development issues that confront it.~~

~~IMPLEMENTATION/PLAN MONITORING/CITIZEN PARTICIPATION~~

~~INTRODUCTION~~

~~The Comprehensive Plan is used by the Board of Supervisors, the Planning Commission, the Board of Zoning Appeals, county staff, and the public to guide decisions about the built and natural environment, as well as the conservation of cultural and heritage resources. The Policy Plan contains the Board of Supervisors' Goals for Fairfax County and countywide objectives and policies related to the Goals. This hierarchy of policy guides decision making for countywide, area, and site-specific issues. The Policy Plan is used to provide direction for the Area Plans and guide existing implementation mechanisms (i.e. provide direction for evaluation of zoning proposals). The Area Plans provide detail at the planning district and community planning sector level.~~

~~There are many ways to assess how the Comprehensive Plan is evolving to meet local and regional goals. One is to monitor the Plan on a frequent basis. The Board of Supervisors adopted a goal to regularly review, assess, and revise the Comprehensive Plan in order to ensure a thorough on going review of the Comprehensive Plan. Citizen participation is the foundation of the planning process in Fairfax County, and a wide range of participation opportunities assures active involvement of the public in county planning.~~

~~MECHANISMS TO IMPLEMENT THE COMPREHENSIVE PLAN~~

~~The Zoning Ordinance – This ordinance and its accompanying map(s) prescribe both the size (intensity and bulk regulations) of lots and the uses which may be placed on the property. All property in the county is mapped to a certain zoning district. The Zoning Ordinance Map, therefore, is a primary means by which the use and intensity for specific land use recommendations of the Comprehensive Plan are implemented. An important component of the rezoning process is the proffer system, which enables a property owner to commit to conditions voluntarily which supplement the Zoning Ordinance and ensure conformance with the Comprehensive Plan.~~

~~Subdivision Regulations – This is the basic tool for controlling the subdivision of land. It contains the regulations for dividing parcels of land into lots of any size less than five acres and for the provision of public facilities, if required, to serve the lots so formed. Lots to be developed must conform to applicable zoning regulations.~~

~~Public Facilities Manual – This document sets forth the guidelines which govern the design of all facilities which must be constructed to serve new development. Both the Zoning Ordinance and the Subdivision Ordinance make specific reference to the requirements of this manual. The sections of the Policy Plan concerning the environment and public facilities provide guidance to implement the Public Facilities Manual requirements.~~

~~Capital Improvement Program – This document is intended to implement the public facilities element of the Comprehensive Plan, serving as a guide toward the efficient and effective provision of public facilities. The Capital Improvement Program (CIP) is published annually and proposes the development, modernization or replacement of physical public projects over a multi-year period. The CIP shows the arrangement of projects in a sequential order based on a schedule of priorities and assigns an estimated cost and anticipated method of financing for each project.~~

By looking beyond year-to-year budgeting to project what, where, when, and how capital investments should be made, capital programming enables public bodies to maintain an effective level of service for present and future generations, better use the county's limited financial resources, and assist in the coordination of public and private development. In addition, the programming process is valuable as a means of coordinating among county agencies to avoid duplication of efforts and to take advantage of joint planning and development of facilities where possible.

Timing of facility construction is dependent upon a number of variables. For example, in addition to the Capital Improvement Program, projects are evaluated on an annual basis through the county budget process, to determine viability in light of fiscal constraints. Additionally, facilities proposed now may not be necessary in the future due to any number of factors, such as the provision of services through the private sector or changes in federal policy and funding.

MECHANISMS TO REVIEW THE COMPREHENSIVE PLAN

The implementation of the Fairfax County Comprehensive Plan is monitored regularly and rigorously to ensure the county is achieving its goals. The primary mechanism for reviewing the Plan is through the Comprehensive Plan Amendment Work Program. The Comprehensive Plan Amendment Work Program schedules planning studies for a three-year period through areawide, neighborhood, and countywide studies. The schedule and order of studies on the work program will be reviewed approximately every two years in order to keep the schedule responsive to community needs, changes in circumstance, and other priorities. The schedule ensures that all elements of the Plan are up-to-date and relevant based on current and future needs.

New planning studies on the work program should be selected using the following criteria based on Comprehensive Plan policy and the experience of past planning efforts:

- Reflect previous authorizations by the Board of Supervisors or deferred Area Plans Review nominations;
- Address emerging community concerns or changes in circumstance;
- Respond to actions by others, such as federal, state, or adjacent jurisdictions;
- Advance major policy objectives, such as promoting environmental protection, fostering revitalization of designated areas, supporting economic development, preserving open space, providing affordable housing, or balancing transportation infrastructure and public facilities services with growth and development;
- Better implement the Concept for Future Development;
- Reflect implementation of Comprehensive Plan guidance through zoning approvals; and/or
- Respond to or incorporate research derived from technical planning or transportation studies.

~~Between work program reviews, the Board of Supervisors may authorize the consideration of Plan amendments, if circumstances warrant such exceptions. In order to identify those situations when an amendment may be considered, the Board adopted a screening criterion on December 8, 1986. It states that consideration of Board authorized Plan amendments:~~

> ~~'…will be limited in any year to those that result from emergency situations in which the public health, safety, and welfare or sound land use planning will be harmed if action were deferred until the next appropriate Plan Review Year. Issues of sound land use planning will be evaluated in terms of oversights, inconsistencies, or land use related inequities.'~~

~~A request to initiate a Board authorized amendment must be made directly to a member of the Board of Supervisors to sponsor a motion to consider the amendment. If the member agrees to sponsor the motion, the Board must vote to direct staff to evaluate and make a recommendation on the proposed amendment. The Planning Commission subsequently holds a public hearing and makes its recommendation to the Board. The Board of Supervisors holds a public hearing and determines if the amendment should be adopted.~~

~~COMMUNITY PARTICIPATION IN THE PLANNING PROCESS~~

~~Board of Supervisors Goal:~~

> ~~'Public Participation - The Fairfax County community should be encouraged to take part in the shaping of policies and plans that will affect the environment in which they live and work. Active and timely public participation in actions involving areas of public concern in the county should be encouraged and promoted.'~~

~~Community Participation Mechanisms~~

~~Community involvement is important, both to ensure that the Plan is being implemented as intended and to ensure that the Plan reflects current needs, through periodic review. A variety of opportunities exist for a member of the community to become active in the planning process, including the following:~~

- ~~Plan Monitoring: The process for periodic review of the status of the Plan includes publishing a status report and holding public hearings to capture public sentiment about the achievement of Plan policy.~~

- ~~The Plan Amendment Process: The Plan is subject to amendment through the Plan Review process and through the Board Authorized Plan amendments and special studies for urgent cases. Citizens, both as individuals and as members of task forces, can review proposed amendments, make recommendations of their own, and testify at public hearings.~~

- ~~Magisterial District Citizen Groups: Local planning groups monitor planning and zoning activity for their district. These groups often are involved in review of proposed Plan amendments, rezoning cases, and proposals for siting of public facilities.~~

- ~~Special Study Task Forces: When the county undertakes a special planning study of a small area, the Board of Supervisors may appoint a special task force to participate in this project. Such a task force is composed of a cross section of the community, in order~~

~~to reflect a broad spectrum of views. Public meetings conducted by the Task Force may be held to involve the community.~~

- ~~Board-appointed Committees and Commissions: The Board appoints citizens to be members of standing committees and commissions to advise them on a wide range of~~

  ~~issues, including many that are related to countywide planning. These include the Wetlands Board, the Environmental Quality Advisory Council, and the History Commission to name just a few. The Board also periodically appoints a commission to address a specific task in a finite period of time. For example, the Board appointed the Goals Advisory Commission to review and revise the county's goals in the period of one year.~~

- ~~Technology: The county enhances public participation in the planning process through the use of online and mobile social media. These communication tools can increase access to planning information and provide opportunities for dialogue among users.~~

- ~~The county budget process and the Capital Improvement Program: Public hearings are held during the review of the proposed county budget and also for the Capital Improvements Program. These hearings offer an important opportunity for the community to be involved in the funding of Plan implementation.~~

- ~~County Authorities: The Board of Supervisors, with state mandate, appoints quasi-governmental authorities such as the Park Authority, Housing Authority, and Economic Development Authority. Appointees from the community serve as members of these bodies. The general public can participate in their public meetings and hearings.~~

- ~~The list above describes the highlights of the opportunities available to the community to become involved in the planning process. Even if a citizen is not a member of an organized group, he or she can:~~

  - ~~Follow local issues in the press and county staff reports;~~

  - ~~Attend public hearings to voice opinions on rezoning cases or Plan amendments;~~

  - ~~Vote on bond issues;~~

  - ~~Attend meetings of the Board of Supervisors, the Planning Commission, and other commissions and authorities;~~

  - ~~Propose a Plan amendment through the appropriate process; and~~

  - ~~Be active in a neighborhood association to monitor local planning and zoning activity.~~

~~All of these aspects of public participation strengthen the planning process by tapping the community's most important resource, those who have a stake in enhancing the community's quality of life.~~

~~INTRODUCTION TO FUNCTIONAL AREAS~~

~~Purpose~~

~~The countywide element acts as a broad statement of county policy to guide decisions toward enhancing the built and natural environment for the benefit of existing and future generations. Both the countywide policy embodied here and the more specific guidelines in the *Concept for Future Development and Land Classification System*, found in a separate document, are to be used together to give direction to the Area Planning process. The Area Plans give more site-specific guidance, from the Planning District down to the Community Planning Sector level. Finally, the entire Comprehensive Plan, made up of the Policy Plan and Area Plan volumes, is used during the development review process.~~

~~Scope~~

~~This section of the Plan contains the countywide planning objectives and policies for eleven functional areas.~~

- ~~Land Use~~
- ~~Transportation~~
- ~~Housing~~
- ~~Environment~~
- ~~Economic Development~~
- ~~Heritage Resources~~
- ~~Public Facilities~~
- ~~Human Services~~
- ~~Parks and Recreation~~
- ~~Revitalization~~
- ~~Visual and Performing Arts~~

~~The functional elements share a common structure. Each begins with an introduction that contains an overview of the issues facing the county, both now and over the next twenty years. This is followed by a statement of the appropriate Board of Supervisors Goal(s). It is assumed that most or all of the goals may have some bearing on all elements; however, only the key goals that pertain to each are cited at the beginning of the corresponding element. The goals are followed by objectives, each with its own set of policies and action agenda items.~~

~~The approach used to develop the content of this document involved working through a logical progression from general goals to increasingly more specific objectives, policies and, in some cases, guidelines and/or standards. Goals are broad statements of the community's aspirations. All elements in the Policy Plan use the Board-adopted "Goals for Fairfax County" as their starting point. Objectives, the next step in the hierarchy, have been derived from key points that are stated in or implied by the goals. Thus, objectives are statements that provide further direction for achieving an aspect of a goal. Policies have been derived from the objectives. These policies are approaches for pursuing a given objective. Adopted in the Plan, the policies give guidance, which when pursued, will assist in implementing the objectives. Guidelines and standards, in turn, give more detailed direction for implementing some of the policies.~~

~~LAND USE~~

~~INTRODUCTION~~

~~In less than a generation, Fairfax County has been transformed from a residential suburb of the Nation's Capital, into a complex commercial,c residential, office, and research community. This extraordinary transformation is reflected in the county's land use pattern. Fairfax County has become the region's pre-eminent location for new office, research, and shopping center development. Between 1970 and 1995, the number of acres in nonresidential land uses, excluding public facilities, quadrupled, expanding by 463 percent. At the same time, the number of acres in residential land use in the county grew by 168 percent. While single family detached housing continued to be the predominate residential land use, the combined development of townhouses and apartments out paced single family detached housing since 1970 at a rate of 6 to 4 and since 1990, out paced single- family dwelling units at a rate of 2 to 1.~~

~~One of the effects of growth in Fairfax County is the impact on the public facilities and infrastructure systems. A principal concern, raised in the public participation process, is the effect of growth on mobility, especially the impact on the road system in peak periods. Developing and implementing effective measures to address mobility is a principal challenge for Fairfax and for other rapidly urbanizing areas. While there may be no practical solution to returning the county to pre-boom levels of service, managing the interacting elements of congestion is required if the county is to influence forces, which if left unattended, will degrade current service levels. The county needs to manage the expansions of transportation capacity, manage the reduction of transportation demand; and the county needs to manage the pace, the intensity and the pattern of growth.~~

~~Another effect of Fairfax County growth has been a diminishing supply of vacant land. If current trends continue, the supply of land presently planned for residential development will be all but exhausted shortly after the turn of the century. This impending land shortage has implications not only for the residential development pattern that may emerge, but also for existing residential development. As land values increase due to decreasing supply, the pressure to redevelop existing lower density neighborhoods, as well as nonresidential acreage, will increase. While in selected instances this may be desirable, the practice of redevelopment must be carefully controlled so as to not undermine stable neighborhoods and the provision of public services and facilities. The loss of neighborhoods can quickly lead to a loss of a sense of community: a basic facet of a high quality of life. The county's ability to secure sites for parks, schools and public facilities and to provide affordable housing opportunities also is greatly affected by the short supply of land.~~

~~This element of the Plan recognizes the changes that have taken place in the county and the challenges that lie ahead. The objectives and policies presented in this section provide guidance for an appropriate pattern and pace of development and they indicate how this development should relate to the existing and future community. They also provide a logical framework for land use decision making at a conceptual level as well as on an area wide and site specific basis. Uniform application of these objectives and policies should result in a balanced and harmonious community where a high quality of life can be maintained. Since all policy areas, whether housing, employment or the environment achieve physical realization through the land~~

use plan, the development and implementation of sound and consistent land use principles is critical to the realization of county goals.

The countywide objectives and policies for land use have been organized under four broad headings:

- Land Use Pattern
- Land Use Intensity
- Pace of Development
- Land Use Compatibility

BOARD OF SUPERVISORS GOALS

Fairfax County has adopted a specific goal for land use as well as related goals which provide additional land use direction and guidance in the areas of transportation, revitalization, private sector facilities and employment. These goals read as follows:

Land Use – The county's land use policies should maintain an attractive and pleasant quality of life for its residents; provide for orderly and coordinated development for both public and private uses while sustaining the economic and social well-being of the county; provide for an adequate level of public services and facilities, including a system of transportation facilities, to sustain a high quality of life; and ensure sound environmental practices in the development and redevelopment of land resources. Growth should take place in accordance with criteria and standards designed to preserve, enhance, and protect an orderly and aesthetic mix of residential, commercial/industrial facilities, and open space without compromising existing residential development. The Comprehensive Land Use Plan should set forth long range recommendations and implementation techniques to ensure the envisioned coordination of harmonious development, while still achieving our economic goals. Densities and heights in excess of those compatible with these goals should be discouraged, nor should these policies be construed as incompatible with the county's affordable housing goal.

Transportation – Land use must be balanced with the supporting transportation infrastructure, including the regional network, and credibility must be established within the public and private sectors that the transportation program will be implemented. Fairfax County will encourage the development of accessible transportation systems designed, through advanced planning and technology, to move people and goods efficiently while minimizing environmental impact and community disruption. Regional and local efforts to achieve a balanced transportation system through the development of rapid rail, commuter rail, expanded bus service and the reduction of excessive reliance upon the automobile should be the keystone policy for future planning and facilities. Sidewalks and trails should be developed as alternate transportation facilities connecting mass transit, high density areas, public facilities and employment areas.

Open Space – Fairfax County should support the conservation of appropriate land areas in a natural state to preserve, protect and enhance stream valleys, meadows, woodlands, wetlands, farmland, and plant and animal life. Small areas of open space should also be

preserved in already congested and developed areas for passive neighborhood uses, visual relief, scenic value, and screening and buffering purposes.

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

Private Sector Facilities - Fairfax County should continue to encourage the development of appropriately scaled and clustered commercial and industrial facilities to meet the need for convenient access to needed goods and services and to employment opportunities. Particular attention should be given to the needs of small and minority businesses.

Employment Opportunities - Fairfax County should maintain its prosperous economic climate and varied employment opportunities.

COUNTYWIDE OBJECTIVES AND POLICIES

LAND USE PATTERN

Through most of its recent history, Fairfax County could be characterized primarily as a residential area; supporting commercial services were minimal and employment opportunities scattered. As the county matured, a dual emphasis emerged. While residential development continued to be the dominant land use, employment opportunities multiplied rapidly.

Office development was the dominant form of nonresidential growth in Fairfax County during the 1970s and 1980s. Much of this growth occurred in areas planned and zoned for industrial uses, but where office development has been allowed as well. The roadway system in areas which recently developed was never intended to accommodate the traffic demands from the pattern of land use which has emerged. While appropriately located office development is a necessary land use component, resulting traffic must be better managed.

Additionally, housing and employment uses have not been well integrated. The pattern of land use in Fairfax County reflects a distinct separation among large areas of residential and nonresidential uses. This separation of housing and employment further burdens the roadway system as people must commute long distances between home and work. Transit has not proven a viable alternative for a major portion of these commuters because the housing and employment areas not only are spatially separated from each other, but developed at low densities. Thus, transit service is inherently less efficient and productive than would be likely in more concentrated, mixed-use settings.

A more efficient land use pattern is needed. By bringing together jobs and housing in an attractive, harmonious manner, the opportunity will be created to reduce commuting in both time

and distance. Not only will this tend to lessen the burden on a roadway system in need of significant expansion, but it will also lessen the stress of metropolitan living and provide more time for family and leisure pursuits. These are factors crucial to maintaining a high quality of life. If an improved land use pattern does not emerge, the transportation system will become increasingly overloaded, creating long range implications for the county's ability to attract high quality development.

Objective 1: **The county's land use plan should provide a clear future vision of an attractive, prosperous, harmonious and efficient community.**

Policy a. Structure the land use plan to designate areas of the county planned for specific uses and guided by specialized planning and development policies.

Policy b. Encourage growth and development to occur in locations and in a manner which enhances community identity and can be supported by the availability of transportation and public facilities.

Objective 2: **Fairfax County should seek to establish areas of community focus which contain a mixture of compatible land uses providing for housing, commercial, institutional/public services, and recreation and leisure activities.**

Policy a. Create mixed-use Centers which enhance the sense of community and reduce the need to travel long distances for employment and/or services.

Policy b. Encourage, within the Tysons Urban Center, cores of Suburban Centers, cores of Community Business Centers, and Transit Station Areas, and other areas within these Centers that would benefit from revitalization and redevelopment, the development of mixed-use projects.

Policy c. Maintain the integrity of mixed-use Centers and neighboring residential communities.

Objective 3: **Fairfax County should maintain a supply of land sufficient to meet the need for housing, commercial, industrial, institutional/public services, and recreational and leisure activities to support the Comprehensive Plan.**

Policy a. Conduct a comprehensive community needs assessment, at least once every five years, to determine future land requirements to meet adopted county goals.

Policy b. Review comprehensively, at least every five years, the county's Comprehensive Plan and revise as appropriate.

~~Policy c.~~ ~~Ensure through periodic review and amendment that the county's Zoning Ordinance is supportive of the recommendations contained in the county's Comprehensive Plan.~~

~~**Objective 4:**~~ ~~**The county should encourage a diverse housing stock with a mixture of types to enhance opportunities for county residents to live in proximity to their workplace and/or in proximity to mass transit.**~~

~~Policy a.~~ ~~Increase the availability of housing to provide a diversity of housing opportunities in proximity to concentrations of employment.~~

~~Policy b.~~ ~~Encourage universal design in the development of housing and communities to expand opportunities for residents of all ages and abilities to live in areas near their employment, mass transit and/or desired services.~~

~~**Objective 5:**~~ ~~**Fairfax County's planning efforts should be cognizant of the role that the county plays in regional growth and development.**~~

~~Policy a.~~ ~~Reevaluate the county's Comprehensive Plan at least once every five year period with cognizance of regional growth and development trends and implications.~~

~~Policy b.~~ ~~Support regional and local government efforts to enhance opportunities for residents to live in proximity to their workplace.~~

~~**Objective 6:**~~ ~~**Fairfax County should have a land use pattern which increases transportation efficiency, encourages transit use and decreases automobile dependency.**~~

~~Policy a.~~ ~~Link existing and future residential development with employment and services, emphasizing ridesharing, transit service and non-motorized access facilities.~~

~~Policy b.~~ ~~Concentrate most future development in mixed-use Centers and Transit Station Areas to a degree which enhances opportunities for employees to live close to their workplace.~~

~~Preservation and Revitalization of Neighborhood and Community Serving Uses~~

~~The quality and character of many older neighborhoods and commercial areas should be improved. For these older areas, revitalization and community improvement and preservation efforts may include renovations, repurposing of existing structures, marketing and promotional activities, changes in transportation modes, and urban design measures of beautification, buffering, lighting and traffic improvements. Publicly-funded capital programs should be discrete, finite and prioritized. Incentive-based strategies which facilitate comprehensive community reinvestment should be encouraged.~~

~~**Objective 7:** **Fairfax County should reserve and/or conserve areas which provide primarily community-serving retail and service uses.**~~

~~Policy a.~~ ~~Preserve or establish areas of the county which provide necessary commercial and professional services to the community.~~

~~Policy b.~~ ~~Implement programs to improve older commercial areas of the county to enhance their ability to provide necessary community services.~~

~~Policy c.~~ ~~Encourage redevelopment or repurposing projects in commercial areas that would preserve or increase desirable community services.~~

~~As the county matures, there will be an increasing need to preserve and revitalize older residential communities. It will be important to protect existing residential areas from the encroachment of commercial development and the impacts of institutional holdings and uses. The compatibility of infill development will also be of increasing concern.~~

~~**Objective 8: Fairfax County should encourage a land use pattern that protects, enhances and/or maintains stability in established residential neighborhoods.**~~

~~Policy a.~~ ~~Protect and enhance existing neighborhoods by ensuring that infill development is of compatible use, and density/intensity, and that adverse impacts on public facility and transportation systems, the environment and the surrounding community will not occur.~~

~~Policy b.~~ ~~Discourage commercial development within residential communities unless the commercial uses are of a local serving nature and the intensity and scale is compatible with surrounding residential uses.~~

~~Policy c.~~ ~~Discourage the consolidation of residential neighborhoods for redevelopment that is incompatible with the Comprehensive Plan.~~

~~Policy d.~~ ~~Implement programs to improve older residential areas of the county to enhance the quality of life in these areas.~~

~~Policy e.~~ ~~Encourage land owners within residential conservation and revitalization areas to contribute to the funding of these efforts.~~

~~Redevelopment or Repurposing~~

~~The county's system of public facilities, services and infrastructure is based on accommodating demand generated by existing and planned land uses. Unanticipated redevelopment can pose a substantial potential problem for the continued provision of these public necessities if land uses of a higher intensity than envisioned by the Comprehensive Plan are developed. Consequently, it is critical that redevelopment or repurposing be in conformance with the Comprehensive Plan to assist the county in maintaining its high level of commitment to providing public facilities, services and infrastructure.~~

~~Objective 9:~~ **~~Nonresidential redevelopment or repurposing should be in accord with the recommendations of the Comprehensive Plan.~~**

~~Policy a.~~ ~~Ensure that the general use(s) and density/intensity approved during the zoning process are in accordance with those identified in the Comprehensive Plan.~~

~~Policy b.~~ ~~Allow interim improvements to existing uses in areas where an eventual change in land use is directed by the Plan should these improvements be beneficial in the short run, as indicated by the "Guidelines for Interim Improvements" in the Land Use Appendix.~~

~~Policy c.~~ ~~Ensure that the redevelopment or repurposing of existing uses is consistent with the provision of adequate transportation and public facilities.~~

~~Policy d.~~ ~~Optimize stormwater management and water quality controls and practices for nonresidential redevelopment consistent with revitalization goals.~~

~~Policy e.~~ ~~Ensure that previously contaminated redevelopment sites are remediated to the extent that they will not present unacceptable health or environmental risks for the specific uses proposed for these sites.~~

~~Policy f.~~ ~~Ensure that the repurposing of existing structures is in accordance with the "Guidelines for Commercial Building Repurposing" in the Land Use Appendix.~~

~~Neighborhood Consolidation and Redevelopment~~

~~In response to the rising value and demand for land in the county, entire neighborhoods have attempted to consolidate their properties and sell as a unit to developers or others desiring to assemble large tracts of land. Since consolidated sales are often contingent upon multiple party agreements and the ability to develop the site in a different manner and at higher intensities, these transactions are usually very complicated, often taking several years to finalize. It is in the best interest of the county and its residents that neighborhood consolidation be approached with caution, and only encouraged in areas where a change in use and/or intensity are appropriate. All consolidations should be in conformance with the Comprehensive Plan and have the ability to be adequately served by public facilities and the transportation system.~~

~~Objective 10:~~ **~~Consolidation and redevelopment of residential neighborhoods should only be considered if such redevelopment is in accord with the Comprehensive Plan, is in the public interest, and is, or can be, supported by the necessary transportation and public facilities.~~**

~~Policy a.~~ ~~Where proposals for neighborhood redevelopment call for uses or densities/intensities that are not consistent with the adopted Comprehensive Plan, any amendment to the Comprehensive Plan to accommodate such proposals must be in accord with the guidelines contained in the Land Use Appendix.~~

~~Policy b.~~ ~~Where proposals for neighborhood redevelopment call for uses or densities/intensities that are consistent with the adopted Comprehensive Plan but not permitted by the current zoning, the rezoning request must be in accord with the guidelines contained in the Land Use Appendix.~~

~~**Objective 11:**~~ ~~**Redevelopment of existing residential neighborhoods should have as objectives increased affordable housing opportunities and positive impacts on the environment, public facilities and transportation systems.**~~

~~Policy a.~~ ~~Ensure that redevelopment of residential neighborhoods for residential uses provides on-site, affordable dwelling units or a contribution to the Fairfax County Housing Trust Fund equal, at a minimum, to the replacement value of all affordable units displaced, as well as meets the provisions of the county's Affordable Dwelling Unit Ordinance or Planning Criteria.~~

~~Policy b.~~ ~~Ensure that redevelopment of residential neighborhoods for commercial/ industrial uses provides affordable dwelling units or a contribution to the Fairfax County Housing Trust Fund equal, at a minimum, to the replacement value of all affordable units displaced. In addition, any provisions of a duly adopted program linking employment and affordable housing must be satisfied.~~

~~Policy c.~~ ~~Ensure that redevelopment of residential neighborhoods addresses associated capacity deficiencies which would occur to the public facility and transportation systems.~~

~~Policy d. Optimize stormwater management and water quality controls and practices for residential redevelopment.~~

~~LAND USE INTENSITY~~

~~The intensity of land use has a direct effect on the ability to provide adequate levels of service for transportation and public facility systems. The Comprehensive Plan is the primary mechanism available to the county for establishing appropriate locations for various levels of land use intensity. Through this mechanism, development is encouraged to occur in accord with the Plan, at intensities that can assist in achieving various County goals. For instance, high intensity uses will be located in areas of the county where the transportation and public facilities systems can best accommodate the demands from such uses, thereby efficiently using county resources.~~

~~Objective 12: The location and level of development intensity should be utilized as a means of achieving a broad range of county goals.~~

~~Policy a:~~ ~~Concentrate the highest level of development intensity in areas of transportation advantage, i.e., the Tysons Urban Center, cores of Suburban Centers and Transit Station Areas.~~

~~Policy b:~~ ~~Limit development intensity to that which can be accommodated at acceptable levels of service with consideration of the cumulative, long-term impacts of development on the adequacy of public facilities and transportation systems.~~

~~Policy c:~~ ~~Assign development intensity in the Tysons Corner Urban Center, cores and areas of redevelopment within Suburban Centers and Transit Station Areas based upon the ability to offset impact on public facilities and transportation systems and the long-term capacity of these systems.~~

~~Policy d:~~ ~~Locate development intensity in a manner which assists in achieving appropriate community character.~~

~~Policy e:~~ ~~Place appropriately located mixed-use development at intensities that will enhance the production of affordable housing.~~

~~Policy f:~~ ~~Limit development intensity to levels which can be reasonably accommodated by planned public facilities and transportation systems in general accord with the guidelines and standards located elsewhere in the Plan.~~

~~Policy g:~~ ~~Locate and limit development intensity in a manner which will not adversely impact sensitive environmental areas.~~

~~PACE OF DEVELOPMENT~~

~~In the past twenty-five years, Fairfax County has experienced one of the most rapid growth rates in the nation. For example, between 1970 and 1995, Fairfax County's population increased by almost 95 percent. Employment grew even more substantially, with the total number of jobs in the county more than quadrupling between 1970 and 1995. To accommodate this growth, 76,207 acres were developed for residential uses and 14,512 acres for commercial and industrial uses.~~

~~To date, Virginia planning enabling legislation and case law have limited the county's ability to pace or stage development. Consequently, the amount of development that has taken place during the past decade has exceeded the county's ability to provide services. Therefore, even though planned development intensities may be appropriate for a given area at some point in the future, certain intensities are only appropriate if timed with the provision of adequate transportation and public facility systems.~~

~~**Objective 13: The pace of development in the county should be in general accord with the Comprehensive Plan and sustainable by the provision of transportation and public facilities.**~~

~~Policy a. Influence the timing of development to coincide with the provision of transportation and other necessary public improvements.~~

~~Policy b. Make provisions for new residential and nonresidential development to meet the projected demand for public facilities on site and/or contribute to the acquisition of nearby property to meet this demand.~~

~~Policy c. Commit through the Capital Improvement Program, funding for facilities in general accord with the county's Comprehensive Plan.~~

~~Policy d. Require the proportionate participation of all development in fully mitigating impacts to public facility and transportation capacity.~~

~~LAND USE COMPATIBILITY~~

~~Recommendations for land use are depicted on the map entitled "Fairfax County Comprehensive Land Use Plan." This guidance, in conjunction with specific recommendations in the Area Plans, assists in determining the property's appropriate use and intensity. However, every parcel is not necessarily entitled to the use or intensity indicated. Implementation of the recommendations of the Plan will occur through the zoning process which requires the satisfactory resolution of basic development related issues such as access and circulation, buffering and screening of adjacent uses, parcel consolidation and protection of sensitive environmental areas.~~

~~For developments subject to the Affordable Dwelling Unit (ADU) Program, notwithstanding specific Plan text or map provisions regarding unit type and/or density, the density range provisions of the Affordable Dwelling Unit Adjuster and the unit types permitted by the zoning district regulations in affordable dwelling unit developments shall apply. The Zoning Ordinance provisions for affordable dwelling unit developments which include alternative unit types and reduced minimum yard and lot size requirements shall not necessarily be considered incompatible with adjacent development, provided that the flexibilities allowed in the Ordinance are accomplished on the subject parcel in a fashion that creates compatible transitions to adjacent developments.~~

~~**Objective 14: Fairfax County should seek to achieve a harmonious and attractive development pattern which minimizes undesirable visual, auditory, environmental and other impacts created by potentially incompatible uses.**~~

~~Policy a. Locate land uses in accordance with the adopted guidelines contained in the Land Use Appendix.~~

~~Policy b.~~ ~~Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.~~

~~Policy c.~~ ~~Achieve compatible transitions between adjoining land uses through the control of height and the use of appropriate buffering and screening.~~

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

~~Policy e.~~ ~~Stabilize residential neighborhoods adjacent to commercial areas through the establishment of transitional land uses, vegetated buffers and/or architectural screens, and the control of vehicular access.~~

~~Policy f.~~ ~~Utilize urban design principles to increase compatibility among adjoining uses.~~

~~Policy g.~~ ~~Consider the cumulative effect of institutional uses in an area prior to allowing the location of additional institutional uses.~~

~~Policy h.~~ ~~Utilize landscaping and open space along rights of way to minimize the impacts of incompatible land uses separated by roadways.~~

~~Policy i.~~ ~~Minimize the potential adverse impacts of the development of frontage parcels on major arterials through the control of land use, circulation and access.~~

~~Policy j.~~ ~~Use cluster development as one means to enhance environmental preservation when the smaller lot sizes permitted would compliment surrounding development.~~

~~Policy k:~~ ~~Provide incentive for the preservation of EQCs by allowing a transfer of some density potential on the EQC area to less sensitive portions of a site. The development allowed by the increase in effective density on the non EQC portion of the site should be compatible with surrounding area's existing and/or planned land use. It is expressly intended that in instances of severely impacted sites (i.e. sites with a very high proportion of EQC), density/intensity even at the low end of a range may not be achievable.~~

~~Policy l:~~ ~~Regulate the amount of noise and light produced by nonresidential land uses to minimize impacts on nearby residential properties.~~

~~**Objective 15:**~~ ~~**Fairfax County should promote the use of sound urban design principles to increase functional efficiency, unify related areas and impart an appropriate character and appearance throughout the county.**~~

~~Policy a.~~ ~~Apply urban design principles in the planning and development process.~~

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

~~Policy c.~~ ~~Recognize quality design in site planning and architecture through the Fairfax County Exceptional Design Awards program.~~

~~Policy d.~~ ~~Encourage the use of art in public places to enhance both public and private development.~~

~~Transit-Oriented Development (TOD)~~

~~Transit-oriented development (TOD) has a range of definitions, however common characteristics include compact development that contains a compatible mix of housing, employment and retail uses in a high-quality walking and biking environment. TOD is the result of a deliberate planning strategy for reducing sprawl and automobile dependency by focusing medium to high density growth around planned and existing transit stations while protecting stable neighborhoods. Well-planned development that incorporates good design principles and includes a mix of uses around these stations can create opportunities for compact, pedestrian-friendly and vibrant neighborhood centers within walking distance of transit. TOD can leverage major investments in public transit infrastructure, contribute to environmentally sound means to accommodate new growth in the county, improve access to transit stations and enhance transportation choice in the area. Initially, this Comprehensive Plan guidance for the development of TODs in Fairfax County is limited to existing or planned rail transit stations identified in the Area Plans for mixed use development. While this guidance applies to all rail transit stations, the Area Plans should recognize the differences in respective service levels and capacity of heavy rail, commuter rail, and light rail transit which influence the overall density and intensity appropriate for a particular station area. Future planning efforts may expand the implementation of TOD guidelines as part of a family of guidelines for development around different types of mass transit.~~

~~**Objective 16:** **Fairfax County should encourage Transit-Oriented Development (TOD) with focused growth near certain planned and existing rail transit stations as a way to create opportunities for compact pedestrian- and bicyclefriendly, neighborhood centers accessible to transit.**~~

~~Policy a.~~ ~~The TOD principles outlined in the "Guidelines for Transit Oriented Development" section in the Land Use Appendix should be used in future planning efforts involving rail transit station sites identified for mixed use development in the Area Plans.~~

~~Policy b.~~ ~~Development applications that propose a substantial change in use, intensity or density near designated rail transit stations should be consistent with the adopted TOD guidelines in the Land Use Appendix.~~

~~LAND CONSERVATION~~

~~In order to take advantage of open space/conservation easements as land conservation tools, the Board of Supervisors established the Fairfax County Open Space/Historic Preservation Easements Program. (See the Glossary for the definitions of "open space easement," "conservation easement," and "open space.") This program is committed to conserve natural and heritage resources as allowed by the Code of Virginia, such as open space, sensitive environmental resources, trees, scenic vistas, historic sites and recreation uses such as trails. Fairfax County has a limited amount of rural land, so the focus of the program is to preserve natural and heritage resources within a suburban context that may result in easements on relatively small land areas.~~
~~The heritage sites are found both in identified historic districts and scattered throughout the county.~~

~~To implement the Easements Program, the Board of Supervisors has entered into a publicprivate partnership with a private non profit land trust (e.g., the Northern Virginia Conservation Trust). Although the Board has established a public private partnership, this does not preclude property owners interested in putting easements on their properties from working with any other county or regional authority/agency or local, state or national non-profit land trust.~~

~~Objective 17:~~ **~~Fairfax County should use – and the Board of Supervisors as a matter of policy encourages the use of – open space/conservation easements to implement the county's goals and objectives for the preservation of natural and heritage resources within the context of Fairfax County's suburban and urbanizing character, in accord with the county's Comprehensive Plan.~~**

~~Policy a.~~ ~~Promote the use of easements for any purpose allowed by the Code of Virginia, such as the preservation of open space, heritage resources, scenic vistas, environmentally sensitive resources, and parks and recreation uses.~~

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

~~Policy c.~~ ~~Use easements to enhance buffering and screening between uses, such as between a developed area and a park or historic site.~~

~~Policy d.~~ ~~Use easements to help preserve small areas of open space in already developed areas to shape the character of the community; to protect trees and other environmental resources; to provide visual relief; to preserve wildlife habitat; to provide buffering and screening; and to otherwise ensure that suburban and urban neighborhoods may retain open space.~~

~~Policy e.~~ ~~Monitor easements held by the Board of Supervisors or jointly held with a private non-profit land trust for compliance with the terms of the easements. Enforce the terms of the easement if violations occur.~~

~~Policy f.~~ ~~Accept perpetual easements as the norm, only accepting a less than perpetual easement if it is necessary to ensure the protection of a threatened resource.~~

~~APPENDIX 1 GUIDELINES FOR MULTIFAMILY RESIDENTIAL DEVELOPMENT~~

~~The following guidelines are desirable characteristics for sites to be considered for multifamily development. Although the guidelines outline desired characteristics, certain circumstances might warrant multifamily development on a site even when these guidelines are not entirely met.~~

~~Guidelines for Suburban Neighborhoods:~~

1. ~~Multifamily sites in designated Suburban Neighborhood areas should be in close proximity to community serving retail. In addition, multifamily sites should be centrally located with respect to community services such as libraries, houses of worship, park/recreational facilities, and schools.~~

2. ~~To accommodate traffic flow, the site should have adequate access to an arterial or to a collector street. An appropriate transportation analysis should be performed in conjunction with proposed multifamily development, with approval made contingent on the satisfactory resolution of identified transportation issues.~~

3. ~~Sites for multifamily residential development should be located where it is county policy to provide public water and sewer service.~~

4. ~~The required site size for multifamily development in Suburban Neighborhoods is dependent upon density, setback requirements, open space, parking, social and recreational amenities to be provided, and building height. These factors will tend to determine minimum site size. Generally, in areas of the county which have a reasonable supply of vacant or underutilized land, sites should be above the size necessary to meet Zoning Ordinance requirements (a minimum of 200 units). This enhances the ability to support a package of private amenities such as swimming pools, tennis courts, a clubhouse, etc. If proposed multifamily projects contain more than 600 units, diversity in architectural style, layout and transition should be encouraged.~~

5. ~~Environmental concerns should be considered in site selection. Multifamily development is not appropriate in areas designated as Low Density Residential Areas. Environmental Quality Corridors and areas subject to airport noise greater than DNL 65 dBA generally should be avoided.~~

~~Guidelines for Multifamily Residential Development for the Elderly:~~

~~Locational guidelines for housing for the elderly should recognize the needs of the elderly as well as site characteristics. With regard to residents for whom health and mobility have become a concern, guidelines for the location of multifamily residential development should be modified~~

~~as described below. With regard to residential facilities such as congregate housing and nursing homes, which are designed to serve the elderly population in need of continuous medical/nursing care, these developments are less location sensitive than other elderly residential developments.~~

1. ~~Public transportation and community services should be located within a reasonable walking distance and should be accessible via paved walkways that are lighted, secure, and well maintained. Crosswalks should be delineated, and adequate provisions should be made for crossing heavy traffic (e.g., pedestrian crossing signals). If neither public transportation nor community services are located within a short walking distance (i.e., a 5-7 minute walk), the elderly housing development should provide shuttle bus service which can offer residents comparable access to community services.~~

2. ~~The topography of the site, and that between the site and nearby destinations, should be taken into consideration when siting residential development for the elderly. Pedestrian facilities should not be located on slopes greater than 5-8%, and such maximum slopes should not be continuous for more than 75 feet.~~

3. ~~Safety and security are of particular concern to the elderly. To the extent possible, the architecture and site design for multifamily residential development for the elderly should incorporate features which reduce the potential for crime and enhance the security of residents.~~

~~APPENDIX 2 LOCATIONAL GUIDELINES FOR SHOPPING CENTERS~~

~~The market area served by a shopping center (the area from which customers will drive to shop) is related to ease of access and is shaped by zones of accessibility, population, buying power, and location of competition. Numerous studies indicate that on average people will travel up to one and a half miles for food; three to five miles for apparel and household items when selection is not important; and eight to ten miles when ranges, selection, and price are important. They will travel even longer distances for major purchases such as automobiles, but relatively short distances to obtain repair and maintenance services.~~

~~The two most prevalent types of shopping centers located in the county are termed Neighborhood Centers and Community Centers.~~

~~Neighborhood shopping centers generally serve an area within three to five minutes driving time and generally have a supermarket as the anchor store. To support a center with a supermarket anchor, a population of 10,000 or more is desirable. To support a center without a supermarket, a population of approximately 5,000 to 10,000 is needed. Neighborhood centers in Fairfax County may contain up to 125,000 square feet. Generally it is assumed that one acre for each 10,000 square feet, which is under a 0.25 FAR, is a reasonable intensity for Neighborhood Shopping Centers. In order to assure compatibility with surrounding land uses, it is desirable to locate neighborhood centers within areas developed at urban and suburban densities. Conversely, Neighborhood Shopping Centers should not be located within Low Density Residential Areas.~~

~~Community shopping centers carry a greater range of merchandise than do neighborhood centers. Usually, they have a junior department store, a variety store, or a discount store as an anchor. They range from 125,000 to 400,000 square feet in size (10 to 40 acres). A small community shopping center should serve a population of at least 20,000. However, typically mid-size and large community shopping centers serve 40,000 to 150,000 persons. Planned community center locations should have adequate land for expansion since it is desirable to promote commercial concentration and discourage strip development. In general, community shopping centers should not be encouraged within Low Density Residential Areas or within Suburban Neighborhoods. Community shopping centers should occur on the fringe of Suburban Neighborhoods, typically within Suburban Centers and Community Business Centers.~~

~~The following guidelines should apply to the location and site design for shopping centers:~~

1. ~~A shopping center site should be designed to maximize free flow of traffic while driving toward and entering the site. Therefore, right turn movements into the center for the largest probable volume of traffic is an appropriate design feature.~~

2. ~~Site visibility is important, both for marketing the center and for providing a reasonable warning to traffic that the shopping center is ahead.~~

3. ~~It is desirable to have shopping centers located at intersections of roads which provide access both directly and indirectly to a large enough trade area to support the proposed center. Two guidelines apply with respect to access at intersections: 1) The more desirable locations for neighborhood centers usually are those sites where minor~~

~~arterials intersect with collector streets; and 2) the most desirable locations for community centers are at intersections of major arterial highways with other arterial highways.~~

4. ~~Grade separated interchange locations should be avoided because they generally concentrate major through traffic flows and at grade access is very limited. This is especially true for neighborhood and small to mid-size community shopping centers if adequate access is not available at an interchange. However, large centers, such as those serving subregional and regional markets, are often desirable at interchange locations due to the high visibility and regional access. These large retail facilities should only be allowed when access is planned in a way that does not impact the effective functioning of the interchange.~~

~~APPENDIX 3 LOCATIONAL GUIDELINES FOR CHILD CARE FACILITIES~~

~~In Fairfax County, as in other areas of the country, there is an increasing need for high-quality child care facilities. Such facilities should be encouraged throughout the county to the extent that they can be provided consistently with the following criteria:~~

1. ~~Child care facilities should have sufficient open space to provide adequate access to sunlight and suitable play areas, taking into consideration the size of the facility.~~

2. ~~Child care facilities should be located and designed to ensure the safety of children.~~

3. ~~Child care facilities should be located and designed to protect children from excessive exposure to noise, air pollutants, and other environmental factors potentially injurious to health or welfare.~~

4. ~~Child care facilities should be located and designed to ensure safe and convenient access. This includes appropriate parking areas and safe and effective on site circulation of automobiles and pedestrians.~~

5. ~~Child care facilities in Suburban Neighborhoods should be located and designed to avoid creating undesirable traffic, noise, and other impacts upon the surrounding community. Therefore, siting child care facilities in the periphery of residential developments or in the vicinity of planned community recreation facilities should be considered.~~

6. ~~Child care facilities should be encouraged in employment centers to provide locations convenient to work places. However, these locations should make provisions for a safe and healthful environment in accord with the guidelines listed above.~~

~~APPENDIX 4 GUIDELINES FOR CLUSTER DEVELOPMENT~~

~~The preservation of open space, the protection of environmentally sensitive lands, the provision of opportunities for active and passive recreation, the reduction of the impact of storm water runoff and erosion, the achievement of high quality design, and the provision of efficient development are fundamental to the preservation of our Quality of Life, the primary goal of Fairfax County's policies and priorities. Cluster development is one tool that may be used to further this goal. The following criteria will be considered when reviewing a cluster subdivision:~~

1. ~~Individual lots, buildings, streets and parking areas should be designed and situated to minimize disruption to the site's natural drainage and topography.~~

2. ~~Environmental Quality Corridor (EQC) lands should be preserved and should be dedicated to the county whenever such dedication is in the public interest.~~

3. ~~Site design should take advantage of opportunities to preserve high quality open space or to provide active or passive recreation and should be sensitive to surrounding properties, in order to be compatible with and to complement surrounding development.~~

4. ~~No cluster development should be considered when the primary purpose of the clustering is to maximize density on the site.~~

~~APPENDIX 5 GUIDELINES FOR DRIVE-THRU WINDOWS AND OTHER~~

~~DRIVE-THRU FACILITIES~~

~~Drive-thru windows for commercial establishments and other drive-thru facilities have the potential to cause serious on-site and off-site traffic circulation problems. To address these potential problems, drive-thru windows and other drive-thru facilities should be approved only if the size and configuration of the lot are adequate to achieve a safe drive-thru facility, parking circulation and pedestrian system. All activity generated by the use must be accommodated on the site. Noise, glare and other nuisance aspects related to drive-thru facilities must not adversely affect adjacent properties.~~

~~APPENDIX 6 GUIDELINES FOR INTERIM IMPROVEMENT~~

~~OF COMMERCIAL ESTABLISHMENTS~~

~~In some areas of the county, the Comprehensive Plan envisions a substantial change in land use that is expected to come about in connection with eventual redevelopment. In such areas, it may be immediately beneficial and further the overall principles of the Plan to allow changes in existing uses that do not strictly conform with the long-term recommendations of the Comprehensive Plan. Such changes in use may be allowed, on a case-by-case basis, if:~~

1. ~~They result in significant public benefits, for example, improvements in circulation or access, parking, landscaping, site design or building design;~~

2. ~~Those public benefits outweigh any adverse effects of the change in use; and~~

3. ~~Allowing the change in use will not delay or interfere with the achievement of the long-range objectives of the Comprehensive Plan.~~

~~APPENDIX 7 GUIDELINES FOR CLUSTERING OF AUTOMOBILE-ORIENTED~~

~~COMMERCIAL USES~~

~~Consideration should be given during the development review process to encourage the clustering of automobile-oriented commercial uses. By allowing such clusters, the following benefits may accrue: higher quality design; increased landscaping and buffering; increased vehicular safety; and increased energy efficiency.~~

~~Uses that should be considered for clustering include, but are not limited to, automobile sales and service, banks, convenience stores and fast food restaurants. The following design guidelines should be considered with regard to commercial clusters:~~

1. ~~Clustered commercial uses should be developed as an integrated complex of buildings and supporting structures. There should be overall compatibility in terms of architectural character, design detail, materials, and color within a cluster.~~

2. ~~Vehicular access should be consolidated in order to improve vehicular safety and traffic flow. A maximum of two ingress/egress points should be allowed where there is frontage on only one street. Where there is frontage on more than one street, a maximum of three access points may be considered. Vehicular access to physically separate structures within the complex shall be by means of interparcel connections and/or service drives.~~

3. ~~To allow for a more efficient clustering of uses, shared buildings or structures should be encouraged.~~

4. ~~A reduction in minimum lot size should be considered in conjunction with cluster design for automobile-oriented commercial uses.~~

5. ~~Sharing of parking between uses should be encouraged through the consideration of reductions in the required number of spaces per use.~~

6. ~~To eliminate visual clutter along street frontages, all street-oriented pole signs should be consolidated onto one pole sign per street frontage which can identify all uses within the cluster.~~

7. ~~The identification of uses within each structure should be limited to one sign per use on the exterior of the structure.~~

8. ~~On-site service signs indicating entrances, deliveries, parking, etc. should be alike in size, material, color, and finish.~~

9. To reduce the visual impact of service areas and trash collection areas, they should be consolidated where possible. These areas should be visually screened from public roads, shared access drives, parking, and adjacent parcels. Such screening can be achieved using plant materials, walls or fencing which is compatible with the architectural style and materials used in the cluster, and by the use of berms.

10. Drive-through windows should be discouraged in these clusters, unless the windows can be consolidated.

APPENDIX 8 GUIDELINES FOR NEIGHBORHOOD REDEVELOPMENT

It is a policy of the Board of Supervisors of Fairfax County that the county's stable residential neighborhoods are the cornerstone of community structure. As such, every effort should be made to ensure that these neighborhoods are protected from the negative aspects of growth and development. However, it is recognized by the Board of Supervisors that, from time to time, circumstances may exist that result in portions of neighborhoods becoming no longer viable as a residential community. Under such circumstances, the Board of Supervisors may consider proposals to amend the Comprehensive Plan and/or to rezone in conformance to the Comprehensive Plan to allow for the consolidation and redevelopment of such neighborhoods if the following criteria are met:

1. Neighborhood consolidations requiring Comprehensive Plan amendments should only be considered during a comprehensive planning process which will occur at least once in a five year period.

2. The neighborhood wishing to pursue consolidation must submit to the Planning Commission a proposal which includes a petition bearing the signatures of 75 percent or more of the owners and must at a minimum account for 75 percent of the land area being proposed for replanning.

3. Proposals for redevelopment of residential neighborhoods for residential uses must make provision, on site, for affordable dwelling units or a contribution to the Fairfax County Housing Trust Fund at least equal to the replacement value of affordable units displaced in addition to meeting the provisions of the county's Affordable Dwelling Unit Ordinance or Planning Criteria.

4. Proposals for redevelopment of residential neighborhoods for commercial/industrial uses must provide affordable dwelling units or a contribution to the Fairfax County Housing Trust Fund equal, at a minimum, to the replacement value of affordable units displaced. In addition, any provisions of a duly adopted program linking employment and affordable housing must be satisfied.

5. Proposals must provide a traffic impact analysis, consistent with standard county traffic analysis procedures, which demonstrates that the proposal with appropriate mitigative measures will not result in an adverse traffic impact.

~~6. The proposal must demonstrate that it will not adversely impact other county public facilities, including sewer, water, schools, parks, and fire service or that these impacts can be mitigated.~~

~~7. The proposal must demonstrate that the scale and intensity of development, anticipated with the replanning, is compatible with adjacent land uses and/or neighborhoods and that it will not create an adverse, long-term land use precedent for change on nearby properties.~~

~~8. The proposal must demonstrate that it furthers relevant county goals and objectives as set forth in the Comprehensive Plan.~~

~~9. The proposal must demonstrate that it will not create an adverse, long-term impact on the environment.~~

~~10. The proposal should provide stormwater management and water quality controls and/or practices to achieve overall water quality improvement where such efforts are feasible.~~

~~APPENDIX 9 RESIDENTIAL DEVELOPMENT CRITERIA~~

~~Fairfax County expects new residential development to enhance the community by: fitting into the fabric of the neighborhood, respecting the environment, addressing transportation impacts, addressing impacts on other public facilities, being responsive to our historic heritage, contributing to the provision of affordable housing and, being responsive to the unique site specific considerations of the property. To that end, the following criteria are to be used in evaluating zoning requests for new residential development. The resolution of issues identified during the evaluation of a specific development proposal is critical if the proposal is to receive favorable consideration.~~

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

- ~~the size of the project~~
- ~~site specific issues that affect the applicant's ability to address in a meaningful way relevant development issues~~
- ~~whether the proposal is advancing the guidance found in the area plans or other planning and policy goals (e.g. revitalization).~~

~~When there has been an identified need or problem, credit toward satisfying the criteria will be awarded based upon whether proposed commitments by the applicant will significantly advance problem resolution. In all cases, the responsibility for demonstrating satisfaction of the criteria rests with the applicant.~~

~~1. Site Design:~~

~~All rezoning applications for residential development should be characterized by high quality site design. Rezoning proposals for residential development, regardless of the proposed density, will be evaluated based upon the following principles, although not all of the principles may be applicable for all developments.~~

~~a) *Consolidation:* Developments should provide parcel consolidation in conformance with any site specific text and applicable policy recommendations of the Comprehensive Plan. Should the Plan text not specifically address consolidation, the~~

nature and extent of any proposed parcel consolidation should further the integration of the development with adjacent parcels. In any event, the proposed consolidation should not preclude nearby properties from developing as recommended by the Plan.

b) *Layout:* The layout should:

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

c) *Open Space:* Developments should provide usable, accessible, and well integrated open space. This principle is applicable to all projects where open space is required by the Zoning Ordinance and should be considered, where appropriate, in other circumstances.

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

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

2. Neighborhood Context:

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

- transitions to abutting and adjacent uses;
- lot sizes, particularly along the periphery;
- bulk/mass of the proposed dwelling units;
- setbacks (front, side and rear);

- ~~orientation of the proposed dwelling units to adjacent streets and homes;~~
- ~~architectural elevations and materials;~~
- ~~pedestrian, bicycle and vehicular connections to off-site trails, roadways, transit facilities and land uses;~~
- ~~existing topography and vegetative cover and proposed changes to them as a result of clearing and grading.~~

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

~~3. Environment:~~

~~All rezoning applications for residential development should respect the environment. Rezoning proposals for residential development, regardless of the proposed density, should be consistent with the policies and objectives of the environmental element of the Policy Plan, and will also be evaluated on the following principles, where applicable.~~

~~a) *Preservation:* Developments should conserve natural environmental resources by protecting, enhancing, and/or restoring the habitat value and pollution reduction potential of floodplains, stream valleys, EQCs, RPAs, woodlands, wetlands and other environmentally sensitive areas.~~

~~b) *Slopes and Soils:* The design of developments should take existing topographic conditions and soil characteristics into consideration.~~

~~c) *Water Quality:* Developments should minimize off-site impacts on water quality by commitments to state of the art best management practices for stormwater management and better site design and low impact development (LID) techniques.~~

~~d) *Drainage:* The volume and velocity of stormwater runoff from new development should be managed in order to avoid impacts on downstream properties. Where drainage is a particular concern, the applicant should demonstrate that off-site drainage impacts will be mitigated and that stormwater management facilities are designed and sized appropriately. Adequate drainage outfall should be verified, and the location of drainage outfall (onsite or offsite) should be shown on development plans.~~

~~e) *Noise:* Developments should protect future and current residents and others from the adverse impacts of transportation generated noise.~~

f) *Lighting:* Developments should commit to exterior lighting fixtures that minimize neighborhood glare and impacts to the night sky.

g) *Energy:* Developments should use site design techniques such as solar orientation and landscaping to achieve energy savings, and should be designed to encourage and facilitate walking and bicycling. Energy efficiency measures should be incorporated into building design and construction.

4. Tree Preservation and Tree Cover Requirements:

All rezoning applications for residential development, regardless of the proposed density, should be designed to take advantage of the existing quality tree cover. If quality tree cover exists on site as determined by the county, it is highly desirable that developments meet most or all of their tree cover requirement by preserving and, where feasible and appropriate, transplanting existing trees. Tree cover in excess of ordinance requirements is highly desirable. Proposed utilities, including stormwater management and outfall facilities and sanitary sewer lines, should be located to avoid conflicts with tree preservation and planting areas. Air quality sensitive tree preservation and planting efforts (see Objective 1, Policy c in the Environment section of this document) are also encouraged.

5. Transportation:

All rezoning applications for residential development should implement measures to address planned transportation improvements. Applicants should offset their impacts to the transportation network. Accepted techniques should be utilized for analysis of the development's impact on the network. Residential development considered under these criteria will range widely in density and, therefore, will result in differing impacts to the transportation network. Some criteria will have universal applicability while others will apply only under specific circumstances. Regardless of the proposed density, applications will be evaluated based upon the following principles, although not all of the principles may be applicable.

a) *Transportation Improvements:* Residential development should provide safe and adequate access to the road network, maintain the ability of local streets to safely accommodate traffic, and offset the impact of additional traffic through commitments to the following:

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

b) *Transit/Transportation Management:* Mass transit usage and other transportation measures to reduce vehicular trips should be encouraged by:

- Provision of bus shelters;
- Implementation and/or participation in a shuttle bus service;
- Participation in programs designed to reduce vehicular trips;
- Incorporation of transit facilities within the development and integration of transit with adjacent areas;
- Provision of trails and facilities that increase safety and mobility for non-motorized travel.

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

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

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

e) *Non-motorized Facilities:* Non-motorized facilities, such as those listed below, should be provided:

- Connections to transit facilities;
- Connections between adjoining neighborhoods;
- Connections to existing non-motorized facilities;
- Connections to off-site retail/commercial uses, public/community facilities, and natural and recreational areas;
- An internal non-motorized facility network with pedestrian and natural amenities, particularly those included in the Comprehensive Plan;
- Offsite non-motorized facilities, particularly those included in the Comprehensive Plan;
- Driveways to residences should be of adequate length to accommodate passenger vehicles without blocking walkways;

- Construction of non-motorized facilities on both sides of the street is preferred. If construction on a single side of the street is proposed, the applicant shall demonstrate the public benefit of a limited facility.

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

6. Public Facilities:

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

Given the variety of public facility needs throughout the county, on a case by case basis, public facility needs will be evaluated so that local concerns may be addressed.

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

Furthermore, phasing of development may be required to ensure mitigation of impacts.

7. Affordable Housing:

Ensuring an adequate supply of housing for individuals and families with low and moderate incomes, those with special accessibility requirements, and those with other special needs is a goal of the county. Section 5101 of the Zoning Ordinance requires the provision of Affordable Dwelling Units (ADUs) in certain circumstances. Criterion #7 is applicable to all rezoning applications and/or portions thereof that are not required to provide any Affordable Dwelling Units, regardless of the planned density range for the site.

a) Dedication of Units or Land: If the applicant elects to fulfill this criterion by providing Affordable Dwelling Units that are not otherwise required by the ADU Ordinance, the applicant may be permitted a density bonus by providing the ADUs in accordance with the ADU Ordinance. It is a policy of the Board that rental and for-sale Workforce Dwelling Units (WDUs) should be provided in the County's Mixed Use Centers, including Tysons Urban Center, Suburban Centers, Community Business Centers and Transit Station Areas, or, and in mixed use or residential development that is planned for a density of 8 du/ac or above outside of those areasWDUs should be provided in

those areas in accordance with the WDU Policies. As an alternative, land, adequate and ready to be developed for an equal number of units may be provided to the Fairfax County Redevelopment and Housing Authority or to such other entity, as may be approved by the Board.

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

8. Heritage Resources:

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

In reviewing rezoning applications for properties on which known or potential heritage resources are located, some or all of the following shall apply:

a) Protect heritage resources from deterioration or destruction until they can be documented, evaluated, and/or preserved;

b) Conduct archaeological, architectural, and/or historical research to determine the presence, extent, and significance of heritage resources;

c) Submit proposals for archaeological work to the county for review and approval and, unless otherwise agreed, conduct such work in accordance with state standards;

d) Preserve and rehabilitate heritage resources for continued or adaptive use where feasible;

e) Submit proposals to change the exterior appearance of, relocate, or demolish historic structures to the Fairfax County Architectural Review Board for review and approval;

f) Document heritage resources to be demolished or relocated;

g) Design new structures and site improvements, including clearing and grading, to enhance rather than harm heritage resources;

h) Establish easements that will assure continued preservation of heritage resources with an appropriate entity such as the county's Open Space and Historic Preservation Easement Program; and

i) Provide a Fairfax County Historical Marker or Virginia Historical Highway Marker on or near the site of a heritage resource, if recommended and approved by the Fairfax County History Commission.

ROLE OF DENSITY RANGES IN AREA PLANS

Density ranges for property planned for residential development, expressed generally in terms of dwelling units per acre, are recommended in the Area Plans and are shown on the Comprehensive Plan Map. Where the Plan text and map differ, the text governs. In defining the density range:

- the "base level" of the range is defined as the lowest density recommended in the Plan range, i.e., 5 dwelling units per acre in the 5-8 dwelling unit per acre range;
- the "high end" of the range is defined as the base level plus 60% of the density range in a particular Plan category, which in the residential density range of 5-8 dwelling units per acre would be considered as 6.8 dwelling units per acre and above; and,
- the upper limit is defined as the maximum density called for in any Plan range, which, in the 5-8 dwelling unit per acre range would be 8 dwelling units per acre.
- In instances where a range is not specified in the Plan, for example where the Plan calls for residential density up to 30 dwelling units per acre, the density cited in the Plan shall be construed to equate to the upper limit of the Plan range, and the base level shall be the upper limit of the next lower Plan range, in this instance, 20 dwelling units per acre.

NONRESIDENTIAL DEVELOPMENT CRITERIA

While the Comprehensive Plan has no direct equivalent to the residential density range in areas planned for nonresidential or mixed uses, each rezoning application for such uses will be evaluated using pertinent development criteria, as found in the **Residential Development Criteria**, as a basis for such evaluation.

~~For commercial, industrial and mixed use projects, fulfillment of Criterion #7 is based upon the provision of a number of units in appropriate residential projects, or land, or a contribution to the Housing Trust Fund sufficient for a number of units, determined in accordance with a formula established by the Board of Supervisors in consultation with the Fairfax County Redevelopment and Housing Authority.~~

~~APPENDIX 10 GUIDELINES FOR MOBILE HOME RETENTION~~

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

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

~~Redevelopment of parcels of land for mobile home park use should only be permitted if it can be accomplished in a manner that does not adversely affect surrounding properties by creating an environment for change in land use, or adversely affect the adequacy and availability of public utilities and services or water quality. Any such project should be effectively screened and buffered from existing or planned residential development and should be sensitive to the environment. The applicant should file a rezoning application on the subject property to R-MHP, for consideration of such a proposal. Further, assistance substantially offsetting the costs of relocation for displaced residents should be provided by the property owner and a significant portion of any new pads created under this provision should remain affordable.~~

~~APPENDIX 11 GUIDELINES FOR TRANSIT-ORIENTED DEVELOPMENT~~

~~Fairfax County seeks to accommodate future residential and employment growth and expand choices for residents and employees by encouraging transit oriented development (TOD) as a means to achieve compact, pedestrian oriented, mixed use communities focused around existing and planned rail transit stations.~~

~~The following guidelines and design principles are intended to effect well planned transitoriented development and should be considered in planning efforts as new station areas are identified and when an existing station area is subject to a major replanning effort. When applicable, these principles should be used in the review of major rezoning cases for development around planned and existing rail transit stations. These guidelines are intended to provide guidance for TOD in addition to the specific guidance found in Area Plans for each station area.~~

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

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

~~This TOD area may be generally defined as a ¼ mile radius from the station platform with density and intensity tapering to within a ½ mile radius from the station platform, or a 5-10 minute walk, subject to site-specific considerations. Station-specific delineations should allow for the consideration of conditions such as roads, topography, or existing development that would affect the frequency of pedestrian usage of transit and therefore affect the expected walking distance to a station within which higher intensity development may be appropriate. Higher intensities within the delineated area may be appropriate if barriers are overcome and demonstrable opportunities exist to provide pedestrians a safe, comfortable and interesting walk to transit. To protect existing stable neighborhoods in the vicinity of transit but not planned for transit oriented development or redevelopment, and to focus density toward the station, Area Plans should include clearly delineated boundaries for transit oriented development based upon these criteria and a recognition of the respective differences in service levels and capacity of heavy rail, commuter rail and light rail transit which influence the overall density and intensity appropriate for a particular station area.~~

~~**2. Station-specific Flexibility:**~~

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

~~Each of Fairfax County's planned and existing rail transit stations has a unique character in terms of surrounding land uses, transportation infrastructure and roadways, environmental and topographical characteristics, and location within the rail system. Although each individual station should balance node and place functions to some extent, the value of the system as a whole can be enhanced if there is some degree of specialization, which can enhance the goals of TOD.~~

~~Implementation of TOD within Transit Station Area (TSA) boundaries established in Area Plans, should consider the characteristics of the larger area surrounding the TSA (e.g., stable residential neighborhood, revitalization area, urban center). Transit station areas within a larger mixed-use center should be integrated into the overall planning fabric of the mixed-use center.~~

~~**3. Pedestrian and Bicycle Access:**~~

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

~~Non-motorized access and circulation are critical elements of successful TODs and should be encouraged. Techniques to promote maximum pedestrian and bicycle access must include an integrated pedestrian and bicycle system plan with features such as on-road bicycle lanes, walkways, trails and sidewalks, amenities such as street trees, benches, bus shelters, adequate lighting, covered walkways, pedestrian aids such as moving sidewalks and escalators, covered and secure bicycle storage facilities close to the station, shower and changing facilities, a pedestrian friendly street network, and appropriate sidewalk width. Conflict between vehicles and pedestrians/bicyclists~~

should be minimized. This may be achieved through the appropriate location of parking facilities including kiss and ride facilities, and the appropriate location and design of access roads to the rail transit station. Planning for accessible trail systems should consider distances traveled by both pedestrians and cyclists and should provide usable trails and other systems beyond the Transit Station Area.

4. Mix of Land Uses:

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

A balanced mix of residential, office, retail, governmental, institutional, entertainment and recreational uses should be provided to encourage a critical mass of pedestrian activity as people live, work and play in these areas. The appropriate mix of uses should be determined in the Area Plans by examining the unique characteristics and needs of each station area. Specific development plans that conflict with the achievement of the mix of uses planned for that station area are discouraged.

5. Housing Affordability:

Provide for a range of housing opportunities by incorporating a mix of housing types and sizes and including housing for a range of different income levels.

Housing within TODs should be accessible to those most dependent on public transportation, including older adults, persons with disabilities and other special needs, and persons with limited income. Housing should be provided within the residential component of a TOD for residents with low and moderate incomes. Affordable Dwelling Units and Workforce Dwelling Units should be provided onsite or, if an alternative location can provide a substantially greater number of units, in adjacent areas within the TOD. Housing for seniors is encouraged to the extent feasible.

6. Urban Design:

Encourage excellence in urban design, including site planning, streetscape and building design, which creates a pedestrian focused sense of place.

A pleasant pedestrian environment can contribute to the quality of a transit experience, which is also a pedestrian activity. Urban design elements to achieve an appropriate sense of place and a pleasant pedestrian environment may include any or all of the following: well landscaped public spaces such as squares and plazas; urban parks; courtyards; an integrated pedestrian system; street oriented building forms with a pedestrian focus; compact development; appropriate street width and block size; measures to mitigate the visual impact and presence of structured parking; and, high quality architecture.

7. Street Design:

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

The street grids around transit station areas should be designed at a scale that facilitates safe pedestrian and cyclist movement and provides for vehicular circulation and capacity. Street design should incorporate elements such as lighting, appropriate street width, sidewalk width and intersection dimensions to allow for pedestrian, bicycle and vehicular use, and should be designed to provide universal access to people with a range of abilities and disabilities. The design of streets should encourage lower traffic speeds and superior pedestrian circulation through provision of on-street parking, street trees, and other features and amenities.

8. Parking:

Encourage the use of transit while maximizing the use of available parking throughout the day and evening and minimizing the visual impact of parking structures and surface parking lots.

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

9. Transportation and Traffic:

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

A TOD should contain the following characteristics relating to transportation and traffic:

- A multimodal transportation infrastructure, with an emphasis on pedestrian and biking facilities, that offer a choice in transportation modes providing convenient and reliable alternatives to driving to a station area, particularly those station areas without parking.

- A design that accommodates, but minimizes single occupant vehicle trips. Additional measures to minimize single occupant vehicle trips, including Transportation Demand Management measures, should be identified and applied.

- Traffic calming measures, design techniques and road alignment that balance pedestrian and bicycle accessibility and vehicular access.

The cumulative impacts of TOD on transportation infrastructure should be evaluated in the TOD area, and improvements provided where needed. *The impacts on roads:* Where applicable, a higher level of delay is acceptable for vehicular traffic within TOD areas. A non-degradation policy should be applied to areas immediately adjacent to a TOD area and to arterials serving the TOD area. This policy requires that traffic flow in these adjacent areas and on arterials serving the TOD area perform no worse after development of a TOD takes place. Where it is not possible or appropriate to maintain a non-degradation policy, in lieu of additional road capacity, there can be improvements, measures and/or monetary contributions to a fund to enable the application of techniques to reduce vehicle trips by an appropriate amount in and around the TOD area. *The impacts on transit, pedestrian, and bicycle facilities:* A high level of service should be maintained for transit users that minimizes delay, the need for transfers, and transfer delay. Where it is not possible to maintain a high level of transit service because of extraordinarily high costs, monetary contributions to a fund for the eventual improvement of transit service can be provided in lieu of the maintenance of a high quality transit service. An acceptable level of transit service nevertheless should be maintained during TOD development. A high level of service should be maintained for pedestrians and cyclists, including safety and security, direct pathways, reasonable grades, and minimized delays at intersections.

10. Vision for the Community:

Strive to achieve a broadly inclusive, collaborative, community participation process when evaluating TOD plans that propose substantial changes in use, intensity or density for existing or new transit station areas planning efforts.

Broad based support and collaboration can be achieved through planning processes that encourage involvement and participation. These processes should utilize a range of tools and techniques for engaging the community and other interested stakeholders. While the particulars of the process should relate to each station, planning processes should include the use of citizen task forces, and other means to result in the following: (1) a collaborative and interactive formulation of a cohesive vision for the transit station area before specific development proposals are formally considered; (2) a TOD vision that is integrated with and complements surrounding neighborhoods; (3) incorporation of a broad range of aspirations and needs of those communities; (4) active participation by county planning officials, supervisors, community groups and developers to identify, and encourage broad based involvement and participation by, a wide range of stakeholders, including all interested citizens' associations; and (5) continuing stakeholder involvement on a

collaborative basis in framing development proposals ultimately considered for specific parcels.

11. Regional Framework:

Provide a more efficient land use pattern by concentrating growth around existing and planned transit station areas.

Maximizing development around transit can provide a regional benefit by accommodating some of the region's projected employment and residential growth, as well as making jobs accessible by transit. In instances where substantial changes in use, density or intensity are being considered as part of station area planning, the implications and impacts on the transit system should be considered. Cumulative impacts on transit service and capacity as well as on traffic capacity should be evaluated in a transit oriented development, and improvements evaluated where needed. These planning efforts should include coordination and cooperation with adjacent jurisdictions, regional organizations, and transit providers, such as WMATA and VRE. The use of Transfer of Development Rights (TDR's) should be examined as a technique to relocate zoned density to TOD areas if it results in future development that agrees with Comprehensive Plan recommendations.

12. Environmental Considerations:

Seek opportunities for mitigating environmental impacts of development.

The environmental benefits of compact, mixed use development focused around transit stations can include improved air quality and water quality through the reduction of land consumption for development in other areas. The utilization of land near transit and the existing infrastructure allows the county to accommodate increasing growth pressures in a smaller area served by infrastructure. Improvements in air quality due to reduced vehicle miles traveled and reduced automobile emissions can also be viewed as a benefit of TOD. Environmental impacts (such as impacts on mature trees and stormwater runoff) of proposed development should be examined and mitigated to minimize potential negative impacts. Low Impact Development Techniques, such as rain gardens and green roofs, should be incorporated into proposed developments to reduce potential impacts of stormwater runoff from these areas. Development in TODs should be designed in a manner that conserves natural resources; the application of energy and water conservation measures should be encouraged. Sites undergoing redevelopment should optimize stormwater management and water quality controls and practices for redevelopment consistent with revitalization goals.

13. Economic Benefits:

Create an employment base and encourage commercial revitalization adjacent to transit facilities.

~~Development around transit stations can help to address housing and transportation costs in the county by providing opportunities to balance these costs in TODs. Employment uses near transit can provide opportunities for lowered transportation costs for employees. Additionally, housing near transit offers similar transportation savings and opportunities for housing near employment. Opportunities to create new small business opportunities as well as assist in the retention of existing small businesses should be evaluated as part of TOD planning.~~

~~14. Open Space:~~

~~*Provide publicly-accessible, high-quality, usable open space.*~~

~~Urban parks and open space contribute to a development's sense of place and are integral amenities offered to residents, workers and shoppers. Transit oriented development plans should provide amenities such as public gathering spaces, civic focal points, plazas and open green space and offer a variety of activities such as dining, casual games and recreation, performances, visual arts and special events. These spaces should be accessible to the larger community as well as the immediate transit oriented development area. Development plans should also incorporate open space preservation, such as stream valleys, where appropriate, and provide access to the county's network of parks and trails.~~

~~15. Public Facilities and Infrastructure:~~

~~*Evaluate opportunities to include public facility improvements and services within the TOD area.*~~

~~TOD may provide opportunities to improve public facilities. Locating public facilities in station areas provides important public services in areas accessible to public transportation and can increase activity within the TOD. Cumulative impacts of development in a TOD on public facilities and transit access facilities should be identified and offset. Such impacts include those on schools, parks, libraries, police, fire and rescue, water and sewer, stormwater management and other publicly owned community facilities. Current data on station access facilities and demand should be used as available, to assess needs for replacement or enhancement of facilities such as bus bays, taxi access, substations and parking.~~

~~16. Phasing of Development:~~

~~*Ensure that projects are phased in such a way as to include an appropriate mix of uses in each phase of the development.*~~

~~A balanced mix of residential and nonresidential uses should be provided to encourage a critical mass of pedestrian activity. However, concurrent development of all uses may not be feasible due to market conditions. In instances where a certain mix of uses is critical to the success of the TOD, the development~~

~~should include a commitment to phase the project in such a way as to include an appropriate mix of uses in each phase to help ensure the long-term success of the mixed use development. It may also be appropriate, when a project's overall success depends on certain specific elements, to make later phases contingent on completion of those elements. Phasing the development can minimize the potential impacts on the surrounding community and increase amenities for residents, employees, and visitors within the transit-oriented development area. Phasing plans should include pedestrian and bicycle access plans to allow proper non-motorized access throughout the development phases. Provision of open space and recreational amenities should be phased as well so that provision or these facilities is not postponed until final phasing of a development.~~

~~APPENDIX 12 GUIDELINES FOR HIGHER INTENSITY WITHIN AREAS~~

~~PLANNED FOR INDUSTRIAL USES~~

~~As technology and market demands change, there may be a need to provide more flexibility to allow certain uses, such as data centers and self-storage facilities (mini-warehouse uses) to be built at higher intensities within areas planned for industrial uses as shown on the Comprehensive Land Use Plan Map. The following performance-based strategy is intended to be used to review certain proposals for higher intensity than otherwise recommended in the Plan. This guidance provides an option for higher intensity, while ensuring proposals are compatible with surrounding uses and can be supported by existing infrastructure. This option for additional intensity is not meant to supersede any site-specific Plan guidance not related to intensity and does not apply to areas with a baseline Plan recommendation for industrial use, but that also have a redevelopment option allowing for non-industrial uses such as office, retail, residential, or mixed use.~~

~~Uses such as data centers and self-storage facilities within areas planned for industrial use as shown on the Comprehensive Land Use Plan Map may be appropriate for development at intensities above the baseline recommendation stated in the Plan text for the site if the following performance criteria are met:~~

1. ~~Transportation: Proposed higher intensity development should provide a traffic impact analysis that demonstrates, to the satisfaction of the Fairfax County Department of Transportation, that the use and intensity proposed will result in lesser peak-hour traffic impacts than would be generated if the site were to develop at the maximum allowable intensity for the planned baseline recommendation for industrial use. If no intensity is specified in the Plan, an intensity of .35 FAR should be assumed for this analysis.~~

2. ~~Mitigation of Noise and Other Impacts: Noise, light and other environmental impacts should be examined to ensure that surrounding uses are not negatively impacted by this higher intensity. Measures such as substantial setbacks, landscape buffers, berms, architecturally solid walls and fences, pedestrian - scaled light poles, and the directing of light away from existing development should be considered to mitigate any identified impacts.~~

3. ~~Building Design: High quality design and materials should be used, and the design and materials should complement the architecture of surrounding uses. Loading functions should be screened with attractive gates or fencing depending on their orientation to public roadways and non-industrial uses. To minimize visual impacts on surrounding properties, building facades should avoid the use of undifferentiated surfaces by including the following design elements as appropriate: variation in building height, building step backs or recesses, fenestration, variation in building materials, patterns, textures, colors, and use of accent materials.~~

4. ~~Lot size and parcel consolidation: The lot size should accommodate the proposed intensity while allowing for adequate space for site circulation, buffers, and the ability to minimize visual impacts on adjacent properties related to height and building mass. Parcel consolidation is also encouraged to achieve these goals, so as not to preclude the development of unconsolidated parcels in conformance with the Comprehensive Plan.~~

5. ~~Site Design: Improvements to circulation or access, parking, landscaping and stormwater management should be provided. If there is a reduced need for parking as a result of redevelopment, consideration should be given to converting existing surface parking to new usable open space and/or permeable areas that improve stormwater runoff.~~

APPENDIX 13 GUIDELINES FOR COMMERCIAL BUILDING REPURPOSING

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

The Guidelines for Commercial Building Repurposing are intended to facilitate the conversion of vacant, partially vacant, and underutilized commercial office, retail and service buildings to alternative land uses not envisioned under the adopted Comprehensive Plan.

Commercial buildings that are proposed to be repurposed per these guidelines may be deemed to be in conformance with the Comprehensive Plan. Flexibility is anticipated when applying Plan guidance in the review of zoning applications. Commercial building repurposing should not preclude future redevelopment nor critical logical consolidation, roadway improvements, parks, and/or other public facilities. Moreover, a repurposed commercial building should not result in land use conflicts that will compromise the use and/or operations of properties nearby.

Office Building Repurposing

The following types or mixture of types of office building repurposing may be appropriate in the Tysons Urban Center, Community Business Centers (CBCs), Transit Station Areas (TSAs), Suburban Centers, Industrial Areas, Suburban Neighborhoods and Low Density Residential Areas:

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

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

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

Retail Building Repurposing

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

Performance Standards for Commercial Building Repurposing

The following performance based strategy is intended to be used to review proposals for repurposing existing commercial buildings for alternative uses. This guidance sets forth criteria to ensure proposals are compatible with surrounding uses and can be supported by existing infrastructure. Because the repurposing of commercial buildings presents unique challenges and opportunities, flexibility in achieving certain objectives may be afforded, particularly when the conversion will not significantly change the building form and footprint.

Although there are recommendations and guidance for residential development and uses throughout the Comprehensive Plan, the Comprehensive Plan does not and should not be read to suggest, request, or require any proffered condition for any particular site, development or use.

1. Compatibility:

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

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

2. Transportation:

Opportunities to improve site access, internal circulation, frontage, and off-site connections and reduce excess parking should be assessed and provided for all transportation modes. Incorporating multimodal frontage improvements should enhance the pedestrian, bicycle, and transit user's experience. An evaluation of the transportation impacts should be provided. A proposed development that is equal to or generates less vehicle trips than an occupied office building and/or has the ability to implement a Transportation Demand Management (TDM) program to lessen the

~~vehicle impacts from the proposed use is encouraged. If the proposed use generates additional traffic, then appropriate mitigations, including a TDM program, should be provided.~~

~~3. Site Design:~~

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

~~4. Schools, Parks, And Other Public Facilities:~~

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

~~5. Environment:~~

~~The repurposing of commercial buildings may provide opportunities for improvements in energy efficiency and other green building practices. Such opportunities should be identified and considered for incorporation into building and/or site design. Similarly, noise mitigation should be provided where needed and feasible. Stormwater objectives should be met; however, in cases where site constraints render achieving stormwater management objectives impractical, other opportunities to reduce impervious surfaces and implement quality and quantity controls should be identified. The repurposing of buildings should be pursued in a manner that will support the protection and restoration of tree canopy. Efforts should be pursued to protect high quality vegetation and provide additional tree cover within landscaping concepts, consistent with site design needs.~~

~~6. Affordable and Workforce Dwelling Units:~~

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

7. Historic Preservation:

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

APPENDIX 14 CONTINUING CARE FACILITY GUIDELINES

The Continuing Care Facility (CCF) use is intended to provide for the development of a wide array of accommodations and service choices to facilitate the opportunity for occupants to age-in-place or move within levels of support as care needs change. The development of secondary uses such as offices, restaurants, recreation, and stores may be appropriate to support the CCF use and its occupants. Continuing Care Facilities are considered community service facilities under Virginia Code § 15.22223(C).

A CCF may be established in an area that is planned for institutional, residential, mixed use, or commercial development; or where those uses are compatible with, or recommended by the Comprehensive Plan. The maximum floor area ratio is based on the land use recommendation in the Plan for a CCF or on the land use recommendation for other uses, as modified by the conversion table in the Zoning Ordinance.

A CCF proposed per this appendix may be deemed to be compatible with the Comprehensive Plan even if not specifically shown on the Comprehensive Plan Map or recommended in the Comprehensive Plan text as a particular use for a property.

1. Compatibility

Any proposed CCF development should seek to achieve a harmonious and compatible relationship between the scale and design of the proposed CCF and existing and planned land uses around the property. The CCF proposal should demonstrate that the use will not create an adverse impact on adjacent land uses and/or neighborhoods. Compatible transitions between a CCF and any adjoining lower density land uses can be achieved through such techniques as the control of height and setbacks, the use of landscaping and screening, and the concentration of intensity in the center of a development site. In designated mixed use activity centers, taller buildings that complement the planned and built environment may be appropriate especially when a more compact building footprint provides an opportunity for the creation of larger public open spaces.

2. Transportation

~~To better accommodate traffic, the site should have access to an arterial or to a collector street. A transportation analysis should be performed in conjunction with a proposed CCF development that demonstrates the satisfactory resolution of any identified transportation issues.~~

~~For larger facilities, access to public transportation and community retail and services are desirable to serve residents and employees. The CCF should provide mobility options such as shuttles that can offer residents access both within and outside the facility.~~

~~3. Site and Building Design~~

~~Site design should promote safe vehicular, non-motorized, and pedestrian movements within the CCF. High quality open space should be preserved and/or included throughout the site. Site layout should provide logical, functional, and appropriate relationships among buildings with specific consideration to providing accessible movement around the site for persons with mobility challenges.~~

~~Streetscape and landscape should be designed to promote a pleasant experience by improving the general appearance of a site and providing buffers between uses as appropriate to create effective transitions. Desirable features such as courtyards, an integrated sidewalk and trail system, and measures that mitigate the visual impact of parking lots and garages should be provided.~~

~~The topography of the site and the topography between the site and nearby destinations should be taken into consideration when siting CCF development to avoid trails and sidewalks with steep inclines.~~

~~4. Affordability~~

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

~~5. Environment~~

~~The protection and enhancement of natural resources, including their environmental health benefits, should be evaluated on a site-specific basis. These areas should be integrated into the planning and site design for the CCF as appropriate.~~

~~Specifically, a CCF should conserve natural environmental resources by protecting, enhancing, and/or restoring the habitat value and pollution reduction potential of floodplains, stream valleys,~~

~~Environmental Quality Corridors (EQC), Resource Protection Areas (RPA), woodlands, wetlands, and other environmentally sensitive areas, per county policy.~~

~~New development should minimize human exposure to noise sensitive areas. Internal noise levels should not expose people in noise sensitive environments to noise in excess of DNL 45 dBA. Any new or proposed development should be subject to existing airport noise policies.~~

~~CCF developments should commit to exterior lighting fixtures that minimize glare and impacts to the night sky, while offering a measure of safety and security to persons within the CCF.~~

~~6. Parks and Recreation~~

~~The Parks and Recreation element of the Policy Plan should be consulted when determining how park and recreation needs generated by development should be offset. The impacts to parks and recreation levels of service, including applicable standards, will vary with the geographic location and the needs generated by the specific CCF. Acreage requirements will vary depending on whether the site is located in an area where the Urban Parks Framework applies.~~

~~New trail and sidewalk connections that link the CCF to nearby parks should be encouraged. Connections will help integrate the CCF into the fabric of the community and provide active recreation opportunities and connection with nature. Trails and sidewalks should be accessible to all abilities and compliant with the Americans with Disabilities Act.~~

~~7. Libraries, Fire and Rescue Services, Stormwater Management, and Other Public Facilities~~

~~The CCF should offset any public facility impacts. This may be accomplished through the dedication of land suitable for the construction of an identified public facility need, the construction of public facilities, the contribution of specified in-kind goods, services, or funds earmarked for those uses, and /or a monetary contribution to be used toward funding capital improvement projects. Selection of the appropriate offset mechanism should maximize the public benefit of the contribution.~~

~~TRANSPORTATION~~

~~INTRODUCTION~~

~~Fairfax County is served by an extensive transportation system comprised of roadways, bus and rail rapid transit, paratransit services and an international airport. In addition, an extensive sidewalk and trail system serves pedestrian and bicycle travel. The roadway and public transit system accommodates hundreds of thousands of trips every day. However, the provision of transportation facilities and services has not kept pace with the increasing travel demand in the county. This increased travel demand is fueled both by the growth within Fairfax County and by the growth in surrounding jurisdictions.~~

~~Over the past three decades, Fairfax County has been one of the most rapidly growing jurisdictions in the United States in terms of population growth – more than doubling the size of its population since 1970. Aided by the strong regional economy, growth in Fairfax County is projected to be significant in the future as well. While the rate of population growth is expected to decrease, overall population will continue to grow, with a 28% increase projected from 2005 to 2030. The number of households in Fairfax County is projected to grow from 378,000 in 2005 to 482,000 in 2030, an increase of 104,000 or 28%. Even more dramatic is the projected increase in jobs in Fairfax County from 600,500 in 2005 to 845,000 in 2030, an increase of 244,500 or 41%. That will make Fairfax County the second largest employment center in the Washington, DC metropolitan area, only slightly behind the District of Columbia.~~

~~In addition to experiencing growth, the demographic and socioeconomic characteristics of the population in Fairfax County have changed significantly and will continue to change in the future. Two examples are the cultural and ethnic diversification and the aging of the population. These demographic changes contain challenges for the provision of transportation facilities and services. For example, as the county's population ages, it becomes more important to provide transportation options and services geared to their needs.~~

~~One of the primary implications of the trends and forecasts for Fairfax County is that traffic conditions are likely to deteriorate further, even with extraordinary expenditures to improve the transportation infrastructure (including both roadways and transit). In addition, many forces outside the county, which generate increasing levels of traffic demand, are out of the county's direct control. Thus, it becomes imperative to explore possible options for reducing current and future demands on the transportation system.~~

~~The objectives and policies presented in this Transportation Section of the Comprehensive Plan provide the framework for the continued development of the county's transportation system, in the face of the continued growth in population and employment as well as the changing characteristics of the population. One of the options for bringing about long-term improvements to the transportation system is to exercise its ability to influence the pattern of land use in the county; specifically, to establish more efficient land use patterns with respect to transportation. Since it is apparent that roadway improvements cannot be relied upon to provide unlimited transportation capacity for the future, measures to bring about less demand for roadway capacity should be a focus of the county's Comprehensive Plan. It will be impossible to meet travel demand solely by roadways. The objectives and policies presented in this section thus emphasize the need to maximize the efficient use of the existing and future Fairfax County transportation system by reducing reliance on automobile travel, and by coordinating land use decisions and transportation planning within Fairfax County and the region as a whole.~~

Fairfax County's bicycle program was approved unanimously by the Board of Supervisors and launched in September 2006. The program's primary goal is to make bicycling a viable transportation mode and to make Fairfax County bicycle friendly and safe. Program management and implementation was assigned to the Fairfax County Department of Transportation. The Board established four program priorities: establish a staff position with substantial responsibilities devoted to bicycle facility planning, implementation, and coordination; create a county bicycle route map; examine roadways that may accommodate on-road bike lanes without substantial reconstruction; and create a pilot program in a specific area of the county for the establishment of an interconnected bike route. It was soon determined that a comprehensive bicycle master plan was needed to address bicycling as a transportation mode and to outline a long range plan defining both infrastructure improvements as well as policy objectives specific to bicycling.

BOARD OF SUPERVISORS GOAL

Transportation - Land use must be balanced with the supporting transportation infrastructure, including the regional network, and credibility must be established within the public and private sectors that the transportation program will be implemented. Fairfax County will encourage the development of accessible transportation systems designed, through advanced planning and technology, to move people and goods efficiently while minimizing environmental impact and community disruption.

A keystone policy for future planning and facilities includes achievement of a multi-modal transportation system to reduce excessive reliance upon the automobile. Regional and local efforts will focus on planning and developing a variety of transportation options. Sidewalks, trails and on-road bicycle routes should be developed as alternate transportation facilities leading to mass transit, high density areas, public facilities and employment areas.

COUNTYWIDE OBJECTIVES AND POLICIES

Objective 1: Provide for both through and local movement of people and goods via a multi-modal transportation system that provides transportation choices, reduces single-occupancy-vehicle (SOV) use and improves air quality.

Policy a. Integrate motorized and non-motorized transportation facilities and services in accordance with transportation elements in the Transportation Plan Map (Figure 1), the Countywide Trails Plan Map (Figure 2), Bicycle Network Map (Figure 3) and the Bicycle Master Plan, chapters 1-4 (Appendix 5).

Policy b. Provide motorized and non-motorized transportation facilities or improvements that best meet county goals as determined by detailed corridor and/or subarea studies. Provide for full public participation in such studies.

Policy c. Accommodate inter-county and through trips with the Interstate and Primary Highway Systems, mass transit, high occupancy vehicle (HOV) and high occupancy toll (HOT) facilities.

Policy d. Consider providing HOT lanes on limited access roadways to enhance throughput. Ensure that buses and HOVs have free access to HOT lanes.

~~Policy e. Design and construct trails, sidewalks, overpasses, bike facilities, transit amenities, and other non-motorized facilities leading to and accessing public transportation facilities and commuter collection points.~~

~~Policy f. Provide accessible transportation services and facilities that address the travel needs of the senior, disabled, and mobility challenged population.~~

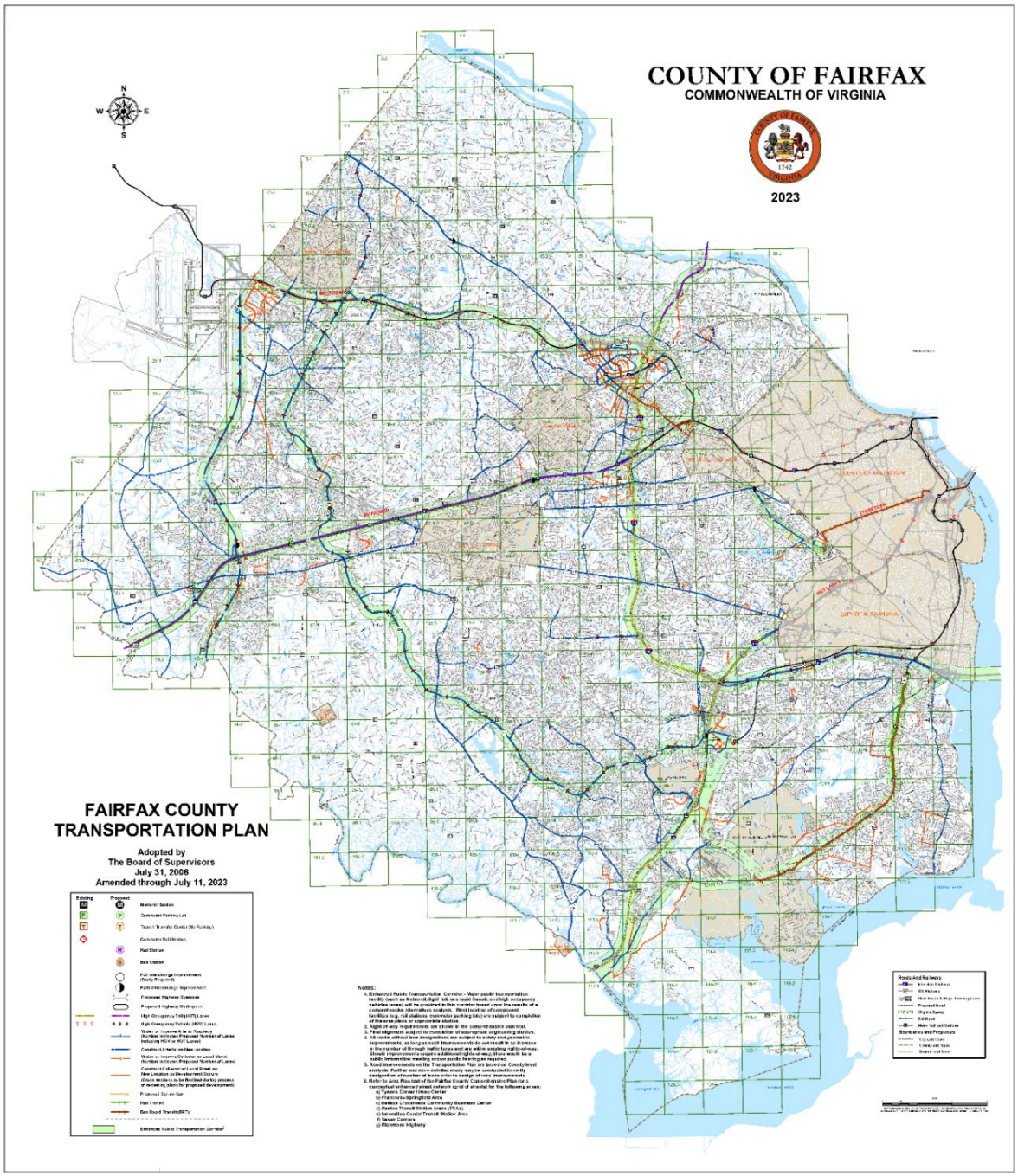
~~**Objective 2: Increase use of public transportation and non-motorized transportation.**~~

~~Policies on Facilities~~

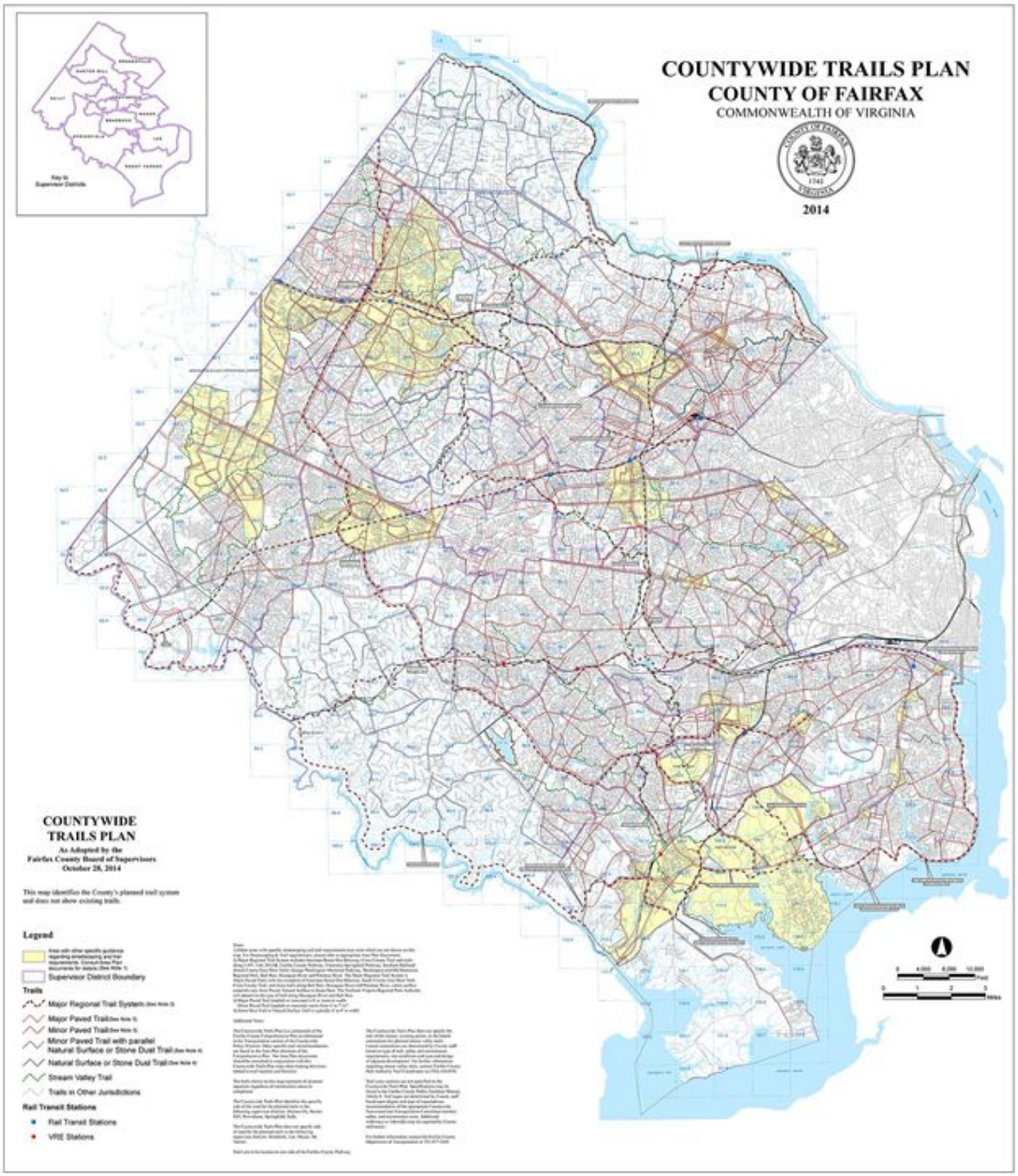
~~Policy a. Support the extension of the Metrorail system in the Dulles Corridor to the Dulles Airport and Loudoun County.~~

~~Policy b. Provide public transportation facilities (such as rail transit, commuter rail, bus rapid transit and/or HOV lanes) in major radial and intra-county commuter corridors designated as Enhanced Public Transportation Corridors in the Transportation Plan Map. Preserve land and rights-of-way where appropriate.~~

~~Policy c. Provide HOV lanes on freeways and major arterials where substantial travel benefits can be realized. Develop an integrated HOV system with direct connections between park-and-ride lots, transit centers, and other modal transfer facilities and to major mixed-use Centers. Strictly enforce HOV regulations to minimize violations.~~



~~TRANSPORTATION PLAN MAP~~ ~~FIGURE 1~~



~~COUNTYWIDE TRAILS PLAN MAP~~ **~~FIGURE 2~~**



~~COUNTYWIDE BICYCLE NETWORK MAP~~ ~~FIGURE 3~~

~~Policy d. Establish and/or expand park-and-ride lots along major inter-county and intra-county corridors and at potential future modal transfer points such as rail stations in order to promote transit and HOV usage.~~

~~Policy e. Incorporate adequate, safe, and secure bicycle parking at all public buildings, park-and-ride lots, transit facilities, libraries, and schools. Adopt bicycle parking guidelines and policy defining the number of required bicycle parking spaces, approved equipment, and the proper placement/installation of the equipment.~~

~~Policy f. Establish a network of multi-modal centers as necessary to facilitate both inter-county and intra-county travel.~~

~~Policy g. Provide supporting facilities for the transit system, and provide resources to maintain county-owned equipments and facilities effectively.~~

~~Policy h. Provide safe and convenient non-motorized access (e.g., sidewalks, pedestrian crosswalk signals and markings, trails, on-road bicycle routes and secure bicycle parking) and user amenities (e.g. paved waiting areas, bus shelters and route/schedule information) for transit services and facilities.~~

~~Policies on Services~~

~~Policy i. Improve the speed, quality, reliability, convenience and productivity of transit service.~~

~~Policy j. Provide mass transit service in major commuter corridors, including those designated as Enhanced Public Transportation Corridors on the Transportation Plan Map. These services, including intra-county express bus service, should connect designated public transit transfer points and park-and-ride lots to mixed-use centers, the Metrorail system, and the metropolitan core.~~

~~Policy k. Provide feeder and local bus service to connect to mass transit facilities, mixed-use centers, educational facilities and employment centers.~~

~~Policy l. Provide local circulation service within mixed-use centers and employment centers.~~

~~Policy m. Make appropriate use of advanced transit technologies to provide service information and improve system operations. Evaluate and implement innovative services and methods to increase transit ridership.~~

~~Policy n. Facilitate transfer between modes at transit centers through coordination of services, schedules, fares, communication systems and information.~~

~~Policy o. Coordinate with neighboring jurisdictions to promote public transportation usage, bicycle route connectivity, and reduce SOV travel.~~

~~Policy p. Coordinate the planning and provision of public, human service agency, and non-profit transportation services targeted to the senior population, people with disabilities and low-income residents.~~

~~Policy q. Work with Fairfax County Public Schools and human service agencies to travel~~

train the senior population and people with disabilities in the use of public transportation.

Objective 3: Ensure that the roadway system provides adequate local access and capacity for through movements, consistent with financial, social, and environmental constraints and with the county's goal of reducing SOV use.

Policy a. Plan, design and operate the roadway system consistent with the Roadway Functional Classification System.

Policy b. Provide a street network level of service as high as practical, recognizing the social, environmental, and financial constraints associated with the diverse areas of the county. At a minimum, level of service D should be provided, except where a lower level of service has been determined acceptable.

Policy c. Encourage the use of context sensitive solutions in roadway design to improve integration of roads into the physical environment and community.

Policy d. Provide new roadway construction which can be accepted by the Virginia Department of Transportation (VDOT) for inclusion in the state highway system.

Objective 4: Provide a comprehensive network of sidewalks, trails and on/off road bicycle routes as an integral element of the overall transportation network.

Policy a. Plan for pedestrian, bicycle, and trail system components in conjunction with the Bicycle Master Plan, the Countywide Trails Plan (Figure 2) and Countywide Bicycle Network Map (Figure 3).

Policy b. Incorporate pedestrian, bicycle, and other non motorized components and supporting facilities that meet VDOT, American Association of State Highway and Transportation Officials (AASHTO), the Manual of Uniform Traffic Control Devices (MUTCD), the National Association of City Transportation Officials (NACTO) Guidelines, and/or county Standards.

Policy c. Provide for clearly marked bicycle and pedestrian features, such as sidewalks, on road bicycle routes, trails, crosswalks, curb cuts, refuge areas and pedestrian/bicycle signals, in the construction and reconstruction of roads and bridges. Evaluate road dieting and/or lane dieting concepts where roadway volume to capacity ratios allow in order to establish on-road bike lanes.

Policy d. Provide sidewalks, trails and/or on road bicycle routes which link residential concentrations with transit stations, activity centers, shopping districts, recreational facilities, and major public facilities, and provide for pedestrian and bicycle circulation within activity centers.

Policy e. Provide sidewalks on both sides of streets.

Objective 5: Promote Transportation Demand Management (TDM) to support efficient use of the county's transportation system.

~~Policy a. Promote and market public transit, ridesharing, use of HOV lanes, bicycling and walking with all potential users.~~

~~Policy b. Promote TDM strategies including teleworking, teleconferencing, tele-education, alternative work schedules, flexible work hours and/or variable pricing.~~

~~Policy c. Implement parking management programs and parking controls in activity centers to encourage use of mass transit, HOV and non-motorized transportation.~~

~~Policy d. Encourage and support employers and landowners to establish transportation management associations (TMAs).~~

~~Policy e. Work with private and public employers by establishing alternative commute programs to reduce SOV use.~~

~~Policy f. Work with the county residents, developers, homeowner associations and property management companies through residential based programs to promote use of public transportation, HOVs, non-motorized travel, and other alternatives.~~

~~Policy g. Work with Fairfax County Public Schools, private schools, and area colleges to establish programs that encourage the use of bicycling, walking, carpooling and transit.~~

~~Policy h. Require that applicants for rezoning and special exceptions show evidence that they have analyzed and evaluated potential TDM strategies. Encourage proffers of TDMs and develop enforcement mechanisms and proffers in support of the county's transit system.~~

~~Policy i. Develop TDM strategies and programs in cooperation with MWCOG and other local jurisdictions.~~

~~**Objective 6: Ensure that improvements to the transportation system are cost-effective and consistent with environmental, land use, social, and economic goals.**~~

~~Policy a. Give priority to the programming of transportation improvements that assist in accomplishing the county's land use goals and objectives, particularly the encouragement of transit-oriented development at Transit Station Areas, Commercial Revitalization Areas, and in the cores of the Urban and Suburban Centers.~~

~~Policy b. Allocate capital improvement funds to advance the construction of those transit and HOV/HOT facilities that are the most cost-effective.~~

~~Policy c. Integrate non-motorized transportation projects into the programming of construction and maintenance projects and improve bicycle level of service with road reconstruction projects.~~

Policy d. Anticipate future demands and operating conditions in addition to existing conditions when making programming decisions.

Policy e. Consider direct and indirect costs, including operations and maintenance, in making programming decisions.

Policy f. Pursue advanced acquisition of easements and rights of way to reduce project costs and adverse impacts.

Policy g. Consider intersection improvements when funds are insufficient to permit construction of full segments between intersections.

Policy h. Consider the needs of all users, especially seniors and people with disabilities, when making programming deicisions.

Objective 7: Provide transportation facilities and services that minimize community disruption and adverse environmental impacts.

Policy a. Plan and design transportation facilities and services to minimize adverse impacts on Environmental Quality Corridors (EQCs), Resource Protection Areas (RPAs), other environmental resources, and heritage resources.

Policy b. Plan and design transportation facilities and services to minimize and mitigate adverse impacts to residents and neighborhoods.

Policy c. Adopt strategies to reduce vehicle emissions to meet the National Ambient Air Quality Standards.

Policy d. Minimize adverse impacts of storm water runoff from transportation facilities and services. Use innovative techniques and technologies to manage storm water run-off from transportation facilities.

Policy e. Apply best practices for walkable communities, pedestrian and bicycle planning, quality of life, and ecological preservation.

Policy f. Ensure pedestrian access and safety during construction of transportation facilities.

Objective 8: Identify the funding needed for the county's transportation system and potential sources for that funding.

Policy a. Develop and implement a responsible financial plan that considers both public and private sources of financial support for the county's transportation system.

Policy b. Pursue local, regional, state and federal funding support for the county's transportation system.

Policy c. Encourage and facilitate private sector initiatives to finance new construction, new transportation services, and improvements to existing facilities and services.

Policy d. Pursue increased funding for trails, sidewalks and on-road bicycle routes.

Objective 9: Ensure safety for users of transportation facilities and services and for the general public.

Policy a. Monitor safety and security associated with existing transportation facilities and services.

Policy b. Correct safety and security problems associated with existing transportation facilities and services that lie within the control of the County.

Policy c. Incorporate safety and security features into new transportation facilities.

Policy d. Incorporate medians and separate turning lanes in the design or redesign of roadways having four or more travel lanes.

Policy e. Upgrade existing roadways to correct unsafe conditions along segments with substandard geometrics.

Policy f. Monitor and enforce the provisions and regulations for transporting hazardous materials.

Policy g. Provide adequate maintenance of county transit vehicles and other county transit facilities, and enhance maintenance resources wherever possible.

Policy h. Reduce conflicts between motorized and non-motorized traffic and correct unsafe conditions for walking and bicycling.

Policy i. Work with VDOT and local communities to implement traffic calming and other measures where needed to encourage motorists to drive with caution and consideration in residential communities.

Policy j. Plan and prepare to assist with orderly evacuations (selected, staged or full-scale) in the event of an emergency. Provide assistance for residents without a means of transportation during an evacuation.

Policy k. Coordinate with regional public safety and transportation agencies using state of the art communications technology for emergency operations and transportation incident management.

Objective 10: Maximize the operational efficiency of transportation facilities for all modes.

Policy a. Maximize the efficiency of existing roads through low cost strategies to increase capacity such as channelization, turning lanes, optimized signalization, and signage, while avoiding negative impacts on pedestrians and bicyclists.

Policy b. Preserve and enhance the efficiency of the arterial street network by reducing and consolidating private entrances, median crossovers, and similar disruptions to traffic flow.

~~Policy c. Promote accessibility between residential developments to facilitate emergency access, local circulation of motorized and non-motorized traffic and potential neighborhood bus service.~~

~~Policy d. Develop a roadway system which discourages through travel while maintaining connectivity on local and collector streets.~~

~~**Objective 11: Ensure that land use and transportation policies are complementary.**~~

~~Policy a. Require all new developments to mitigate adverse impacts upon the transportation system. Evaluate measures to facilitate access by transit and to provide other enhancements necessary to promote use of transit and non-motorized transportation.~~

~~Policy b. Limit development to the low end of the planned range unless the applicant demonstrates that arterials and collectors within the impact area of the proposed project as defined by the county will operate at an acceptable level of service, upon completion of the project, taking into consideration expected development and transportation facilities within the area during that period.~~

~~Policy c. Encourage higher density residential development in activity centers to promote non-motorized trips and transit services to reduce SOV use.~~

~~Policy d. Support public transportation and non-motorized travel through the design and development of mixed-use projects in Tysons Urban Center, Suburban Centers, Revitalization Areas, Transit Station Areas, and Community Business Centers. The road design and site design (including the location of parking, transit stops, pedestrian facilities, and secure bicycle parking), and other facilities should be supportive of public transportation usage and non-motorized travel.~~

~~Policy e. Encourage compatible commercial use and appropriate land uses such as childcare facilities in mixed-use centers and in close proximity to public transportation transfer points.~~

~~Policy f. Require new development and redevelopment projects, where applicable, to provide temporary pedestrian access when such access is affected by the development.~~

~~Policy g. Evaluate land uses around airports during the development review process, to ensure compatibility in terms of height, noise, and the functional classification of the facility; and encourage the Metropolitan Washington Airports Authority to procure aviation and related facility easements where appropriate.~~

~~Policy h. Encourage location of activities with significant demand for air transportation in close proximity to existing aviation facilities.~~

~~**Objective 12: Preserve land needed to accommodate planned transportation facilities.**~~

~~Policy a. Identify streets or highways shown in the Comprehensive Plan for improvement, by the anticipated number of lanes, typical cross-sections, and right-of-way requirements.~~

~~Policy b. Preserve the maximum potential requirements for the planned typical section and right-of-way, where planned roadway improvements have not been designed. (See the Roadway Right-of-Way Requirements Section in the Transportation Appendix.)~~

~~Policy c. Establish right-of-way requirements and preserve the land for future interchanges, transit stations and transit rights-of-way in the Enhanced Public Transportation Corridors and other public transportation facilities shown on the Transportation Plan Map. Develop potential right-of-way requirements based upon conceptual drawings where designs have not been approved.~~

~~Policy d. Prepare engineering plans for future transportation improvements as soon as feasible in order to clarify and secure right-of-way requirements and to develop improved cost estimates.~~

~~Objective 13: Review and update the Fairfax County Transportation Plan and Bicycle Master Plan once every five years.~~

~~Policy a. Monitor changes in travel patterns, traffic, transit use, and the implementation of transportation facilities and services for the purpose of evaluating progress towards attainment of transportation objectives.~~

~~Policy b. Promote public participation in the review and update of the transportation plan.~~

~~Policy c. Promote regional and subregional transportation planning by cooperating with neighboring jurisdictions to coordinate a planned network of transit routes, services and roads.~~

~~Policy d. Integrate planning and review so that non-motorized, mass transit, and motorized transportation needs are evaluated concurrently.~~

~~APPENDIX 1~~

~~ROADWAY SYSTEM FUNCTIONAL CLASSIFICATION~~

~~Roadway functional classification is the process by which streets and highways are grouped into classes according to the type of service any given facility provides. It defines the role of any particular road or street in serving the flow of trips through the roadway network. Functional classification is very useful in considering the dual role of the transportation network in providing both travel mobility and access to property. Although access is a fixed requirement which is necessary at both ends of a trip, mobility can be provided at varying levels incorporating a wide range of elements.~~

~~The development of an effective circulation plan for any area should rely on the delineation of a basic roadway functional classification system of that area. In developing such a system, consideration is given to the magnitude and distribution of projected travel demand, and types and spatial distribution of activities within the county. Because the effectiveness of any one type of transportation facility is dependent upon the adequacy of other types, it is necessary to determine the purpose and function of facilities and services prior to making recommendations.~~

~~The county's roadway functional classification is based on the Federal Highway Administration's functional classifications for urbanized areas, with consideration given to the local characteristics and variation within the county's roadway network. For this document, the roadway system is classified into freeways and expressways, other principal arterials, minor arterials, collectors and local streets (See Figure 4).~~

~~**Freeways and expressways** are controlled access facilities providing for high volume travel. Servicing abutting land is subordinate to accommodating the through movement of vehicles. It is desirable that medians, shoulders, acceleration and deceleration lanes, and grade separated interchanges be included in the design. Parking and pedestrian travel should not be permitted along the traveled portion of the roadway.~~

~~**Other principal arterials** also serve as main travel corridors. Some access is provided to abutting land, but the primary function of the roadway, particularly during peak periods, is to carry through traffic. Intersections with expressways and other principal arterials (see following description under Minor Arterials) should generally be grade separated. Where many turning movements could occur over a relatively short roadway section, service drives are desirable. Medians, shoulders, and acceleration and deceleration lanes are also desirable. Where shoulders cannot be provided, bus storage bays are desirable. Adequate and safe pedestrian and bicycle travel along and across these facilities should be included in the design. Parking should not be permitted along the traveled position of the roadway. These facilities should include four to six travel lanes with a minimum right-of-way of 122 feet.~~

~~**Minor arterials** usually carry an even mix of local and through traffic. They link collectors, and sometimes local streets, with principal (major) arterials. Minor arterials are lower service level roadways with partial control of access. Adequate and safe pedestrian and bicycle travel along and across these facilities should be included in the design.~~

~~A wide disparity exists in the characteristics of minor arterials found in the county. At one end, Braddock Road, with segments carrying over 70,000 vehicles daily on six lanes, represents a very high design standard. Conversely, Fox Mill Road, a two-lane rural road, is also a minor arterial because it carries a significant volume of through traffic over a~~

~~relatively long distance. In an effort to recognize and this disparity, minor arterials are divided into two categories in this Plan.~~

~~**Type A minor arterials** are those which perform a particularly significant function in the transportation network due to their length and/or their design. These facilities closely approach principal arterials in terms of their traffic characteristics and role in the network. They include Braddock Road, Old Keene Mill Road Franconia Road, Centreville Road, and several additional segments. They should be multi-lane divided facilities within a minimum right-of-way of 122 feet. Parking should not be permitted along the traveled portion of the roadway. Interchanges should be provided at intersections with freeways. Interchanges at other locations should only be provided where the results of a detailed traffic study indicate that an at-grade intersection cannot accommodate the traffic.~~

~~**Type B minor arterials** represent the remaining minor arterials which are somewhat shorter in length, traverse a less densely developed area, or are located in more mature areas and consequently were built to a somewhat older design standard. Examples include Backlick Road, Annandale Road, and Sherwood Hall Lane. They can generally be constructed within a 122-foot right-of-way, although in less developed areas or where additional lanes are needed, additional right-of-way may be necessary. Parking may be permitted, although it should generally be discouraged along the traveled portion of the roadway due to the arterial nature of the road. Interchanges should only be provided with freeways, and then only at selected locations, or where the results of a detailed traffic study indicate that an at-grade intersection cannot accommodate the traffic.~~

~~**Collector streets** provide direct service to and from local areas, routing traffic to the arterial street system. Generally, these roadways are not used for through trips. Collector streets are very important for the collection and distribution functions of transit service. As such, they should be designed in conjunction with the arterial system to permit safe boarding and alighting, and allow buses to safely enter, exit, and turn around if necessary. Medians, access control, and turning lanes are desirable only where the traffic volume is expected to exceed about 5,500 vehicles per day. Parking is optional and can generally be safely accommodated in most sections. Sidewalks and/or trails should be provided on both sides of the road. These facilities should generally allow for two travel lanes with sufficient pavement width to permit safe bus operations. Where traffic volumes are anticipated to be high due to relatively intense use of the area served, four travel lanes should be provided. Many unimproved rural roads in lower-density areas of the county serve a collector function. They are characterized by narrow pavement, poor horizontal and/or vertical alignment, and a lack of shoulder. These roads should be improved for safety reasons to minimum VDOT geometric standards.~~

~~**Local streets** provide access to properties abutting the roadway and within the immediate vicinity. Traffic speed and volume should be low. Parking should be accommodated and sidewalks and/or trails should be provided. Right-of-way widths should be in conformance with standards for safe operation and proper maintenance.~~

~~The above functional classification system is used to help develop recommendations to facilitate the flow of trips generated in or traveling through the county. Facilities intended to serve a certain type and magnitude of travel will require improvements consistent with such a function. The plan has been developed with heavy emphasis on separating local and non-local facilities by functional classification and maintaining the integrity of local streets by recommending improvements on higher type facilities. The highest three~~

~~classification categories of the roadway system functional classification are depicted on Figure 4. The following lists the freeway and arterials in the county.~~



ROADWAY SYSTEM FUNCTIONAL CLASSIFICATION **FIGURE 4**

LISTING OF ROADWAYS BY FUNCTIONAL CLASSIFICATION
(Exclusive of Collectors and Local Streets)

	Freeways/Expressways	From	To
1.	Beltway (I-495)	American Legion Memorial Bridge	Alexandria City Line
2.	Dulles Airport Access Road (DAAR) and Dulles Toll Road (DTR)	Loudoun County	I-66
3.	Fairfax County Parkway	Braddock Road	Route 50
4.	Franconia-Springfield Parkway	Fairfax County Parkway	Beulah Street
5.	George Washington Memorial Pkwy	I-495	Arlington County Line
6.	I-66	Prince William County Line	Arlington County Line
7.	Shirley Highway (I-95 & I-395)	Prince William County Line	Alexandria City Line
8.	Route 28	Route 29	Loudoun County Line

	Other Principal Arterials	From	To
1.	Arlington Boulevard (Route 50)	Fairfax City Line	Arlington County Line
2.	Route 28	Route 29	Prince William County Line
3.	Route 123	Fairfax City Line	I-495
4.	Route 123	George Washington Parkway	Arlington County Line
5.	Columbia Pike	Little River Turnpike	Arlington County Line
6.	Route 123	I-495	George Washington Parkway
7.	Fairfax County Parkway	Route 50	Route 7
8.	Fairfax County Parkway	Braddock Road	Route 1
9.	Route 29	Fairfax City Line	Falls Church City Line

10.	Route 29	Prince William County Line	Fairfax City Line
11.	Route 50	Loudoun County Line	Fairfax City Line
12.	Route 7	Loudoun County Line	Falls Church City Line
13.	Route 7	Falls Church City Line	Alexandria City Line
14.	Little River Turnpike	Fairfax City Line	Alexandria City Line
15.	Route 123	Fairfax City line	Prince William County Line
16.	Route 1	Prince William County Line	Alexandria City Line
17.	Manassas National Battlefield Bypass	Route 29	Prince William County Line
18.	Tri-County Parkway	Prince William County Line	Loudoun County Line

	Minor Arterials (Type A)	**From**	**To**
1.	Baron Cameron Avenue	Herndon Town Line	Route 7
2.	Beulah Street	Franconia Road	Telegraph Road
3.	Blake Lane	Jermantown Road	Fairfax City Line
4.	Braddock Road	Backlick Road	Union Mill Road
5.	Burke Lake Road	Fairfax County Parkway	Braddock Road
6.	Centreville Road	Herndon Town Line	Route 50
7.	Franconia Road	Backlick Road	Telegraph Road
8.	Gallows Road	Route 7	I-495
9.	George Washington Memorial Parkway	Mount Vernon Highway	Alexandria City Line
10.	Holly Knoll Drive	Route 7	Loudon County Line
11.	International Drive	Route 7	Spring Hill Road
12.	Kingstowne Boulevard	Kingstowne Village Parkway	South Van Dorn Street
13.	Lawyers Road	Fox Mill Road	West Ox Road

14.	Lorton Road	Route 1	Route 123
15.	Manchester Boulevard	Beulah Street	Kingstowne Village Parkway
16.	McLearen Road	Route 28	Reston Parkway
17.	New Braddock Road	Union Mill Road	Route 29
18.	Old Keene Mill Road	Backlick Road	Fairfax County Parkway
19.	Poplar Tree Road	Sully Station Drive/ Sequoia Farms Drive	Braddock Road
20.	Reston Parkway	Route 7	Lawyers Road
21.	Shirley Gate Road	Route 29	Fairfax County Parkway
22.	South Van Dorn Street	Alexandria City Line	Telegraph Road
23.	Stone Road	Route 29	Braddock Road
24.	Telegraph Road	Alexandria City Line	Route 1
25.	Walney Road	Route 50	Westfields Boulevard
26.	Waples Mill Road	Route 50	Route 29
27.	West Ox Road	Route 29	Lawyers Road
28.	Westfields Boulevard	Walney Road	Sully Station Drive/ Sequoia Farms Drive
29.	Old Mill Road	Telegraph Road	Route 1

	Minor Arterials (Type B)	**From**	**To**
1.	Alban Road	Backlick Road	Rolling Road
2.	Anderson Road	Route 123	Magarity Road
3.	Annandale Road	Little River Turnpike	Falls Church City Limit
4.	Amherst Avenue	Calamo Street	Highland Street
5.	Armisted Road	Lorton Road	Route 1
6.	Backlick Road	Little River Turnpike	Fairfax County Parkway

~~7.~~	~~Beacon Hill Road~~	~~Route 1~~	~~Fort Hunt Road~~
~~8.~~	~~Belle View Boulevard~~	~~Fort Hunt Road~~	~~George Washington Parkway~~
~~9.~~	~~Beauregard Street~~	~~Little River Turnpike~~	~~Alexandria City Line~~
~~10.~~	~~Beulah Road~~	~~Route 7~~	~~Vienna Town Limits~~
~~11.~~	~~Braddock Road~~	~~Backlick Road~~	~~Columbia Pike~~
~~12.~~	~~Braddock Road~~	~~Pleasant Valley Road~~	~~Stone Road~~
~~13.~~	~~Browns Mill Road~~	~~Crowell Road~~	~~Beulah Road~~
~~14.~~	~~Burke Center Parkway~~	~~Burke Lake Road~~	~~Fairfax County Parkway~~
~~15.~~	~~Burke Lake Road~~	~~Fairfax County Parkway~~	~~Route 123~~
~~16.~~	~~Carlyn Springs Road~~	~~Seminary Road~~	~~Arlington County Line~~
~~17.~~	~~Cedar Lane~~	~~Gallows Road~~	~~Route 50~~
~~18.~~	~~Chain Bridge Road~~	~~Anderson Road~~	~~Route 123~~
~~19.~~	~~Clifton Road~~	~~Route 29~~	~~Route 123~~
~~20.~~	~~Colvin Run Road~~	~~Walker Road~~	~~Route 7 East~~
~~21.~~	~~Commerce Street~~	~~Old Keene Mill Road~~	~~Franconia Road~~
~~22.~~	~~Compton Road~~	~~Ordway Road~~	~~Clifton Road~~
~~23.~~	~~Crowell Road~~	~~Hunter Mill Road~~	~~Browns Mill Road~~
~~24.~~	~~Dranesville Road~~	~~Route 7~~	~~Herndon Town Limits~~
~~25.~~	~~Fair Lakes Parkway~~	~~West Ox Road~~	~~Stringfellow Road~~
~~26.~~	~~Edsall Road~~	~~Backlick Road~~	~~Alexandria City Limits~~
~~27.~~	~~Fort Hunt Road~~	~~Route 1~~	~~Vernon View Drive~~
~~28.~~	~~Fox Mill Road~~	~~Monroe Street~~	~~Reston Parkway~~
~~29.~~	~~Frying Pan Road~~	~~Route 28~~	~~Monroe Street~~
~~30.~~	~~Fullerton Road~~	~~Backlick Road~~	~~Fairfax County Parkway~~

~~31.~~	~~Furnace Road~~	~~Route 123~~	~~Route 1~~
~~32.~~	~~Gallows Road~~	~~I-495~~	~~Hummer Road/ Annandale Road~~
~~33.~~	~~Gallows Road~~	~~Annandale Road/ Hummer Road~~	~~Columbia Pike~~
~~34.~~	~~Georgetown Pike~~	~~Route 7~~	~~Route 123~~
~~35.~~	~~Glen Carlyn Road~~	~~Route 7~~	~~Arlington County Line~~
~~36.~~	~~Gosnell Road~~	~~Route 7~~	~~Old Courthouse Road~~
~~37.~~	~~Graham Road~~	~~Annandale Road~~	~~Route 29~~
~~38.~~	~~Great Falls Street~~	~~Route 123~~	~~Falls Church City Line~~
~~39.~~	~~Guinea Road~~	~~Little River Turnpike~~	~~Route 123~~
~~40.~~	~~Haycock Road~~	~~Route 7~~	~~Westmoreland Street~~
~~41.~~	~~Hayfield Road~~	~~Manchester Boulevard~~	~~Telegraph Road~~
~~42.~~	~~Henderson Road~~	~~Old Yates Ford Road~~	~~Clifton Road~~
~~43.~~	~~Hooes Road~~	~~Fairfax County Parkway~~	~~Route 123~~
~~44.~~	~~Hummer Road~~	~~Little River Turnpike~~	~~Gallows Road~~
~~45.~~	~~Hunter Mill Road~~	~~Baron Cameron Avenue~~	~~Blake Lane~~
~~46.~~	~~Huntington Avenue~~	~~Fort Hunt Road~~	~~Telegraph Road~~
~~47.~~	~~Idylwood Road~~	~~Cedar Lane~~	~~Great Falls Street~~
~~48.~~	~~Lee Road~~	~~Route 50~~	~~Stonecroft Boulevard~~
~~49.~~	~~Jermantown Road~~	~~Fairfax City Line~~	~~Blake Lane~~
~~50.~~	~~John Marr Drive~~	~~Ravensworth Road~~	~~Columbia Pike~~
~~51.~~	~~Kirby Road~~	~~Great Falls Street~~	~~Route 123~~
~~52.~~	~~Lawyers Road~~	~~Fox Mill Road~~	~~Vienna Town Line~~
~~53.~~	~~Lee Chapel Road~~	~~Burke Lake Road~~	~~Route 123~~
~~54.~~	~~Lewinsville Road~~	~~Route 7~~	~~Route 123~~

~~55.~~	~~Lincolnia Road~~	~~Columbia Pike~~	~~Beauregard Street~~
~~56.~~	~~Loisdale Road~~	~~Franconia Road~~	~~Newington Road~~
~~57.~~	~~Magarity Road~~	~~Lisle Avenue~~	~~Great Falls Street~~
~~58.~~	~~Monroe Street~~	~~West Ox Road~~	~~Herndon Town Line~~
~~59.~~	~~Mount Vernon Highway~~	~~Route 1~~	~~Mount Vernon Memorial Highway~~
~~60.~~	~~Mount Vernon Memorial Highway~~	~~Route 1~~	~~Mount Vernon Highway~~
~~61.~~	~~Newington Road~~	~~Loidale Road~~	~~Fairfax County Parkway~~
~~62.~~	~~North Kings Highway~~	~~Route 1~~	~~Telegraph Road~~
~~63.~~	~~Nutley Street~~	~~Vienna Town Line~~	~~Route 50~~
~~64.~~	~~Old Courthouse Road~~	~~Beulah Road~~	~~Gallows Road~~
~~65.~~	~~Old Dominion Drive~~	~~Georgetown Pike~~	~~Arlington County Line~~
~~66.~~	~~Old Yates Ford Road~~	~~Prince William County Line~~	~~Henderson Road~~
~~67.~~	~~Ordway Road~~	~~Prince William County Line~~	~~Compton Road~~
~~68.~~	~~Park Street~~	~~Vienna Town Line~~	~~Cedar Lane~~
~~69.~~	~~Patrick Henry Drive~~	~~Route 7~~	~~Route 50~~
~~70.~~	~~Pleasant Valley Road~~	~~Route 29~~	~~Route 50~~
~~71.~~	~~Pohick Road~~	~~Fairfax County Parkway~~	~~Route 1~~
~~72.~~	~~Poplar Tree Road~~	~~Stringfiellow Road~~	~~Westfields Boulevard~~
~~73.~~	~~Prosperity Avenue~~	~~Little River Turnpike~~	~~Gallows Road~~
~~74.~~	~~Ravensworth Road~~	~~Little River Turnpike~~	~~Braddock Road~~
~~75.~~	~~Roberts Parkway~~	~~Fairfax County Parkway~~	~~New Guinea Road~~
~~76.~~	~~Rolling Road~~	~~Braddock Road~~	~~Franconia-Springfield Parkway~~
~~77.~~	~~Rolling Road~~	~~Fairfax County Parkway~~	~~Pohick Road~~
~~78.~~	~~Seminary Road~~	~~Carlyn Springs Road~~	~~Alexandria City Limits~~
~~79.~~	~~Sherwood Hall Lane~~	~~Route 1~~	~~Fort Hunt Road~~

~~80.~~	~~Shreve Road~~	~~Route 29~~	~~Route 7~~
~~81.~~	~~Silverbrook Road~~	~~Route 123~~	~~Lorton Road~~
~~82.~~	~~Sleepy Hollow Road~~	~~Columbia Pike~~	~~Route 7~~
~~83.~~	~~South George Mason Drive~~	~~Seminary Road~~	~~Arlington County Line~~
~~84.~~	~~South Kings Highway~~	~~Telegraph Road~~	~~Route 1~~
~~85.~~	~~Spring Hill Road~~	~~Route 7~~	~~Georgetown Pike~~
~~86.~~	~~Springvale Road~~	~~Georgetown Pike~~	~~Route 7~~
~~87.~~	~~Stonecroft Boulevard~~	~~Route 50~~	~~Westfields Boulevard~~
~~88.~~	~~Stringfellow Road~~	~~Route 50~~	~~Route 29~~
~~89.~~	~~Sunrise Valley Drive~~	~~Centreville Road~~	~~Hunter Mill Road~~
~~90.~~	~~Sunset Hills Road~~	~~Herndon Town Line~~	~~Hunter Mill Road~~
~~91.~~	~~Swinks Mill Road~~	~~Georgetown Pike~~	~~Lewinsville Road~~
~~92.~~	~~Sydenstricker Road~~	~~Old Keene Mill Road~~	~~Fairfax County Parkway~~
~~93.~~	~~Towlston Road~~	~~Old Dominion Drive~~	~~Trap Road~~
~~94.~~	~~Trap Road~~	~~Towlston Road~~	~~Beulah Road~~
~~95.~~	~~Twinbrook Road~~	~~Braddock Road~~	~~Guinea Road~~
~~96.~~	~~Vale Road~~	~~West Ox Road~~	~~Vienna Town Line~~
~~97.~~	~~Vernon View Drive~~	~~Fort Hunt Road~~	~~George Washington Parkway~~
~~98.~~	~~Wakefield Chapel Road~~	~~Little River Turnpike~~	~~Braddock Road~~
~~99.~~	~~Walker Road~~	~~Georgetown Pike~~	~~Colvin Run Road~~
~~100.~~	~~Waples Mill Road~~	~~Route 50~~	~~West Ox Road~~
~~101.~~	~~West Ox Road~~	~~Centreville Road~~	~~Lawyers Road~~
~~102.~~	~~West Street~~	~~Route 29~~	~~Falls Church City Limit~~
~~103.~~	~~Westmoreland Street~~	~~Chain Bridge Road~~	~~Arlington County Line~~
~~104.~~	~~Westpark Drive~~	~~International Drive~~	~~Route 7~~
~~105.~~	~~Wiehle Avenue~~	~~Crestview Drive~~	~~Sunrise Valley Drive~~
~~106.~~	~~Willard Road~~	~~Stonecroft Road~~	~~Walney Road~~

~~107.~~	~~Wilson Boulevard~~	~~Route 7~~	~~Arlington County Line~~

~~APPENDIX 2~~

~~TYPES OF TRANSIT SERVICES AND FACILITIES~~

~~The Countywide Transportation Plan identifies improvements public transportation services and facilities. The Transportation Plan designates a number of Enhanced Public Corridors where major transit services will be provided in corridors that carry higher volumes of inter-county and/or intra-county vehicular traffic. The Plan also maps out approximate locations for supporting facilities of the existing and planned transit services for the purpose of reserving right-of-way required by the facility development. Final locations of component facilities are subject to completion of area plans or appropriate studies. This document outlines types of transit services and facilities based on comprehensive consideration of transit modes, technologies, rights-of-way, capacities, and service and operational characteristics.~~

~~Transit Services~~

~~Public transportation services can be generally categorized into three major types: rail transit, bus transit and paratransit.~~

~~**Rail Transit** is a mass transit service using rail technology and occupying a separate right-of-way. Heavy rail, commuter rail and light rail are the common rail transit services.~~

~~**Heavy rail transit (HRT)** is an electric railway with the capacity for carrying a heavy volume of urban passenger traffic. It is characterized by high speed and rapid acceleration passenger rail cars operating in multi-car trains on fixed rails, separate rights-of-way from which all other vehicular, and foot traffic are excluded, and high platform loading. Most passengers access heavy rail services by walking, riding feeder bus services, or using park-and-ride facilities near suburban stations. The heavy rail transit service in the Washington DC region is referred to as Metrorail.~~

~~**Commuter rail (CR)** is a type of passenger train service that utilizes diesel-electric or electrically propelled trains and operate over existing railway track on the same rights-of-way used by intercity railway freight and passenger trains. Services are operated on a regular basis by or under contract with a transit operator for the purpose of transporting passengers within urbanized areas, or between urbanized areas and outlying areas. The Virginia Railway Express (VRE) is a commuter rail service that provides service between Virginia suburbs, including outlying counties, and downtown Washington DC.~~

~~**Light rail transit (LRT)** is essentially an improved and modernized version of the old streetcars and electric interurban railways that were common in the United States from the 1890s through the World War II. It utilizes electrically propelled passenger cars operating on fixed rails in rights-of-way that may or may not be separated from other traffic for much of the way. Light rail vehicles typically operate at surface level with power drawn from an overhead trolley wires. Light rail serves passenger trips within the densely developed urban and suburban areas. A modern streetcar is a form of light rail that has less capacity.~~

~~**Automated guideway transit (or people mover)** is an electric railway of guided transit vehicles, operating singly or in multi-car trains, without an onboard crew. AGT systems provide short-distance collection and distribution service, usually in major activity centers. Service may be on a fixed schedule or in response to a~~

passenger activated button. AGT systems are located in several U.S. cities but are more commonly found in downtown areas and at airports and amusement parks.

Monorail is a form of guided transit where the vehicles are supported by or suspended from a guideway formed by a single beam, rail or tube, usually elevated. If the trains do not have an onboard crew, they are considered automated guideways.

Bus Transit utilizes rubber tired vehicles operating on fixed routes with fixed schedules on roadways. Bus transit can be further classified in the following types.

Local bus service is the most common type of bus service. Buses may stop every block or two along a route several miles long and serve a destination end or traffic generator, for example, a shopping mall or a hospital, for example.

When limited to a small geographic area or to short distance trips, local service is often called feeder, circulator, or shuttle service. Such routes may operate in a loop and connect, often at a transfer center or rail station, to major routes for travel to more destinations. Most Fairfax Connector bus routes are categorized as local bus service.

Express service is a high-speed limited stop service generally operating within transportation corridors oriented to a principal destination. It consists of longer trips, especially to major activity centers during peak commuting hours, and operates long distances without stopping. Examples include services accessing freeways, and services on major streets that operate local service on the outlying portions of a route until a certain point and then operate non-stop to activity centers. Reverse commute is a type of express service transporting passengers from residential locations in urban core areas to employment centers in the outlying areas. It is operated in the opposite direction of the peak direction of travel.

Bus rapid transit (BRT) is a flexible, rubber tired, rapid transit mode that mostly operates in a dedicated right-of-way with at-grade intersections. Limited sections are in mixed traffic. BRT is an integrated system of facilities, services, and amenities that collectively improves the speed, reliability, and identity of bus transit. Distinguishing features may include:

- Distinctive and clearly designated stops/stations with unique passenger amenities at regularly spaced stations;
- Standard or extended sized buses with distinct appearance, high quality passenger comfort, low floor or high platform, and multiple doors for easy and fast boarding/alighting at stops/stations;
- Frequent service headways throughout the day;
- Off-board fare collection;
- Well organized movement of buses along the line, including optimized signal timing and intersection treatments, dispatching at stops; and
- Passenger information controlled by various Intelligent Transportation Systems (ITS) measures to provide reliability.

Paratransit is a demand-responsive shared-ride transportation service without a fixed route. In practice, paratransit covers two broad areas: ADA paratransit and other paratransit.

ADA paratransit, in compliance with the Americans with Disabilities Act (ADA) and other rulings, transports people with disabilities who are unable to travel alone

on fixed route system. MetroAccess is the ADA paratransit service for the Washington DC metropolitan area.

Other paratransit services can transport individuals to a destination ("many to one") or to several destinations ("many to many"). There are several forms including shared ride taxi, general public dial-a-ride (typically used in areas of low transit demand), human service agency transportation, and ridesharing including vanpools. Vanpools, comprised of vans operating as a ridesharing arrangement, provide service to a group of individuals traveling directly between their homes and a regular destination within the same geographical area.

Transit Facilities

Transit facilities provide access and modal transfer for users of public transportation services.

Bus stop is where one or multiple bus routes pick up passengers. A bus stop should have minimum amenities such as schedule and route information displays, sidewalks or trails accessing the stop, benches and/or shelters. The provision of benches and shelters should take into consideration daily passenger boarding levels and adjacent land use characteristics.

Transit transfer center (T) is a passenger loading and waiting area where a number of bus routes and/or other modes converge. A transit transfer center should have good access to nearby arterials and/or freeways in order to minimize transit travel times. It could be a free-standing individual facility or could easily be integrated with the design of a building. A transit transfer center typically has significant infrastructure such as a waiting room, benches, restrooms, sales outlet, ticketing or pass vending machines, and/or other services. In some instances, a timed transfer system is used and buses converge on the transit center at a specific time to exchange passengers. Parking typically is not provided at these locations, although the transit transfer center could be co-located with a rail station parking facility or park-and-ride lot.

Rail Station (R) is defined as a location where a rail rapid transit service picks up and drops off passengers. A rail station typically has a bus transit waiting area, kiss and ride, bicycle parking and other amenities listed under transit transfer centers. It may or may not be accompanied by vehicle parking areas, depending on the nature of the station area.

Commuter Rail Station (C) is defined as a location where commuter rail service is provided. It has passenger amenities similar to those provided for a rail station.

Park-and-Ride (P) is a parking garage and/or surface lot used for parking passengers' vehicles, either free or for a fee, while they use public transportation facilities or vanpools. Park-and-ride facilities are generally established as collector sites for multiple bus routes, rail service, and high occupancy vehicle (HOV) lane access, and may also serve as collector sites for vanpools, and carpools,. They may have amenities similar to transit transfer centers.

Kiss-and-Ride is a location where passengers in non-transit vehicles are dropped off to board public transportation vehicles. Kiss-and-Ride areas could be located at transit transfer centers, rail stations, commuter rail stations, and park-and-ride facilities.

~~APPENDIX 3~~

~~BICYCLE AND TRAIL CLASSIFICATION AND DEFINITIONS~~

~~COUNTYWIDE TRAILS PLAN MAP~~

~~**Major Regional Trail:** Includes the Interstate Route One Bikeway, Cross County Trail, and trails along I-495, I-66, Dulles Airport Access Road, Fairfax County Parkway, Franconia-Springfield Parkway, Norfolk Southern Railway, George Washington Memorial Parkway, Washington and Old Dominion Regional Park, Bull Run, Occoquan River and Potomac River. Most of the trails designated in this category are paved trails, 8 feet or more in width. However, surface materials vary from paved, natural surfaces and stonedust for the Interstate Route One Bikeway, South County East-West trail, Cross County Trail and those trails along the Bull Run, Occoquan River, and Potomac River.~~

~~**Major Paved Trail:** Concrete or asphalt trail, 8 feet or more in width.~~

~~**Minor Paved Trail:** Concrete or asphalt trail, 4 feet to 7 feet 11 inches in width.~~

~~**Minor Paved Trail with Parallel Natural Surface or Stone Dust Trail:** Concrete or asphalt trail, 4 feet to 7 feet 11 inches in width adjacent to, and in the same easement with a stone dust or natural surface trail typically 6-8 feet in width.~~

~~**Natural Surface or Stone Dust Trail:** Stone Dust or natural surface trail typically 6-8 feet in width.~~

~~**Stream Valley Trail:** Trails along stream ways as determined by Fairfax County Park Authority Staff.~~

~~**Trails in Other Jurisdiction**: Trails to be reviewed by and located in the Towns of Herndon, Vienna and Clifton and the Cities of Fairfax and Falls Church.~~

~~COUNTYWIDE BICYCLE NETWORK MAP(S)~~

~~The Bicycle Master Plan recommends a network of various types of on and off-road bikeways. As noted, bikeway design may include pavement markings, signage, signals, improved surfaces, and geometric features. The recommendations reflect the desire to provide a high level of bicyclist comfort and mobility, while also balancing each travel mode's need for a share of the public right-of-way. The recommendations are intended to be cost-effective, and on-street recommendations generally involve retrofitting the existing roadway using pavement markings, signs and modest amounts of additional pavement. The following define the types of facilities incorporated in the Plan:~~

- ~~**Shared Roadway:** consists of a low volume, low speed street that is compatible with bicycling without any striping, marking or geometric change to the roadway. Bike route signs may or may not be needed depending on the street's role in the larger Bikeway Network.~~

- **Shared Roadways with Safety Treatment:** is a recommendation for generally narrow, hilly, and winding two lane roads. Improvements can include: signs such as "BIKES MAY USE FULL LANE" additional shoulder pavement, and/or pavement markings.

- **Shared Lane Markings:** (sharrows) are used on roadways where bicyclists and motor vehicles must share the same travel lane. The shared lane marking helps position bicyclists in the most appropriate location to ride, while also providing a visual cue to motorists that bicyclists have a right to use the street. Refer to the the Virginia Department of Transportation (VDOT) policy for guidance on the proper use of Shared Lane Markings.

- **Striped Shoulder:** provides space for bicycle travel to the right of the travel lanes. Paved shoulders serve a variety of transportation purposes in addition to providing a benefit for cyclists, including serving as a breakdown lane, contributing to overall pavement integrity, and providing a place for pedestrian travel where there are no sidewalks. A shoulder designated for bicycles should be no less than four feet in width.

- **Bike Lane:** is an area of roadway pavement designated for the preferential or exclusive use by bicycles. The lane is normally 4 – 6 feet in width and marked with a longitudinal white line and bicycle symbols. Refer to the VDOT Bicycle Design Standards for guidance on bike lanes and bicycle pavement markings.

- **Climbing Lane:** when insufficient width exists to accommodate bike lanes in both directions and the roadway features a vertical grade, a climbing lane is considered. A bike lane (climbing lane) is provided in the uphill direction to accommodate slow moving bicyclists and a shared lane marking is provided in the downhill direction, where bicyclists can typically travel at speeds closer to motor vehicle speeds.

- **Buffered Bike Lanes:** created by striping a buffer zone (three feet in width or greater) between a bike lane and the adjacent travel lane.

- **Cycletrack:** is a bicycle facility for cyclists only that is physically separated from both the roadway and the sidewalk. A cycletrack may be constructed at the roadway level using roadway space, or at the sidewalk level using space adjacent to the road. Cycletracks can be provided in either one way or two way configurations.

- **Shared-Use Path (trail):** is an off street multi-use facility that is physically separated from motor vehicle traffic. Trails are often located in independent right-of-way (e.g. a park, stream valley greenway, a utility corridor, or an abandoned railroad corridor) or located adjacent to the roadway within roadway rights of way. It is intended for use by bicyclists and pedestrians and normally is designed to accommodate two-way traffic

- **Policy Roads:** are multi-lane highways (functionally classified as principal arterials) that carry large volumes of traffic and/or have relatively high posted speeds (40mph or greater). These roads traverse a wide variety of land uses. Specific bicycle facility recommendations must be made in conjunction with other transportation and land use planning efforts.

The bicycle network maps also define recommended spot improvements:

- ~~**Bicycle Access Links and Crossings** indicate locations where there are opportunities to improve neighborhood connectivity, for example by connecting cul_de_sacs, enhancing mid-block and trail/shared-use path crossings and by improving access to existing trails.~~

- ~~**Interchange Improvements** represent locations where free-flowing entrance and exit ramps create difficult conditions for bicyclists traveling along the road.~~

- ~~**Transit Station Improvements** signify locations where existing and planned transit stations (Metro and VRE) create especially high demand for bicycle travel and need for bicycle accommodations. Appropriate accommodations may include bicycle racks, covered bicycle parking, high security parking, facilities on station access roads, curb ramps, crossing improvements or paths that provide safe and convenient station access.~~

- ~~**Stream Crossings** are recommended in locations where linear barriers to bicycle travel exist at the crossings of streams. These bridge crossings will be designed for bicycle and pedestrian transportation.~~

- ~~**Road Crossings** are recommended in locations where linear barriers to bicycle travel exist at the crossings of major highways. These crossings can be standalone bicycle and pedestrian bridges or bike lanes and shared use paths as part of a bridge that also serves motor vehicles.~~

APPENDIX 4

ROADWAY RIGHT-OF-WAY REQUIREMENTS

In an effort to preserve land for roadway improvements, to decrease delays in land acquisition, and to obtain land before land values increase with developed properties, requirements are hereby set forth regarding right-of-way requirements for roadways shown on the transportation plan.

The rights-of-way specified herein should be obtained through the development approval process (e.g. rezoning, special exception, site plan, etc.) as applications are submitted to the county. Theis provision of these rights-of-way will allow for future road improvements to be constructed with adequate ancillary features such as turning lanes, sidewalks, trails, , and buffering, while minimizing impacts on properties which are subsequently developed.

It should be stressed, however, that the ultimate roadway designs will recognize available right-of-way to the extent possible; the intent of these requirements is not to impose rigid right-of-way standards through areas or mature neighborhoods, but rather to secure additional right-of-way needed for road improvements as development or redevelopment occurs.

Freeways/Expressways

Right-of-way needs along freeway facilities can be variable and extensive. The right-of-way may need to accommodate HOV/HOT lanes, and rail transit, as well as roadway configurations such as interchanges, ramps, and collector-distributor lanes. The rights of way requirements for freeway facilities should be based on studies for each facility. These could include the detailed corridor analyses, feasibility studies, location and design studies and/or environment impact studies.

Arterials

Right-of-way requirements for arterials should be similar throughout the county. Table 1 summarizes the right-of-way requirements for arterial roadways based upon the number of lanes and the type of edge treatment: 'curb and gutter' or 'shoulder'. The number of lanes refers to the designation on the transportation plan. The edge treatment will vary by location within the county as follows:

(1). In the Low-Density Residential Areas of the county, right-of-way should be provided as described for a 'shoulder' edge treatment. The provision of sufficient right-of-way to accommodate shoulders will allow for the ultimate typical section to be determined at the time detailed design is initiated. It is anticipated that this decision will be made based on a number of factors, including cost, clearing and grading requirements, the presence of storm sewer lines in the area, aesthetics, and other concerns. However, it is recognized that in all other areas of the county, curb-and-gutter treatments having less right-of-way requirements will normally be appropriate.

(2). The 'shoulder' edge treatment is optional in suburban neighborhoods.

(3). Additional right-of-way requirements for items such as turn lanes, service drives, parking lanes and on-road bike lanes are noted on Table 1.

~~When highway projects have approved designs or are in active stages of design, the strict application of these right-of-way requirements, shown in Table 1, could result in inconsistencies with such plans. To avoid this situation, approved or active designs should be utilized to determine right-of-way requirements on those projects where no change is envisioned in the Plan designation for number of lanes. However, where the new Plan recommendation provides for more lanes than were previously shown on the Plan, or where there are no design plans, right-of-way should be provided in accordance with Table 1.~~

~~The cross-section illustrations in Figure 5 and Figure 6 correspond to the measurements provided in Table 1. These cross-sections represent the typical right-of-way needed and can serve as guidelines in the development of roadway plans.~~

~~Other Considerations~~

~~Additional right-of-way might be required to support traffic operations, and facilitate non-motorized transportation. Table 1 includes the required rights-of-way for turn lanes, service, etc. Provision of such facilities should be determined on a case-by-case basis, taking into consideration community development characteristics, land use types and density, traffic volume and turning movements, transit service, and non-motorized users.~~

~~TABLE 1~~

~~Right-of-Way Requirements for Roads~~
~~Shown on Transportation Plan Map Where No Plans Exist [1, 2]~~
~~(Measurement in Feet for the Entire Cross Section)~~

	~~Typical Curb and Gutter Section~~	~~Typical Shoulder Section~~
~~Lanes~~	~~Feet~~	~~Feet~~
~~2-lane~~	~~---~~	~~87~~
~~4-lane~~	~~119~~	~~161~~
~~6-lane~~	~~143~~	~~185~~
~~8-lane~~	~~167~~	~~209~~

~~Add XX feet of right-of-way for each of the following special circumstances:~~

	~~Feet~~
~~Dual Left Turn Lanes at Major Intersections on All Legs [3]~~	~~12~~
~~Right Turn Lanes at Major Intersections on All Approaches [3]~~	~~12~~
~~Enhanced Median Treatments [4]~~	~~4~~
~~Service Drives [5]~~	~~92~~
~~Parking Lanes [6]~~	~~9~~
~~On-Road Bike Route [7]~~	~~4~~

~~Add 15 feet in ancillary easements. Add supplemental right-of-way with transitions to avoid special features (e.g., historic properties, parks, cemeteries, wetlands, landfills, sewage and water treatment facilities, existing buildings, etc.) and/or to improve horizontal alignment. Add 40 feet radius at intersections dedicated to the chord of the radius curve.~~

~~1 Where design plans consistent with the Comprehensive Plan and providing all anticipated future turn-lane requirements are developed to a sufficient level of detail and approval, right-of-way and easement dedication requirements should be based upon them.~~

~~2 Where a substitute trail is to be provided in easements within the development site, the right-of-way requirements can be reduced in an amount to be determined by VDOT and DPWES; however, adequate right-of-way must be retained to meet VDOT clear zone requirements.~~

~~3 Within 500 feet of intersections of arterial roads with collectors or with other arterials unless specifically determined by a traffic study to not be needed. The use of dual turn lanes requires a width of 30 feet on the receiving road.~~

~~4 Commercial revitalization areas or other special areas where pedestrian refuge, landscaping or special design features are desired within the median.~~

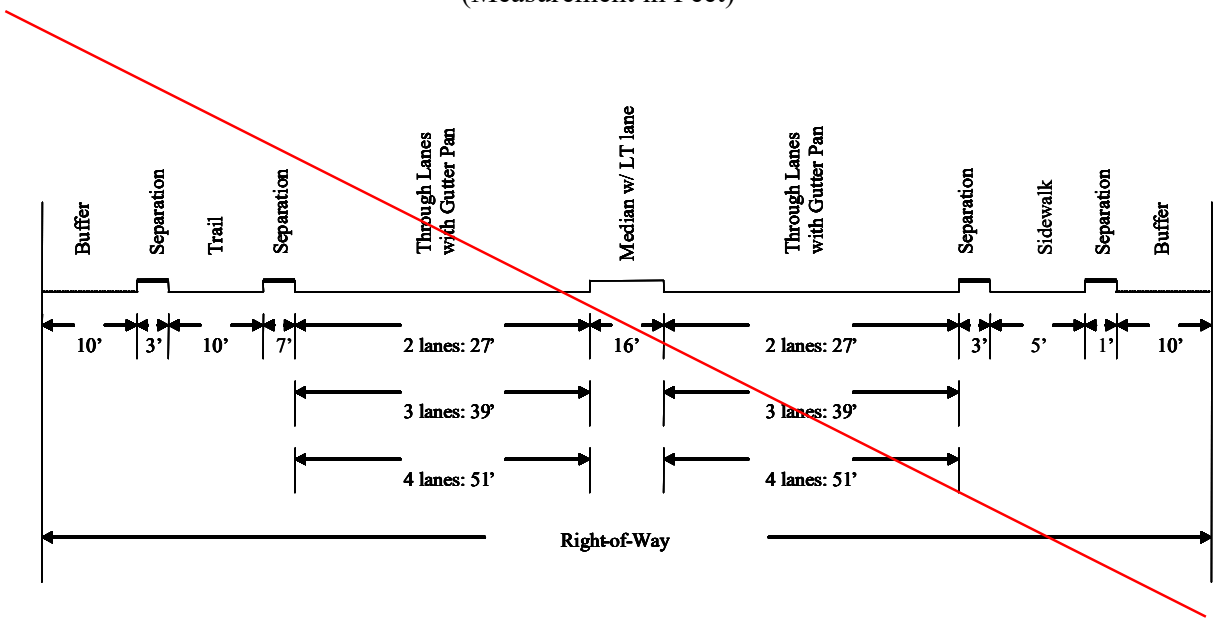
~~5 Primary Highways, except where waived.~~

~~6 On side(s) of road where residences front on the road or service drive. Does not apply to shoulder sections.~~

~~7 On-road bike route is a designated lane or signed route to accommodate bicycle users. Design features should be determined on a case-by-case basis, as either a marked bike lane, wide shoulder lane, or paved shoulder.~~

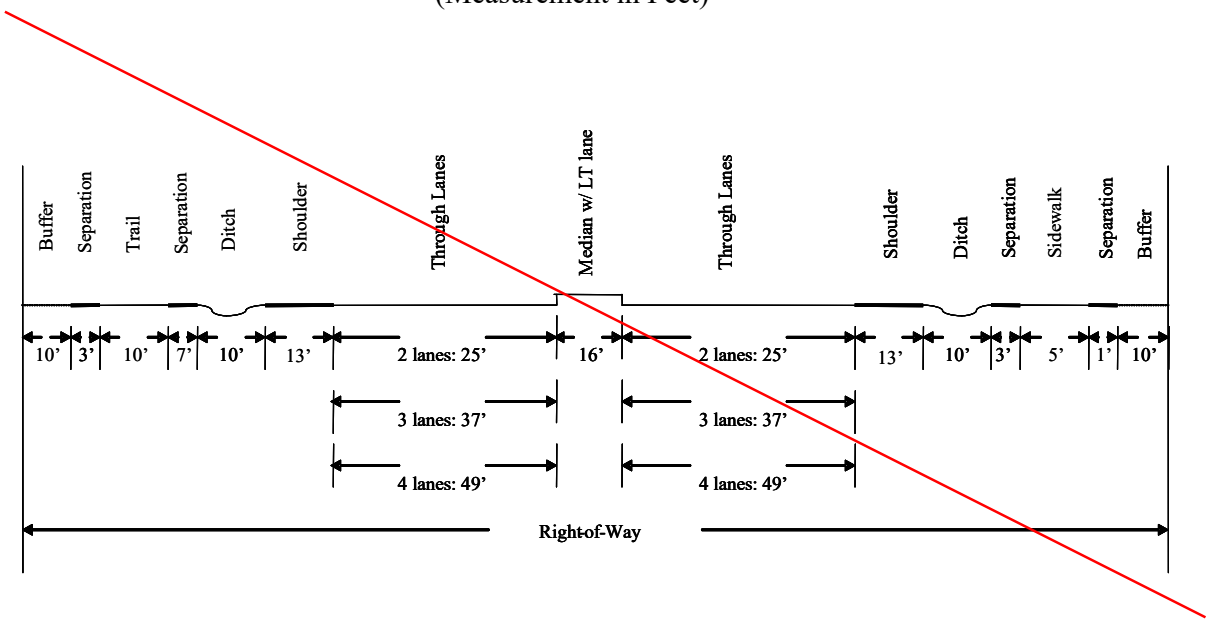
~~FIGURE 5~~

~~Cross Section Illustration of a Typical Curb and Gutter Section~~
~~(Measurement in Feet)~~



~~FIGURE 6~~

~~Cross Section Illustration of a Typical Shoulder Section~~
~~(Measurement in Feet)~~



~~**Roads in Revitalization Areas**~~

~~The right-of-way requirements outlined above (Figure 5 and Figure 6) are generally applicable for improvements in a typical suburban setting. The county is comprised of diverse communities and development patterns, some of which have more urban features, higher land use densities, and more pedestrian activities and transit services. To preserve communities' characteristics and support economic vitality, this Plan allows flexibility and variation in right-of-way requirements for the planned arterial improvements. The planning and design of individual roadways need to fit with the surrounding land use and community, while enhancing mobility and safety for all road users.~~

~~The county has designated several Revitalization Districts and Areas to encourage economic development in the older commercial and residential areas. Special incentives and policies are provided for these areas, such as flexibility within certain zoning regulations and urban design measures. The Plan emphasizes that improvement policies within the Revitalization Districts and Areas be in concert with the adopted land use, urban design and economic and administrative policies formulated to foster a sense of place and to support successful revitalization. It is important to recognize that land use, transit and travel patterns differ among these areas. Area Plans of the Comprehensive Plan provide specific guidelines for right-of-way requirements and cross-sections in the Revitalization Districts and Areas .~~

~~APPENDIX 5~~

~~FAIRFAX COUNTY BICYCLE MASTER PLAN~~

~~Appendix 5 was comprised of Chapters 1 through 4 of the *Bicycle Master Plan*. Chapter 5, Bicycle Program Recommendations and Chapter 6, Implementation, were adopted by reference only, and can be viewed by contacting the Fairfax County Department of Transportation.~~

~~ENVIRONMENT~~

~~INTRODUCTION~~

~~This element provides guidance for achieving a balance between the need to protect the environment, while planning for the orderly development and redevelopment of the county. The objectives and policies listed below have been designed to help decision makers implement policies and regulations regarding the use of land that will conserve and restore a legacy of natural resources.~~

~~In order to describe the environmental issues that are relevant to the development and redevelopment of land in Fairfax County and to formulate policies to address those issues, it is appropriate to review the context of environmental planning within this largely urban and suburban community. The expectation for the preservation, management, and rehabilitation of meaningful components of the county's environmental heritage should be high, given the large number of people who live here and the importance of local environmental resources to 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.~~

~~BOARD OF SUPERVISORS GOALS~~

~~Fairfax County has adopted two goals, "Environmental Protection" and "Open Space" that relate to conservation of the natural environment. These Goals read as follows:~~

> ~~**Environmental Protection** – The amount and distribution of population density and land uses in Fairfax County should be consistent with environmental constraints inherent in the need to preserve natural resources and to meet or exceed federal, state and local standards for water quality, ambient air quality and other environmental standards. Development in Fairfax County should be sensitive to the natural setting, in order to prevent degradation of the county's natural environment.~~
>
> ~~**Open Space** – Fairfax County should support the conservation of appropriate land areas in a natural state to preserve, protect and enhance stream valleys, meadows, woodlands, wetlands, farmland, and plant and animal life. Small areas of open space should also be preserved in already congested and developed areas for passive neighborhood uses, visual relief, scenic value, and screening and buffering purposes.~~

~~In addition, three other goals, "Quality of Life," "Land Use" and "Transportation," cite the need to protect the environment. The Fairfax County Goals reflect the belief of the community that environmental protection and preservation are overarching components of the quality of life. The Goals demonstrate an understanding of the interdependence of decisions regarding private development, transportation, and public works with the environment. Decisions made about the scale, location, and type of human activity on the landscape affect, and are affected by the natural environment.~~

~~COUNTYWIDE OBJECTIVES AND POLICIES~~

~~Protecting the human and natural environment in Fairfax County is complicated by the many different categories of concerns that are called "environmental". Solving environmental problems is further complicated by the environmental impacts that may result from efforts to resolve other major topical concerns, such as land use, transportation, recreation, and public facility issues. Many topics that have secondary environmental components are considered elsewhere. This Element of the Plan focuses primarily on environmental concerns which impact, or are impacted by, the development of land.~~

~~Environmental concerns have been grouped into three broad categories for consideration:~~

- ~~Environmental pollution,~~
- ~~Environmental hazards, and~~
- ~~Environmental resources.~~

~~These categories have been selected to recognize that issues pertaining to the environmental impacts of past development, the hazards posed by both human made and natural environmental constraints, and the management of our environmental heritage are somewhat distinct categories.~~

~~Many of the environmental policies listed below will be implemented on a case by case basis as land is developed or redeveloped. These policies should be applied as appropriate to both private and public development. Development proposals should not be approved unless and until issues generated by the application of these policies have been resolved.~~

~~ENVIRONMENTAL POLLUTION~~

~~Our decision to occupy and alter Fairfax County's landscape has resulted in increased volumes and concentrations of specific pollutants in the air, in surface and ground waters, and in the soil. These pollutants can harm both the natural and the human environment.~~

~~In recognition of the impacts of human activity on the environment, most existing regulatory authority to protect the environment has been focused on the control of pollution.~~

~~Although Fairfax County does not have to contend with the more serious forms of pollution associated with heavy industry, the conversion of land to urban uses and our dependence on the automobile have resulted in unacceptable amounts of pollution.~~

~~Air Quality~~

~~Air quality in Fairfax County and in the Washington, D.C. area in general has been improving. However, the region has not yet attained federal air quality standards for ozone and fine particulate matter. In April 2004, the metropolitan Washington, D.C. area was designated by the U.S. Environmental Protection Agency as a moderate non-attainment area for the eight hour ozone standard, and in December 2004, the region was designated as a non-attainment area for fine particulate pollution.~~

~~High ozone concentrations can adversely affect human health. The Washington, D.C. area has not met the EPA standard for ozone since that standard was established. High ozone concentrations result from the interactions of oxides of nitrogen (NOx) and volatile organic~~

~~compounds (VOCs) with sunlight (See Figure 1). In the Washington, D.C. area, major sources of NOx emissions include motor vehicles, utilities and other stationary sources, and non-road construction vehicles. Significant quantities of NOx are also transported into the Washington, D.C. area from areas to the south and west. Major sources of emissions of VOCs include motor vehicles, lawn and garden equipment and small area sources such as surface coatings and solvent use.~~

~~There are a variety of sources of fine particulate matter in the Washington, D.C. area, including motor vehicles, point sources (primarily power plants), construction sites, commercial/industrial businesses, tilled fields, unpaved roads and the burning of wood. Other fine particulate matter can form in the air from chemical reactions of gases released from motor vehicles and point sources. While no exceedances of fine particulate standards have been recorded in Fairfax County as of 2007, the county is included within the regional nonattainment area. Exposure to high concentrations of particulate matter can adversely affect human health, particularly for sensitive populations.~~

~~High carbon monoxide (CO) concentrations are also harmful to human health. While high CO concentrations can potentially occur in "hot spots" near points of traffic congestion, Fairfax County is considered to be in attainment of federal carbon monoxide standards. Other monitored air quality indicators in Fairfax County comply with state and federal standards.~~

~~The development of plans to identify emission control measures that will be necessary to bring the region into compliance with ozone and fine particulate matter standards is being pursued at the regional level by the Metropolitan Washington Air Quality Committee. Ozone control strategies have focused largely on federal and state controls on point source emissions, motor vehicle emissions, evaporative VOC emissions from refueling operations, surface coatings, solvents, industrial/automotive repair activities and open burning restrictions. However, transportation control measures designed to improve traffic flow, reduce vehicle miles traveled and/or reduce vehicle trips have also been incorporated into these strategies. Additional local actions can have air quality benefits but have not, as of 2007, been incorporated into emissions reduction strategies. These actions include: "smart growth planning" that supports transit use and nonmotorized transportation; integrated pest management (which can reduce evaporative VOC emissions); transportation demand management efforts; enhanced bicycle and pedestrian access to transit stations; parking management; the application of "green building" practices; and urban tree canopy expansion efforts. Many of these practices can be applied during the land development process.~~

~~Tree preservation and planting efforts can also have air quality benefits. While trees can emit VOCs, they also remove gaseous and particulate air pollutants through absorption and deposition. Trees also reduce ambient air temperatures through evapotranspiration and shading; cooler temperatures lower the potential for ozone formation. Shading by trees can also reduce energy use in buildings and reduce evaporative emissions from parked motor vehicles. Tree preservation and landscaping efforts that stress the planting of trees and low maintenance vegetation can reduce mowing, thereby reducing emissions associated with maintenance.~~

~~Objective 1: Preserve and improve air quality.~~

~~Policy a. Establish land use patterns and transportation facilities that encourage the use of public transportation and reduce trip lengths to reduce emissions of oxides of nitrogen, carbon monoxide, and hydrocarbons from automobiles. Consistent with other Land Use and Transportation objectives, support and encourage the following during the reviews of development proposals, particularly for~~

~~proposals in mixed use centers:~~

- ~~The concentration of growth in mixed use, transit oriented centers in a manner that will optimize the use of transit and non-motorized trips and minimize vehicular trips and traffic congestion.~~

- ~~In mixed use developments, the provision and orientation of working, shopping, and recreational opportunities in close proximity to residences in a manner that will minimize motor vehicle use.~~

- ~~The provision of facilities to support transit use (e.g., bus shelters, park-and-ride lots).~~

~~Policy b.~~ ~~Implement transportation strategies that reduce auto travel, minimize dependence on single occupant automobiles and improve traffic flow, thereby reducing auto emissions. Consistent with other Land Use and Transportation objectives, support and encourage the following during the reviews of development proposals, particularly for proposals in mixed use centers and for development proposals with the potential to cause substantial increases in auto-related air pollutants:~~

- ~~Incorporation of telework options, flexible work schedules, transit use incentives, ridesharing/carpooling programs, shuttle buses and other transportation demand management measures.~~

- ~~Provision of infrastructure, facilities and/or programs (e.g., on site transportation coordinators) to support telework efforts and other transportation demand management measures.~~

- ~~Development of parking management strategies in transit station areas to encourage transit and high occupancy vehicle use and minimize single occupant vehicle trips.~~

- ~~Establishment of and/or participation in transportation management associations.~~

- ~~The location, design and construction of trails, dedicated bicycle lanes and crosswalks to facilitate nonmotorized transportation among residential uses, transit facilities, commercial areas, public facilities and recreational opportunities.~~

- ~~The provision of facilities that support nonmotorized transportation, such as bicycle parking facilities and changing/shower facilities in office buildings.~~

~~Policy c.~~ ~~Support air quality improvement through tree preservation, tree planting and sensitive landscaping practices. Support and encourage the following during the reviews of development proposals:~~

- ~~Maximization of tree preservation consistent with planned land use and good silvicultural practices.~~

- ~~Maximization of tree planting/tree cover restoration consistent with planned land use and good silvicultural practices.~~

- ~~Pursuit of energy-conscious landscaping efforts such as the planting of trees to provide shading of buildings during the summer months.~~

- ~~Preservation and/or planting of trees to shade parking lots, thereby reducing heating of parked vehicles and associated evaporative emissions.~~

- ~~Planting of street trees within road medians and along thoroughfares where consistent with safety.~~

- ~~Pursuit of landscaping practices that optimize the planting of native species of trees, shrubs and other vegetation in a manner that minimizes the need for mowing and other maintenance activities, particularly during the hotter months of the year.~~

- ~~Minimization of applications of pesticides with reactive VOC content through integrated pest management approaches to pest control.~~

~~Policy d. Support energy conservation, minimization of indoor air pollution and other green building practices consistent with Objective 13 of this section of the *Policy Plan*.~~

~~Policy e. Support the application of episodic pollution reduction measures that can be applied when air quality conditions are predicted to be poor.~~

~~Policy f. Support the use of low-emissions maintenance and landscaping equipment.~~

~~Policy g. Apply state of the art technology toward the minimization of emissions from stationary sources of air pollution.~~

~~Policy h. In cooperation with federal, state and regional agencies, bring Fairfax County into compliance with federal primary and secondary national air quality standards as soon as practicable.~~

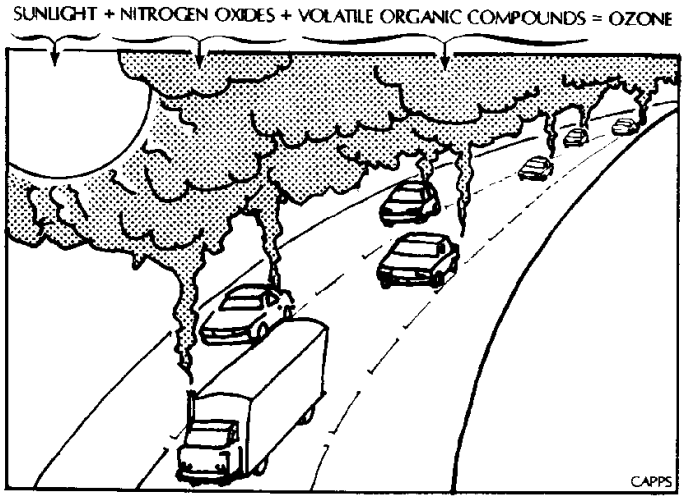


FIGURE 1

~~Water Quality~~

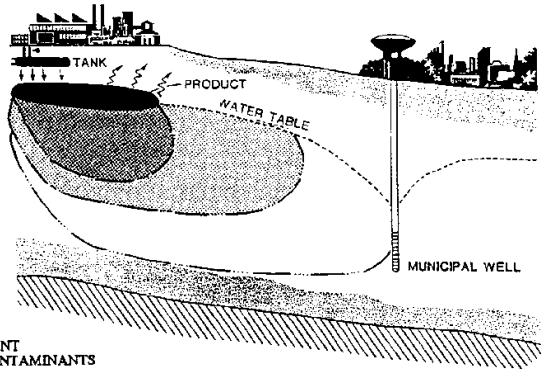
~~Some Fairfax County streams and lakes are characterized by poor water quality. The Department of Public Works and Environmental Services (DPWES) maintains a monitoring station at Kingstowne and monitors storm sewer outfall discharges to assess the impact of urban development on the county's water resources. In addition, DPWES monitors ecological conditions within county streams as part of the Fairfax County Stream Protection Strategy Study and through the countywide Stream Physical Assessment program, in support of watershed management planning efforts. The Fairfax County Department of Public Works and Environmental Services also routinely monitors surface waters throughout the county for pollutants and water quality indicators such as fecal coliform bacteria, dissolved oxygen, phosphorus, and nitrate nitrogen. Fecal coliform bacteria concentrations frequently exceed state water quality standards.~~

~~The core of Fairfax County's Environmental Quality Corridor (EQC) system is its stream valleys. Streams provide habitat for aquatic species and are an integral component of stream valley habitat systems. Streams also serve to replenish water sources that may ultimately provide drinking water and are places of natural beauty, that provide recreational and aesthetic opportunities, contributing to the quality of life in Fairfax County. Much of the county's parkland consists of stream valley parks, and much of the county's existing and planned trail system is located near streams. Land use and development activities have the potential to degrade the ecological quality of streams through the direct transport of pathogens and pollutants, as well as through hydrologic changes that can alter the character of flow in streams, resulting in alterations to stream morphology (e.g., stream bank erosion). The protection and restoration of the ecological quality of streams is important to the conservation of ecological resources in Fairfax County. Therefore, efforts to minimize adverse impacts of land use and development on the county's streams should be pursued.~~

~~The Occoquan Reservoir, one of Fairfax County's principal sources of drinking water, and many smaller impoundments in the county are highly stressed due to the impacts of urban stormwater runoff.~~

~~Point source pollution from sewage treatment plants and heavy industry is not currently a problem in the county. Care should be taken to anticipate and prevent ground and surface water contamination.~~

~~There are approximately 12,000 single-family residences and businesses that are served by individual well water supplies in Fairfax County. The county's well monitoring program is limited. Little is known about the potential for hazardous materials and leaking underground storage tanks to contaminate these wells. (See Figure 2.)~~



EXAMPLE OF MOVEMENT
OF GROUNDWATER CONTAMINANTS

Source: Rothschild, Edward R., 1988, "Underground Storage Tank Management," p. 64, in Geraghty and Miller, Inc., 1988, The Fundamentals of Ground-Water Contamination, Fall 1988/Winter 1989 Seminar notes.

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FIGURE 2

~~Objective 2: Prevent and reduce pollution of surface and groundwater resources. Protect and restore the ecological integrity of streams in Fairfax County.~~

~~Policy a. Maintain a best management practices (BMP) program for Fairfax County and ensure that new development and redevelopment complies with the county's best management practice (BMP) requirements.~~

~~Policy b. Update BMP requirements as newer, more effective strategies become available.~~

~~Policy c. Minimize the application of fertilizers, pesticides, and herbicides to lawns and landscaped areas through, among other tools, the development, implementation and monitoring of integrated pest, vegetation and nutrient management plans.~~

~~Policy d. Preserve the integrity and the scenic and recreational value of EQCs when locating and designing storm water detention and BMP facilities. In general, such facilities should not be provided within EQCs unless they meet one of the following conditions:~~

- ~~They are consistent with recommendations of a watershed management plan that has been adopted by the Fairfax County Board of Supervisors; or~~
- ~~They will:~~
  - ~~Either:~~
    - ~~Be more effective in protecting streams and better support goals of watershed management plans than stormwater management measures that otherwise would be provided outside of EQCs; or~~
    - ~~Contribute to achieving pollutant reduction necessary to bring waters identified as impaired into compliance with state water quality standards or into compliance with a Municipal Separate~~

Storm Sewer System (MS4) permit in a manner that would be more effective and/or less environmentally disruptive than approaches that would be pursued outside of EQCs;

and

- Replace, enhance and/or be provided along with other efforts to compensate for any of the EQC purposes, as described in Environmental Objective 9, Policy a below, that would be affected by the facilities.

When stormwater management facilities within the EQC are determined to be appropriate, encourage the construction of facilities that minimize clearing and grading, such as embankment only ponds, or facilities that are otherwise designed to maximize pollutant removal while protecting, enhancing, and/or restoring the ecological integrity of the EQC.

Policy e. Update erosion and sediment regulations and enforcement procedures as new technology becomes available. Minimization and phasing of clearing and grading are the preferred means of limiting erosion during construction.

Policy f. Where practical and feasible, retrofit older stormwater management facilities to perform water quality functions to better protect downstream areas from degradation.

Policy g. Monitor the performance of BMPs.

Policy h. Protect water resources by maintaining high standards for discharges from point sources.

Policy i. Monitor Fairfax County's surface and groundwater resources.

Policy j. Regulate land use activities to protect surface and groundwater resources.

Policy k. For new development and redevelopment, apply better site design and low impact development (LID) techniques such as those described below, and pursue commitments to reduce stormwater runoff volumes and peak flows, to increase groundwater recharge, and to increase preservation of undisturbed areas. In order to minimize the impacts that new development and redevelopment projects may have on the county's streams, some or all of the following practices should be considered where not in conflict with land use compatibility objectives:

- Minimize the amount of impervious surface created.
- Site buildings to minimize impervious cover associated with driveways and parking areas and to encourage tree preservation.
- Where feasible, convey drainage from impervious areas into pervious areas.
- Encourage cluster development when designed to maximize protection of ecologically valuable land.

- ~~Encourage the preservation of wooded areas and steep slopes adjacent to stream valley EQC areas.~~

- ~~Encourage fulfillment of tree cover requirements through tree preservation instead of replanting where existing tree cover permits. Commit to tree preservation thresholds that exceed the minimum Zoning Ordinance requirements.~~

- ~~Where appropriate, use protective easements in areas outside of private residential lots as a mechanism to protect wooded areas and steep slopes.~~

- ~~Encourage the use of open ditch road sections and minimize subdivision street lengths, widths, use of curb and gutter sections, and overall impervious cover within cul-de-sacs, consistent with county and state requirements.~~

- ~~Encourage the use of innovative BMPs and infiltration techniques of stormwater management where site conditions are appropriate, if consistent with county requirements.~~

- ~~Apply nonstructural best management practices and bioengineering practices where site conditions are appropriate, if consistent with county requirements.~~

- ~~Encourage shared parking between adjacent land uses where permitted.~~

- ~~Where feasible and appropriate, encourage the use of pervious parking surfaces in low-use parking areas.~~

- ~~Maximize the use of infiltration landscaping within streetscapes consistent with county and state requirements.~~

~~Policy l.~~ ~~In order to augment the EQC system, encourage protection of stream channels and associated vegetated riparian buffer areas along stream channels upstream of Resource Protection Areas (as designated pursuant to the Chesapeake Bay Preservation Ordinance) and Environmental Quality Corridors. To the extent feasible in consideration of overall site design, stormwater management needs and opportunities, and other Comprehensive Plan guidance, establish boundaries of these buffer areas consistent with the guidelines for designation of the stream valley component of the EQC system as set forth in Objective 9 of this section of the *Policy Plan*. Where applicable, pursue commitments to restoration of degraded stream channels and riparian buffer areas.~~

~~Policy m.~~ ~~Support watershed management planning and consider any watershed management plans that are adopted or endorsed by the Board of Supervisors as a factor in making land use decisions.~~

~~Policy n.~~ ~~Optimize stormwater management and water quality controls and practices for redevelopment consistent with revitalization goals.~~

~~Policy o.~~ ~~Ensure that development and redevelopment sites that have been subject to contamination by toxic substances or other hazardous materials are remediated to the extent that they will not present unacceptable health or environmental~~

risks for the specific uses proposed for these sites and that unacceptable health or environmental risks will not occur as a result of contamination associated with nearby properties.

Development proposals should implement best management practices to reduce runoff pollution and other impacts. Preferred practices include: those which recharge groundwater when such recharge will not degrade groundwater quality; those which preserve as much undisturbed open space as possible; and, those which contribute to ecological diversity by the creation of wetlands or other habitat enhancing BMPs, consistent with state guidelines and regulations.

Proposals that include the use or storage of hazardous materials should provide adequate containment facilities, monitoring, and spill prevention strategies to protect surface and groundwater resources consistent with state regulations. Site investigations and remedial actions, as appropriate, should be pursued to ensure that site contamination on or near properties subject to development proposals will not present unacceptable health or environmental risks.

Programs to improve water quality in the Potomac River/Estuary, and Chesapeake Bay will continue to have significant impacts on planning and development in Fairfax County. There is abundant evidence that water quality and the marine environment in the Bay are deteriorating, and that this deterioration is the result of land use activities throughout the watershed.

In order to protect the Chesapeake Bay and other waters of Virginia from degradation resulting from runoff pollution, the Commonwealth has enacted regulations requiring localities within Tidewater Virginia (including Fairfax County) to designate "Chesapeake Bay Preservation Areas", within which land uses are either restricted or water quality measures must be provided. Fairfax County has adopted a Chesapeake Bay Preservation Ordinance pursuant to these regulations.

The more restrictive type of Chesapeake Bay Preservation Area is known as the "Resource Protection Area (RPA)." With a few exceptions (e.g. water wells, recreation, infrastructure improvements, "water dependent" activities, and redevelopment), new development is prohibited in these areas. In Fairfax County, RPAs include the following features:

- water bodies with perennial flow;
- tidal wetlands;
- tidal shores;
- nontidal wetlands contiguous with and connected by surface flow to tidal wetlands or water bodies with perennial flow;
- a buffer area not less than 100 feet in width around the above features; and
- as part of the buffer area, any land within a major floodplain.

The other, less sensitive category of land in the Preservation Areas is called the "Resource Management Area (RMA)." Development is permitted in RMAs as long as it meets water quality goals and performance criteria for these areas. These goals and criteria include stormwater management standards, maintenance requirements and reserve capacity for on-site sewage disposal facilities, erosion and sediment control requirements, demonstration of attainment of wetlands permits, and conservation plans for agricultural activities. In Fairfax County, RMAs include any area that is not designated as an RPA.

A *Chesapeake Bay Supplement* has been prepared to address a range of issues related to water quality protection and is incorporated by this reference as part of the Comprehensive Plan. This Supplement includes a map of the county's Chesapeake Bay Preservation Area components as well as discussions and analyses of water quality issues as they relate to pollution sources, infill

development, redevelopment, shoreline erosion control, and shoreline access.

Objective 3: Protect the Potomac Estuary and the Chesapeake Bay from the avoidable impacts of land use activities in Fairfax County.

Policy a. Ensure that new development and redevelopment complies with the county's Chesapeake Bay Preservation Ordinance, as applied to Chesapeake Bay Preservation Areas adopted by the Board of Supervisors as generally depicted in Figure 5 of the *Chesapeake Bay Supplement* to the Comprehensive Plan, as may be amended by the Board of Supervisors.

Policy b. Support the analysis and recommendations contained in the *Chesapeake Bay Supplement* to the Comprehensive Plan.

Policy c. Where tidal shoreline erosion control measures are needed, apply techniques that are consistent with the "Guidelines for Tidal Shoreline Erosion Control Measures" in the Environment Appendix. Consistent with this guidance and with guidance developed by the Virginia Institute of Marine Science pursuant to §15.2-2223.2 of the Code of Virginia and § 28.2-104.1 of the Code of Virginia, support the application of living shoreline approaches as preferred approaches for stabilizing eroding tidal shorelines where practicable.

Policy d. Boating and other tidal shoreline access structures should be sited, designed, and constructed in a manner that minimizes adverse environmental impacts. Where county approval of tidal shoreline access structures is needed, the following guidelines should be consulted and considered in the decision-making process: the Chesapeake Bay Program's document entitled "Chesapeake Bay Area Public Access Technical Assistance Report;" and the following guidelines issued by the Virginia Marine Resources Commission; "Shoreline Development BMPs," "Wetlands Guidelines," and "Subaqueous Guidelines."

Policy e. Support efforts to mitigate or compensate for losses of wetlands near the area(s) of impact.

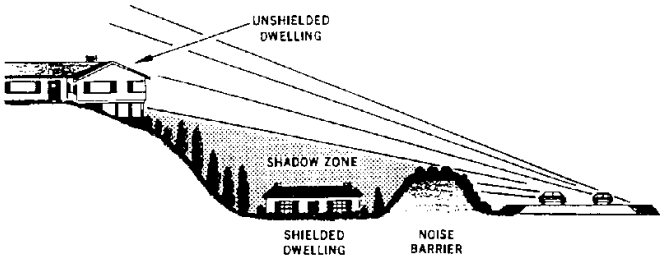
Noise

Transportation-generated noise impacts the lives of many who live in the county. Some county residents are subjected to unhealthful levels of noise from highway traffic, aircraft operations and railroads, including WMATA's Metrorail (See Figure 3). Federal agencies with noise mitigation planning responsibilities have worked with the health community to establish maximum acceptable levels of exposure (Guidelines for Considering Noise in Land Use Planning and Control). These guidelines, expressed in terms of sound pressure levels, are: DNL 65 dBA for outdoor activity areas; DNL 50 dBA for office environments; and DNL 45 dBA for residences, schools, theaters and other noise-sensitive uses. While federal guidelines consider all land uses to be compatible with noise levels below DNL 65 dBA, adverse noise impacts can still occur at levels below DNL 65 dBA. Planning goals supporting new residential development in the DNL 60-65 dBA airport noise contours could be supported under specified conditions.

~~**Objective 4: Minimize human exposure to unhealthful levels of transportation generated noise.**~~

~~Policy a: Regulate new development to ensure that people are protected from unhealthful levels of transportation noise.~~

~~Policy b: Reduce noise impacts in areas of existing development.~~



EFFECT OF ACOUSTIC BARRIER

Explanatory Note: This figure illustrates the function of an accoustical barrier. The shadow zone indicates a mitigated area that is sheltered by a noise barrier and is therefore relatively quiet.

Source: American Association of State Highway and Transportation Officials, 1985, Guide on the Evaluation and Attenuation of Traffic Noise, p. 2.

FIGURE 3

~~New development should not expose people in their homes, or other noise sensitive environments, to noise in excess of DNL 45 dBA, or to noise in excess of DNL 65 dBA in the outdoor recreation areas of homes. To achieve these standards new residential development in areas impacted by highway noise between DNL 65 and 75 dBA will require mitigation. New residential development should not occur in areas with projected highway noise exposures exceeding DNL 75 dBA or projected aircraft noise exposures exceeding DNL 65 dBA.~~

~~In order to avoid exacerbating noise and land use conflicts and to further the public health, safety and welfare, where new residential development is considered in the DNL 60-65 dBA aircraft noise contours the following should be fulfilled:~~

- ~~A noise study that documents the expected noise impacts is conducted during the development review process.~~

- ~~Commitments to construction standards and materials are provided during the development review process to ensure that noise levels within interior living spaces do not exceed 45 dBA.~~

- ~~Pre-construction noise modeling for building components is conducted and documentation submitted to the County for review and approval prior to building permit issuance to ensure noise levels within interior living spaces do not exceed 45 dBA.~~

- ~~Verification letters are submitted to the County certifying that the noise modeled components have been properly installed prior to issuance of a Residential Use Permit.~~

- ~~Post-development noise studies are conducted, if requested by Fairfax County prior to issuance of a Residential Use Permit in order to evaluate the effectiveness of the noise mitigation measures.~~

- ~~Adequate assurances are provided by the property owner at the time of rezoning to address potential conflicts or threats to the long-term viability of, Dulles Airport. These assurances may include such things as recorded avigation easements/plats, hold harmless agreements, and/or similar assurances.~~

- ~~All promotional and marketing materials and leasing and purchasing agreements include disclosure statements that disclose the presence of the airport and potential associated impacts, as well as a map of Dulles Airport, the DNL 65 dBA noise contour line, and general locations of residential units and private active recreation spaces. Such disclosure statements, as well as a map of Dulles Airport and the DNL 65 dBA noise contour line are included in any community association documents and recorded in the land records. Notice of such statements, maps, and noise contours are made to all initial and subsequent lessors and purchasers.~~

~~LIGHT POLLUTION~~

~~Increasing urbanization requires that care be taken to reduce unfocused emissions of light and that efforts be made to avoid creating sources of glare which may interfere with residents' and/or travelers' visual acuity.~~

~~Objective 5: Minimize light emissions to those necessary and consistent with general safety.~~

~~Policy a. Recognize the nuisance aspects of unfocused light emissions.~~

~~ENVIRONMENTAL HAZARDS~~

~~Unlike some parts of the United States, Fairfax County is not subject to major natural disasters such as earthquakes, or major forest fires. However the county is not free of natural and human made hazards to new and existing development.~~

~~There are hazards to property in some areas of the county posed by wet or unstable soils. Marine clay soils found in the eastern part of the county and shrink-swell clay soils found primarily in the western area can cause foundation failures, cracked and shifting walls, and in extreme cases,~~

~~catastrophic slope failure. Asbestos bearing soils may pose a health risk to construction workers requiring special precautions during excavation.~~

~~**Objective 6: Ensure that new development either avoids problem soil areas, or implements appropriate engineering measures to protect existing and new structures from unstable soils.**~~

~~Policy a: Limit densities on slippage soils, and cluster development away from slopes and potential problem areas.~~

~~Policy b: Require new development on problem soils to provide appropriate engineering measures to ensure against geotechnical hazards.~~

~~There is a hazard to people and property posed by potential failure of any one of the several larger dams in Fairfax County. The "Fairfax County Dam Safety Committee" oversees the development of emergency action plans for county owned dams and reviews the emergency plans for private dams. These plans will be activated in the event of a dam failure. Nevertheless, should a dam fail, there is a potential flood impact area down stream of the dam that may put a small number of people and property at risk.~~

~~**Objective 7: Minimize the exposure of new development to the potential of flood impacts.**~~

~~Policy a: Prohibit new residential structures within flood impact hazard areas.~~

~~Fairfax County is crossed by several major gas and petroleum pipelines. Ruptures of these lines could cause environmental degradation from spillage, or could result in a fire or explosion with the possibility of loss of life.~~

~~**Objective 8: Minimize the exposure of county residents to potential pipeline ruptures and explosions and avoid hazards from electrical transmission and distribution facilities.**~~

~~Policy a: Ensure pipeline safety and minimize the hazards associated with gas and petroleum pipelines through improved construction inspection and quality assurance during construction and by requiring appropriate construction practices and building setbacks. This could be done in a variety of ways, including but not limited to the following:~~

- ~~prohibiting the planting of new trees and the corresponding intrusion of side growth of new trees within the easements;~~
- ~~limiting the crossings over and under the pipelines to those structures deemed necessary for infrastructure improvements; and~~
- ~~limiting the uses allowed within any pipeline easement.~~

~~Policy b: There exists a potential hazard to surface and ground water resources due to a leak or spill accident from petroleum or natural gas transmission pipelines. The potential hazards should be identified and should be minimized to the greatest~~

extent feasible through emergency planning and planning for the location of future lines.

- The county should identify critical surface and ground water resource areas in the vicinity of pipelines, and the pipeline operators should prepare contingency plans for emergency response in case of an accident.

Policy c: Regulate new development to minimize unnecessary human exposure to unhealthful impacts of low level electromagnetic fields from electrical transmission lines.

ENVIRONMENTAL RESOURCES

The third category of environmental issues addresses the protection, preservation, and restoration of environmental resources. These issues reflect a need to conserve or restore appropriate examples of the county's rapidly disappearing natural landscape, to protect and manage its ecological resources, and to provide visual relief in the form of natural vegetation between adjacent and sometimes incompatible land uses.

The county continues to lose open space, much of which has been cumulatively significant for environmental resources. "Open space" land, as distinguished from developed land, includes parks, conservation areas, private open space, and vacant land. The quantity of land included within these categories has diminished by more than 30 percent from 1975 to 1995, and is now less than 77,000 acres. Although not all open space land is ecologically significant or appropriate for preservation, the data indicate a loss of some of Fairfax County's environmental resources, and a fragmentation of remaining ecologically significant land. Large tracts of natural land are especially scarce in the more urban inner part of the county. However, several areas of low density development and some ecologically significant areas remain.

Low density zoning is a valuable conservation tool. However, as a single measure it is not an adequate means to conserve our resources. As currently prescribed in the Zoning Ordinance, neither conventional, nor cluster subdivision regulations are preserving the quality of the landscape that these low density zoning districts were enacted to protect.

It is desirable to conserve a portion of the county's land in a condition that is as close to a predevelopment state as is practical. A conserved network of different habitats can accommodate the needs of many scarce or sensitive plant and animal species. Natural open space also provides scenic variety within the county, and an attractive setting for and buffer between urban land uses. In addition, natural vegetation and stream valleys have some capacity to reduce air, water and noise pollution.

Objective 9: Identify, protect and enhance an integrated network of ecologically valuable land and surface waters for present and future residents of Fairfax County.

Policy a: Identify, protect and restore an Environmental Quality Corridor system (EQC). (See Figure 4.) Lands may be included within the EQC system if they can achieve any of the following purposes:

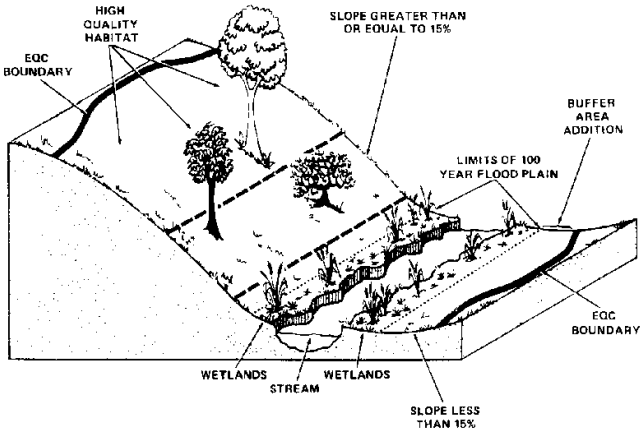
- ~~Habitat Quality: The land has a desirable or scarce habitat type, or one could be readily restored, or the land hosts a species of special interest. This may include: habitat for species that have been identified by state or federal agencies as being rare, threatened or endangered; rare vegetative communities; unfragmented vegetated areas that are large enough to support interior forest dwelling species; and aquatic and wetland breeding habitats (i.e., seeps, vernal pools) that are connected to and in close proximity to other EQC areas.~~

- ~~Connectivity: This segment of open space could become a part of a corridor to facilitate the movement of wildlife and/or conserve biodiversity. This may include natural corridors that are wide enough to facilitate wildlife movement and/or the transfer of genetic material between core habitat areas.~~

- ~~Hydrology/Stream Buffering/Stream Protection: The land provides, or could provide, protection to one or more streams through: the provision of shade; vegetative stabilization of stream banks; moderation of sheet flow stormwater runoff velocities and volumes; trapping of pollutants from stormwater runoff and/or flood waters; flood control through temporary storage of flood waters and dissipation of stream energy; separation of potential pollution sources from streams; accommodation of stream channel evolution/migration; and protection of steeply sloping areas near streams from denudation.~~

- ~~Pollution Reduction Capabilities: Preservation of this land would result in significant pollutant reductions. Water pollution, for example, may be reduced through: trapping of nutrients, sediment and/or other pollutants from runoff from adjacent areas; trapping of nutrients, sediment and/or other pollutants from flood waters; protection of highly erodible soils and/or steeply sloping areas from denudation; and/or separation of potential pollution sources from streams.~~

~~The core of the EQC system will be the county's stream valleys. Additions to the stream valleys should be selected to augment the habitats and buffers provided by the stream valleys, and to add representative elements of the landscapes that are not represented within stream valleys. The stream valley component of the EQC system shall include the following elements (See Figure 4):~~



A TYPICAL
ENVIRONMENTAL QUALITY CORRIDOR

Source: Fairfax County Office of Comprehensive Planning

FIGURE 4

~~- All 100 year flood plains as defined by the Zoning Ordinance;~~

~~- All areas of 15% or greater slopes adjacent to the flood plain, or if no flood plain is present, 15% or greater slopes that begin within 50 feet of the stream channel;~~

~~- All wetlands connected to the stream valleys; and~~

~~- All the land within a corridor defined by a boundary line which is 50 feet plus 4 additional feet for each % slope measured perpendicular to the stream bank. The % slope used in the calculation will be the average slope measured within 110 feet of a stream channel or, if a flood plain is present, between the flood plain boundary and a point fifty feet up slope from the flood plain. This measurement should be taken at fifty foot intervals beginning at the downstream boundary of any stream valley on or adjacent to a property under evaluation.~~

~~Modifications to the boundaries so delineated may be appropriate if the area designated does not benefit any of the EQC purposes as described above. In addition, some disturbances that serve a public purpose such as unavoidable public infrastructure easements and rights of way may be appropriate. Disturbances for access roads should not be supported unless there are no viable alternatives to providing access to a buildable portion of a site or adjacent parcel. The above disturbances should be minimized and occur perpendicular to the corridor's alignment, if practical, and disturbed areas should be restored to the greatest extent possible~~

~~In general, stormwater management facilities should not be provided within EQCs unless they meet one of the following conditions:~~

- They are consistent with recommendations of a watershed management plan that has been adopted by the Fairfax County Board of Supervisors; or

- They will:

  - Either:
    - Be more effective in protecting streams and better support goals of watershed management plans than stormwater management measures that otherwise would be provided outside of EQCs; or

    - Contribute to achieving pollutant reduction necessary to bring waters identified as impaired into compliance with state water quality standards or into compliance with a Municipal Separate Storm Sewer System (MS4) permit in a manner that would be more effective and/or less environmentally disruptive than approaches that would be pursued outside of EQCs;

  and

  - Replace, enhance and/or be provided along with other efforts to compensate for any of the EQC purposes, as described above, that would be affected by the facilities.

When stormwater management facilities within the EQC are determined to be appropriate, encourage the construction of facilities that minimize clearing and grading, such as embankment only ponds, or facilities that are otherwise designed to maximize pollutant removal while protecting, enhancing, and/or restoring the ecological integrity of the EQC.

The following efforts within EQCs support the EQC policy and should be encouraged:

- Stream stabilization and restoration efforts where such efforts are needed to improve the ecological conditions of degraded streams. Natural channel design methods should be applied to the greatest extent possible and native species of vegetation should be used.

- Replanting efforts in EQCs that would restore or enhance the environmental values of areas that have been subject to clearing; native species of vegetation should be applied.

- Wetland and floodplain restoration efforts.

- Removal of non native invasive species of vegetation from EQCs to the extent that such efforts would not be in conflict with county ordinances; such efforts should be pursued in a manner that is least disruptive to the EQCs.

Other disturbances to EQCs should only be considered in extraordinary circumstances and only where mitigation/compensation measures are provided that will result in a clear and substantial net environmental benefit. In addition, there should be net benefits relating to most, if not all, of the EQC purposes

~~listed above that are applicable to the proposed disturbances.~~

~~Preservation should be achieved through dedication to the Fairfax County Park Authority, if such dedication is in the public interest. Otherwise, EQC land should remain in private ownership in separate undeveloped lots with appropriate commitments for preservation. The use of protective easements as a means of preservation should be considered.~~

~~When preservation of EQC land is achieved through the development process it is appropriate to transfer some of the density that would otherwise have been permitted on the EQC land to the non-EQC portion of the property to provide an incentive for the preservation of the EQC and to achieve the other objectives of the Plan. The amount of density transferred should not create an effective density of development that is out of character with the density normally anticipated from the land use recommendations of the Plan. For example, town homes should not normally be built adjacent to an EQC in an area planned for two to three dwelling units per acre. Likewise, an increase in the effective density on the non-EQC portion of a site should not be so intense as to threaten the viability of the habitat or pollution reduction capabilities that have been preserved on the EQC portion of the site.~~

~~Policy b. To provide an incentive for the preservation of EQCs while protecting the integrity of the EQC system, allow a transfer of some of the density from the EQC portion of developing sites to the less sensitive areas of these sites. The increase in effective density on the non-EQC portion of a site should be no more than an amount which is directly proportional to the percentage of the site that is preserved. Overall site yield will decrease as site constraints increase. Maximum density should be determined according to a simple mathematical expression based upon the ratio of EQC land to total land. This policy is in addition to other plan policies which impact density and does not supersede other land use compatibility policies.~~

~~The retention of environmental amenities on developed and developing sites is also important. The most visible of these amenities is the county's tree cover. It is possible to design new development in a manner that preserves some of the existing vegetation in landscape plans. It is also possible to restore lost vegetation through replanting. An aggressive urban forestry program could retain and restore meaningful amounts of the county's tree cover.~~

~~**Objective 10: Conserve and restore tree cover on developed and developing sites. Provide tree cover on sites where it is absent prior to development.**~~

~~Policy a: Protect or restore the maximum amount of tree cover on developed and developing sites consistent with planned land use and good silvicultural practices.~~

~~Policy b: Require new tree plantings on developing sites which were not forested prior to development and on public rights of way.~~

~~Policy c: Use open space/conservation easements as appropriate to preserve woodlands, monarch trees, and/or rare or otherwise significant stands of trees, as identified by the county.~~

~~**Objective 11: Promote the use of open space/conservation easements as tools to preserve environmental resources.**~~

~~Policy a: Use open space/conservation easements for the preservation of Environmental Quality Corridors, Resource Protection Areas, and other environmentally sensitive areas such as land along the Potomac and Occoquan Rivers.~~

~~Policy b: Use open space/conservation easements to preserve open space in already developed areas in order to provide natural areas, protect environmentally sensitive resources and preserve wildlife habitat in an urban or suburban context.~~

~~ENVIRONMENTAL COORDINATION~~

~~Fairfax County has many regulations and policies designed to protect the environment and conserve our ecological resources. Environmental coordination is a remaining area of concern. In the final analysis, an environmental policy or a regulation that applies to development will only achieve the desired effect if it is identified at the time of application review, enforced during development, maintained after development is over, and monitored for continued performance.~~

~~Fairfax County does not have an integrated environmental management program. The responsibility for environmental planning, monitoring and enforcement is spread throughout the county government. This administrative structure has resulted in a fragmented and inconsistent application of resources to environmental protection in Fairfax County. For example, several different county agencies are responsible for environmental monitoring. Many of these monitoring programs are quite modest. There is no central data base regarding environmental pollution. The individuals responsible for enforcing environmental regulations often have many additional enforcement responsibilities.~~

~~**Objective 12: Improve the identification and mitigation of environmental impacts, and the monitoring and enforcement of environmental policies as applied to land disturbing activities.**~~

~~Policy a: Require both public and private development proposals to identify environmental constraints and opportunities and demonstrate how environmental impacts will be mitigated.~~

~~Policy b: Establish a centralized environmental planning and monitoring function with responsibility for coordinating the actions of individual county agencies to effect a comprehensive program to preserve and improve the environment.~~

~~RESOURCE CONSERVATION AND GREEN BUILDING PRACTICES~~

~~The energy shortage in the United States in the 1970s highlighted the finite nature of our natural resources. Since the 1970s, efforts have been pursued at the federal level to enhance energy efficiency and the efficient use of water resources. While such efforts are best addressed at the federal level, local efforts to conserve these resources should be encouraged. Recent events and trends have highlighted the increasing need for energy and resource conservation and efficiency, greenhouse gas reduction and green building practices. Many jurisdictions are now engaging in community energy planning and other strategies to best use available resources.~~

The "green building" concept provides a holistic approach to the reduction of adverse environmental impacts associated with buildings and their associated facilities and landscapes.

Objective 13: Design and construct buildings and associated landscapes to use energy and water resources efficiently and to minimize short- and long-term negative impacts on the environment and building occupants.

Policy a. In consideration of other Policy Plan objectives, encourage the application of energy conservation, water conservation and other green building practices in the design and construction of new development and redevelopment projects. These practices may include, but are not limited to:

- Environmentally sensitive siting and construction of development;
- Application of low impact development practices, including minimization of impervious cover (See Policy k under Objective 2 of this section of the *Policy Plan*);
- Optimization of energy performance of structures/energy efficient design;
- Use of renewable energy resources;
- Use of energy efficient appliances, heating/cooling systems, lighting and/or other products;
- Application of best practices for water conservation, such as water efficient landscaping and innovative wastewater technologies, that can serve to reduce the use of potable water and/or reduce stormwater runoff volumes;
- Reuse of existing building materials for redevelopment projects;
- Recycling/salvage of non-hazardous construction, demolition, and land clearing debris;
- Use of recycled and rapidly renewable building materials;
- Use of building materials and products that originate from nearby sources;
- Reduction of potential indoor air quality problems through measures such as increased ventilation, indoor air testing and use of low-emitting adhesives, sealants, paints/coatings, carpeting and other building materials;
- Reuse, preservation and conservation of existing buildings, including historic structures;
- Retrofitting of other green building practices within existing structures to be preserved, conserved and reused;

- Energy and water usage data collection and performance monitoring;

- Solid waste and recycling management practices; and

- Natural lighting for occupants.

Encourage commitments to implementation of green building practices through certification under established green building rating systems for individual buildings (e.g., the U.S. Green Building Council's Leadership in Energy and Environmental Design for New Construction [LEED NC®] or the U.S. Green Building Council's Leadership in Energy and Environmental Design for Core and Shell [LEED CS®] program or other equivalent programs with third party certification). An equivalent program is one that is independent, third-party verified, and has regional or national recognition or one that otherwise includes multiple green building concepts and overall levels of green building performance that are at least similar in scope to the applicable LEED rating system. Encourage commitments to the attainment of the ENERGY STAR® rating where available. Encourage certification of new homes through an established residential green building rating system that incorporates multiple green building concepts and has a level of energy performance that is comparable to or exceeds ENERGY STAR qualification for homes. Encourage the inclusion of professionals with green building accreditation on development teams. Encourage commitments to the provision of information to owners of buildings with green building/energy efficiency measures that identifies both the benefits of these measures and their associated maintenance needs.

Policy b. Within the Tysons Urban Center, Suburban Centers, Community Business Centers, Industrial Areas and Transit Station Areas as identified on the Concept Map for Future Development, unless otherwise recommended in the applicable area plan, where these zoning proposals seek at least one of the following:

- Development in accordance with Comprehensive Plan Options;

- Development involving a change in use from what would be allowed as a permitted use under existing zoning;

- Development at the Overlay Level; or

- Development at the high end of planned density/intensity ranges. For nonresidential development, consider the upper 40% of the range between by right development potential and the maximum Plan intensity to constitute the high end of the range.

ensure that zoning proposals for nonresidential development or zoning proposals for multifamily residential development incorporate green building practices sufficient to attain certification through the LEED-NC or LEED-CS program or an equivalent program specifically incorporating multiple green building concepts, where applicable, and encourage an emphasis on energy efficiency and conservation.

~~Where developments with exceptional intensity or density are proposed (e.g. at 90 percent or more of the maximum planned density or intensity), ensure that higher than basic levels of green building certification are attained.~~

~~Policy c. Ensure that zoning proposals for residential development that are not otherwise addressed in Policy b above will incorporate green building practices sufficient to attain certification under an established residential green building rating system that incorporates multiple green building concepts and that includes an ENERGY STAR—Qualified Homes designation or a comparable level of energy performance. Where such zoning proposals seek development at or above the mid-point of the Plan density range, ensure that county expectations regarding the incorporation of green building practices are exceeded in two or more of the following measurable categories: energy efficiency; water conservation; reusable and recycled building materials; pedestrian orientation and alternative transportation strategies; healthier indoor air quality; open space and habitat conservation and restoration; and greenhouse gas emission reduction. As intensity or density increases, the expectations for achievement in the area of green building practices would commensurately increase.~~

~~Policy d. Promote implementation of green building practices by encouraging commitments to monetary contributions in support of the county's environmental initiatives, with such contributions to be refunded upon demonstration of attainment of certification under the applicable LEED rating system or equivalent rating system.~~

~~Policy e. Encourage energy conservation through the provision of measures which support non-motorized transportation, such as the provision of showers and lockers for employees and the provision of secure short-term and long-term bicycle parking facilities for employment, retail, institutional, and multifamily residential uses.~~

~~Policy f. Encourage applicants involved in public-private partnerships where land is leased or provided by the county to meet or exceed county guidelines for green building certification for capital projects.~~

~~Policy g. Encourage provision of or readiness for charging stations and related infrastructure for electric vehicles within new development and redevelopment proposals, particularly for residential where other opportunities are not available.~~

~~Policy h. Encourage and participate in periodic regional and local evaluations of the outcomes achieved through the application of sustainable land use principles and technology, in coordination with the energy and resources providers and industry. Such evaluations should be based on pooled, anonymous source data, and should provide information helpful in decisions regarding the costs and benefits of green practices, including evaluations focused on innovative approaches and technology.~~

~~APPENDIX 1~~

~~GUIDELINES FOR TIDAL SHORELINE EROSION CONTROL MEASURES~~

~~Measures to control erosion along the county's tidal shoreline are often pursued in order to protect adjacent property. Where county approval of tidal shoreline erosion control measures is needed, the Virginia Marine Resources Commission Habitat Management Division's Tidal Wetlands Guidelines should be consulted. Consistent with this guidance artificial shoreline structural elements should only be pursued where there is active, detrimental shoreline erosion which cannot be otherwise controlled, and such structures should be constructed in a manner that minimizes adverse wetlands impacts.~~

~~Living shoreline approaches to shoreline stabilization (approaches that apply biological techniques, using native plant species) have been identified by the Commonwealth of Virginia as the preferred stabilization methods for tidal shorelines. Only living shoreline approaches should be permitted unless the best available science shows that such approaches are not suitable. If the best available science shows that a living shoreline approach is not suitable, then elements of living shoreline approaches should be incorporated into permitted projects to the maximum extent practicable. Unless otherwise advised through such guidance, best available science resources include:~~

- ~~Virginia Marine Resources Commission Habitat Management Division's Tidal Wetlands Guidelines,~~
- ~~Virginia Institute of Marine Science's Comprehensive Coastal Resource Management Portal, and~~
- ~~Virginia Institute of Marine Science as the Commonwealth's designated science advisor on coastal and marine natural resource-related issues.~~

~~PARKS AND RECREATION~~

~~INTRODUCTION~~

~~An integrated park system in Fairfax County is nationally recognized for its quality and diversity of park resources. Within the context of the Comprehensive Plan, these parklands and recreational facilities play a key role in shaping both the landscape and the quality of life through the conservation of natural and cultural resources, protection of environmental quality, provision of public facilities and human services, and management of urban growth.~~

~~The integrated park system is administered by a variety of public agencies at the local, regional, state and federal levels of government, including the Fairfax County Park Authority, Northern Virginia Regional Park Authority, City of Fairfax, Town of Herndon, Town of Vienna, Fairfax County Public Schools, Fairfax County Department of Neighborhood and Community Services, National Park Service, Bureau of Land Management, and the Commonwealth of Virginia. Since its inception, this long established integrated parks system has evolved into a diversified mosaic of public open space and recreation facilities, ranging from smaller local serving parks to extensive, regionally significant land holdings. Together, these public lands account for nearly 20 percent of the county's total land area. Privately managed open space, lands and facilities provide additional components of the open space and recreation system serving county residents. In redeveloping and urbanizing areas of the county, privately owned but publicly accessible parks and open spaces are emerging as essential elements of the urban form and serving needs of added residents.~~

~~The integrated park system serves as the primary public mechanism for accomplishing two equally important purposes: (1) to protect and preserve environmentally sensitive land, habitat connectivity, and water resources, and areas of archaeological, historical and/or cultural significance; and (2) to provide opportunities for residents, workers and visitors to pursue leisure activities in safe, accessible, and enjoyable parks and community recreational facilities.~~

~~Pressures of population growth, changing land use patterns and life styles, and fiscal realities will continue to influence the county's plans and abilities to provide park and recreation services at levels consistent with public needs. The pace of urban development is rapidly foreclosing the availability of land suitable for future parks, while escalating land costs further constrain opportunities for purchase of public parklands.~~

~~Additionally, development impacts on park and recreation resources are pervasive and growing. These impacts include placement of road improvements and utility and storm water management facilities or outflow on, or adjacent to, parklands; degradation of streams through siltation and erosion; loss of buffer areas and tree cover; fragmentation of wildlife habitats; and impacts on cultural resources. Park operations may adversely impact surrounding neighborhoods. Park providers should guard against negative neighborhood impacts through careful park planning, site design, management and operations.~~

~~A large portion of parkland, that includes a part of the countywide trail system, is collocated within Environmental Quality Corridors (EQC's) establishing an integrated network of stream valleys and associated lands. The purpose of this network is to conserve open space; protect wildlife habitat, biodiversity of species, riparian corridors, water quality and aesthetic values; control flooding and erosion; and provide continuity of non-motorized access between parklands, residential communities, employment and commercial centers and transit areas. The public park system is challenged, now and in the future, with completing the network by acquiring linking lands and public access, and connecting, building and maintaining a continuous network.~~

~~Increased use of recreation facilities results in faster facility deterioration and replacement rates, potential crowding, and user conflicts. In addition, diversification of recreational preferences expands the need for new facility types and associated space. As residential densities rise and individual yards become smaller or disappear, the need for public open space, woodlands, trails, recreation facilities, and open play areas increases. This is true for both urban and suburban areas. The provision of needed parks and recreation facilities meets identified needs while adding community, health, and economic value.~~

~~Over the next 20 years, opportunities to develop private and public urban-scale parks and recreation facilities as part of mixed use developments should be planned and promoted in appropriate areas of the county, including Tysons Urban Center, Transit Station Areas, Revitalization Districts, and other designated growth centers. This type of urban open space will be an important element in improving quality of life, promoting good health through exercise and enjoyment of outdoor spaces, supporting placemaking efforts, and providing relief from urban congestion by allowing urban dwellers to enjoy parks and recreation locally.~~

~~These concerns necessitate a comprehensive approach to planning and acquisition for an integrated system of parks, recreation, and open space, which utilizes the resources of the public and private sectors to maximum advantage. It is critical that public and private park providers throughout the Northern Virginia region assess current and long range park and leisure needs and coordinate the effective delivery of park and recreation services while protecting significant natural and cultural resources. It is in the best public interest to ensure the efficient use and equitable distribution of resources and services throughout the community to meet the dual goals for protection of significant natural and cultural resources, and provision of sustainable parklands and facilities that serve the increasing demands for a full range of park experiences.~~

~~Public policy, regulations, actions and funding influence the private sector's role and responsibility for land stewardship and provision of recreation resources. Collaborative efforts between the private and public sectors, especially through the land development process, can result in better appreciation, protection, and stewardship of natural and cultural resources, as well as the provision of adequate recreational facilities and amenities to serve residents.~~

~~Park planning and land use decisions should be guided by the county goals cited below:~~

~~BOARD OF SUPERVISORS GOALS~~

~~**Environmental Protection** - The amount and distribution of population density and land uses in Fairfax County should be consistent with environmental constraints inherent in the need to preserve natural resources and to meet or exceed federal, state and local standards for water quality, ambient air quality and other environmental standards. Development in Fairfax County should be sensitive to the natural setting, in order to prevent degradation of the county's natural environment.~~

~~**Growth and Adequate Public Facilities** - Growth in Fairfax County should be held to a level consistent with available, accessible, and adequate public facilities as well as with rational plans to provide new public facilities to maintain existing public facilities. The county's plans for development should take into account financial limitations associated with increased needs for public facilities.~~

~~**Culture and Recreation** - Fairfax County should provide local systems and participate in regional programs for safe, accessible and enjoyable parks (including active, passive, and historical parks); recreational programs; libraries; and cultural programs and facilities.~~

~~Fairfax County should also support and encourage the identification and preservation of its heritage resources for the aesthetic, social and educational benefits of present and future citizens.~~

~~**Open Space** - Fairfax County should support the conservation of appropriate land areas in a natural state to preserve, protect and enhance stream valleys, meadows, woodlands, wetlands, farmland, and plant and animal life. Small areas of open space should also be preserved in already congested and developed areas for passive neighborhood uses, visual relief, scenic value, and screening and buffering purposes.~~

~~**Objective 1: Identify and serve current and future park and recreation needs through an integrated park system that provides open space, recreational services and facilities, and stewardship of natural and cultural resources.**~~

~~Policy a: Plan, acquire, develop, and maintain the following types of parks through the Fairfax County Park Authority in conjunction with other public providers and the private sector and in accordance with the Park Classification System as follows: (See Parks and Recreation Appendix 1 for the Park Classification System):~~

~~A. Local Parks including Urban Parks (See Parks and Recreation Appendix 2 for the Urban Parks Framework)~~
~~B. District Parks~~
~~C. Countywide Parks~~
~~D. Resource-Based Parks~~
~~E. Regional Parks~~

~~Policy b: Provide a balance of quality recreation opportunities with the protection and preservation of natural and cultural resources.~~

~~Policy c: Ensure the provision of parklands and the efficient use of facilities throughout the county is based on user needs and consistent with population distribution and growth patterns.~~

~~Policy d: Use the Standards and Criteria for Establishment of Park and Recreation Facilities (Appendix 3) as a guide for the planning and provision of parkland and recreation facilities to adequately serve the county's current and projected population.~~

~~Policy e: Enhance existing park experiences and resource protection opportunities through acquisition of lands adjacent to existing parkland, wherever feasible.~~

~~Policy f: Extend public investments in parkland acquisition and park development through a combination of public/private mechanisms, such as voluntary dedication and/or donation of land, fee simple purchase, negotiated agreements, public access easements, and other appropriate means.~~

~~Policy g: Land acquisition for public park use should be guided by the Parkland Acquisition Criteria included in the Standards and Criteria for Establishment of Park and Recreation Facilities (Appendix 3) to adequately serve the county's current and projected population. Potential public parkland need not require a specific "public park" Area Plan land use designation in order to be acquired or used as a public park.~~

~~Policy h: Encourage private landowners to preserve open space and protect ecological and cultural resources though the use of conservation easements, land use valuation, and other land use options, incentives and programs.~~

~~Policy i: Acquire those Environmental Quality Corridors (EQC) segments needed to connect and complete the public stream valley network and trail systems. Where land acquisition may not be feasible or desirable, work to obtain use of privately owned resources through voluntary means such as conservation easements and cooperative agreements.~~

~~Policy j: Endorse the efforts of the multi-jurisdictional Northern Virginia Regional Park Authority (NVRPA) to fulfill its purpose: to carry out a long-range open space plan for Northern Virginia, through a cooperative system of regional parks, to supplement and enhance local park systems in Northern Virginia.~~

~~Policy k: Coordinate and cooperate with other county, municipal, regional, state and federal agencies in planning, development, protection and management of all park resources to support the integrated park system.~~

~~Policy l: Work cooperatively with private and public landowners to develop and provide trail connections to parkland from existing and planned trails and encourage non-motorized access to parks.~~

~~**Objective 2: Protect appropriate land areas in a natural state to ensure preservation of significant and sensitive natural resources.**~~

~~Policy a: Identify and acquire lands with significant natural resources including exemplary natural areas, large natural areas, areas connected to other protected lands, stream valleys and areas that buffer significant resources from disturbance and impacts.~~

~~Policy b: Manage and protect significant natural resources throughout the county, in cooperation with other agencies, organizations and partners, by implementing ecosystem management principles, restoring degraded natural resources, linking major resource areas and supporting habitats essential to biological diversity, where possible.~~

~~Policy c: Manage wild populations to include vegetative resources and wildlife, including invasive species, through appropriate inventories, monitoring, education, planning, management and restoration to protect and improve the ecosystem function including increasing biodiversity of native species.~~

~~Policy d: Protect, monitor, plan, manage and restore wildlife, and wildlife habitat, on parkland to protect the ecosystem function, including increasing biodiversity of native species.~~

~~Policy e: Protect, monitor and manage park water resources and stream valleys.~~

~~Policy f: Implement best management practices and policies on parkland, as recommended in adopted county policies, objectives, watershed plans, and the Chesapeake Bay Preservation Ordinance.~~

~~Policy g: Protect parklands from encroachments and minimize adverse human impacts to natural areas.~~

~~Policy h: Minimize adverse impacts to air quality resulting from park operations and maintenance.~~

~~Policy i: Encourage natural resource stewardship through educational programs and other means that highlight the significance of natural resources.~~

~~Policy j: Minimize adverse impacts of development on water resources and stream valleys.~~

~~Policy k: Minimize the effects of storm water outfalls on parkland.~~

~~Policy l: Site storm water management facilities on parklands only when a benefit to parklands and water quality is demonstrated.~~

~~Policy m: Grant easements or encumbrances on parkland only when a benefit to parklands and water quality is demonstrated.~~

~~Policy n: Minimize impacts of park maintenance and operation practices through the use of environmentally sound methods including Integrated Pest Management.~~

~~**Objective 3: Protect and preserve significant cultural resources on parklands.**~~

~~Policy a: Determine the significance and appropriate preservation options for cultural resources that are proposed for inclusion in the integrated park system in accordance with the criteria for the U.S. Department of Interior National Register of Historic Places and the Fairfax County Criteria for Public Significance (See Objective 2, Policies a. and b. in the Heritage Resources section.)~~

~~Policy b: Protect significant cultural resources, including archaeological sites, historic properties, buildings, structures, districts, landscapes, cemeteries and artifacts from degradation or damage and destruction.~~

~~Policy c: Consider alternatives, in addition to fee simple acquisition of cultural resources, such as the establishment of protective easements, to ensure preservation, stabilization, restoration and appropriate site planning and development.~~

~~Policy d: Coordinate preservation of significant cultural resources with county, municipal, regional, state and federal agencies to ensure effective and consistent management and protection of these resources.~~

~~**Objective 4: Provide for current and future park and recreational needs through a combination of development of new and existing sites and the optimal use of all existing facilities.**~~

~~Policy a: Ensure that facility service levels are commensurate with sustainable parkland and facility capacity. Service levels should relate to public needs as determined through periodic Park and Recreation Needs Assessments with community input.~~

~~Policy b: Maximize the use of existing public facilities, including Fairfax County Public Schools, for community recreation purposes and provide non-motorized access through coordination among managing agencies of service provision, redevelopment and maintenance of recreation facilities.~~

~~Policy c: Maximize opportunities to include accessible community recreation facilities on properties and in buildings acquired, planned, designed and developed by Fairfax County Public Schools or other public agencies.~~

~~Policy d: Develop a regional and integrated open space and greenway system and provide mutually supportive recreation opportunities in cooperation with other public park agencies.~~

~~Policy e: Ensure that the location, design, development and redevelopment of park resources are accessible for all populations and are adaptable to changing recreational, demographic, and economic trends.~~

~~Policy f: Integrate urban-scale parks into mixed-use developments and designated mixed-use centers, using the Urban Parks Framework as a guide.~~

~~Policy g: Mitigate adverse impacts from park activities on surrounding neighborhoods through careful park planning, site design, management and operations.~~

~~**Objective 5: Ensure the long term protection, preservation and sustainability of park resources.**~~

~~Policy a: Protect parklands from adverse impacts of off-site development and uses. Specifically, identify impacts from development proposals that may negatively affect parklands and private properties under protective easements and require mitigation and/or restoration measures, as appropriate.~~

~~Policy b: Ensure the protection and appropriate resource management of, and public access to, designated stream valleys through dedication to the Fairfax County Park Authority or other park agencies.~~

~~Policy c: Provide compensation for use of parklands for other than park purposes in accordance with adopted policies of the affected park agency.~~

~~Policy d: Protect the public's parkland investment and ensure the safety, quality, and sustainable operation of parklands, facilities, and infrastructure.~~

~~Policy e: Ensure that efficient park facility maintenance and management practices can be achieved to provide for long-term sustainability and preservation of the public investment.~~

~~Policy f: Consider the location of major public facilities, including transportation and utility corridors, and telecommunication facilities, on or through parklands when the proposal meets the following conditions: (a) is consistent with the relevant policies of the managing park agency; (b) the managing park agency determines that the proposed facility is compatible with the existing and future use of parkland, (c) the managing park agency concurs that there is no feasible or available alternative to the use of parklands and (d) the proposal will have minimal impacts on parkland, facilities, resources and user experience.~~

~~Policy g: Protect parklands from encroachments and other unauthorized uses.~~

~~Policy h: Where appropriate and feasible, apply better site design and low impact development (LID) techniques in park development to reduce environmental impacts of development.~~

~~**Objective 6: Ensure the mitigation of adverse impacts to park and recreation facilities and service levels caused by growth and land development through the provision of proffers, conditions, contributions, commitments, and land dedication.**~~

~~Policy a: Offset residential development impacts to parks and recreation resources, facilities and service levels based on the adopted facility service level standards (Appendix 2). The provision of suitable new park and recreational lands and facilities will be considered in the review of land development proposals in accordance with Residential Development Criteria – Appendix 9 of the Land Use element of the countywide Policy Plan.~~

~~Policy b: To implement Policy a. above, residential land development should include provisions for contributions, or dedication, to the Park Authority of usable parkland and facilities, public trails, development of recreational facilities on private open space, and/or provision of improvements at existing nearby park facilities.~~

~~Policy c: Nonresidential development should offset significant impacts of work force growth on the parks and recreation system.~~

~~Policy d: Ensure that Comprehensive Plan land use amendment proposals for higher densities include recommendations for the provision of parkland and trails to offset the impacts of increased density.~~

~~Policy e: Seek dedication of appropriate lands to the Fairfax County Park Authority that meet the criteria for Resource Protection Areas and parkland adjacent to stream valleys as defined respectively by the Chesapeake Bay Preservation Ordinance and the Fairfax County Park Authority Stream Valley Policy.~~

~~Policy f: Encourage developers to cooperatively develop and maintain publicly accessible urban parks, connective trails, park amenities and active recreation facilities in Tysons and other designated mixed-use centers in accordance with the Urban Parks Framework (Appendix 2).~~

~~Policy g: Apply appropriate design standards to all facilities proposed for inclusion in the park system.~~

~~Policy h: On development adjacent to park property, encourage designs that minimize the potential for encroachments and adverse environmental impacts on parkland and that augment the natural resource values of the parkland.~~

~~APPENDIX 1~~

~~PARK CLASSIFICATION SYSTEM~~

~~INTRODUCTION~~

~~The Park Classification System is a general framework intended to guide open space and public facilities planning, and also to assist in the development of public and private land management plans, by grouping parks according to certain common typical characteristics. The Park Classification System specifically supports Countywide Objective 1, Policy a. by outlining the primary purpose, location and access, character and extent of development for the following park classifications:~~

~~A. Local Parks including Urban Parks (See Parks and Recreation Appendix 2 for the Urban Parks Framework)~~
~~B. District Parks~~
~~C. Countywide Parks~~
~~D. Resource-Based Parks~~
~~E. Regional Parks~~

~~This Park Classification System is augmented by state and federal park areas within Fairfax County boundaries.~~

~~Park Classifications provide guidance: a) to the Planning Commission for determining whether a proposed park site is in substantial conformance with the county Comprehensive Plan; b) for determining the appropriate geographic location and equitable distribution of varying types of parks; c) to the park planning staff during the park planning and development process; and d) to set public expectations for future park uses. Park master planning, determination of substantial conformance with the county Comprehensive Plan pursuant to Code of Virginia section 15.2-2232 (known as the 2232 process), and capital funding allocations are all public processes that precede development on parkland.~~

~~Criteria for each park class are provided in the individual descriptions below. The general areas of consideration are:~~

1. ~~**Purpose** - indicates the general park use.~~
2. ~~**Location and Access** - indicates the appropriate location and means of access.~~
3. ~~**Character and Extent of Development** - indicates the general park size range, typical facility types, the extent of development, the general experience a user may expect and any special considerations. Site-specific facilities and uses are determined through the park master planning process for individual parks. The park master planning process is a public process that provides opportunities for public input and requires approval by the appointed officials of the respective park agency or elected officials of local municipalities.~~

~~A. LOCAL PARKS~~

~~Purpose~~

~~This general classification of parks includes parks that serve neighborhoods and mixed use centers in suburban and urban areas of the county. Local parks primarily offer a variety of active or~~

~~passive recreation opportunities, or a combination of both, 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.~~

~~Location and Access~~

~~Local Parks should be located to serve local residential neighborhoods, broader residential communities and/or urban employment or mixed-use centers. Pedestrian, bicycle, transit, and/or car access is appropriate depending on the setting and access features. In suburban contexts, whenever feasible, locate these parks adjacent to elementary or intermediate schools to maximize collocation of recreation facilities; In mixed-use developments, proximity to retail/office areas is desirable for collocation of parking and minimum impact on residences. In urban contexts, Local Parks should be located within walking distance (1/4 to 1/2 mile) from every residence. In these urban areas, access would be predominantly by foot or bike and the need for parking would be reduced or eliminated; it would be appropriate to provide limited on-street parking.~~

~~Character and Extent of Development~~

~~Local Parks primarily provide facilities for active or passive recreation, or both; areas for scheduled and unscheduled recreation activities and social gathering places; and serve residential, employment and mixed-use centers. In suburban settings, park size will typically be at least 2.5 acres and less than 50 acres, but some local parks may range up to 75 acres. In urban areas, park size is typically less than 5 acres and often less than ½ acre. Visits to local parks will typically be less than two hours.~~

~~The character of Local Parks may vary depending on their location within the county. In residential settings, these parks will generally be larger than in urban parts of the county. Local Parks offer open space to those with little or no yards as well as places to informally gather and socialize. Various facility types are appropriate and may include, but are not limited to, open play areas, playgrounds, dog parks, skating features, courts, athletic fields, game areas, trails, trail connections, natural areas, and picnic facilities. Facilities may be lit or unlit. In a suburban setting and depending on the park size, accessibility, and facilities, the service area may be up to 3 miles. In an urban setting, the service area is generally ¼ to ½ mile, or generally within a 5-10 minute walking distance from nearby offices, retail and residences.~~

~~The user experience at Local Parks may be casual and informal geared toward social interaction, play and outdoor enjoyment, or may be more structured to support organized sports and park programs. Collocation of a mix of park uses and facilities that support both informal and structured activities is increasingly necessary to meet the county's diverse and varied recreation and leisure needs in an environment where available land is diminishing. To the extent possible, facilities will be planned so that areas that address different needs are compatible.~~

~~In urban areas, urban-scale Local Parks are appropriate. These publicly accessible urban parks will include facilities that are pedestrian-oriented and provide visual enhancement, a sense of identity, opportunities for recreation and social interactions, enjoyment of outdoor open space and performing and visual arts. Urban parks are generally integrated into mixed-use developments or major employment centers in areas of the county that are planned or developed at an urban scale. Areas in the county that are generally appropriate for urban parks include Tysons and other designated mixed-use centers. Urban parks can be administered by private land owners, Fairfax County Park Authority, or through joint public and private sector agreements for public benefit.~~

~~Primary elements of urban-scale Local Parks are ease of non-motorized access and a location that complements, or is integrated with, surrounding uses. Features may include urban style plazas,~~

~~athletic and sports facilities, playgrounds, mini-parks, water features and trail connections, oriented to pedestrian and/or bicycle use by employees and residents. Park architectural characteristics reflect the built environment. Short-term, informal activities and programmed events during lunch hours and after-work hours are intended to foster social interactions among users, provide leisure opportunities, and create a visual identity to strengthen sense of place and orientation. Well-conceived and executed design is critical to the viability of this type of park. To be successful, urban parks need high visibility, easy access, lots of pedestrian traffic, immediacy of casual food service, access to basic utilities, landscaped vegetated areas, ample seating, high quality materials, a focal point or identity, regular custodial maintenance, and an inviting and safe atmosphere. For detailed urban park information, types, and descriptions see Appendix 2, Urban Parks Framework.~~

~~The Area Plans element of the Comprehensive Plan delineates the park classifications of all public park sites in the county. The specific types of facilities to be developed at each Local Park site is determined by the managing park agency with public participation through its Park Planning and Development process.~~

~~B. DISTRICT PARKS~~

~~Purpose~~

~~This park classification includes larger parks that serve larger geographic areas of the county and provide a variety of indoor and outdoor recreation facilities and park experiences. Portions of these parks may be designated for natural and/or cultural resource protection.~~

~~Location and Access~~

~~These parks may be located in most areas of the county. Access should be available by the major arterials and the countywide trail system to encourage pedestrian and bicycle trips; public transit access is also desirable. The service area can range from 3 to 6 miles. Size is typically 50 to 150 acres. Parking must be provided.~~

~~Character and Extent of Development~~

~~District Parks provide diverse opportunities for passive and active recreation uses. 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. The extent of development will depend on actual site conditions, such as topography, amount of developable acreage, and access. 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 protection. Lighted facilities and extended hours of operation are the norm.~~

~~These parks offer diverse experiences and activities that typically involve an individual or group for a time period of up to a half day and may attract spectators or participants. Typical recreation activities at District Parks include, but are not limited to, golf, skating, skateboarding, picnicking, classes and camps, child play, off-leash dog exercising, cultural and holiday events, performing arts, sports play and activities scheduled in RECenters. Additionally, woodlands, open space, trails and open play areas are highly desirable features. Sensitive environmental areas and cultural resource sites within the parks will be managed as Natural or Cultural Resource Areas.~~

~~The Area Plans element of the Comprehensive Plan delineates the park classifications of all park sites in the county. The specific types of facilities to be developed at each District Park and support amenities, such as parking, lighting and restrooms, is determined by the managing park agency with public participation through its Park Planning and Development process.~~

~~C. COUNTYWIDE PARKS~~

~~Purpose~~

~~This park classification includes larger parks that serve the county and provides a variety of larger-scale indoor or outdoor recreation facilities, or both, and facilities that are unique within the county. Areas designated for natural and/or cultural resource protection may also be included within these parks.~~

~~Location and Access~~

~~These parks may be located in most areas of the county. Access should be available by the major arterials and the countywide trail system to encourage pedestrian and bicycle trips; public transit is also desirable. The service area is typically larger than 5 miles often including the entire county, or larger, depending on the facilities and location. Park size is typically 150 acres or more. Parking must be provided.~~

~~Character and Extent of Development~~

~~Countywide Parks provide diverse opportunities for passive and active recreation uses to a wide range of simultaneous users. Generally, these parks provide complexes of intensively developed activity areas. The complexes may include multiple facilities for the same activity, an assortment of different activity focuses in one or more areas of the park, and/or unique facilities found in only one or a few parks within the entire park system. Facilities in these parks are larger in scale than those found in District Parks.~~

~~Countywide Parks may combine larger complexes of developed areas with extensive natural areas. The extent of development will depend on actual site conditions, such as topography, amount of developable acreage, access and intensity of adjacent land uses. Appropriate facilities include those typically found in District Parks as well as the facilities unique to Countywide Parks and the support uses necessary for a full day activity such as concessions and restrooms. Formally scheduled community gathering places and areas for large programmed activities and events are also typical. Lighted facilities and extended hours of operation are the norm.~~

~~These parks offer diverse experiences and activities that typically involve an individual or group for a time period of up to a day and which may attract large numbers of spectators or participants. Typical activities may include those found in District Parks. Other countywide-serving facilities that are larger-scale, broader-serving, and distinguished from Local or District-serving facilities may include, but are not limited to, group event areas, sports complexes, indoor sport and event facilities, lakefront parks, festival and arts venues. Sensitive environmental areas and cultural resource sites within the parks will be managed as Natural or Cultural Resource Areas.~~

~~The Area Plans element of the Comprehensive Plan delineates the park classifications of all park sites in the county. The specific types of facilities to be developed at each Countywide Park and support amenities, such as parking, lighting and restrooms, is determined by the managing park agency with public participation through its Park Planning and Development process.~~

~~D. RESOURCE-BASED PARKS~~

~~Purpose~~

~~This classification includes parks that primarily preserve, protect, and interpret natural and/or cultural resources. Portions of these parks may be designated for recreation purposes.~~

~~Location and Access~~

~~The location for Resource-based Parks is determined by the location of the specific resources. Size and access can take many forms depending on the setting and type of resources. Access to stream valleys is primarily by trails; however trailheads with parking should be strategically located along trail routes. Management plans should give consideration to the resource and allow public use only as it is compatible with resource protection.~~

~~Character and Extent of Development~~

~~Resource-based Parks are selected for inclusion in the park system because of their exemplary natural and/or cultural features and are acquired, identified and preserved for stewardship and protection. Protection and stewardship of unique natural and cultural resources provide a variety of public benefits. These parks provide educational and interpretative opportunities relative to environmental and cultural resources. These lands may offer opportunities to restore degraded areas and to protect, increase and restore biodiversity of species that may inhabit these areas. In addition, recreation opportunities and facilities are also appropriate at these parks to the extent they are consistent and compatible with resource management within the park. Development which does not adversely affect resources and which enhances awareness of the resource values is appropriate. Development of public sites should include opportunities for public education and enjoyment. Interpretive (educational) facilities and structures may include visitor centers, nature centers, orientation kiosks, nature watching stations, demonstration areas, preserved buildings and gardens, hiking, biking and equestrian trails as designated. To the extent that they do not adversely impact the resources themselves, support amenities may also be developed such as picnicking areas, restrooms, signs, benches and parking. Trails and trail connections are a significant feature at these parks, especially along stream valleys and often serve as countywide trail connections.~~

~~Stream valleys are a predominant physiographic feature of Fairfax County and comprise the core of the county's Environmental Quality Corridor (EQC) system. Parks located in and along the stream valleys encompass those segments of EQCs planned for public parkland and comprise the core elements of a greenway network that links areas notable for significant natural and cultural resources with residential and employment areas throughout the county. They may vary in size and character from steeply sloped corridors with cascading streams to broad floodplains; all are treated as sensitive environmental areas. Trails within stream valleys should be located to be sensitive to environmental conditions. In addition to trails, seating areas, small picnic and open play areas, landscaping and interpretive structures may also be developed, if they do not adversely impact the EQC or ecological functions.~~

~~The user experience at Resource-based Parks will be varied. These parks support nature, horticulture and history programs as well as more casual interests such as gardening, nature watching and appreciation of local, regional, state and national history. Settings for quiet contemplation are appropriate in these parks. Recreation uses compatible with resource management may also be appropriate in these parks. Visitors may frequent these parks on a regular or occasional basis.~~

The Area Plans element of the Comprehensive Plan delineates the park classifications of all park sites in the county. The specific types of facilities and support amenities, such as parking, lighting and restrooms, to be developed at each Resource-based Park is determined by the managing agency with public participation through its Park Planning and Development process.

E. REGIONAL PARKS

Purpose

Regional Parks are lands or facilities administered by the Northern Virginia Regional Park Authority (NVRPA), with region-wide significance that supplement and enhance the county and municipal park systems within the six participating political jurisdictions. NVRPA parks and facilities serve a multi-jurisdictional constituency.

NVRPA's Park Classification System was developed within the context of its mission, goals and objectives: 1) to distinguish regional parks from local, state and federal parks; 2) to provide a concise description of the management functions and responsibilities of the Authority; and 3) to apply to regional parklands and recreational facilities. While the classification system is comprehensive, it is not mutually exclusive, and some parks may fall within more than one classification.

Location and Access

NVRPA owns and protects more than 11,000 acres of public parkland and has developed twenty-five parks in its service area of Fairfax, Arlington and Loudoun Counties and the cities of Fairfax, Falls Church and Alexandria. Facilities within this service area are typically accessible within a 1 to 1.5 hour drive by car and by foot, bicycle and equestrian trails. Eleven Regional Parks consisting of more than 8,000 acres, are located within Fairfax County.

Character and Extent of Development

The character and extent of development for Regional Parks is directed by the NVRPA Park Classification System that contains six categories, each with its own criteria. These criteria identify the park purpose and provide general planning and development guidelines and resource management and use policies. Individual park master plans work in conjunction with the NVRPA classification system to further define use and management of the park as a resource. The general purpose and character of NVRPA's six park classifications are briefly defined below:

Regional Land Bank – This designation provides the NVRPA with an administrative mechanism to hold lands on a temporary basis pending decisions on classification or disposition. Because the land will be held under this designation on a temporary basis, planning for these areas will occur only as required.

Regional Conservation Area – This designation places public ownership or control over regionally significant natural areas or water resources, so as to protect and preserve their unique environmental, cultural, ecological or scenic value. The primary long-term objective is to limit the development of these areas to preserve their "wilderness-like" qualities.

Regional Shoreline Park – These parks preserve riparian lands adjacent to regionally significant water resources, and provide public access for educational and environmental study and water-based recreational and scenic enjoyment. Long-term objectives for these parks vary for natural and recreational areas. Natural areas are limited to development and

~~use consistent with preserving their natural characteristics. Recreational areas allow for development of facilities consistent with regional needs, with particular emphasis on water access and the creative use of recreational and water resources.~~

~~**Regional Trail and Greenway Park** - Designated as networks of linear corridors or parks that connect recreational, natural, and/or cultural resources, these parks provide regionally significant links to comprehensive regional greenways and open space. The primary long-term objective will be contribution to a regional greenway and open-space plan for Northern Virginia.~~

~~**Regional Historic/Cultural Park** – This designation preserves structures and/or sites deemed significant to the history and culture of Northern Virginia. Long-term objectives include continued development of interpretive facilities on currently held park sites, public education of each park's historic resources, and protecting sites and structures in accordance with sound preservation practices, as funding permits.~~

~~**Regional Recreational/Special Multi-Use Park** – These parks contain specialized recreational and other public facilities or opportunities, which, because of their specialized nature, cost or demand, are not otherwise generally available within local parks, or offered by local park and recreation agencies. The long-term objectives for these parks include pursuing new and innovative park, recreational or other public facilities which avoid duplication of local, state and federal park facilities.~~

~~APPENDIX 2~~

~~FAIRFAX COUNTY~~
~~URBAN PARKS FRAMEWORK~~

~~The county's Comprehensive Plan envisions concentrating growth in areas designated on the Concept for Future Development as Mixed-Use Centers and seeks a balance between residential and employment uses. These areas, planned for the most intense mixed-use development, include Tysons, Transit Station Areas, Community Business Centers, and Suburban Centers. As a result, over the next several decades, portions of the county will change to a more urban form that takes advantage of the synergy among integrated land uses and enables people to live, work, shop and play in compact areas.~~

~~The planned urbanization of the county's growth areas requires that the existing suburban park system in Fairfax County be supplemented by parks that are more suitable for the unique urban context and provide appropriate functions, uses, amenities, visual form, ownership, and accessibility to the variety of users typical in an urban environment. Residents in these areas most likely will have little or no private yards due to more dense residential forms and will rely on publicly accessible open space for leisure pursuits, socializing, exercising, and enjoying natural and designed landscapes. Workers and visitors to these destinations similarly will seek safe and comfortable, publicly accessible spaces for leisure and social activities. Well-defined and innovative urban parks can serve this diverse range of uses and users while also contributing to the placemaking and economic strength of these urbanizing areas.~~

~~In the county's park system, urban parks are one type of Local Park. The Park Classification System (Appendix 1) categorizes urban parks as a type of Local Park and characterizes them generally in terms of their relationship to adjacent land uses and orientation, size, access and administration. Urban parks are further defined by features that differentiate them from traditional suburban residential-serving parks. Urban parks can be qualified by their unique park elements, features, design, and means of implementation.~~

~~This Urban Parks Framework develops a common terminology that can be used to plan for and develop parks in Fairfax County's urbanizing and redeveloping mixed-use centers. The Framework details urban park design elements and types. In defining and describing design elements and types, this Framework focuses on characteristics and features, allowing room for flexibility as urban and park forms evolve over time. This flexibility also allows the Framework to be creatively applied within the varying contexts of the county's mixed-uses areas; each area is unique, the corresponding urban park systems will also be. The Framework and its urban park typology also serve to clarify expectations for the community decision-makers and developers who seek to implement changes to existing development patterns and provide for park and recreation needs in these areas.~~

~~A. URBAN PARK DESIGN ELEMENTS~~

~~A listing of typical urban park design elements is contained in Table 1 below. These elements describe where urban parks should be located and accessed; how they should relate to their surrounding context and land uses; who may own and operate these parks; how they will function, look, and be used; and what kind of amenities may be found there. Finally, there is a general description of service area and size ranges. Context and location are particularly important for defining urban parks and will greatly influence the choice of the other elements. Collectively, these component elements define what is unique to urban parks in Fairfax County. Several of the county's designated mixed-use centers have urban design guidelines and those adopted guidelines should also be referenced for urban park guidance. Urban design guidelines and specific Area Plan guidance~~

~~will also address elements of the urban fabric such as open space and green areas that, while not parks as defined here in the Framework, remain important to the success of an urban environment.~~

~~Table 1: Design Elements~~

~~Element~~	**~~Description~~**
~~Context/Location~~	~~Urban parks are generally integrated into mixed-use developments, urban centers, and designated mixed-use centers in areas of the county that are planned or developed at an urban scale. The context and location of the urban park can result in activating public or private uses located nearby and vice versa. Well-conceived and executed design is critical to the viability of this type of park. To be successful, urban park locations need high visibility, easy access, and lots of pedestrian traffic.~~
~~Access~~	~~A key aspect of the urban park paradigm is the provision of public accessibility, regardless of ownership. Integration into other public and private uses as mentioned above is also important. Accessibility from the public realm, such as streets and sidewalks, extends the public realm into urban park spaces. Access is generally by pedestrian, bicycle or other non-motorized means and universal accessibility should be ensured. Urban parks should be provided in locations that are near transit facilities, trail systems and high pedestrian traffic areas. Connectivity among urban public spaces is also desirable.~~
~~Function/Purpose~~	~~The purpose and function of urban parks is to provide public spaces for human interaction and outdoor enjoyment in the urban context. Urban parks should include facilities that are pedestrian-oriented and provide visual enhancement, a sense of identity, and opportunities for enjoyment of outdoor open space, varied small-scale recreation spaces and performing and visual arts. Short-term, informal activities and programmed events during lunch hours and after-work hours can foster social interactions among users. From an urban design perspective, urban parks also assist in breaking up the building massing and in creating a rhythm for the development pattern. Urban park functions also include active pursuits related to recreation amenities and central civic space for community building activities.~~
~~Ownership, Management and Operation~~	~~Urban parks can be owned, managed, and/or administered by private land owners, community groups, public agencies and authorities (such as Fairfax County Park Authority, other governing or managing authorities or organizations), or quasi-public agencies and authorities (such as business improvement districts) or through joint public and private sector agreements for public benefit. Regardless of ownership, urban parks should be publicly-accessible (as described above) and cooperatively programmed.~~

~~Element~~	~~Description~~
~~**Amenities**~~	~~Typical amenities within urban parks include seating, tables, street furniture, public art, trails, visual elements, display space, signage, water features, casual food service, focal points, playgrounds, gazebos, lighting, bike racks, pedestrian connections, special landscaping, transit-oriented amenities, and/or security features. In larger urban parks, amenities should also include recreational facilities such as sport courts, fitness stations, athletic facilities, and/or open lawns (natural or artificial) that can be casually used or programmed for sports or events. Other amenities that may also be provided include off-leash dog areas, community gardens, demonstration gardens, restrooms, parking, food service, amphitheaters, and picnic shelters.~~
~~**Form/Visuals**~~	~~Well-conceived and executed design is critical to the viability of urban parks. Generally, urban parks consist of one or more defined spaces. These types of parks are smaller than typical suburban parks and should complement surrounding uses, context, design, natural features, and architecture. These spaces should be constructed of high quality hardscape and landscape materials that are durable and environmentally sound. Urban parks may range from a single to multiple defined spaces in design. Design should be consistent with design guidelines adopted for an area and should support transient, short visits and appeal to a range of users.~~
~~**General Length of Stay**~~	~~Depending on the context, surrounding uses and amenities offered, the length of stay will generally be less than two hours, but could last up to all day for special community events or festivals.~~
~~**Size and Service Area**~~	~~In urban areas, park size is typically less than five acres and often under ½ acre. The service area is generally within a 5-10 minute walking distance (or ¼ – ½ mile) from nearby offices, retail and residences. New developments generate need at a rate of 1.5 acres per 1,000 residents and 1.0 acre per 10,000 employees. Within urban, mixed-use development areas, a full complement of urban park types is desirable to create robust park networks.~~

~~B. URBAN PARK TYPES~~

~~Urban park design elements may be combined in various ways to create a range of urban park types. Five distinct types of urban parks emerge from the urban park elements: pocket parks, common greens, civic plazas, recreation-focused urban parks and linear parks (see definitions below). Urban park types range in size from the very small pocket park situated as a by-way on a pedestrian-oriented travel way to a large civic open space that encompasses many acres, contains diverse amenities, and accommodates large community gatherings. The services offered in an urban park can also range widely, from offering active recreation to interpreting cultural and natural resources.~~

~~Pedestrian ways and linear connections supplement and, in some cases, link the urban park spaces. Many of these linear spaces are required for development, redevelopment or public infrastructure and are important in connecting and supporting public open space. These connections are designed for both recreational and transportation use by pedestrians, cyclists, and other non-motorized means. Trails and pathways are continuous and range in width to accommodate a variety~~

~~of users. The connections may include amenities and/or design features such as trailheads, orientation features, seating, and wayfinding signage.~~

~~There are a number of supporting features that may share some common characteristics of urban parks, but which do not in and of themselves constitute an urban park. These features include building entryways, visual amenities, gateway features, landscaped connectors, and streetscape elements. While these features often support the urban park paradigm, they do not in and of themselves constitute an urban park.~~

~~The five urban park types span a continuum of purposes, uses, sizes and features that can flexibly accommodate a broad spectrum of recreational and leisure pursuits in urbanizing centers. Ideally, urban areas will contain a variety of urban park types in order to serve local leisure needs and support revitalization goals, and create or enhance an area's sense of culture, liveliness, and identity. The precise number, size and arrangement of the five park types in any given mixed use center should be determined as warranted by local conditions, adopted plans and in accordance with an urban park implementation process.~~

~~It is important to pursue creative solutions to providing open space and recreation facilities in these areas. Creative urban park initiatives may include rooftop parks, unique programming areas, recreation facilities provided within commercial buildings, redevelopment at nearby existing parks and forging new park provider partnerships.~~

~~Pocket Park~~

~~Pocket parks are small scale (usually less than one acre), open spaces incorporated into developments and designed for casual use by people working and living in the immediate area. A pocket park is a single defined space designed to provide limited casual open space to enjoy individually or in social interactions. These spaces may consist of hardscape elements or lawn and landscaped areas, seating and visual amenities. Pocket parks should be located so that they can best serve the immediate neighborhood. Pocket parks should be provided in areas of high volume pedestrian activity, with easy access and high visibility to the street. Pocket parks should be distinct from building entrances and streetscape.~~

~~Common Green~~

~~Larger than pocket parks, common greens include flexible open spaces with open lawn areas, serving as the recreation and social focus of a neighborhood or larger area. Size will generally depend on the context, function and area, but should be a minimum of one acre. Although a central lawn will be the main focus of this type of park, it may be designed with multiple defined spaces offering a mix of complementary uses and/or large enough to support multiple simultaneous activities. The common green could function as unscheduled open space for uses such as picnicking and unstructured play, or be programmed for athletics, public gatherings, performances and special events. The common green may include facilities such as off-leash dog areas, community gardens, landscaping, water features, shade structures, gathering areas, amphitheaters, space for public art, and/or hardscape areas. Recreational amenities may be incorporated as complementary facilities, but do not predominate. Examples of recreational facilities include tot lots and playgrounds, small skate parks, fitness courses and paved trails, and sport courts. Common greens are often located in the middle of residential or mixed-use neighborhoods. They can serve as a central public gathering space or activity center, and frequently they help define the surrounding neighborhood or community.~~

~~Civic Plaza~~

~~This type of urban park includes public gathering spaces set aside for civic purposes and supporting commercial activities. Civic plazas are usually located at the intersection of important streets or other significant locations and serve as a focal point and unique placemaking feature. They are often located near office and mixed-use areas, transit, and other high-visibility, high pedestrian traffic areas. Public squares that are surrounded by public streets are also an example of this type of urban park. Flexible, programmable spaces in multiple defined spaces are generally included. Design will include primarily hardscape elements, but may include trees or other landscaping, seating, public art or water features. Size will generally depend on the context, function and area, but should be a minimum of one acre. Depending on size, civic plazas could support open air markets, summer concerts, festivals, outdoor exercise classes or special events. Recreation amenities may be incorporated as complementary facilities, but do not predominate.~~

~~Recreation-Focused Park~~

~~In urban and mixed-use areas, recreation needs should be addressed with the inclusion of facilities in an urban park setting to serve local residents, workers and visitors. This park type is distinguished by its primary function to provide recreation facilities for nearby residents and workers. Facilities such as athletic fields, multi-use courts, off-leash dog areas, and skate features should be provided. Facilities could be scheduled or casually used. Athletic fields should have synthetic turf and lighting to maximize use. Support facilities and amenities such as trails, seating, tot lots, shade structures, water features, picnic areas, restrooms, landscaping or hardscape should be provided to complement the recreational component. The size of the park should be appropriate to accommodate the recreation facilities located there. Recreation-focused parks should be located appropriately to address concerns of noise and field lighting on adjacent uses with buffers or other mitigation provided, when possible.~~

~~Linear Park~~

~~Linear parks are characterized by an elongated shape and usually occur in an area between destinations or points of interest and/or along streams and frequently double as connections. These parks can serve many different purposes including providing a variety of recreation facilities (e.g., fitness stations, dog exercise areas). Creation of continuous linear spaces for recreation provides an important amenity that can be linked with pedestrian and bicycle street elements. Linear parks can also provide opportunities for resource protection and can provide natural areas with trails and waysides for a combination of active and passive enjoyment. Linear greenways that utilize urban stream valleys for trails and trail connections are one such form of linear park.~~

~~The size and design of linear parks varies and depends on its context, function and area. Again, these parks frequently link other urban elements and may function as a green spine through an urban area. Due to the variety of linear parks, typical facilities will vary but will generally consist of a continuous multi-use trail, waysides and seating, and other active and/or passive recreation components.~~

~~APPENDIX 3~~

~~STANDARDS AND CRITERIA FOR ESTABLISHMENT OF PARK AND RECREATION FACILITIES~~

~~Public park and recreation providers traditionally employ a variety of standards and criteria for determining appropriate levels and areas of service and requirements for protection of significant and sensitive resources. Frequently, those standards may be expressed in terms of the relationships between population and the requisite number of acres of parkland or specific facility types. In the application of such criteria, care should be taken that minimum standards are not translated into acceptable levels of service.~~

~~The goal of park and recreation providers is to meet the needs and desires of the public to the extent possible under constraints of land and funding availability and sustainable development, and both the private and public sector will benefit from coordinated planning to achieve this end. If Fairfax County is to achieve its goal of a comprehensive parks, recreation, and open space system, established criteria and standards should be incorporated into both public and private land use decisions for public benefit. The standards represented below are the result of extensive research and analysis of public needs conducted as part of the Fairfax County Park Authority's Needs Assessment conducted in 2003.~~

~~The county utilizes two sets of guidelines to accomplish its objectives for the provision of park and recreation services. The first is the Park Classification System, presented in Appendix 1. The second guideline is a set of population based standards for parkland acreage suitable for recreation and specific types of park facilities. The guidelines described below are countywide standards. Actual service levels will vary across the county depending on the facility type and location and population density in the service area.~~

~~A. PARKLAND ACREAGE STANDARDS~~

~~To support a balanced park system with diverse park experiences, park acreage standards are established for Local Parks and District and Countywide Parks and reflect distinct park service types:~~

~~1. **For Local Parkland in suburban areas, provide a minimum of 5 acres per 1,000 population. For Local Parkland in urban areas, provide a minimum of 1.5 acres per 1,000 residents and 1 acre per 10,000 employees.** In urban areas, Local Parks should be within ½ to ¼ mile of nearby offices, retail, and residences. In all other contexts (except within rural and semi-rural areas), all residents should live within 1 mile of a Local Park. Applicable acreage includes land suitable for recreation facilities in the following sites:~~
~~- Publicly owned Local Parks~~
~~- Privately owned but publicly accessible Local Parkland~~

~~This acreage standard is based on the average amount of land required to develop local-serving active recreation facilities per adopted standards. Generally, a minimum of 2.5 acres suitable for development of active recreation facilities is desirable within the suburban context; minimum acreage within an urban context may be as low as ½ acre. Where additional land is required due to site characteristics, the total acreage required to accommodate these facilities should take precedence over the minimum acreage standards. For additional guidance on provision of Local Parkland within urban contexts, see Appendix 2, Urban Parks Framework.~~

2. **For District and Countywide parkland, provide a minimum of 13 acres per 1,000 population.** Applicable acreage includes land suitable for recreation uses provided on:

   - Publicly owned District and Countywide Parks
   - Regional, state and federal parks, or portions thereof, that provide District and Countywide serving recreation opportunities

B. PARK FACILITY SERVICE LEVEL STANDARDS

The following countywide service level standards are established for core park facilities on a population basis. These standards are a starting point for area specific analysis conducted to determine cumulative localized facility needs for planning purposes and to identify development and growth impacts. For example, in urban and designated mixed use centers within the county, this analysis will take into account the development form and the demographics and use patterns associated with more urban communities.

Implementation of these standards will take place through the following mechanisms:

1. Public and private park and recreation facility providers should evaluate their contribution percentage levels compared to these standards, determine their respective roles in meeting these standards and plan their park systems or facilities accordingly.
2. Park Master Planning and Long-Range Planning processes
3. Parks Capital Improvement Planning and Programming
4. Seek developer commitments to offset development impact through the county Development Review Process
5. Park Land Acquisition Programs

Countywide service level standards established for park facilities are as follows:

Park Facility	**Population-based Countywide Service Level Standard**
Rectangle Fields (soccer, football, lacrosse, field hockey and cricket fields)	**1 field/2,700**
Adult Softball Diamonds with Skinned Infields	**1 field/22,000**
Youth Softball Diamonds with Skinned Infields	**1 field/8,800**
Youth Baseball Diamonds with Grassed Infields	**1 field/7,200**
Adult Baseball Diamonds with Grassed Infields	**1 field/24,000**
Trails (measured in miles)	**Consistent with Adopted Countywide Trails Plan and Goal to Link Trails to Park Facilities**
Playgrounds	**1 playground/2,800**

~~Park Facility~~	~~Population-based Countywide Service Level Standard~~
~~Multi-use Courts~~	~~1 court/2,100~~
~~Reservable Picnic Areas~~	~~1 site/12,000~~
~~Neighborhood Dog Parks (Typically less than 3 acres)~~	~~1 site/86,000~~
~~Regional Dog Parks (Typically more than 8 acres with special event features)~~	~~1 site/400,000~~
~~Neighborhood Serving Skate Parks (Modular/Portable Types)~~	~~1 site/106,000~~
~~CountywideSkate Parks (Larger Permanent/Fixed Type)~~	~~1 site/210,000~~
~~Golf (measured by number of golf holes)~~	~~1 hole/3,200~~
~~Nature Centers (measured in building square feet)~~	~~0.04 sf/person~~
~~RECenters including Indoor Aquatics, Fitness and other Community Uses (measured in building square feet)~~	~~1.1 sf/person~~
~~Indoor Gyms (measured in building square feet)~~	~~2.8 sf/person~~
~~Outdoor Family Aquatics Facilities~~	~~1 site/570,000~~
~~Horticulture/Garden Parks~~	~~1 site/350,000~~
~~Equestrian Facilities~~	~~1 site/595,000~~
~~Waterfront Parks~~	~~1 site/90,000~~

~~C. PARKLAND ACQUISITION CRITERIA~~

~~The Park Authority shall acquire land for the stewardship of natural and cultural resources, and the development of recreational facilities. Parkland acquisition opportunities take many forms including dedication, donation, fee simple purchase, lease agreements, partnerships, easements, and use of eminent domain powers. Fairfax County Park Authority Land Acquisition shall take into account:~~

1. ~~The uniqueness and value of natural and cultural resources to be protected through acquisitions. Acreage of Resource Based Parks shall not be applied in meeting requirements for recreational facilities.~~

2. The amount of land necessary to meet county residents' needs for recreational opportunities consistent with adopted service level standards for Urban, Local and District/Countywide parkland. Parkland service level standards shall be reviewed and evaluated in conjunction with periodic needs assessments.

3. Identified needs within the service area may be met in various combinations of existing or newly acquired park sites or school sites subject to park classification criteria and site conceptual development plans.

4. Acreage of privately owned common open space, developed with local park facilities, may be applied in determining the adequacy of park and recreation areas to serve that residential development.

5. Maintenance and operational costs of property to be acquired prior to acquisition.

The Northern Virginia Regional Park Authority land acquisition policy is to acquire land for the purpose of enhancing its current system of regional parks. Specific land acquisition interests and evaluation criteria include:

- The acquisition of large parcels for regional parks (generally more than 500 acres)
- The acquisition of adjacent lands for the enlargement of existing regional parks and connectivity with other parks, trails and greenways
- The acquisition of additional shoreline and watershed protection of the potable water resources within the region (within Fairfax County and beyond) to include the Potomac and Occoquan Rivers, Goose Creek, Bull Run and the Beaverdam Reservoir
- Opportunity for regional recreational facilities and potential for public use
- Regionally significant natural and historic resources
- Acquisition costs including possible grants, gifts and donations, and purchase cost relative to market value
- Other acquisition opportunities deemed regional in nature"

~~HUMAN SERVICES~~

~~INTRODUCTION~~

~~The human services delivery system in Fairfax County represents a multi-dimensional response to the needs of a wide range of county residents. This system, in itself, is unique among county service systems in that it not only delivers a wide spectrum of services through both private and public agencies, but it does so in a variety of settings – from private homes to satellite field offices, residential settings, senior centers, and health care offices.~~

~~In addition, many of the forces that drive human services delivery such as social factors (e.g., the aging of the population), political factors (e.g., the role of the federal establishment), and economic factors (e.g., affordability issues) are those over which the county government has little, if any, control. Delivery of such services is fundamentally affected by numerous demographic factors, not just the expected number of people in a given area. These factors, which are inherently difficult to forecast accurately, interrelate in ways that complicate planning efforts. To the extent that plans for providing services are altered and arranged to meet both the existing and emerging needs of a community in flux, so are the numbers and types of facilities that are needed affected.~~

~~This element of the Policy Plan provides the framework for identifying facility needs for delivery of human services. It is consistent with the Human Services Goal and the Principles of Human Services as set forth below.~~

~~Fairfax County Human Services whose program objectives and future facility needs are outlined in this section include: Health Services, Housing and Community Development, Family Services, Community and Recreation Services, Mental Health, Mental Retardation and Alcohol and Drug Services, and Juvenile and Domestic Relations District Court Services. Human service delivery could not exist without the very significant contribution made by private sector providers, both for-profit and not-for-profit, especially community/neighborhood based organizations.~~

~~BOARD OF SUPERVISORS GOAL~~

~~The county's goal for the provision of human services, one of 18 established county goals, states:~~

> ~~**Human Services** – Fairfax County should provide a range of services and facilities for all residents so that they may sustain a secure and productive lifestyle. Each individual should have the opportunity to achieve self-sufficiency and function to the limits of his or her ability, particularly in providing family stability.~~

~~PRINCIPLES OF HUMAN SERVICE~~

~~The following were adopted as proposed principles by the Human Services Council in September, 1989:~~

~~1. Human service needs shall be met.~~

~~2. The human service program shall be comprehensive.~~

3. The human service program shall be client based, family based, and community based.

4. Human services shall be accessible.

5. Human services shall be provided in a cost effective manner.

6. The human service program shall be of high quality.

7. The human service program shall have a clear and strong commitment to prevention.

8. The human service program shall be designed to develop self care and self sufficiency.

9. There shall be no discrimination, or perception of discrimination, in access to or delivery of human services on the basis of race, color, religion, national origin, language, sex, marital status, age, ability to pay, or disability.

10. Human services shall be provided in ways that are sensible and responsive to the dignity and cultural background of the person served.

11. The human service program shall respect the confidentiality and privacy of the person served.

12. The person served by the human service program shall participate in decisions concerning the services he or she is to be provided.

13. The amount of non-local government resources available for meeting human service needs shall be maximized.

14. The human service program shall take into account the ability of the person who is served to pay.

15. Human service planning shall be comprehensive.

16. Delivery of human services shall be evaluated regularly.

17. Human services policies and plans shall be developed with public participation.

18. Human services shall be provided on a regional basis when justified.

COUNTYWIDE OBJECTIVES AND POLICIES

To implement the county's Human Service Goal, general objectives have been developed that have an impact on the facilities policy for human service agencies. These objectives and their related policies have been formulated to guide and support the development of new, and maintenance of existing, public and private facilities for delivery of human services. These objectives, and their implementing policies are:

Objective 1: Identify the most appropriate service delivery system options, and their impact on facilities for delivery of human services.

~~Policy a. Encourage individual initiative to the limits of each individual's ability.~~

~~Policy b. Provide assistance to private sector organizations, both for profit and not for profit, in meeting the human service needs of individual citizens.~~

~~Policy c. Provide human services when the county is the most efficient, effective or is the only available provider.~~

~~**Objective 2: Coordinate the planning and use of facilities with human service providers.**~~

~~Policy a. Analyze use of existing facilities, co-location options, and alternative facility configurations as a cooperative effort among human service agencies as a component of the overall facilities planning process.~~

~~Policy b. Analyze use of existing facilities, co-location options, and alternative facility configurations with other county governmental units as a component of the overall facilities planning process.~~

~~Policy c. Develop cooperative planning with private sector service providers.~~

~~**Objective 3: Encourage the location of new facilities to increase their accessibility.**~~

~~Policy a. Select sites for facilities in accordance with applicable standards of service, thereby minimizing the potential for inappropriate utilization of facilities.~~

~~Policy b. Ensure that population and service standards are substantiated before facility development is programmed.~~

~~Policy c. When appropriate, locate human service facilities near public transportation.~~

~~Policy d. Locate an appropriate portion of facilities and sites that are accessible to persons with disabilities.~~

~~Policy e. Select facilities and sites to be central to the areas they are intended to serve.~~

~~Policy f. Acquire sites for human service facilities in advance of demand either through purchase or dedication.~~

~~Policy g. Regulate group facilities and halfway houses through the special exception and the 2232 review process when such regulation is in accordance with state and federal guidelines and regulations.~~

~~**Objective 4: Identify the impact of public facilities on adjacent planned and existing land uses.**~~

~~Policy a. Locate human services facilities in areas of compatible land use.~~

~~Policy b. Design facilities to promote or enhance the community identity.~~

~~Policy c. Design facilities that are architecturally and environmentally appropriate.~~

~~Policy d. Publicize the value of the human services facilities in promoting community identity.~~

~~**Objective 5: Acquire sites which, given applicable location criteria, are appropriate for the facility's specific purpose.**~~

~~Policy a. Locate facilities on sites which have adequate acreage for short-term needs, but which can also accommodate expansion, if expansion is anticipated or projected.~~

~~**Objective 6: Promote the utilization of volunteers.**~~

~~Policy a. Provide adequate facility space for the training, management and utilization of volunteers.~~

~~HUMAN SERVICES FACILITIES ELEMENT~~

~~The Human Services Element of the Policy Plan focuses on the facilities-related policies of the service areas mentioned. Some of these service areas may also include policy elements in documents other than the Human Services Element. Each service area is introduced with a brief description of current services and facilities, followed by specific objectives and policies.~~

~~HEALTH SERVICES~~

~~INTRODUCTION~~

~~The continuum of health care is provided in Fairfax County by both the public and private sectors. Through the Department of Health, the county provides key health services that are designed to:~~

- ~~Protect the health of the entire community by monitoring and maintaining a safe environment,~~
- ~~Safeguard and enhance the personal health of the population through prevention oriented services, and~~
- ~~Provide health care services not available and/or affordable to citizens by the private sector.~~

~~Currently, health care services are provided in a multi-faceted and decentralized manner, with five Health Department Satellite Field Offices located throughout the county (Reston/Herndon, the City of Fairfax, the City of Falls Church, Springfield and Route One). The Health Department also operates four adult day health care centers (Annandale, McLean, Mt.Vernon, and Lincolnia) and three community health care centers (Reston, Baileys, South County).~~

~~Adult day health care services are provided to the elderly impaired -- approximately 15 percent of those age 75 and over. These services, which are based on a medical model, provide assistance to the impaired elderly who are usually unable to live alone. Total supervision, therapy, socialization, meals, reality orientation exercises, adaptive exercises and other activities are provided. Adult day health care also provides facilities for respite care during evenings and weekends to the family member who is caring for the elderly person. Participants in adult day health care programs come from all income levels.~~

~~The comprehensive primary care program (Affordable Health Care) provides primary health care for low-income, uninsured county residents. This program approximates services offered by private health care providers in that it offers seven days a week, 24 hour coverage. A network of specialists has been established for those patients needing such care.~~

~~Objective 7: Locate public health offices to maximize accessibility to the service population.~~

~~Policy a. Provide health care clinics in areas having a minimum of 1,000 households in a two mile radius of the proposed site, with an annual income of less than 50 percent of the county's median household income.~~

~~In order to determine where service population catchments may exist, health care providers monitor various indicators, such as:~~

- ~~Cases of TB, and cases of diseases which can be prevented through inoculation;~~
- ~~Dental problems noted in schools;~~
- ~~Deliveries of babies to mothers who have not received prenatal care; and~~
- ~~Mortality rates and causes of death where services could have intervened through inoculation, medical treatment, geriatric wellness and other services.~~

~~Policy b. Monitor the number of clients and service units provided and the length of any waiting lists at existing offices.~~

~~Policy c. Design public health offices for 10,000 square feet of space and primary health care clinics for 5,000 square feet of space. These clinics should be located in commercial, retail, or office land use areas. Ample parking and access to public transportation are necessary for these facilities.~~

~~Objective 8: Ensure that primary health care services are provided where they are most needed.~~

~~Policy a. Locate primary health care centers in commercial, retail or office land use areas. Facilities must be accessible to their target population and must have adequate parking. To facilitate referral for x-ray and other diagnostic procedures, primary care centers should be located within reasonable proximity to hospitals.~~

Objective 9: Continue to ensure that development of private health care facilities (i.e., hospitals and nursing homes) are appropriately monitored by the county in terms of need, access to care, cost and quality issues.

Policy a. County staff, the Health Care Advisory Board and the Board of Supervisors should continue to participate in the Certificate of Need (state consent for nursing home beds), special exception and provider planning processes to ensure construction of private facilities which best meet the needs of the community.

Objective 10: Develop sufficient adult day health care centers.

Policy a. Provide centers in areas of high concentration of elderly persons.

Policy b. Ensure programmatic integration, by co-locating adult day health care centers with senior centers, and senior housing, where possible and where feasible.

Policy c. Locate centers in or near residential communities to minimize transportation requirements of families.

Policy d. Locate adult day health care centers, co-located with other programs, e.g., senior centers, housing, etc., in areas having appropriate zoning.

Policy e. Provide a minimum of 8,000 square foot of facility space for all program activities in adult day health care centers.

Policy f. Develop architecturally and environmentally appropriate facilities on sites with adequate space for outdoor activities. Parking needs are limited as clients do not drive. Provide ample space for para-transit vans and handicapped loading. A five mile service radius is desirable for the convenience of commuting adult children and for para-transit services.

Policy g. Utilize the facility standards in the Senior Center Study (1988) that establish the criteria for adult day health care centers.

HOUSING AND COMMUNITY DEVELOPMENT

INTRODUCTION

Housing is provided for low- to moderate-income elderly through the Department of Housing and Community Development. Housing is planned for areas with dense populations of elderly residents having low to moderate income. The issue of housing for the elderly, as well as other housing issues, is discussed more extensively in the Housing Element of the Policy Plan.

Objective 11: Provide and design elderly housing in a manner that facilitates optimal independent living.

Policy a. Co-locate elderly housing with senior centers or locate in areas of compatible high density land use. This type of housing usually has a maximum of 100 units or 50,000 square feet.

~~Policy b. Design for and provide levels of care that are appropriate for one remaining in Fairfax County as one ages.~~

~~Policy c. Provide one elderly housing unit per 570 elderly residents over the age of 62.~~

~~**Objective 12: Review and comment on applications to develop and operate residential housing facilities for seniors.**~~

~~Policy a. Utilize the Commission on Aging to review and comment on applications to develop and operate residential housing facilities for seniors.~~

~~FAMILY SERVICES~~

~~INTRODUCTION~~

~~Family Services (DFS) is responsible for providing public assistance and social services to children and adults in the county and the cities of Fairfax and Falls Church. These services include: child protective services; foster care; adult protective services; home based care for adults; nursing home screening; emergency housing; employment and training services for all age groups; literacy skills for all ages; and financial benefit programs such as Medicaid, food stamps, aid for dependent children, and general relief. Family Services also provides case management for all clients and their families receiving any DFS service. Family Services identifies clients in need of child care and provides day care services through its Office for Children. In addition, the service area provides social services to families receiving child care. Family Services is also responsible for the administration of state-funded, sliding scale fee, day care programs.~~

~~Case management, social service, employment and training, and financial benefit services are administered through offices focused upon four designated zip code catchment areas: Fairfax City, Bailey's Crossroads, Mount Vernon (Route One) and Reston. The existing decentralized human service delivery system is designed to meet the needs of DFS's disperse clientele, the majority of which are low income and/or elderly persons. However, it should be noted that the need for services, such as child and adult protective service functions, family counseling, and employment and training, extends across all income levels.~~

~~In addition to several satellite field offices, DFS contracts services for several decentralized homeless shelters, and refers clients to privately owned and operated facilities that include adult and family shelters, emergency and diagnostic teen shelters, women's shelters and runaway shelters.~~

~~All DFS services are client centered and family based. All services are delivered holistically, that is, each field office offers a full complement of services in order to assure that all client needs are met as effectively as possible.~~

~~The Fairfax County Office for Children (OFC), within the Department of Family Services, is the county office responsible for supporting, encouraging, and providing quality child care and early childhood education services which are within the economic reach of Fairfax County families. The continuum of services which the OFC supports includes care for infants, preschoolers and elementary age children and support services for families. OFC directly operates programs for school age children (including specialized care for disabled children) in the public schools, operates the Fairfax County Employees' Child Care Center, contracts with both public and private non-profit agencies for the provision of Head Start services for economically disadvantaged families, and~~

~~provides developmental child care services for low-income working families through subsidizing care in community child care centers and family day care homes.~~

~~The Office for Children also assists families and corporate clients in choosing and locating child care through its Child Care Resource System database, trains child care workers, acts as an ombudsman for potential child care operators to more easily access the county's permit process, and works with the business community in the development of additional child care resources to meet the increasing demand. In addition, OFC is responsible for regulating the provision of child care in family day care homes.~~

~~At present, both client services and the OFC administrative offices are co-located in central Fairfax. Training is provided at this central location, at an additional site in Fairfax City, and at a training site co-located with the Employees' Child Care Center. While client services (eligibility determination, registration, etc.) are done primarily by mail, an increasing number of clients also need face-to-face contact with OFC staff in or near their neighborhoods.~~

~~Under the auspices of the County Executive's Office, the Office for Women operates the Re-Entry Women's Employment Center and the Financial Education Center. The Commission for Disabled Persons provides support for disabled citizens of the county.~~

~~Additionally, Family Service's Area Agency on Aging supports older persons and their family care-givers through the assessment of need, public education, coordination with other agencies, contractual services with other human services agencies, both public and private, and provision of services directly.~~

~~Objective 13: Develop and maintain field offices in sufficient number and location to adequately serve Fairfax County citizens.~~

~~Policy a. Locate field offices within three miles of population centers in which 50 percent of the population is at or below 70 percent of the county median income.~~

~~Policy b. Provide sufficient service facilities for all citizens seeking service, with intake activities to be initiated within 24 hours of request for service.~~

~~Policy c. Locate all field offices near public transportation routes.~~

~~Policy d. Determine the space requirements of each facility according to the number of clients served and staff needed, including necessary interview, family therapy, and employment and training space.~~

~~Objective 14: Provide adequate emergency housing services for individuals and families and for victims of familial abuse.~~

~~Policy a. Locate community shelters in industrial or commercial zones. Residential zones should be considered if the location is adjacent to, or on, a major street or highway or if there is sufficient buffering (or existence of permanent barriers) to minimize impact upon the residential area.~~

~~Policy b. Locate community shelters within one mile of major highways, and on or near public transportation routes.~~

~~Policy c. Develop community shelters that are compatible with adjacent land uses. Generally, this type of facility is one story, having between 5,000 and 10,000 square feet of usable space, and is capable of providing shelter for approximately 50 people, on a year-round basis.~~

~~**Objective 15: Develop adequate transitional housing for homeless families.**~~

~~Policy a. Provide sufficient transitional housing resources to provide shelter for 30 percent of the known homeless families as indicated by the previous fiscal year statistics.~~

~~Policy b. Establish transitional housing near public transportation and as close as possible to employment centers within the county.~~

~~**Objective 16: Provide a facility or facilities for programs expected to become centralized.**~~

~~Policy a. Locate the Crisis Intervention Unit within three miles of courts and hotlines, or if co-located with a field office, establish mechanisms for the exchange of essential time critical information.~~

~~**Objective 17: Provide for the before- and after-school child care needs of 15 percent of children attending elementary schools.**~~

~~Policy a. Retrofit existing schools for School Age Child Care (SACC) programs through implementation of the Capital Improvement Program.~~

~~Policy b. Design future elementary schools to include space for SACC centers. The centers have roughly 1,800 square feet and serve a minimum of 60 children, approximately 40 percent of which are members of low-to-moderate income families. The centers should be located on the ground floor, near entrances (for convenient drop-off and pick-up) and playground areas.~~

~~**Objective 18: Develop adequate child development centers to ensure that low-income county families can achieve and maintain self-sufficiency.**~~

~~Policy a. Incorporate programs for infant and toddler care into county-supported facilities.~~

~~Policy b. Where possible, work with low-income housing projects of the Department of Housing and Community Development to incorporate child care centers into low-income housing development.~~

~~Policy c. Locate child care development centers near public transportation hubs to minimize transportation trips and costs.~~

~~Policy d. Ensure that families at the officially recognized federal poverty level can access free Head Start services through the use or expansion of school buildings or other appropriate sites.~~

~~**Objective 19: Develop regional service centers which will co-locate services for citizens and child care providers.**~~

~~Policy a. Locate provider training and recruitment in areas close to child care services.~~

~~Policy b. Locate Office for Children client services, such as permitting, registration, eligibility, and resource and referral, at major population centers (Herndon-Reston, Bailey's, South County, and Centreville).~~

~~**Objective 20: Encourage location of child care facilities on or near the worksite and in or near residential developments.**~~

~~Policy a. Locate and design child care facilities to ensure the safety of children. Location of child care centers in retail areas is appropriate if designed to provide a safe and healthful environment for children.~~

~~Policy b. Locate and design child care facilities in residential communities to minimize the impact of traffic and noise on the surrounding community. Consideration should be given to locating child care centers on the periphery of residential developments or in the vicinity of planned community recreational facilities.~~

~~Policy c. Design child care facilities with sufficient open space to provide access to sunlight and suitable play areas. Locate and design facilities to protect children from excessive noise, air pollution and other environmental factors potentially injurious to their health or welfare.~~

~~Policy d. Locate and design child care facilities to ensure safe and convenient access. Appropriate attention should be paid to parking and safe and effective on-site circulation of automobiles and pedestrians.~~

~~Policy e. Allow family day care homes, properly regulated, to exist in a variety of residential settings.~~

~~**Objective 21: Provide programs offered by the Office for Women, such as money management information, career development, and counseling services.**~~

~~Policy a. Locate a facility with reasonable access to public highways and major transportation routes.~~

~~Policy b. Locate the facility in an area that provides adequate safety for clients using the facility during evening hours.~~

~~Policy c. Co-locate in facilities that provide related services such as child care, employment and training, or other human development services.~~

~~**Objective 22: Provide for the service needs of disabled and elderly persons who require support services to obtain independent living and self-sufficiency to live in the county.**~~

~~Policy a. In response to demonstrated need, provide a centralized facility for the provision of independent living services.~~

~~Policy b. Provide adequate facility space, through the Area Agency on Aging, to conduct educational seminars with accessibility to disabled older individuals.~~

~~COMMUNITY AND RECREATION SERVICES~~

~~INTRODUCTION~~

~~Community and Recreation Services provides recreational and educational programs for socialization and intellectual stimulation, preventive health services, financial counseling, and referral services through the senior centers.~~

~~Senior centers are in libraries, park facilities, community centers, as stand alone facilities, and in former (and active) schools. Depending on the level of services provided, the facilities vary in size from 700 to 22,368 square feet of space.~~

~~The need for senior centers is determined through analysis of the size and density of the existing and projected older populations in relationship to geographic accessibility, the location of major travel corridors, and the availability of sites. The Senior Center Study identifies future sites for senior centers and adult day health care centers through 1996, and specifies that services be provided to elderly residents on a neighborhood, community, regional and countywide basis.~~

~~Community and Recreation Services also provides para-transit services for eligible disabled, elderly, and low-income county residents. Over 400,000 passengers who are unable to use METRO, CONNECTOR or private automobiles are transported each year by the county's para-transit services known as FASTRAN. Under the FASTRAN system, which consists of buses and maintenance vehicles, the county purchases the vehicles and contracts for operations and maintenance of the fleet. The contracted vendor is responsible for providing the facilities used for the storage and maintenance of the vehicles.~~

~~Objective 23: Locate senior centers according to the hierarchy established by the Senior Center Study.~~

~~Policy a. The requirements outlined in the Senior Center Study are as follows:~~

~~Regional Senior Centers are located on the periphery of residential areas or in commercial/retail areas accessible to nearby communities. The facilities range from 29,000 to 36,000 square feet, and serve 220 to 340 participants daily, including co-located day health care services (provided by the Department of Health) for residents in a seven-mile radius.~~

~~Community Senior Centers, located in residential areas within a three-mile service area radius, range in size from 10,000 to 15,000 square feet, and provide services for 70 to 175 participants daily.~~

~~Neighborhood Service Centers, located in residential areas having a small, but constant, elderly population which may be geographically isolated from larger centers, require approximately 4,000 square feet of gross floor area and provide services for 30 to 75 participants daily.~~

~~Policy b. Ensure that senior centers are provided commensurate with population increases.~~

~~**Objective 24: Ensure that adequate facilities are available to properly maintain and house para-transit vehicles in order to maximize usable life and promote vehicle reliability. Promote the cost-effective operation of para-transit service.**~~

~~Policy a. Construct three storage/maintenance facilities located in the northern, central and southern portions of the county.~~

~~Policy b. Utilize site criteria for maintenance and storage facilities established for the county's Equipment Management Transportation Agency (EMTA) garages.~~

~~**MENTAL HEALTH, MENTAL RETARDATION AND ALCOHOL AND DRUG SERVICES**~~

~~INTRODUCTION~~

~~The Fairfax-Falls Church Community Services Board provides a wide range of services to residents with mental health, mental retardation, and substance abuse problems. These include emergency, outpatient/case management, day treatment, residential, inpatient, prevention, and early intervention services. Services are offered through directly operated and contract programs and in coordination with other public agencies. The Community Services Board, by joint agreement, provides residential services for residents of Fairfax County, the City of Fairfax and the City of Falls Church, a total population base of 909,500 as of 1995.~~

~~These services are provided through various facilities according to the intensity and longevity of care required. For the purposes of this plan, these facilities are organized as follows:~~

- ~~Small community group homes provide supervised and supported residential services for three to eight persons.~~
- ~~Large residential facilities offer supervised and supported residential services to nine or more persons and require either a 456 Review or a Special Exception zoning approval.~~
- ~~Treatment centers, and their satellite offices, are located regionally and provide outpatient, case management, day programs, emergency, prevention, and early intervention services for mentally disabled persons or recovering substance abusers.~~

~~The extent to which these services are provided is a continuing concern, given the widening gap between services and demand. For this reason, normative standards have been developed from both existing and desired levels of service.~~

~~Services to individuals who have been referred by the District and Circuit Courts are provided by the Alcohol and Safety Action Program (ASAP) and the Community Diversion Program under the auspices of the county's Human Services Administration office.~~

~~**Objective 25: Provide for the residential needs of persons with mental illness, mental retardation, and substance abuse problems through small and large supervised and supported residential services located countywide.**~~

~~Policy a. Establish small community group homes following these general guidelines, to the extent possible:~~

- ~~Provide suitable living space commensurate with the number of persons residing in the home;~~
- ~~Provide acreage commensurate with the size of the facility;~~
- ~~Obtain facilities through new construction, leasing, or purchase of existing housing stock;~~
- ~~Provide for adequate parking;~~
- ~~Locate most homes on sites which are integrated into the community except that no home for persons with substance abuse problems shall be located within a drug free zone that is within 1000 feet of any school.~~
- ~~Locate most homes where access to employment/work training and other support services is available; and~~
- ~~Locate most homes in residential areas.~~

~~Policy b. Establish large residential facilities following these general guidelines, to the extent possible:~~

- ~~Provide acreage commensurate with the ultimate size of the facility;~~
- ~~Provide for adequate parking;~~
- ~~Construct facilities whenever possible instead of acquiring existing stock;~~
- ~~Locate facilities in residential, mixed use, commercial, or industrial areas depending upon the size and nature of the facility;~~
- ~~Locate facilities within reasonable proximity to community resources. and~~
- ~~Locate most homes where access to employment/work training and other support services is available.~~

~~Policy c. Provide mental health residential facilities according to the following recommended beds per population:~~

	~~Small Community Group Home (1-8 beds)* No. of Beds~~	~~Residential Facilities (9 or more) No. of Beds~~	~~Beds per 100,000~~
~~CSB Capacity FY 1996~~	~~347~~	~~24~~	~~41~~

	~~Small Community Group Home (1-8 beds)* No. of Beds~~	~~Residential Facilities (9 or more) No. of Beds~~	~~Beds per 100,000~~
~~Expected Number of Beds Based on Projected 2010 Population** and Existing Level of Service***~~	~~399~~	~~46~~	~~41~~
~~CSB Preferred Standards (includes 1994 needs survey data as applied to 1996 population)~~	~~974~~	~~113~~	~~120~~
~~Expected Number of Beds Based on Projected 2010 Population** and CSB Preferred Level of Service~~	~~1166~~	~~135~~	~~120~~

~~Policy d. Avoid locating group residential facilities for substance abusers within 1,000 feet of public school facilities in keeping with the county's drug-free zone legislation.~~

~~Policy e. Provide mental retardation residential facilities according to the following recommended beds per population:~~

	~~Small Community Group Home (1-8 beds)* No. of Beds~~	~~Residential Facilities (9 or more) No. of Beds~~	~~Beds per 100,000~~
~~CSB Capacity FY 1996~~	~~347~~	~~12~~	~~39~~
~~Expected Number of Beds Based on Projected 2010 Population** and Existing Level of Service***~~	~~411~~	~~12~~	~~39~~

	Small Community Group Home (1-8 beds)* No. of Beds	Residential Facilities (9 or more) No. of Beds	Beds per 100,000
CSB Preferred Standards (includes 1996 waiting lists as applied to 1996 population)	830	12	93
Expected Number of Beds Based on Projected 2010 Population** and CSB Preferred Level of Service	994	14	93

Policy f. Provide substance abuse facilities according to the following recommended beds per population.

	Small Community Group Home (1-8 beds)* No. of Beds	Residential Facilities (9 or more) No. of Beds	Beds per 100,000
CSB Capacity FY 1996	54	228	31
Expected Number of Beds Based on Projected 2010 Population** and Existing Level of Service***	108	228	31
CSB Preferred Standards (includes 1994 needs survey data as applied to1996 population)	324	642	106

	Small Community Group Home (1-8 beds)* No. of Beds	Residential Facilities (9 or more) No. of Beds	Beds per 100,000
Expected Number of Beds Based on Projected 2010 Population** and CSB Preferred Level of Service	387	770	106

* Includes "Use-By-Right" beds (residences housing four or fewer unrelated persons), which require no special permits.

** Based on a projected population of 1,085,000 for the year 2010 for Fairfax County, Falls Church and Fairfax Cities.

*** Based on maintaining the 1996 existing level of service.

Objective 26: Provide for the outpatient/case management, and other treatment needs of persons with mental illness, mental retardation, and substance abuse problems through outpatient/case management centers.

Policy a. Establish mental health centers on a regional basis with satellite offices as appropriate. Locate centers on the periphery of residential areas or in commercial or office areas. The size of these centers are dependent upon the number of services offered on a site. If feasible, they should be reasonably accessible to public transportation. Co-locate outpatient treatment for substance abuse with mental health centers, when appropriate. These centers may be located in Human Service Centers.

Policy b. Establish substance abuse outpatient offices on a regional basis as appropriate. Locate offices on the periphery of residential areas or in commercial or office areas. The size of these centers are dependent upon the number of services offered at a site. If feasible, they should be reasonably accessible to public transportation. These outpatient offices may be located in Human Services Centers.

Policy c. Expand the mental retardation service center to accommodate the increase in the number of persons served. The center should be located centrally in the county. If a decision is made to provide an additional center when the existing center can no longer provide adequate space, the second center should be located to cover roughly half the county.

Objective 27: Provide adequate space for intake, evaluation, and educational services provided to clients charged with alcohol and/or drug related offenses referred to the Alcohol Safety Action Program by the District or Circuit Court.

~~Policy a. Locate a central office near the Judicial Center to perform intake, evaluation, and educational services for the Alcohol Safety program.~~

~~Policy b. Co-locate Alcohol Safety Action Program services with all District Courts located in the county.~~

~~Policy c. Ensure adequate facilities to provide for client confidentiality and for group educational services as prescribed by the Virginia ASAP Commission.~~

~~JUVENILE AND DOMESTIC RELATIONS DISTRICT COURT SERVICES~~

~~INTRODUCTION~~

~~Juvenile services and some adult and family services in the county are the responsibility of Juvenile and Domestic Relations District Court Services. These services use four main types of facilities: the Court and associated Clerk's Office and administrative space; community intake and probation service offices; a juvenile pre-dispositional facility for juveniles in custody and awaiting disposition of their cases by the Court; and a post-dispositional facility for youth who have had their cases disposed of and who are in court services-operated rehabilitation centers.~~

~~All court services programs and facilities must conform to the following standards and guidelines established by the State Department of Youth and Family Services.~~

- ~~Minimum Standards for court services units;~~
- ~~Core Standards Manual for Interdepartmental Licensure and Certification of Residential Facilities for Children;~~
- ~~Standards of Secure Detention; and~~
- ~~Standards for Pre- and Post-Dispositional Group Homes.~~

~~Courts, Clerks Office and Administrative Space~~

~~The Court has seven full-time judges, an associated Clerk's Office, and court services administrative and service staff housed in the original County Courthouse which has been renovated to meet immediate needs. Workday and after-hours intake services, prisoner and detainee holding areas, domestic relations services, and specialized youth and family services are also housed in this facility.~~

~~Community Intake and Probation Services~~

~~There are four probation and intake field offices, one located in the Courthouse, a second in a human services co-location center in Reston, a third in leased space in the Alexandria area of the county, and a fourth located at the James Lee Center in Falls Church. In these centers, staff complete social investigations for the Court, receive intake complaints from police, citizens, spouses and parents for processing, supervise youth on probation and maintain alternative schools for certain problem youth.~~

~~Juvenile Pre-Dispositional Facilities~~

~~The county currently operates a Juvenile Detention Center for juveniles under 18 years of age, who are pending court action. In addition, court services operates a 12-bed Less Secure Shelter, an unlocked facility for youth whom the Virginia Code precludes from being in locked facilities, but who still require a structured short-term, out-of-home residential placement.~~

~~Juvenile Post-Dispositional Facilities~~

~~Post-Dispositional Facilities are designed to house those youth who, because of the nature of their offenses, the lack of an appropriate family for them to live with, and their need for rehabilitative services require them to be sent to these programs. At present there are two such facilities; the Boys Probation House, and the Girls Probation House. A Chronic Offenders Residential Facility and a Juvenile Halfway House are being planned to assist with reintegration into the community for youth returning from the planned Chronic Offenders program or the Department of Youth and Family Services Correctional Centers.~~

~~The Boys Probation House and the Girls Probation House are community based residential treatment programs. They are designed to provide a range of educational, counseling and rehabilitative programs for youth between 13 and 17 years of age. Youth remain in these facilities for an average of 8 to 9 months.~~

~~The Chronic Offender residential program is planned to be a secure facility for county boys ages 16 and 17, who have committed three or more juvenile offenses and who present a high risk of committing future delinquent offenses. A capacity of 12 is planned, with a projected length of stay of 12 months.~~

~~The Juvenile Halfway House is for county boys and girls who are being released from other residential programs or one of the State Department of Youth and Family Services Correctional Centers, and do not have willing or able families to which they may return to live. The goal of the facility is to assist in their reintegration into the community by helping them find employment and a permanent residence.~~

~~**Objective 28: Maintain an adequate level of service provided at existing or new Court and Central Court Services facilities.**~~

~~Policy a. Ensure that adequate courtroom, clerks office, court records and holding areas are available to ensure the adequate functioning of the Juvenile and Domestic Relations Court.~~

~~Policy b. Ensure that there is adequate space in Court services core facilities to accommodate specialized juvenile, adult, and domestic relations programs; court administration; and ancillary activities.~~

~~**Objective 29: Maintain an adequate level of service and accessibility for community intake and probation services.**~~

~~Policy a. Locate court services branch offices in areas accessible to the public and to the court's client population.~~

~~**Objective 30: Maintain an adequate level of service at existing and/or new pre-dispositional juvenile facilities to meet county needs.**~~

~~Policy a. Provide the necessary number of beds for secure and less secure detention at the Juvenile Detention Center based on the estimation methodologies developed by Court services staff and the Department Youth and Family Services.~~

~~Policy b. Continue to use and update bed capacity estimates developed by the Court and Department of Youth and Family Services staff to ensure the availability of beds.~~

~~**Objective 31: Maintain an adequate level of services provided at existing and/or new post-dispositional facilities.**~~

~~Policy a. Continue to provide specialized post-dispositional programs and facilities designed to meet the changing character of the Court's offender population.~~

~~Policy b. Ensure that all post-dispositional facilities conform to relevant Virginia code sections and the State Department of Youth and Family Services standards.~~

~~**Objective 32: Provide supervised residential living/educational centers for selected non-violent male and female offenders referred to the Community Diversion Program from the District or Circuit Court.**~~

~~Policy a. Locate a central office near the Judicial Center to perform intake services for the Community Diversion Program.~~

~~Policy b. Develop residential centers that meet all state standards for residential facilities.~~

~~Policy c. Develop residential centers that meet the standards set forth by the American Correctional Association.~~

~~Policy d. Locate the female residential center adjacent to adequate child care resources.~~

~~VISUAL AND PERFORMING ARTS~~

~~INTRODUCTION~~

~~Fairfax County is a community that values the arts. Its arts reflect the county's diversity and are celebrated and valued as integral to its quality of life. A strong, dynamic, and diverse arts presence in the county provides economic, social, and educational benefits. The arts are expressed in a variety of forms such as dance, creative writing, choral and instrumental music, theater arts, film and new media, as well as two and three-dimensional visual art in traditional and contemporary cultural settings. The county's passion for the arts is demonstrated through public policy in partnership with businesses, educators, arts organizations, artists, and residents.~~

~~In 2008, the Board-sponsored Commission on the Future of the Arts in Fairfax County released its final report containing findings on the current state of the visual and performing arts as well as recommendations for strengthening the arts as an important component in the overall quality of life and economic vitality of Fairfax County. The establishment of an arts policy provides strategic direction and framework for the advancement of the arts in Fairfax County. At the direction of the Board of Supervisors, an inter-agency arts committee was formed to promote and implement recommendations from the Future of the Arts final report. The Arts Council of Fairfax County (Arts Council) plays a leadership role on this arts committee. Through partnerships with schools, corporations, individual artists, and other cultural and community organizations, the Arts Council creates and supports programs, activities, and policies that integrate the arts into the lives of Fairfax County residents. The Arts Council ensures that the arts thrive in Fairfax County by providing vision and leadership through advocacy, grants, education, and services.~~

~~Planning for the future of the arts is viewed within the changing character and demographics of Fairfax County and in relationship to existing arts venues within the county and region. Fairfax County is an established county in the sense that it has been largely built out, particularly from a traditional residential perspective. Significant redevelopment and expansion of commercial centers, however, will continue. The demographics of Fairfax County are shifting significantly. Given the size and diversity of Fairfax County, residents tend to associate themselves with their communities and these communities have varying arts opportunities. From an arts venue perspective, the District of Columbia (Kennedy Center, Smithsonian, Corcoran, etc.) and Wolf Trap National Park for the Performing Arts serve as "bookends," providing performing and visual arts of international stature. The Center for the Arts at George Mason University provides additional programming of national and international quality, as well as an educational arts environment. The Lorton Workhouse is a major arts venue in the county, with facilities for working artists, performing groups, and exhibitions. Increasingly, the Workhouse will become not only a Fairfax County asset, but regional and national in scope. Smaller local arts venues in the county include among others Alden Theatre at the McLean Community Center, Center Stage at the Reston Community Center, the James Lee Community Center Theater, ArtSpace in Herndon, Greater Reston Arts Center, and the McLean Project for the Arts. Four amphitheaters of varying sizes are located in Fairfax County parks and nature/historic sites including Burke Lake Park, Ellanor C. Lawrence Park, Mason District Park, and Franconia District Park. Other parks also support cultural performances such as Nottoway, Ossian Hall, Royal Lake, Lake Accotink, Grist Mill, and Frying Pan Farm Park. Fairfax County Public Schools, a recognized national leader in arts education, has middle and high schools with performance spaces that can be made available for community use based on school schedule activities. Historic sites in public ownership such as Sully, Colvin Run Mill, Historic Centreville Park and others offer excellent opportunities as supporting arts venues. Gum Springs Community Center and Baileys Community~~

~~Center are examples of neighborhood venues that promote the county's rich heritage and sustain its cultural life. While there are a number of arts venues in the county, the majority of arts events are held in multi-use spaces that do not meet the basic needs of user groups.~~

~~From an arts policy perspective, this context suggests the following should be considered in the planning and programming of the arts. Given the significant changing demographics of Fairfax county, arts planning and programming in the county should be diverse and inclusive. Diversity is defined through the expression of various art forms that should be located throughout the county and should be reflective of the county's multi-cultural heritage to ensure that the arts are accessible to everyone. With respect to arts facilities, the principal focus should be community based. Lorton, McLean, Vienna, Herndon, Great Falls, and Reston are examples of communities that have arts venues and have a continued commitment for performing and visual arts. Venues should be established in other communities of the county. With George Mason University's Center for the Arts the *de facto* major year-round arts venue in Fairfax County, collaboration with respect to arts opportunities should be encouraged. As major commercial areas of the county are redeveloped or expanded, developers should be encouraged to incorporate potential arts venues and public art in their plans. Public art should also be considered for all new and renovated county facilities and parks. In summary, the time has come for the county to develop a comprehensive cultural arts plan for arts facilities that meets the needs of the county residents.~~

~~The following goal, objectives and policies provide countywide guidance in support of the visual and performing arts. This guidance should be considered along with Area Plans recommendations on the arts for specific sites. Optional use of voluntary proffers through the development review process in support of the arts should be considered within the context of other goals and objectives of the Comprehensive Plan.~~

~~BOARD OF SUPERVISORS GOAL~~

~~**Visual and Performing Arts** – Fairfax County should encourage a dynamic and diverse arts presence by supporting the works, participants, and audiences in the areas of dance, creative writing, choral and instrumental music, theater arts, film and new media, two and three-dimensional visual art in traditional and contemporary cultural iterations, but also in the ways that these areas may overlap and interact with new and emerging technologies.~~

~~Objective 1: Support opportunities to display art in public places, private development, and public-private ventures and encourage investment in existing and new arts facilities.~~

~~Policy a. Incorporate a visual arts component into the planning, construction, or renovation of all county facilities, as deemed feasible.~~

~~Policy b. Incorporate art in the design and architecture of buildings and garages through the use of attractive and interesting forms, façades, features, textures, and colors.~~

~~Policy c. Consider use of natural art and beauty through the preservation of trees, waterways, and other environmental features.~~

~~Policy d. Create distinctive landmarks and incorporate art in major commercial and mixed-use developments.~~

~~Policy e. Locate large-scale art installations and displays in highly visible and accessible places such as gateways, plazas, pavilions, parks, and Metro stations.~~

~~Policy f. Create an urban visual arts experience through a public-private initiative by adapting and retrofitting former uses in revitalization areas.~~

~~Policy g. Consider the provision of multi-use interior and exterior space for rotating exhibits.~~

~~Policy h. Support the development of arts venues as potential catalyst for revitalization and reinvestment in older established communities of the county.~~

~~Policy i. Encourage public, private, and non-profit partnerships in planning and development of arts facilities.~~

~~Policy j. Engage the community and arts groups in the planning and development of future arts facilities and in support of on-going programs and initiatives.~~

~~Policy k. Engage the Arts Council to facilitate a public process that includes the community and arts groups in the selection of public art.~~

~~Policy l. Consider the cost of and responsibility for maintenance in the selection of public art located on public land.~~

~~Policy m. Develop a public art master plan for the county and specific plans for subareas of the county.~~

~~**Objective 2: Provide for a variety of arts venues to accommodate audience and performance space needs and technical capabilities.**~~

~~Policy a. Incorporate arts spaces and facilities into development and redevelopment proposals.~~

~~Policy b. Consider ancillary uses such as restaurants, cafés, coffee shops, gift shops, and living space for resident artists during planning and development of larger arts venues to create arts destination places.~~

~~Policy c. Consider the co-location of larger performing arts spaces with retail, office, and residential components.~~

~~Policy d. Consider the co-location of arts venues with new, expanded, or renovated community centers and other public facilities, as deemed feasible.~~

~~Policy e. Consider spaces for public art and performances in urban parks. Incorporate such uses when developing urban park plans.~~

~~Policy f. Encourage culturally diverse venues in neighborhoods to promote the county's rich heritage and sustain its cultural life.~~

~~Policy g. Develop a countywide cultural arts master plan which locates and specifies existing and planned arts facilities to address current and future needs for performance venues for music, dance and theater, community arts center, exhibition space, media based arts space, artist studios, rehearsal space, classrooms, and conference space. The cultural arts master plan should consider:~~

- ~~Recommendations from the report of Commission on the Future of the Arts and other studies on museum and amphitheater space in the county;~~
- ~~Creation of arts district(s) and appropriate related incentives;~~
- ~~Options for provision of a large performing arts space containing at least 1,500 seats; and~~
- ~~Locations for multi-use community based arts center each containing up to 500-seats.~~

~~Objective 3: Mitigate the impact of new (or, in some cases, renovation of) arts facilities on surrounding land uses, environment, transportation, and public infrastructure.~~

~~Policy a. Design arts facilities to promote and enhance community identity.~~

~~Policy b. Design arts facilities which are architecturally and environmentally appropriate.~~

~~Policy c. For private development, design, and construct arts facilities and ancillary uses to achieve green building third party basic certification such as Leadership in Energy and Environmental Design (LEED) or a higher rating as specified in the Area Plans.~~

~~Policy d. For new, renovated, or expanded arts facilities and ancillary uses (excluding adaptive re-use of historic structures) undertaken by the county or public-private ventures, design and incorporate green building features to attain green building third party certification consistent with the county's policy on sustainable development for public facilities.~~

~~Policy e. Plan and locate larger arts facilities in proximity to mass transit or within reasonable access to major transportation routes.~~

~~Policy f. Encourage public-private partnerships that would provide mass transit to major arts facilities.~~

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

~~GLOSSARY~~

~~The Glossary contains an alphabetical listing defining terms as they are used in the context of the Comprehensive Plan. These terms are not intended to be the same definitions as used in the county's Zoning Ordinance. Rather, they are intended only to explain terms used in the Plan.~~

~~**AASHTO:** American Association of State Highway and Transportation Officials.~~

~~**ACCESSORY DWELLING UNIT (OR APARTMENT):** A secondary dwelling unit established in conjunction with and clearly subordinate to an existing single family detached dwelling unit.~~

~~**AFFORDABLE DWELLING UNITS (ADU):** For sale or rental housing units to serve households with incomes up to 70 percent of the Area Median Income (AMI) for the Washington Metropolitan Statistical Area (MSA) 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 return for provision of this housing, additional bonus density is granted. The sales prices, rents and occupancy of ADUs are restricted under an affordability term called the control period which is specified in the Fairfax County Zoning Ordinance. The Fairfax County Redevelopment and Housing Authority (FCRHA) or nonprofit housing groups have a right to purchase a portion of the for-sale ADUs in a development.~~

~~**AFFORDABLE HOUSING:** For purposes of the Comprehensive Plan, affordable housing refers to price-appropriate for-sale and rental housing that costs approximately 30 percent of a household's annual income or less, regardless of the household's income level.~~

~~**ASSISTED HOUSING:** For purposes of the Comprehensive Plan, this includes housing constructed and/or managed under programs which limit the amount of rent charged and the eligibility of occupants based on income. These limits are a condition for the provision of financial assistance from federal, state or local sources.~~

~~**ASSISTED LIVING**: Assisted living is an industry term for multifamily housing with congregate and personal care services. Assisted living goes by many names, including personal care, residential care, congregate care and in some areas, board and care. The services offered vary widely, but frequently include as core services, meals, housekeeping and transportation and often some assistance with laundry, grooming, medication management and other functions of daily living. Special care units in some facilities care for individuals with cognitive impairment and respiratory assistance needs. Unless an assisted living facility is a component of a continuing care or "life-care" community, it does not offer the health care services of a nursing facility.~~

~~**ASSISTED LIVING FACILITIES:** Facilities that provide three meals a day, supervision of medications, weekly housekeeping, and around the clock supervision.~~

~~**BEST MANAGEMENT PRACTICES (BMPs):** A practice, or combination of practices, that is determined to be the most effective, practicable means of preventing or reducing the amount of pollution generated by nonpoint sources to a level compatible with water quality goals.~~

~~**BETTER SITE DESIGN:** Site and subdivision design techniques that minimize impacts to the natural environment, including topography, hydrology, vegetation, natural habitat, groundwater recharge, and stormwater runoff. Such a design respects these natural systems by employing practices that minimize impacts to these systems both on and off site.~~

~~**BMP:** See Best Management Practices.~~

~~**BREAKWATER:** A fixed or floating structure usually constructed parallel to the shoreline to protect the shoreline from erosion by dissipating wave energy before it reaches the shore. Typically, in order to address erosion over a reach of shoreline, a series of breakwaters are constructed.~~

~~**BUFFERING:** The area of open land which serves to mitigate potential conflicts between different types of land uses. Buffer zones are most commonly employed between different types of uses but, in certain circumstances, it may be appropriate to provide a buffer between high and low density residential uses.~~

~~**BUILDING REPURPOSING:** A change in use in all or part of an existing building, such as a conversion from office to residential, live/work, institutional, public facilities, retail, or light manufacturing uses.~~

~~**BULKHEAD:** A vertical structure or partition, placed on a bank or bluff and usually running parallel to the shoreline, for the purpose of retaining upland soils while providing protection of the inland area from wave action. Bulkheads are generally smaller than seawall structures and are designed to retain upland soils while providing protection from minimal wave action.~~

~~**BUS RAPID TRANSIT**: A flexible, rubber-tired, rapid transit mode that mostly operates in a dedicated right-of-way with at-grade intersections. Limited sections are in mixed traffic. BRT is an integrated system of facilities, services, and amenities that collectively improves the speed, reliability, and identity of bus transit. Distinguishing features may include:~~

- ~~Distinctive and clearly designated stops/stations with unique passenger amenities at regularly spaced stations;~~
- ~~Standard or extended sized buses with distinct appearance, high quality passenger comfort, low floor or high platform, and multiple doors for easy and fast boarding/alighting at stops/stations;~~
- ~~Frequent service headways throughout the day;~~
- ~~Off-board fare collection;~~
- ~~Well organized movement of buses along the line, including optimized signal timing and intersection treatments, dispatching at stops; and~~
- ~~Passenger information controlled by various Intelligent Transportation Systems (ITS) measures to provide reliability."~~

~~**CAPITAL IMPROVEMENT PROGRAM (CIP):** The CIP guides the development of public facilities over a five-year period. It shows the arrangement of projects in a sequential order based on a schedule of priorities and assigns an estimated cost and anticipated method of funding each project. The Capital Improvement Program provides the financial foundation necessary to implement the Comprehensive Plan and public facilities plans.~~

~~**CARBON MONOXIDE (CO):** An odorless, colorless gas resulting from the incomplete combustion of fossil fuels. When present in high enough concentrations, CO can harm human health.~~

~~**CASE MANAGEMENT:** Case management is the mechanism through which persons needing assistance receive assessment services and are linked to programs. Case managers advocate for services as well as monitor programs used by persons with special needs.~~

~~**CBC:** See Community Business Centers.~~

~~**CIP:** See Capital Improvement Program.~~

~~**CLUSTER DEVELOPMENT:** Development in which individual lots may be smaller than the average lot authorized by the zoning ordinance. Buildable lots are located on a portion of rather than the entire site so that the residual area may be preserved for recreation or environmental protection.~~

~~**CO**: See Carbon Monoxide.~~

~~**COG:** See Council of Governments; also MWCOG.~~

~~**COLLECTOR STREET:** A street that provides direct service to and from local areas, routing traffic to the arterial street system. A Collector Street provides the primary means of circulation between adjacent neighborhoods and can serve as a local bus route. The Street provides for the dual purpose of land access and local traffic movement. Generally, these roadways are not used for through trips.~~

~~**CO-LIVING:** A residential use where residents occupy separate units, which also offer significant communal space intended to encourage residents to socialize and pursue a variety of activities.~~

~~**COMMITTED AFFORDABLE MULTIFAMILY RENTAL HOUSING:** Multifamily rental housing properties (four or more units) containing units with rents restricted to serve households earning 60 percent AMI and below, as well as 80 percent AMI and below specifically under the County's Affordable Dwelling Unit (ADU) Ordinance and Workforce Dwelling Unit (WDU) Policy, or by other means. The rents and incomes are controlled by deed restrictions, zoning requirements, or other legal means.~~

~~**COMMUNITY BUSINESS CENTERS (CBC):** These centers typically are planned for over 1,000,000 sq. ft. of commercial space. Historically older community-serving commercial areas that emerged along major roadways, Community Business Centers are areas where redevelopment should encourage a mix of uses focused around a core area of higher intensity, such as a town center or main street in a pedestrian-oriented setting. Transitions in intensity and compatible land uses should protect surrounding stable residential neighborhoods.~~

~~**COMMUNITY LIBRARIES:** Medium-sized facilities that offer a basic range of materials and services. Monthly circulation level is 15,000 to 50,000 volumes.~~

~~**COMMUNITY SERVICES:** Retail, office and institutional uses that primarily serve the residents of surrounding neighborhoods. Examples of community services include dry cleaners, grocery stores, hardware stores and travel agencies.~~

~~**COMMUNITY SHOPPING CENTERS:** Shopping centers that range in size from 100,000 to 400,000 square feet and typically serve a population of 40,000 to 150,000. A junior department store, a variety store or a discount store serves as an anchor.~~

~~**COMMUTER PARKING LOT:** Facility where commuters may park their vehicles and then travel via carpool, vanpool, bus service, or rail service.~~

~~**COMMUTER RAIL STATION:** Facility where passengers may board commuter rail train service. Facility typically includes passenger waiting areas, ticketing and information areas and parking areas.~~

~~**CONSERVATION:** The restoration, stabilization, management, and wise use of natural and heritage resources for compatible educational, recreational, aesthetic, agricultural and scientific purposes, or environmental protection.~~

~~**CONSERVATION EASEMENT:** A legal mechanism whereby a landowner retains ownership of his/her land, but grants some right(s) to the land to a "holder" that is defined as a charitable organization declared exempt from taxation pursuant to 26 U.S.C.A. §501 (c) (3). The Code of Virginia, Virginia Conservation Easements Act, § 10.1-1900, authorizes these private, non-profit entities, such as land trusts, to hold easements when the entity has a primary purpose to retain or protect natural or open space, agricultural, forestal, recreational, or open space use; protect natural resources; maintain or enhance air or water quality; preserve historic, architectural or archaeological resources. [The Virginia Conservation Easement Act, Va. Code Ann. §§ 10.1-1009 through -1016 (Michie 1998)]~~

~~**CONTEXT SENSITIVE SOLUTIONS (CSS):** A collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist (Federal Highway Administration, FHWA).~~

~~**CORRIDOR**: See Enhanced Public Transportation Corridor.~~

~~**CORRIDOR STUDIES:** Studies which determine whether there exists a need to be addressed by the project and an analysis of a range of reasonable alternatives with regard to their effectiveness in meeting county transportation goals and objectives, their cost and their direct, indirect and cumulative impacts on the environment, heritage resources, parklands, stable and/or residential neighborhoods, and other social and economic values. The scope and geographic breadth of corridor level studies must be commensurate with the scale of the impact area involved, the size of alternative investments being evaluated, and the magnitude of potential impacts.~~

~~**COUNTY 2232 REVIEW PROCESS:** A mechanism for reviewing the compatibility of proposed public facilities, pursuant to §15.2-2232 of the Code of Virginia, with the locational guidelines established in the Comprehensive Plan. Specifically, this process is used to determine if the general or approximate location, character and extent of a proposed facility are in substantial accord with the Plan.~~

~~**COUNTYWIDE PARKS:** Parks that provide large scale indoor or outdoor recreation facilities, or both, and often provide specialized or unique facilities such as golf courses, RECenters, ice rink, large group facilities, sports complexes and lakefront parks that serve most or all of the county. These larger parks offer opportunities to combine diverse indoor and outdoor facilities and activities in unique ways, sometimes in or near natural settings. The size of these parks varies, but are typically more than 150 acres.~~

~~**CO-WORKING:** A situation in which two or more people are working in the same place together, but not necessarily for the same organization. Co-working spaces can consist of shared desks or private office spaces and can be used by businesses with one or more employees depending on the type of space available. These facilities typically include such amenities as utilities, shared conference rooms, common areas, printing, shared kitchens, and break rooms and frequently operate on a membership basis, allowing individuals and businesses to use them on an as-needed basis.~~

~~**CROSSCOUNTY TRAVEL:** Trips extending from one side of a county to the opposite side. Such trips are usually circumferential as opposed to radial in direction. For example, a trip with an origin in Springfield and destination in Reston, or vice versa, is regarded as crosscounty travel.~~

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

~~**CUT-THROUGH TRAFFIC:** Traffic that utilizes local streets rather than the arterial roadway network for through movement. Various operational and design techniques may be applied to alleviate this problem.~~

~~**dBA:** A measurement unit of noise. The term dBA refers to a measurement of sound pressure on the "decibel" scale weighted to approximately the sensitivity of the human ear to certain frequencies.~~

~~**DEDICATION:** The transfer of property rights from private to public ownership. Land so conveyed to the local government may be used for streets, schools, parks, utilities, etc. The governing body must formally accept the dedication for the transaction to be complete.~~

~~**DENSITY:** The number of persons or dwelling units per acre.~~

~~**DEVELOPMENT INTENSITY:** A quantitative measure of non residential and mixed use development, which may include residential components, usually expressed in terms of floor area ratio; the mix and distribution of uses within a given area that determines the impact on public facility systems and transportation facilities.~~

~~**DNL (Ldn):** Day night loudness. A weighted average sound pressure level accounting for the variations in noise levels during a 24 hour period, which allows for additional sensitivity to nighttime noise.~~

~~**DIAMOND LANES:** A specific type of High Occupancy Vehicle (H.O.V.) facility in which one or more lanes are reserved for use by H.O.V. traffic. A lane so designated is identified by a painted diamond symbol on the pavement.~~

~~**DISSOLVED OXYGEN:** A component of water that is essential to the survival of aquatic life. Low concentrations of dissolved oxygen are generally caused by oxygen use during the decomposition of organic matter.~~

~~**DISTRICT PARKS:** These parks offer diverse experiences and activities that typically involve an individual or group for a time period of up to a half day and may attract spectators or participants. These larger parks offer opportunities for a mix of park experiences and to combine diverse indoor and outdoor facilities and activities, such as recreation centers (RECenters), multiple athletic fields, courts, group picnic facilities, trails, woodlands, open space, open play areas, amphitheatre, sometimes in or near natural settings. The size of these parks varies, but are typically between 50 to 150 acres.~~

~~**EASEMENT:** A grant by a property owner of the use of his or her land by another party for a specific purpose.~~

~~**ECOLOGICAL RESOURCES:** Biological species, communities and habitats characterized by high biological productivity, diversity, and/or connectivity, that are valuable because of their scarcity, their uniqueness, their pollutant-removal abilities, and/or their aesthetic benefits.~~

~~**ECONOMIC DEVELOPMENT**: Activities aimed at job creation, retention and expansion, which strengthen a community's economic base and provide employment opportunities for the population.~~

~~**ENERGY CONSERVATION:** The practice of reducing energy consumption.~~

~~**ENERGY EFFICIENCY:** The incorporation of design and/or technological measures that serve to reduce energy use while attaining a similar level of service.~~

~~**ENERGY RESOURCE AND RECOVERY FACILITY:** A mass burn disposal facility that burns solid waste to create steam for electric power generation.~~

~~**ENHANCED PUBLIC TRANSPORTATION CORRIDOR:** Major public transportation facilities (such as rail transit or high occupancy vehicle lanes) will be provided in these corridors, based upon the results of a comprehensive alternatives analysis. Final facility locations are subject to the completion of the Area Plans and/or other appropriate studies. See the Transportation Plan Map for identification of the corridors.~~

~~**ENVIRONMENTAL QUALITY CORRIDORS (EQCs):** An open space system designed to link and preserve natural resource areas and provide passive recreation. The system includes stream valleys, wildlife habitats, and wetlands.~~

~~**EQC:** See Environmental Quality Corridors.~~

~~**FAIR SHARE FORMULA:** A system developed by the Metropolitan Washington Council of Governments which is used to make recommendations to the U.S. Department of Housing and Urban Development on the allocation of federal housing assistance within the Washington region.~~

~~**FAIRFAX COUNTY INVENTORY OF HISTORIC SITES:** See Inventory of Historic Sites.~~

~~**F.A.R.:** Floor Area Ratio. An expression of the amount of development (typically non-residential uses) allowed on a specific parcel of land. F.A.R. is determined by dividing the total square footage of buildings on a site by the amount of site square footage. Thus, a permitted floor area ratio of 3.0 on a 10,000 square feet lot would allow a building whose total floor area is 30,000 square feet.~~

~~**FASTRAN:** A county sponsored transportation service contracted by the Department of Human Services for eligible disabled, elderly, and low-income Fairfax County residents.~~

~~**FECAL COLIFORM:** A harmless bacteria originating in the intestinal tracts of warm-blooded animals that is measured in surface water and groundwater as an indicator of fecal contamination and of the possible presence of pathogenic organisms.~~

~~**FETCH:** The distance that the wind blows across the tidal body of water before it hits land. The fetch affects the momentum of wave action from a constant direction. The greater the fetch, the greater the potential force of wave action on the shoreline~~

~~**FIELD SURVEY:** A systematic examination of a land area to gather information about environmental and heritage resources that may be present.~~

~~**FLOODPLAIN:** Those land areas in and adjacent to streams and watercourses subject to periodic inundation from flood events. For instance, the 100-year flood frequency event has a one percent chance of occurrence in any given year.~~

~~**FREEWAYS AND EXPRESSWAYS:** Controlled access highways providing for high volume travel. The concept of service to abutting land is subordinate to accommodating the through movement of vehicles.~~

~~**FUNCTIONAL CLASSIFICATION:** A system for classifying the transportation system in terms of the character of service that individual facilities are providing or are intended to provide, ranging from travel mobility to land access. Roadway system functional classification elements include Freeways or Expressways, Other Principal (or Major) Arterials, Minor Arterials, Collector Streets, and Local Streets. Transit system elements include line haul, collection and distribution, and specialized or community-oriented transit services.~~

~~**GEOMETRIC STANDARDS:** Highway design criteria for road construction.~~

~~**GREEN BUILDING:** Structures and their associated landscapes that are located, designed, constructed, operated and dismantled in an environmentally responsible manner to minimize short- and long-term negative impacts on the environment and building occupants.~~

~~**GROIN:** A shore protection structure built usually perpendicular to shoreline to trap sand moving along the shoreline in order to accrete sand and thus retard erosion of the shore.~~

~~**GROUNDWATER RESOURCES:** Subsurface sources of water in usable quantities for wells.~~

~~**GROUP HOMES:** Homes in which moderate amounts of support services are provided and appropriate for persons with physical, mental, emotional, familial or social difficulties who are somewhat self-sufficient but who benefit from living in groups of five to eight persons.~~

~~**HAZARDOUS MATERIALS:** Substances that are harmful to human and environmental health and/or safety in relatively small quantities. Such materials include flammable, combustible, corrosive, reactive, and toxic substances as well as any other substance defined as "hazardous" by the state or federal government.~~

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

~~**HIGH OCCUPANCY TOLL (HOT) LANE:** A High Occupancy Toll (HOT) lane is a toll enacted on vehicles accessing road facilities designated for the use of high occupancy vehicles (HOVs). Tolls for HOVs may be reduced or free. Implementation of HOT lanes should ensure adequate capacity to accommodate HOV traffic. High Occupancy Tolls are a form of road pricing. Variable tolls are often used depending on congestion levels in the HOT lane.~~

~~**HIGH OCCUPANCY VEHICLE (HOV) FACILITIES:** Roadways or roadway elements that are restricted to use by carpools, vanpools, transit or other High Occupancy Vehicles during certain time periods. HOV facilities may consist of designated diamond lanes, or exclusive facilities separated from conventional traffic by barriers.~~

~~**HIGH OCCUPANCY VEHICLE (HOV) LANE:** Roadway or roadway elements that are restricted to use by carpools, vanpools, transit or other HOVs during certain time periods. HOV facilities may consist of designated diamond lanes or exclusive facilities separated from conventional traffic barriers. Policies on the minimum number of passengers using HOV lanes should be generally determined by travel characteristics of individual corridors, capacity and traffic volume of HOV lanes, and other operational considerations.~~

~~**HIGHWAY CAPACITY:** The maximum flow in vehicles per hour that can be reasonably expected on a particular segment of highway during a given time period under prevailing roadway, traffic, and control conditions.~~

~~**HISTORIC OVERLAY DISTRICTS:** A zoning tool used to regulate architecture in areas containing heritage resources to ensure compatibility with the resources. Site design, facades, and building materials must be reviewed and approved by an Architectural Review Board.~~

~~**HOMESHARING:** The shared occupancy of a house or apartment by two or more unrelated persons.~~

~~**HOUSING TRUST FUND:** A fund created by the Fairfax County Board of Supervisors to facilitate the creation of affordable housing within the county.~~

~~**HOV:** See High Occupancy Vehicle.~~

~~**HYDROCARBON RUNOFF:** The entrainment and transport by stormwater runoff of petroleum products, such as motor oil, originally deposited onto impervious surfaces by motor vehicles.~~

~~**INDEPENDENT LIVING FACILITY:** a residential development that is limited to occupancy by elderly persons and/or persons with disabilities. Such a facility shall provide: (a) dwelling units with complete kitchen facilities, (b) supportive services such as meals, personal emergency response systems, recreation and transportation services, and (c) design features, such as wider doorways and hallways, accessible-ready bathrooms and lower light switches.~~

~~**INDUSTRIAL AREAS:** The types of uses intended for industrial areas are generally regulated more strictly due to their anticipated impacts to adjacent areas. This category is not appropriate for residential uses and limits future office uses to those which are ancillary to industrial use.~~

~~**INFILL:** Development on vacant or underused sites within an established development pattern.~~

~~**INFRASTRUCTURE:** The network of vital systems that comprises the improvements and publicly funded facilities added to the built environment to support new development and growth. Such systems include transportation, sanitary sewer, communications, stormwater, solid waste disposal, and water treatment and distribution.~~

~~**INTENSITY:** See Development Intensity.~~

~~**INTERCOUNTY TRAVEL:** Trips that originate in one county and have a destination in another county. For example, a trip with an origin in Fairfax County and destination in Prince William County, or vice versa, is regarded as intercounty travel.~~

~~**INTRACOUNTY TRAVEL:** Trips with both an origin and destination in the same county. For example, a trip that stays within Fairfax County is regarded as intracounty travel.~~

~~**INVENTORY OF HISTORIC SITES:** Properties included in the Inventory must meet certain eligibility criteria and are officially designated by the county's History Commission. Inclusion in the Inventory is primarily a way of publicly recognizing the significance of a property, although it does not legally protect a property from demolition or inappropriate change. Owners of properties included in the Inventory may meet with the county's Architectural Review Board (ARB) on a voluntary basis to review proposed changes to their properties.~~

~~**LARGE INSTITUTIONAL LAND AREAS:** The Land Classification System category that includes publicly owned state or federal land holdings that are not subject to the normal county development review processes. The county should encourage state and federal agencies to develop or redevelop their holdings only when plans are coordinated with the county.~~

~~**LDR:** See Low Density Residential Areas.~~

~~**LEVEL OF SERVICE:** A qualitative measure of the effect of a number of traffic factors, including speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and traffic volume. These factors are used to measure the functioning of a road or intersection with traffic, and the resulting level of service is expressed by a rating of "A" (best) through "F" (worst).~~

~~**LIVE/WORK UNITS:** A unit consisting of both a commercial/office and a residential component, or, alternatively, units within the same building that are convertible to either a commercial/office use, residential use, or both.~~

~~**LIVING SHORELINE**: A "living shoreline" is a shoreline management practice that provides erosion control and water quality benefits; protects, restores, or enhances natural shoreline habitat; and maintains coastal processes through the strategic placement of plants, stone, sand fill, and other structural and organic materials. When practicable, a living shoreline may enhance coastal resilience and attenuation of wave energy and storm surge.~~

~~**LOCAL PARKS:** Parks that serve local, or nearby residents, communities and workers; are easily accessible; and offer active and/or passive recreational facilities. The character, location, and access of local parks will vary depending upon the context; for example, whether the park is in a suburban neighborhood, a mixed use development, or an urban center.~~

~~**LOCAL STREET:** A street which is primarily intended to provide direct access to properties abutting the roadway and within the immediate vicinity. A Local Street offers the lowest level of mobility and usually does not serve a bus route. Overall operating speeds are low in order to permit frequent stops or turning movements to be made with maximum safety. Service to through traffic movement is deliberately discouraged.~~

~~**LOS:** See Level of Service.~~

~~**LOW DENSITY RESIDENTIAL AREAS:** The primary purpose of Low Density Residential Areas is to ensure the preservation of environmental resources by limiting development primarily to low density, large lot residential and open space uses. The rapidly decreasing supply of land in the~~

~~county, coupled with the loss of natural habitat, plus the vital role that portions of these areas serve in protecting water quality dictates that development in these areas be minimized.~~

~~**LOW IMPACT DEVELOPMENT (LID):** The use of site and subdivision design techniques in coordination with stormwater management engineering to mimic the hydrologic conditions associated with an undeveloped site to the greatest extent practicable.~~

~~**MAKERSPACE:** Community workshop facilities that integrate multiple uses at a single site, and may include a retail component. The multifunctional nature of the space, with its emphasis on technology and creation, aligned with a spirit of community education and engagement, creates a culture of discovery and innovation for makers of all ages. Typical uses could include computing and technology as well as artisans such as woodworkers, tailors, metalsmithing, or bakers.~~

~~**MANUFACTURED HOUSING:** Homes built in a factory to federal standards and inspected by federally-certified agencies. These homes are often assembled on-site.~~

~~**MARINE CLAY SOILS:** Soils that occur in widespread areas of the county east of Interstate 95. Because of the abundance of shrink-swell clays in these soils, they tend to be highly unstable. Many areas of slope failure are evident on natural slopes. Construction on these soils may initiate or accelerate slope movement.~~

~~**MARKET AFFORDABLE MULTIFAMILY RENTAL HOUSING:** Multifamily rental housing properties (four or more units) containing units with market rents that are affordable to lower-income households, with a primary focus on rents generally considered to be affordable to households earning 60 percent of the Area Median Income (AMI) and below. Rents are set by private property owners and not regulated by covenants, agreements, or other restrictions.~~

~~**MASS TRANSIT:** A term used to describe public transportation facilities and vehicles such as rapid rail and buses.~~

~~**METRORAIL STATION:** Facility where passengers may board Metrorail trains. Facility typically includes passenger waiting areas, ticketing and information areas, commuter parking, as well as connecting bus areas. All Metrorail stations in Fairfax County are encompassed by a small area planning boundary.~~

~~**MINOR ARTERIAL:** A roadway that carries a mix of local and through traffic. It links Collectors, and sometimes Local Streets, with Principal Arterials. Minor arterials may carry local bus routes, and are designed with greater emphasis on traffic movement than on providing access to abutting land.~~

~~**MIXED-USE:** A designation that permits a combination of uses within a single development or district. The development may contain a mix of office buildings, retail establishments, hotels, housing, and related uses.~~

~~**MIXED-USE AREA:** A specified area which includes three or more different types of uses within its boundaries. Generally, these uses are on separate but interrelated sites.~~

~~**MIXED-USE CENTERS:** Tysons Urban Center, Suburban Centers, Transit Station Areas, and Community Business Centers.~~

~~**MIXED-USE PROJECT:** A development that includes two or more physically integrated uses on one site or within one structure.~~

MODE: A means of travel. Transportation modes include automobile, rail, bus or walking. In some cases, subsections of the above might also be considered modes, as for example, single-occupant automobiles, autos with two passengers, and autos with three or more passengers.

MULTIFAMILY HOUSING: Structures designed to accommodate several unrelated households. Multifamily residences include garden apartments, mid-rise and high-rise apartment buildings, and residential condominiums.

MWCOG: Metropolitan Washington Council of Governments (MWCOG) is a regional organization composed of 20 local governments of the Washington Capital area. MWCOG develops coordinated regional responses and actions to issues on the environment, affordable housing, economic development, health and family concerns, human services, population growth, public safety, and transportation.

NATIONAL AMBIENT AIR QUALITY: The Clean Air Act, which was last amended in 1990, requires the Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards for pollutants considered harmful to public health and the environment.

NATIONAL REGISTER OF HISTORIC PLACES: The official federal register of historic sites. Individual buildings, structures, objects, sites or districts that meet certain criteria of significance may be listed in the register. As with the Fairfax County Inventory of Historic Sites and Virginia Landmarks Register, this designation is primarily a way of officially recognizing significant historic properties. While it does not legally protect a property from demolition or inappropriate change, federally funded or sanctioned actions must be reviewed for their effects on listed properties.

NATURAL LANDSCAPING: A landscaping approach through which the aesthetic and ecological functions of landscapes installed in the built environment are improved, and through which natural areas are restored by preserving and recreating land and water features and native plant communities. Sustainable landscapes are formed by protecting and restoring natural ecosystem components; maximizing the use of native plants; controlling invasive plant species; reducing areas of unnecessary mowing; reducing or eliminating synthetic fertilizers; protecting, creating, and maintaining healthy soils; and retaining rainwater on-site through low impact development practices. In natural areas, only locally native plant species are used to provide the greatest possible ecological benefits. In built landscapes, most of the plant cover is composed of native plant species that support wildlife and improve environmental conditions, although non-invasive non-native plants may be selectively used where appropriate.

NEIGHBORHOOD SHOPPING CENTERS: Centers that range in size between 80,000 and 125,000 square feet. They serve an area within three to five minutes driving time and generally have a supermarket as the anchor store. To support a center with a supermarket anchor, a population of 10,000 or more is desirable.

NEIGHBORHOOD (MINI AND PORTABLE) LIBRARIES: Small facilities that provide popular titles and the most essential services. Monthly circulation level is 4,000 to 10,000 volumes.

NITROGEN: A nutrient, which when released into surface water, may stimulate the growth of aquatic organisms. Such organisms, upon decomposition, can adversely affect the ecological quality of a surface water body by depleting its supply of dissolved oxygen.

OPEN SPACE: The Virginia Open Space Land Act defines "open-space land" as "any land which is provided or preserved for (i) park or recreation purposes, (ii) conservation of land or other natural resources, (iii) historic or scenic purposes, (iv) assisting in the shaping of the character, direction,

and timing of community development, or (v) wetlands as defined in §28.2-1300. [The Virginia Open Space Land Act, Va. Code Ann. §§ 10.1-1700 through -1705 (Michie 1998)]

OPEN SPACE EASEMENT: A legal mechanism whereby a landowner retains ownership of his/her land, but grants some right(s) to the land to a public body, such as the Board of Supervisors. The Code of Virginia, Virginia Open Space Land Act, § 10.1-1700, authorizes public bodies to hold easements and also defines the purpose of open-space easements to include retaining or protecting the property value of natural or open space, assuring the availability of open space for agricultural, forestal, recreational, or open space use; protecting natural resources; maintaining or enhancing air or water quality; or preserving historical, architectural or archeological resources.

The Virginia Open Space Land Act, as paraphrased, defines "public body" as any state agency, county, municipality, park authority, public recreational facilities authority, soil and water conservation district, and community development authority having authority under the Code of Virginia to acquire land for public use. [The Virginia Open Space Land Act, Va. Code Ann. §§ 10.1-1700 through -1705 (Michie 1998)]

OZONE: An air pollutant that forms from the interactions of oxides of nitrogen and volatile organic compounds with sunlight. High ozone concentrations can adversely affect human health. Motor vehicles are the major source of oxides of nitrogen and volatile organic compounds in the Washington metropolitan area.

PARATRANSIT: The family of transportation services which falls between the single-occupant automobile and fixed-route transit. Examples of paratransit include taxis, carpools, vanpools, minibuses, jitneys, demand-responsive bus services, and specialized bus services for the mobility-impaired or transportation-disadvantaged.

PHOSPHORUS: A nutrient, which when released into surface water, may stimulate the growth of aquatic organisms. Such organisms, upon decomposition, can adversely affect the ecological quality of a surface water body by depleting its supply of dissolved oxygen.

PRICE-APPROPRIATE HOUSING: Price-appropriate housing is defined as housing that costs approximately 30 percent of a household's annual income or less, and enables the household to afford other essentials such as food, medical expenses and transportation.

PRIMARY SYSTEM: All Virginia non-Interstate highways with route numbers less than 600, generally serving more than one jurisdiction and therefore relatively more of statewide significance.

PRINCIPAL ARTERIAL: A highway that serves main travel corridors. Significant intra-area travel and important intra-urban and intercity bus services are served by this class of street. Some access is provided to abutting land, but the primary function of a Principal Arterial roadway is to carry through traffic.

PROFFER: A development plan and/or written condition, which, when offered voluntarily by an owner and accepted by the Board of Supervisors, becomes a legally binding part of the regulations of the zoning district pertaining to the property in question. Proffers, or proffered conditions, must be considered by the Planning Commission and submitted by an owner in writing prior to the Board of Supervisors public hearing on a rezoning application, and thereafter may be modified only by an application and hearing process similar to that required of a rezoning application.

PUBLIC FACILITIES: Facilities that are required to support the services and functions provided by the county government or public utility companies. Such facilities are essential to support the community and its development and to enhance the overall quality of life. Public facilities include

~~such necessities as water and sewer lines, drainage and stormwater management facilities, and police and fire protection, as well as educational, recreational and cultural services.~~

~~**PUBLIC TRANSPORTATION TRANSFER POINT:** Facilities designated on the Transportation Plan Map where transfers between various modes of transportation (e.g., automobile, bus, rail) are expected to occur. Examples include park-and-ride lots, transit transfer centers, or future Metrorail Station locations. The design, function and exact location of such facilities are contingent upon future studies.~~

~~**RAIL STATION:** Facility where passengers may board a type of rail service which may be Metrorail, light rail, commuter rail, or some other form of rail passenger service. Facility typically includes passenger waiting, ticketing and information areas. Rail stations also designated as a transit transfer center will not have commuter parking while those also designated as a commuter parking lot will have commuter parking.~~

~~**REDEVELOPMENT:** Development activity generally characterized by clearance of existing structures and new construction. The new development may be the same type of land use, or a new type, but it is usually at a higher level of intensity or density than that it replaces.~~

~~**REGIONAL LIBRARIES:** Large facilities offering a comprehensive collection of materials and a variety of services and programs. Such facilities are the foundation of the county's library system and are supported by the other two facility categories. Monthly circulation level is at least 50,000 volumes.~~

~~**REGIONAL PARKS:** Parks that are distinguished from, yet supplement and enhance county and municipal park systems, and seek to preserve and protect regionally significant areas of particular ecological, scenic or historic value and provide recreational facilities to serve users throughout the Northern Virginia area.~~

~~**REGIONAL STORMWATER MANAGEMENT FACILITIES:** A regional stormwater management facility is defined as a facility that provides detention of stormwater runoff typically for the entire upstream watershed and provides water quality benefits for the entire upstream watershed in accordance with the Public Facilities Manual. Generally, for a stormwater detention facility to qualify as a regional facility, it must provide detention benefits for a watershed area of greater than 100 acres.~~

~~**REPURPOSING:** See Building Repurposing.~~

~~**RESOURCE-BASED PARKS:** Parks that primarily preserve, protect and interpret significant or exemplary environmental, ecological, cultural and/or scenic resources and areas for public education, enjoyment, and use consistent with resource protection and stewardship needs.~~

~~**RESOURCE MANAGEMENT AREA (RMA):** An area designated pursuant to the Chesapeake Bay Preservation Ordinance (Chapter 118 of the Fairfax County Code) comprised of lands that, if improperly used or developed, have a potential for causing significant water quality degradation or for diminishing the functional value of the Resource Protection Area. RMAs include any such area that is not designated as an RPA.~~

~~**RESOURCE PROTECTION AREA (RPA)**: An area designated pursuant to the Chesapeake Bay Preservation Ordinance (Chapter 118 of the Fairfax County Code) comprised of lands at or near the shoreline or water's edge that have an intrinsic water quality value due to the ecological and biological processes they perform or are sensitive to impacts which may result in significant degradation of the quality of state waters. In their natural condition, these lands provide for the~~

~~removal, reduction, or assimilation of sediments, nutrients, and potentially harmful or toxic substances from runoff entering the Bay and its tributaries, and minimize the adverse effects of human activities on state waters and aquatic resources.~~

~~**REVETMENT:** A man-made slope that is constructed along a shoreline and protected through the placement of erosion-resistant materials, typically separate layers of stone or chunks of concrete (known as "riprap"), sometimes along with filter fabric that is effective in preventing erosion from occurring behind the riprap.~~

~~**REVITALIZATION:** The renewal and improvement of older commercial and residential areas through any of a series of actions or programs that encourage and facilitate private and public investment. This community investment can include (but is not limited to) activities and programs designed to improve neighborhoods; strengthen existing businesses; attract new businesses; encourage quality renovation and new construction; encourage repurposing of existing structures; enhance public spaces and pedestrian amenities; ensure safe, efficient and convenient traffic flow; and contribute to the social and economic vitality of the area.~~

~~**RIDESHARING:** Programs designed to increase the occupancy of automobiles, or other vehicles, and thereby reduce demand on the roadway system. Examples include carpooling, vanpooling, buspooling, and promotion of the use of High Occupancy Vehicle (HOV) facilities.~~

~~**RIGHT-OF-WAY:** The area over which a legal right of passage exists; land used for public purposes in association with the construction or provision of public facilities, transportation projects, or other infrastructure.~~

~~**SCIENTIFIC RESEARCH, DEVELOPMENT AND TRAINING:** Any structure wherein the primary use is the administration and conduct of investigation, examination, experimentation or training aimed at the discovery and interpretation of facts and/or the practical application of the above to products or processes. Establishments for scientific research, development and training shall include one or more of the following principal facilities and/or activities: laboratory facilities; pilot plants; prototype production; and/or the assembly, integration and testing of goods and products. An establishment for scientific research, development and training shall not be deemed an office.~~

~~**SCREENING:** Landscaping and/or physical barriers that are erected to mitigate potential incompatibilities between different types of land uses.~~

~~**SEAWALL:** A vertical structure or partition, usually running parallel to the shoreline, for the purpose of retaining upland soils while providing protection from severe wave action. Seawalls are often concrete structures poured in place.~~

~~**SECONDARY SYSTEM:** Non-Interstate and non-Primary roads in Virginia with route numbers of 600 or greater, generally serving only individual counties.~~

~~**SHARED HOUSING:** See Homesharing.~~

~~**SHOULDER TREATMENT:** Various design standards for the edges of roadways to accommodate stormwater runoff and mitigate safety problems.~~

~~**SHRINK-SWELL CLAY SOILS:** High clay content soils characterized by swelling when moistened and shrinking when dried. These soils have low load bearing values for foundation support.~~

~~**SINGLE-FAMILY DETACHED DWELLING:** A single family dwelling unit which is entirely surrounded by open space or yards on the same lot.~~

~~**SINGLE-FAMILY RESIDENTIAL:** Units designed to house one family per unit. Includes detached single family homes as well as townhouses.~~

~~**SLIPPAGE SOILS:** Marine or silty clay deposits that are plastic in nature with a high shrink-swell potential are generally unstable, particularly on steep slopes. Soil movement may result in damage to structures built on these deposits.~~

~~**SMALL AREA PLAN:** A geographic subcategory of the Comprehensive Plan. Small Area Plans provide recommendations for defined areas to accommodate and guide future growth consistent with the Concept for Future Development.~~

~~**SPECIAL EXCEPTION/SPECIAL PERMIT USES:** Uses, which by their nature, can have an undue impact upon or can be incompatible with other uses. Such uses may be allowed to locate within given designated zoning districts only under special controls and limitations, and regulations.~~

~~**STREAM VALLEY:** An aggregation of features, produced by the physical action of flowing water, which includes intermittent or perennial streams, 100-year frequency flood plains, and adjacent slopes.~~

~~**SUB-REGIONAL PLANNING PROCESS:** A planning effort initiated by the Commonwealth of Virginia to address the overall transportation system in Northern Virginia from a regional perspective.~~

~~**SUBURBAN CENTERS:** 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.~~

~~**SUBURBAN NEIGHBORHOODS:** Suburban Neighborhoods contain a broad mix of allowable residential densities, styles and parks and open space. Where appropriate, supporting neighborhood-serving commercial services, public facilities, and institutional uses are encouraged provided that the proposed intensities and character are compatible with the surrounding area.~~

~~**TAX CREDITS:** A program under Federal IRS regulations (Low Income Housing Tax Credit Program) which provides tax credits in return for investment in housing developments where a portion of the units are subject to rent limits for tenants who meet income eligibility requirements.~~

~~**TDM:** See Transportation Demand Management.~~

~~**TIMED-TRANSFER CONCEPT:** A concept of transit planning whereby public transportation services are scheduled so that transfer times are minimized at transfer points, typically park-and-ride lots, transit centers, and rail stations.~~

~~**TMA:** See Transportation Management Association.~~

~~**TRAILS:** A pathway constructed of various materials such as asphalt, stone dust, or natural surface that is used for recreation, or as an alternative mode of non-motorized transportation, or both.~~

~~**TRANSIT:** See Mass Transit.~~

~~**TRANSIT-ORIENTED DEVELOPMENT (TOD):** Transit-oriented development (TOD) in Fairfax County is defined as compact, pedestrian- and biking-friendly, mixed-use development containing medium to high-density residential, office and retail uses within walking distance of certain rail and bus rapid transit stations identified in the Area Plans. Well-planned TOD should incorporate good design principles and an appropriate mix of uses to build a healthy, multi-generational community and promote transit usage while creating vibrant neighborhood centers at these locations. TOD should create a high quality public realm that includes attractive streetscape and a network of public spaces that integrate open and natural spaces within the built environments and work to conserve and protect natural resources."~~

~~**TRANSIT STATION AREAS (TSAs):** These areas encompass Metrorail Stations (where applicable, a TSA might also be adjacent to a Metrorail station in a neighboring locality) and are directly influenced by the presence of access points to the Metrorail system. Transit station areas promote a land use pattern that supports Metrorail by encouraging a mix of uses in a compact, pedestrian friendly urban form within walking distance of the rail station. The transit oriented development (TOD) area may be generally defined as a ¼ mile radius from the station platform with a density and intensity tapering to within a ½ mile radius from the station platform or a 5-10 minute walk. Within the region, Metrorail provides a vital public transportation choice that enhances accessibility and reduces the reliance upon single occupancy vehicle use. Transit Station Area boundaries are strongly influenced by the area's access characteristics and the relationship of the station to surrounding stable neighborhoods.~~

~~**TRANSIT TRANSFER CENTER:** Facility where public transportation services, usually bus services and sometimes rail service, are coordinated so that passenger transfers are facilitated. Facility typically includes passenger waiting and information areas, bus parking areas, and does not including parking.~~

~~**TRANSPORTATION DEMAND MANAGEMENT (TDM):** Actions taken to reduce single occupant vehicle automobile trips or actions taken to manage or reduce overall transportation demand.~~

~~**TRANSPORTATION MANAGEMENT ASSOCIATIONS (TMAs):** Groups of employers uniting together to work collectively to manage transportation demand in a particular area.~~

~~**TRANSPORTATION SYSTEM MANAGEMENT (TSM) PROGRAMS:** This term is used to describe a full spectrum of actions that may be applied to improve the overall efficiency of the transportation network. TSM programs usually consist of low-cost alternatives to major capital expenditures, and may include parking management measures, ridesharing programs, flexible or staggered work hours, transit promotion, or operational improvements to the existing roadway system. TSM includes Transportation Demand Management measures as well as H.O.V. use and other strategies associated with the operation of the street and transit systems.~~

~~**TRIBUTARY STREAM:** Any perennial stream that is so depicted on the most recent U.S. Geological Survey 7-1/2 minute topographic quadrangle map (scale 1:24,000).~~

~~**TSA:** See Transit Station Area.~~

~~**TSM:** See Transportation System Management.~~

~~**TYSONS URBAN CENTER:** Tysons is a significant economic engine to the region. The vision for Tysons includes a dynamic urban center marked by the socioeconomic diversity of residents and workers; a wide range of opportunities and activities; the quality of buildings, aesthetics, and open~~

~~spaces; and connections and accessibility for all. Tysons includes four transit-oriented development (TOD) areas surrounding four Metrorail stations.~~

~~**UNIVERSAL DESIGN:** The design of products and environments to be usable by people of all ages and abilities, to the greatest extent possible, without the need for significant adaptation or specialized design.~~

~~**URBAN AGRICULTURE:** The cultivation and distribution of food or other agricultural products in a densely populated area.~~

~~**URBAN DESIGN:** An aspect of urban or suburban planning that focuses on creating a desirable environment in which to live, work and play. Design analysis includes the relationship between buildings, streets, land use, open space, circulation, height, natural features and human activity. A well-designed urban or suburban environment demonstrates the four generally accepted principles of urban design: clearly identifiable function for the area; easily understood order; distinctive identity; and visual appeal.~~

~~**URBAN PARKS:** Public spaces in urban and mixed-use areas that offer the opportunity for passive and active recreation. Urban parks are defined by features that differentiate them from traditional suburban residential-serving parks. Specifically, urban parks can be qualified by their unique park elements, features, design, and means of implementation. Urban parks can be publicly or privately owned and managed, but should be publicly accessible. Urban parks should be able to be accessed by any member of the public directly from the public realm without a need for permission, membership, keys, codes or access cards.~~

~~**URBAN PLANNING:** The discipline of distributing urban or suburban functions spatially, in terms of activity patterns of people in the physical setting. This includes the physical facilities or improvements to the land which are made to accommodate these activity patterns. Urban or suburban functions addressed in planning are broad, encompassing land use; transportation; housing; open space and recreation; public and human services; and conservation of environmental and heritage resources.~~

~~**V/C:** See Volume to Capacity Ratio.~~

~~**VDOT:** Virginia Department of Transportation.~~

~~**VDOT SIX-YEAR PROGRAM:** The state's six-year Capital Improvement program for transportation. Each year, VDOT adopts a Primary and Secondary budget following public hearings throughout the state. Both budgets are derived from Six-Year Programs, which are updated annually, for the Interstate and Primary Systems, and bi-annually for the Secondary System, following public hearings in each case. Many projects appearing in the Six-Year Program are not fully funded within the Program.~~

~~**VDRPT:** Virginia Department of Rail and Public Transportation.~~

~~**VHDA:** Virginia Housing Development Authority. A state housing finance agency.~~

~~**VIRGINIA BYWAY:** A designation given by Virginia's Commonwealth Transportation Board to a roadway which is of historic significant and/or scenic interest or links areas of historic significant and/or scenic interest.~~

~~**VIRGINIA LANDMARKS REGISTER:** The official state register of historic sites. Individual buildings, structures, objects, sites or districts that meet certain criteria of significance may be listed~~

in the register. As with the Fairfax County Inventory of Historic Sites, this designation is primarily a way of officially recognizing significant historic properties, although it does not legally protect a property from demolition or inappropriate change.

VIRGINIA RAILWAY EXPRESS: Commuter rail service in the Southern Railway and Richmond, Fredericksburg and Potomac rail corridors.

VOLUME-TO-CAPACITY (V/C) RATIO: A measure of the level of service or adequacy of roadways, intersections, or transit services, usually expressed during peak periods of travel. The V/C ratio is a comparison of traffic volume to capacity. As used herein, a V/C ratio of 1.0 or greater connotes a congested (LOS E) or failing (LOS F) facility, with long delays.

WASHINGTON METROPOLITAN STATISTICAL AREA (MSA): The Bureau of Census designation for the metropolitan region that includes Fairfax County. It also includes the District of Columbia; Montgomery, Prince George's, Charles, Calvert and Frederick Counties, Maryland; the Cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park; and, Arlington, Loudoun, Prince William and Stafford Counties, Virginia.

WASTE STREAM REDUCTION PROGRAMS: Programs that reduce the volume of waste through conservation and recycling efforts.

WETLANDS: Any land characterized by wetness for a portion of the growing season. Wetlands are generally delineated on the basis of physical characteristics such as soil properties indicative of wetness, the presence of vegetation with an unusually strong affinity for water, and the presence or evidence of surface wetness. Wetland environments provide water quality improvement benefits and, in most cases, are ecologically valuable.

WMATA: Washington Metropolitan Area Transit Authority.

WORKFORCE DWELLING UNIT (WDU): For-sale or rental units that serve households with income up to 100 percent (for sale units) and 80 percent (rental units) of the AMI for the Washington Metropolitan Statistical Area, as determined annually by the U.S. Department of Housing and Urban Development. The intent of the WDUs is to encourage affordability in the county's planned Mixed-Use Centers of Tysons Urban Center, Suburban Centers, Community Business Centers and Transit Station Areas, and in mixed use or residential development that is planned for a density of 8 du/ac, or above, outside of those areas. WDUs should be provided in accordance with the Guidelines for the Provision of Workforce Dwelling Units (WDU Policy) specified in the Policy Plan. In return for proffered WDUs, additional development density or intensity will be made available. WDUs are subject to administrative requirements that are set forth in the Board of Supervisors' Countywide and Tysons Urban Center WDU Administrative Policy Guidelines.



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November 12, 2025

COMPREHENSIVE PLAN OVERVIEW

CONTEXTUAL LAND USE PLANNING NARRATIVE

Fairfax County is a dynamic and populous jurisdiction in the Washington metropolitan region (Figure 1), at approximately 400 square miles in size it is home to over one million people (2020 census). Fairfax County is well known for its quality public schools, high median income, low unemployment rate, public safety, high concentration of both corporate headquarters and higher education institutions and other key measures of economic success. It boasts an assemblage of residential communities that are home to an ethnically and culturally diverse population. The density, intensity, and land use types are varied throughout the county to include dense concentrations of urban land containing a mix of uses located along transportation corridors, large areas of suburban development including single family housing, and rural areas on large acres of land.

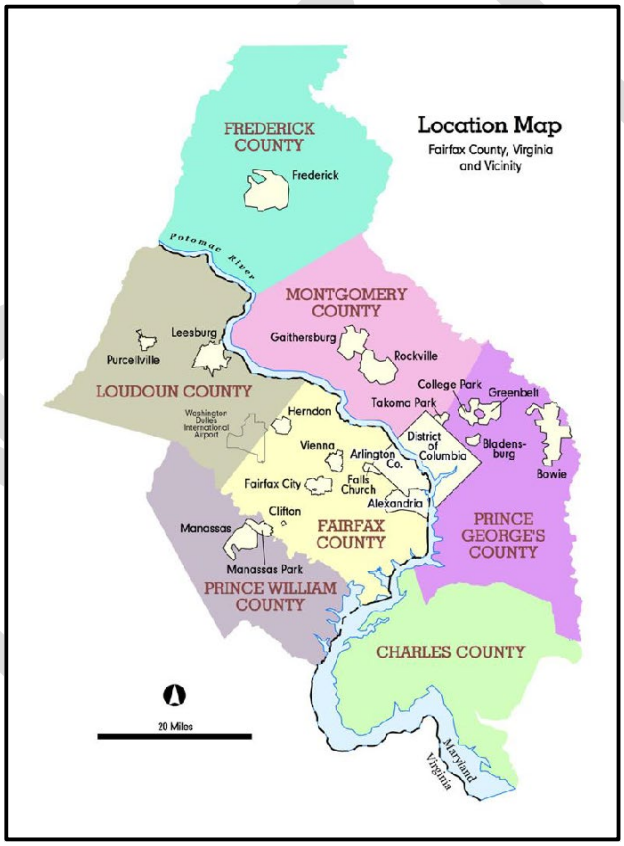

Figure 1: Location Map

Human habitation in this region dates back over 10,000 years. Several groups of Indigenous Peoples trace their lineages to this region, including the Dogue who once comprised the largest concentration of Native Americans in the area. By the mid-18th century, the first permanent European settlements were established in what became Fairfax County. Plantations, relying on enslaved labor, dominated the local economy and landscape in the 18th and 19th centuries, producing primarily tobacco, and eventually wheat and dairy products. The county maintained its agricultural character through the Civil War and into the 20th century.

Geographically, Fairfax County is characterized by its varied terrain, which includes rolling hills, dense woodlands, situated between two major rivers. Transportation networks were crucial to migration patterns and population increases in Fairfax County, beginning with settlements along the Potomac and Occoquan Rivers, early toll roads and turnpikes in the 18th and 19th centuries, railroads and trolley lines in the 19th and early 20th century, and eventually state highways and federal interstates. Growth of nearby Washington D.C., and the increase in defense-related jobs after World War II, spurred the county's transformation from predominantly agricultural to a residential and commercial suburb beginning in the mid-20th century.

The suburbanization of vacant land was the key development pattern of the 20th century, which included building strong educational institutions and establishing numerous parks, nature reserves, and protected lands, providing residents and visitors with ample opportunities for outdoor recreation and environmental stewardship.

The county's 21st century evolution is the result of urbanization, redevelopment, and revitalization primarily within the county's Mixed-Use Centers. The Comprehensive Plan's (also referred to throughout the Policy Plan as 'the Plan') Concept for Future Development encourages new employment growth to occur within designated Mixed-Use Centers and Industrial areas and guides the review of the Area Plans. Except for the Industrial Areas, the Plan also encourages mixed-use residential development within these areas. Encouraging a dynamic mix of uses within these centers provides an efficient land use pattern that utilizes existing and planned infrastructure and preserves natural and cultural resources.

Many Mixed-Use Centers in the county, including Tysons, Fairfax Center, Reston, and Merrifield, reflect concentrations of higher intensity mixed-use development, and function as regional and local hubs that in the past were found in the downtowns of central cities. As a result of this evolution, the county is home to a culturally and economically diverse business and residential community. As the county anticipates demand for new residential and employment growth, it remains a critical strategy to promote the redevelopment of these activity centers into dynamic, vibrant places with greater concentrations of urban growth.

As new housing, businesses, and infrastructure emerge~~d~~, some communities face~~d~~ increased traffic congestion, displacement of people and businesses, and strain on public services. Some areas of the county remain disconnected, lacking pedestrian-friendly design, access to essential services, and limited mobility options which contribute to car dependency. These issues impact the provision of and access to affordable housing, public facilities, parks, recreation facilities, healthy communities, and the conservation of industrial uses, the natural environment, and heritage resources. Strategic and coordinated planning are means by which the county can prioritize needs and create more sustainable, livable, and well-connected communities that support long-term growth while respecting established neighborhoods.

As in other large, urbanizing counties throughout the United States, housing affordability in Fairfax County is a long-standing challenge. Fairfax County is less affordable than the national average, with higher home prices and rental costs. The price of for-sale and rental housing is largely a function of the housing supply provided by the market and the demand for housing by community members, as well as other factors such as interest rate and location.

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Key to providing an adequate supply of housing is ensuring that land use plans and zoning ordinances are sufficient for the delivery of a variety of unit types that encourage all who want to live in Fairfax to be able to do so. A full spectrum of housing provided in appropriate locations served by public infrastructure helps to build and enhance communities. The county is forecasted to add more than 80,000 units by 2050. The Comprehensive Plan can potentially accommodate this increased supply.

The distribution of planned units has predominately been focused within the Tysons Urban Center and other activity centers where density is supported by existing and planned infrastructure. In addition, modern construction methods, such as higher density townhouses, stacked townhouses, and wood-over-podium multifamily, often require greater densities to achieve an economically viable product than are recommended under the current Plan. Plan Area density recommendations and the Concept for Future Development should be reviewed and updated periodically to implement the Board's long-standing objectives of maintaining a supply of land to meet the need for housing and encouraging a diverse housing stock, as well as respond to evolving conditions.

The county's economic sustainability faces challenges from an evolving office and retail market. As demand shifts toward high-quality, transit-accessible office spaces, older, car-dependent buildings struggle with high vacancy rates that reduce their economic viability and revenue. Without reinvestment or adaptive reuse, these buildings risk becoming long-term liabilities. Similarly, the retail market once dominated by brick-and-mortar buildings, now faces robust competition from online delivery for consumer goods and food which impacts land development. At the same time, a housing shortage across all income and ability levels makes it difficult for businesses to attract and retain workers. Many employees must seek housing farther from their jobs, leading to longer commutes, increased congestion, and declining productivity. This volatility can hinder business growth, limits commercial tax revenue, and threatens the county's long-term economic stability. Recognizing that market conditions fluctuate, the county will need to be flexible and adaptable to ensure economic resiliency and sustainability.

Transportation plays a critical role in shaping land use patterns, mobility choices, and the overall connectivity of the county. Rapid growth leads to increased congestion, strained infrastructure, and gaps in accessibility that can disproportionately affect certain populations. In response, transportation policies and recommendations focus on expanding multimodal opportunities that allow community members, neighborhoods, businesses, shopping districts, and essential services to remain well-connected and adaptable to changing demands. As new development and redevelopment emerge, the county seeks to foster equitable growth by assessing the impacts on all public realm users, including pedestrians, bicyclists, mobility impaired individuals, transit users, and motorists.

Existing infrastructure may not always support safe and efficient travel within all modes of transportation, therefore, strategic improvements are needed that enhance walkability, biking facilities, transit accessibility, and traffic flow. Addressing these challenges requires prioritizing safety, equity, and sustainability while balancing the diverse needs and voices of the community. Through continued planning, coordination, and investment, the county aims to implement innovative solutions that mitigate congestion, reduce environmental impacts, improve transportation access, and promote an inclusive, well-connected community and a sustainable environment which serves the diverse needs of its residents.

Development over the years has led to environmental pressures, including decreased open space, vegetation, and pervious surface and the need for enhanced stormwater management. In response, planned development and infrastructure will continue to prioritize environmental sustainability and resiliency. In addition, the county is already seeing the effects of climate change, including more severe storms, increased flooding, and increasing frequency of extreme heat. These climate hazards can pose threats to community members, businesses, infrastructure, assets, public services, and natural resources. Encouraging sustainable development in the county provides an opportunity to reduce climate related risks while also enhancing the local economy and quality of life, strengthening our infrastructure, protecting our natural environment, and addressing disproportionate vulnerabilities.

Growth and continued investments in the region have brought prosperity, opportunity and a high quality of life to many, but not all members of the community. Data shows that across the county there is uneven access to education, jobs, real-estate investments and the services and cultural amenities that a prospering urbanizing area offers. Inequitable practices that have limited or restricted the property rights of minorities, especially African Americans, is part of the land use history of Fairfax County.

These include previous federal programs that allowed mortgage brokers to deny loans to people based on their skin color or ethnicity and privately created racial covenants that prevented the sale of homes to individuals or families based on their ethnicity. These practices were widespread throughout Fairfax County throughout the Jim Crow era with lasting effects on the affected population today. Equitable development concepts and policies must be considered during the development review process and incorporated into the Comprehensive Plan.

Historically, many land use decisions were made with the intent to promote quality of life, but without fully considering all of the practical elements of what makes a community healthy. As Fairfax County continues to grow, communities need purposeful planning that supports active living, healthy eating, social connections, climate health, and access to healthcare. Such planning should take into account the needs of a more diverse population.

Looking ahead, Fairfax County, Virginia, stands poised to meet these challenges while continuing its trajectory as a leading community that harmoniously blends historical significance, natural beauty, and modern innovation. Building on a rich foundation of cultural heritage, geographic advantage, and a commitment to progress, Fairfax County envisions a future that balances growth with sustainability, connectivity with conservation, and opportunity with inclusivity.

As a key node in the Washington, D.C., metropolitan area, the county will continue to thrive as a center of economic activity, drawing from its diverse and highly skilled workforce, cutting-edge industries, and proximity to the nation's capital. The future Fairfax County will see continued investment in technology, innovation, and research. These sectors will not only bolster the region's economy but also offer robust opportunities for future generations, ensuring a vibrant, adaptable workforce that is prepared for the challenges and demands of a rapidly changing global landscape.

In parallel, Fairfax County will prioritize sustainable growth, guided by principles of environmental stewardship and resilience. The county's extensive network of parks, forests, and waterways will remain a cornerstone of its identity, with expanded efforts to protect and restore these resources for future generations. Urban development will be carefully managed, ensuring that new housing and infrastructure projects complement and enhance the county's natural environment.

The transportation system will evolve to meet the demands of a growing population and an increasingly interconnected world. Expanded public transit options, including rail, bus, and bike infrastructure, will improve connectivity within the county and to neighboring regions, reducing congestion and enhancing mobility. The county will embrace the evolution of transportation innovation.

Fairfax County will also build on its strong educational foundation, continuing as a national leader in K-12 education and workforce training; and will value the world-class higher education provided by others. By fostering partnerships between local schools, universities, and industries, the county will ensure that its residents are equipped with the knowledge and skills necessary to thrive in an increasingly complex economy. At the same time, initiatives focused on equity and inclusion will ensure that every resident has access to the resources and opportunities needed to succeed, regardless of background or circumstance.

Culturally, Fairfax County will continue to embrace its diverse population, creating a community that is inclusive, vibrant, and connected. Public spaces, cultural institutions, and community centers will serve as placemaking hubs for creativity, dialogue, and collaboration, enriching the county's cultural landscape and fostering a sense of belonging among its residents. Arts and culture will be celebrated and integral to future development. The county's commitment to celebrating its history, while remaining open to new ideas and perspectives, will help ensure that Fairfax County remains a place where people from all walks of life can find a home and a future.

Ultimately, this Plan envisions a Fairfax County's future of thoughtful, intentional development that honors the lessons of the past while transitioning into a new era. By remaining grounded in its historical roots, lessons learned and environmental strengths, the county will continue to serve as a model for communities across the nation, demonstrating that sustainable growth, economic vitality, and a high quality of life can coexist in a rapidly changing world.

LAND USE VISION AND GOALS FOR FAIRFAX COUNTY

Vision Statement
The county will plan for growth by providing diverse housing options, ample employment and business opportunities, essential services, and preservation of the natural environment for future generations. Communities will be designed to be safe, walkable, and well-connected by a multimodal transportation system with cultural, recreational, and healthy spaces that foster a sense of place and ensure access to a high quality of life for all people.

Strategy and Goals to Achieve the Land Use Vision
The following goals provide a strategic focus for the land use objectives and policies of the Comprehensive Plan. These goals align with the Ten Community Outcome Areas in the Countywide Strategic Plan, which represent the issues of greatest importance to the Fairfax County community, and are tailored to support the long-range, land use planning vision for the natural and built environment. Although each goal corresponds with one or more Community Outcome Areas, together they reflect countywide land use goals. The goals will be achieved through specific objectives and policies, which align with, supplement, and elaborate on the Strategic Plan's identified Strategies to achieve the Ten Community Outcome Areas.

- **Promote a dynamic, strategic, efficient, and ordered pattern of land uses.** The county will have a dynamic, strategic, efficient, and ordered pattern of land uses, served by planned and programmed public facilities and utilities, that ensures a high quality of life for community members by accommodating anticipated urban growth, promoting a vibrant mix of uses, promoting the revitalization of older commercial districts and areas, providing access to multimodal transportation, enhancing and revitalizing community assets, preserving sensitive environmental areas, such as the Occoquan Watershed, and cultural resources, promoting the county's economic base, and appropriately responding to market changes while respecting established neighborhoods. The county's Concept for Future Development Map and the Land Classification System describe the general location and character of future land uses in the county. The Area Plans should reflect the land use vision, goals, and objectives, including directing growth toward urbanizing mixed-use and activity centers.

- **Advance equitable development in land use planning.** Fairfax County will be a place where all people live in communities of opportunity with the ability to engage fully in decisions that affect their lives and neighborhoods. Community members will thrive regardless of race, color, sex, sexual orientation, gender identity, religion, national origin, marital status, disability, socioeconomic status, neighborhood, or other socioeconomic characteristics. Fairfax County's future land use and growth will be oriented towards building and connecting the community to opportunities and supporting equitable development by focusing on the specific needs of vulnerable communities. The county will actively engage and collaborate with communities and individuals in the land use planning process and seek to establish and maintain long term trust with stakeholders.

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- **Prioritize access to affordable housing.** The county will have affordable housing options that are well connected by multimodal transportation and include safe, and walkable neighborhoods that have access to facilities and amenities that benefit the community. The county will have flexible comprehensive plan policies to facilitate the development of diverse housing options and expand opportunities to increase housing supply throughout the county. This includes supporting individuals and households that are temporarily or chronically unhoused by providing short-term emergency shelter and long-term housing solutions.

- **Promote health through land use planning.** The county's land uses will contain the health infrastructure and resources necessary for community members to achieve their full potential and make healthy choices. Determinants of healthy communities, such as the location, proximity and access to healthcare and other essential services, active recreation and transportation opportunities, and sources of healthy food, will be optimized to support and empower community members and promote well-being.

- **Provide access to arts, culture, recreation, and lifelong learning.** The county will have enriching places focused on arts, culture, recreation, and lifelong learning to foster social connectivity. The county's historic sites will be identified, honored, and preserved to promote the county's cultural heritage for community members and visitors, make tangible connections to history, create a sense of continuity, foster a sense of belonging, and generate a commitment to a shared history and a pride of place. Such places and amenities will serve as key elements of community placemaking.

- **Strive for environmental sustainability.** The county's natural and built environment will be shaped by land use policies and regulations that promote environmental stewardship, conservation, restoration, and sustainable development. The county will be a leader in addressing the challenges posed by climate change and promote a more resilient future.

  The county will have ecologically sustainable environments and healthy communities by protecting and preserving natural resources, including air, water, trees, and soil. The county will prioritize energy efficiency through renewable and conservation of energy sources across all economic sectors, including public, commercial, residential, and industrial to reduce environmental impact and mitigate the effects of climate change.

  Fairfax County will value the diversity of its natural ecosystems, from stream corridors to urban tree canopies. By appreciating the environmental, social, and economic benefits provided by these areas, the county will create and preserve viable ecosystems, regardless of scale, along with connections for wildlife resources, recreational uses, and/or urban areas.

  Recognizing the urgent need to address climate change, Fairfax County will enhance the resilience of natural resources and community infrastructure. By preserving natural resources, investing in infrastructure improvements, implementing resiliency measures, and adopting strategies to reduce greenhouse gas emissions, the county will minimize the adverse effects of climate change and create a more sustainable future.

- **Plan for economic opportunity and resiliency.** Fairfax County will continue to prioritize economic growth through policies that accommodate future employment growth directed to the county's Activity Centers and revitalization areas, supporting anchor institutions, startups and businesses of all sizes with planned and programmed public infrastructure, investing strategically in underserved communities, and maintaining a regulatory environment that is conducive to a thriving business sector. By leveraging public/private partnerships, strategic investments, and place assets, the county will bolster its competitive edge in regional, national, and international economic development. The county will encourage and facilitate the revitalization of older commercial areas through public and private investment and reinvestment. Prioritizing the full participation of all populations and areas within the county is essential for sustainable growth. Special attention will be paid to supporting small and minority-owned businesses, ensuring that they have equitable access to opportunities and resources.

  Investing in the current and future workforce is critical for a sustainable economy. This means providing opportunities to educate and train future employees as well as meeting workforce housing needs and quality of life demands. ~~Flexible~~ land use policies will provide housing options, multimodal transportation, services, and amenities where people live and/or work.

  Regional cooperation is vital for addressing common issues and maximizing resources. By actively participating in regional activities and leadership roles, Fairfax County can contribute to the physical, economic, and social well-being of Northern Virginia and the wider Washington metropolitan area.

- **Promote safe, welcoming, walkable, and community-focused urban design.** Development, particularly in the county's Activity Centers, will utilize urban design principles to create and maintain safe, welcoming, and walkable communities. Enhancements to the condition and capacity of the public realm and transportation network, in coordination with private development, will facilitate this goal. Through the utilization of a complete streets approach for roadway design, the county will create safe streets for all, balancing the needs of all people and creating places that are inviting, safe, and pleasant.

  Context-sensitive urban design will reflect the diversity of building form, scale, and density/intensity across the county, building on existing community assets. This includes encouraging transit-oriented developments and other higher density/intensity Mixed-Use Centers that are less automobile-dependent and promote healthier, more connected communities, and prioritizing active transportation options such as pedestrian access and bike-friendly facilities that integrate with bus, bus rapid transit, and rail transit.

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LEGAL AUTHORITY, PURPOSE, AND SCOPE

Legal Authority

The legal basis for this Plan is well established in the law of the commonwealth. The Code of Virginia in Section 15.2-2223 states that "the local commission shall prepare and recommend a comprehensive plan for the physical development of the territory within its jurisdiction." The purpose of the Comprehensive Plan is to achieve "a coordinated, adjusted and harmonious development of the territory which will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the inhabitants."

According to the Code, the Comprehensive Plan is "general in nature" and may include, but is not limited to, the designation of land use, transportation systems, public services and facilities, historic areas, etc. The Comprehensive Plan "shall show the commission's long range recommendations for the general development of the territory covered by the plan. . ." The law also identifies methods of implementation such as a zoning ordinance or zoning district map, a subdivision ordinance and a capital improvements plan.

Purpose

The Policy Plan is the first volume of the Comprehensive Plan, followed by the four Area Plans, the Comprehensive Land Use Plan Map, the Countywide Transportation Plan Map and the Countywide Trails Plan Map. The Policy Plan applies countywide and its purpose is to provide a concise statement of objectives, policies, and guidelines for implementing the county's goals about the future development pattern of the built environment and the preservation of the natural and cultural resources in Fairfax County.

The Area Plans provide more specific guidance pertaining to individual community needs and resources from the Planning District down to the Community Planning Sector level. For this reason, Area Plans can be more authoritative. However, the Policy Plan and Area Plans work together to ensure a cohesive vision for the community is achieved while respecting established neighborhoods and environmental and heritage resources. Both components are intended to be used together in evaluating development proposals and planning studies in a manner responsive to site-specific conditions. Both the countywide policy embodied here and the more specific guidelines in the Concept for Future Development and Land Classification System, as shown in Figure 2, are to be used together to give direction to the Area Planning process.

The entire Comprehensive Plan, made up of the Policy Plan and Area Plan volumes, is used during the development review process. The Plan serves as a general guide for the Board of Supervisors, the Planning Commission, the Board of Zoning Appeals, county staff, and the community members of Fairfax County with respect to development and redevelopment in the county and it is not to be applied inflexibly. The timeframe for the Plan encompasses the anticipated changes to the county over at least twenty years.

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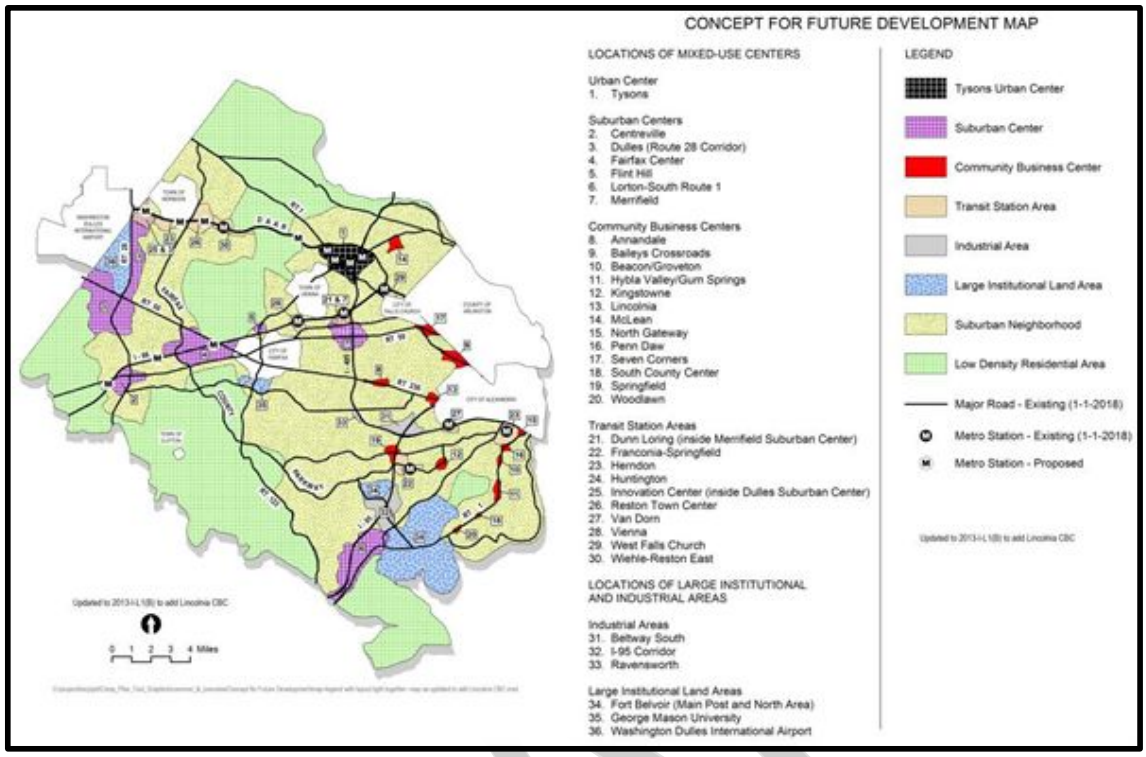

Figure 2: Concept for Future Development Map

Scope

The following elements of the Policy Plan contain the countywide planning objectives and policies for eleven functional areas.

1. Land Use
2. Transportation
3. Housing
4. Environment
5. Healthy Communities
6. Economic Development
7. Heritage Resources
8. Public Facilities
9. Parks and Recreation
10. Revitalization
11. Chesapeake Bay Supplement

Each functional element expands upon the goals within the Comprehensive Plan, through objectives, policies, and guidelines to help guide decisions that affect the built and natural environment for the county as a whole and for specific parcels of land. Objectives are statements that provide further direction for achieving an aspect of a goal. Policies are approaches for pursuing a given objective, providing guidance which, when pursued, will assist in implementing the objective. Guidelines provide more explicit guidance for achieving policies consistent with the Policy Plan.

IMPLEMENTATION, REVIEW, AND COMMUNITY PARTICIPATION

Implementation of the Comprehensive Plan

The Zoning Ordinance – This ordinance and its accompanying zoning map regulate land use in the county. It is intended to promote the health, safety, and general welfare of the public and to implement the Comprehensive Plan for the orderly and controlled development of the county. All property in the county is mapped to a certain zoning district, and the ordinance includes standards for the development of land according to the zoning district as well as general and use-specific standards. Rezonings to a different zoning district on the map must conform with the Comprehensive Plan; rezonings may include proffers where the property owner voluntarily commits to conditions which supplement and can be enforced as part of the Zoning Ordinance.

Subdivision Regulations: This is the basic tool for controlling the subdivision of land. It contains the regulations for dividing parcels of land into lots of any size less than five acres and for the provision of public facilities, if required, to serve the subdivided lots. Lots to be developed must conform to applicable zoning regulations.

Public Facilities Manual: This document sets forth the guidelines which govern the design of all facilities which must be constructed to serve new development. Both the Zoning Ordinance and the Subdivision Ordinance make specific reference to the requirements of this manual. The sections of the Policy Plan concerning the environment and public facilities provide guidance to implement the Public Facilities Manual requirements.

Capital Improvement Program: This document is intended to implement the public facilities element of the Comprehensive Plan, serving as a guide toward the efficient and effective provision of public facilities. The Capital Improvement Program (CIP) is published annually and plans for the development, modernization or replacement of physical public projects over a multiyear period. By looking beyond year-to-year budgeting to project what, where, when, and how capital investments should be made, the CIP enables public officials to maintain an effective level of service for present and future generations, better use the county's limited financial resources, and assist in the coordination of public and private development.

Review of the Comprehensive Plan

The implementation of the Fairfax County Comprehensive Plan is monitored regularly to ensure the county is achieving its goals. The Plan is reviewed more frequently than required by state law, which is at least once every five years. These reviews are undertaken through the Comprehensive Plan Amendment Work Program, as well as a periodic review of the status of the Plan referred to as the 'State of the Plan Report.' More information on the planning history of the Comprehensive Plan be found in Appendix 1.

The Comprehensive Plan Amendment Work Program, adopted by the Board of Supervisors, following a recommendation from the Planning Commission, authorizes current and future planning studies and amendments. The work program consists of activity center and neighborhood planning studies, site-specific (to include Board-authorized and community-initiated amendments) and countywide policy amendments. This process strives to identify the latest planning trends, engage the community in planning efforts, and ensure that plan guidance is up to date and relevant to decision makers.

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Plan amendments added to the work program should be selected using the following criteria based on Comprehensive Plan policy and the experience of past planning efforts. Plan amendments should generally:

- Address emerging community concerns or changes in circumstance, such as significant changes to market conditions that are discovered through studies or planning reports;
- Address identified inconsistencies and/or land use related inequities;
- Advance objectives of the county's Policy Plan, Area Plans, and/or Concept for Future Development, and not contradict adopted Comprehensive Plan policy;
- Align with the goals of the county's Strategic Plan, One Fairfax Policy, Communitywide Housing Strategic Plan, Economic Success Plan, or other Board adopted policies;
- Constitute a logical planning area; and
- Address other guidance provided by the Board of Supervisors.

For Plan amendments added to the work program, staff conducts a review of the proposed amendment to include coordination with internal and external county stakeholders and solicits community feedback. This informs a final staff recommendation on the proposed amendment. The Planning Commission subsequently convenes a public hearing and assesses staff's recommendation before making its recommendation to the Board. The Board of Supervisors convenes a public hearing and determines if the amendment should be adopted.

Community Participation in the Planning Process

Throughout the planning process, Fairfax County will prioritize community engagement and seek to ensure diverse voices are represented. It is critical for the county to understand how proposed policies may affect the community in which people live and work. The county strives to improve public participation and engagement opportunities to ensure all facets of the community are represented and have the physical, technological, and language access necessary to engage and participate in community discussions and decisions.

Community Participation

Fairfax County is committed to inclusive and effective community engagement in Plan development to ensure the Plan continues to reflect current needs and the Plan is being implemented as intended. The county invites participation through a variety of means – from formal public hearings and appointed boards to informal community conversations. A variety of opportunities exist for a member of the community to become active in the planning process, including the following:

- The Plan Amendment Process: Community members, both as individuals and as members of task forces or other land use interest groups, can review proposed amendments, make recommendations of their own, and testify at public hearings. The county typically holds several community engagement meetings for each Plan

amendment throughout the process to ensure community feedback is collected on a regular basis. These meetings are advertised and are open to the public.

- Magisterial District Land Use Committees or Citizen Groups: Local planning groups monitor planning and zoning activity for their district. These groups often are involved in review of proposed Plan amendments, rezoning cases, and proposals for siting of public facilities.

- Community Task Forces: When the county undertakes a special planning study of a small area, the Board of Supervisors may appoint a special task force to participate in this project. Such a task force is composed of a cross section of the community, in order to reflect a broad spectrum of views. Public meetings conducted by the Task Force may be held to involve the community.

- Board Appointed Committees and Commissions: The Board appoints community members to be members of standing committees and commissions to advise them on a wide range of issues, including many that are related to countywide planning. The Board also periodically appoints a commission to address a specific task in a finite period of time.

- County Authorities: The Board of Supervisors, with state mandate, appoints quasigovernmental authorities such as the Park Authority, Redevelopment and Housing Authority, and Economic Development Authority. Appointees from the community serve as members of these bodies. The general public can participate in their public meetings and hearings.

- Technology: The county enhances public participation in the planning process through the use of online and mobile social media. These communication tools can increase access to planning information and provide opportunities for dialogue among users.

- The county budget process and the Capital Improvement Program: Public hearings are held during the review of the proposed county budget and also for the Capital Improvements Program. These hearings offer an important opportunity for the community to be involved in the funding of Plan implementation.

- The list above describes the highlights of the opportunities available to the community to become involved in the planning process. The county and community can work together to promote inclusive, equitable and authentic community engagement across Fairfax County. Even if a community member is not a member of an organized group, they can:

    - Follow local issues in the press, social media, county websites and county staff reports;

    - Attend public hearings to voice opinions on rezoning cases or Plan amendments;

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- Vote on bond issues;
- Attend meetings of the Board of Supervisors, the Planning Commission, and other board, authorities and commissions;
- Propose a Plan amendment through the appropriate process; and
- Be active in a neighborhood association to monitor local planning and zoning activity.

All of these aspects of public participation strengthen the planning process by tapping the community's most important resource, those who have a stake in enhancing the community's quality of life.

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APPENDIX 1 – HISTORY OF COMPREHENSIVE PLANNING IN FAIRFAX COUNTY

INTRODUCTION

The history of planning in Fairfax County goes back to the mid-1950s with the adoption of the comprehensive plan. The decade of the 1970s was marked by increasing concern among citizens and public officials regarding the problems associated with rapid and generally uncontrolled growth. In February 1973, the county created the Planning Land Use System (PLUS), a major planning effort that resulted in the 1975 Comprehensive Plan. Thirteen years later, in 1988, the county undertook a major review of the 1975 Plan, during the Planning Horizons process. This process resulted in the adoption of the Policy Plan in 1990 and the adoption of the four Area Plans in July 1991. Many of the key components of the 1975 Plan remain in the current Comprehensive Plan, such as the emphasis on focusing growth in centers; decreasing automobile dependency; and protecting environmentally sensitive areas and established neighborhoods. What has changed are some of the means to achieve these ends. The following discussion highlights the evolution of the Plan from the 1970s to the present.

PLUS PROGRAM (1973-1988)

PLUS Components

In the fall of 1973, efforts began toward simultaneous preparation of updated countywide and area plans, components of the Comprehensive Plan. After analyses of existing conditions and countywide issues was completed, the Countywide Plan Alternatives document was published in September 1974. This reaffirmed the "interim development and redevelopment policies," later to be known as the "Board of Supervisors Policies" in the 1975 adopted Plan. These evolved into the "Goals for Fairfax County," adopted in October 1988.

The Plan updating process was structured by grouping the 14 planning districts into four planning areas. Ultimately the Comprehensive Plan for Fairfax County, Virginia was adopted in five parts. These were Area I (adopted June 16, 1975); Area II (adopted August 25, 1975); Area III (adopted June 30, 1975); Area IV (adopted July 28, 1975); and Countywide (adopted September 8, 1975).

PLUS Principles

The Countywide Plan Alternatives document defined a specific approach to land use planning, the most important of which was the use of "planned development centers" as the focal point for future growth. Recommended as an alternative to sprawl, this development concept was designed to achieve the following:

- To increase local employment (in a period when Fairfax County was still primarily a bedroom suburb on the fringe of the urban core);
- To decrease reliance on the private automobile by reducing the length of work trips and making mass transit facilities more easily accessible;

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- To reduce pressure for development in environmentally sensitive areas;
- To preserve stable neighborhoods; and
- To lower costs by more efficient provision of public services.

FAIRFAX PLANNING HORIZONS (1988-2013)

Following its adoption in 1975, the Plan underwent some revision through the Annual Plan Review process and several small-area studies. However by the late 1980s, the Board of Supervisors decided that it was time to reassess the county's direction, and they appointed the Goals Advisory Commission in February 1987 to review the county's goals and progress. In addition, the Board restructured the Annual Plan Review Process to create the 1988 Policy Review Year. This decision was based on a Planning Commission recommendation that a Policy Review Year would provide a needed opportunity to closely examine the countywide policy volume that was guiding decision-making about site-specific issues. The Planning Commission asked the Office of Comprehensive Planning, known today as the Department of Planning and Zoning, to conduct the Plan review and to coordinate the effort with other county agencies. The effort was divided into Phase I, the review of the countywide policy volume, and Phase II, review of the other four volumes containing the Area Plans.

The process included examination of alternative concepts for future growth in population and employment. Six different land use concepts and three road networks were developed and tested for their potential impacts on the transportation system, the environment, water quality, sanitary sewer capacity, and fiscal implications.

The process of community participation for Planning Horizons was open to anyone wishing to participate. An extensive series of night meetings and Saturday workshops took place, as well as public meetings before the Planning Commission, a Planning Commission round table seminar, and formal public hearings. This process had widespread publicity, in order to keep the community informed. Eighteen working papers were distributed widely for community review.

The major product of Phase I of the Planning Horizons process was the Policy Plan. Adopted by the Board of Supervisors on August 6, 1990, the Policy Plan contains a hierarchy of goals, objectives and policies for each functional area, such as land use, transportation, the environment and public facilities. These recommendations guide planning and development review considerations to implement county goals. The goals address the future development pattern of Fairfax County and the protection of natural and cultural resources for present and future generations. Another, separate document was the Concept for Future Development, containing both text and maps, which highlighted a generalized land use pattern to guide future development for the county. Particularly distinctive was the new Land Classification System, an element of the Concept for Future Development which identified those areas that were expected to share similar characteristics by the year 2010. The Concept and the Land Classification System were accepted

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by the Board of Supervisors on August 6, 1990, to be used as a guide for the update of the Area Plans during Phase II of the Planning Horizons process. The Concept for Future Development was revised in 2012 to update the character descriptions and the map.

The Concept for Future Development comprises two elements: the Concept Map which shows the general location and character of future land uses and the Land Classification System which divides the county into eight broad categories that describe the desired future character for each area.

The Concept Map shows the general character of the county with respect to the location of each area type, metro stations and major roads. The Land Classification System, when graphically illustrated by the Concept Map, presents a future policy direction for Fairfax County.

The Concept for Future Development's policy direction is that almost all employment growth should occur within designated Mixed-Use Centers and Industrial Areas. When combined, these centers and Industrial Areas encompass about 10% of the county's land area. With the exception of the Industrial Areas, some degree of mixed-use development is encouraged for activity centers. This emphasis on mixed-use development is designed to introduce a residential component into employment areas. Mixed-use development is generally defined as two or more uses designed to be functionally, economically and aesthetically integrated. The boundaries shown for these nonresidential/mix-use areas coincide with the current boundaries of commercial, industrial, and mixed-use areas as generally defined by existing nonresidential zoning and/or the nonresidential/mixed-use boundaries traditionally identified in the Area Plans.

Within some of these employment and mixed-use oriented centers and areas, limited areas have been planned as "core" or "transit development" areas. Medium to high density development intensities within these core and transit development areas are planned to take advantage of transportation and other functional opportunities and are often centered around a transit station or planned town center. Lower intensities are encouraged outside the "core" and "transit development" areas in the remaining portions of these employment and mixed-use centers. Transitions are planned between core and non-core areas. These transitions are created through the tapering down of development intensity and building heights, changes in use, and through landscaping, screening and buffering treatments.

The remainder of the county is composed of Suburban Neighborhoods and Low Density Residential Areas. In general, nonresidential development is not encouraged within the Low Density Residential Areas; when appropriate, neighborhood-serving commercial services and institutional uses are encouraged within the Suburban Neighborhoods if compatibly scaled with surrounding neighborhoods.

In summary, the Concept for Future Development is a vision and direction for guiding Fairfax County's future growth and development. The Concept for Future Development generally describes the types of land uses that are appropriate throughout the county and the character envisioned for them. It is used in conjunction with the countywide objectives and policies contained in the adopted Policy Plan and provides a foundation and framework for the Area Planning process.

Phase II of Planning Horizons included the adoption of the four Area Plans by the Board of Supervisors in 1991. These volumes of the Comprehensive Plan contain detailed recommendations for land use, transportation, housing, the environment, heritage resources, public facilities and parks and recreation. These recommendations refine the guidance provided in the Policy Plan and were developed within the framework of the Concept for Future Development.

Each Area Plan is subdivided into Planning Districts, which, in turn, are subdivided into Community Planning Sectors, the smallest geographical components of the Plan. The Community Planning Sector text provides details on existing development and planned land use. For purposes of development review and other land-use related decisions it is emphasized that the planning guidance for each Planning District is contained in the Area Plan text; on the Comprehensive Land Use Plan Map; in the Policy Plan; and in the land use guidelines contained in the Concept for Future Development and Land Classification System.

The primary planning objectives in all Area Plans are to:

- Realize the objectives and policies of the Policy Plan in planning and development decisions;

- Utilize the Concept for Future Development as a guide to land use planning decisions when Plan amendments are considered; and

- Employ site-specific guidance to review and formulate recommendations for development requests in furtherance of the public health, safety and welfare as provided in the Code of Virginia.

The Policy Plan Action Agenda and Planning Commission 'Super-Priorities'

The December 1989 draft version of the Policy Plan contained an 'Action Agenda' with over 350 items thought worthy of consideration. Given the large number of suggested actions contained in the Action Agenda, the Board of Supervisors requested that the Planning Commission consider and prioritize the Action Agenda. The Planning Commission working through its Major Plan Review Committee formed four subcommittees to examine the areas of 1) Land Use; 2) Transportation; 3) Public Facilities, Housing, Human Services and Fiscal; and 4) Environment, Parks, and Heritage Resources. County agencies provided support to the work of these committees. Six major countywide organizations concerned with the Comprehensive Plan were invited to attend and participate in the deliberations. A public workshop was held and public comments were solicited as part of the deliberations. In March of 1992, the Planning Commission presented to the Board of Supervisors a list of ten 'super-priorities' that included about 45 of the 'agenda' items. The commission felt the identified actions were important for advancing Fairfax County's adopted Goals.

Monitoring and Review

In 1993, the Board of Supervisors initiated a four-year Comprehensive Plan review process. The review process supported the goal of regular review, assessment, and revision of the

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Comprehensive Plan. The inaugural cycle included the 1995 Plan Monitoring Year, the 1996 Policy Plan Review Year, and the 1997-1998 Area Plans Review (APR) Years. As part of the 1995 Plan Monitoring Year, a series of reports were published to describe the existing conditions and trends in the county. The reports covered socio-economic characteristics, land use/housing, transportation, the environment, public facilities, heritage resources, and parks and recreation. The final product of the Policy Review Year was the 1996 State of the Plan report, which presented the results of the evaluation and suggested potential new actions that warranted consideration. The 1996 Policy Plan Review Year involved evaluating the county's progress on the Planning Commission's "super priorities" and key objectives in the Policy Plan. The APR years followed the Policy Plan Review Year, evaluating proposed Plan amendments at the planning district, community planning sector, and site-specific levels. In addition to major planning studies, the APR cycles evolved to be the focus of work over the next decade.

Fairfax Forward

Following the 2008-2009 North County and 2009-2010 South County APR cycle, a retrospective of the APR process that included extensive public outreach indicated minor changes to the APR process would not address recurring issues, related to timeliness and the fragmented nature of amending the Plan. The effort concluded with a recognition that a more substantial change to the Plan review process was necessary. In early 2012 at the direction of the Planning Commission, the Department of Planning and Zoning began Fairfax Forward, an effort to develop a new means to review the Comprehensive Plan. In order to develop a strategy for the future, staff evaluated recent Plan activity, the strengths and weaknesses of the current APR process, and best practices for Plan review at a local and national level. During the same period, Plan amendments between 2002 and 2010, themes resulting from the amendments, and changes to planned development potential between 2000 and 2010, were assessed. In 2012, a State of the Plan was published to summarize the results of the county's efforts to implement planning policies over the previous ten years. In addition, the Concept for Future Development and Comprehensive Plan Land Use Map were updated to reflect Area Plan recommendations. Portions of the Policy Plan and the Area Plans were also revised to reflect current land uses.

The research efforts contributed to recommendations for a major shift in the county's planning process. The proposal that emerged expanded upon the successful aspects of current planning studies, namely related to review and evaluation, and modified areas that needed improvement, including public participation and the organization of the Plan review. Extensive public outreach was conducted to confirm the recommendations. Fairfax Forward culminated in the adoption of a new Plan amendment review process and the implementation of the Pilot Comprehensive Plan Amendment Work Program in July 2013.

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THE FUTURE OF THE PLANNING PROCESS (2013-Present)

Countywide Strategic Plan and Countywide Policy

Several overarching policies were adopted by the Board of Supervisors during this period. These include the Countywide Strategic Plan, the One Fairfax Policy, the Economic Success Plan, the Countywide Housing Strategic Plan, and environmental polies such as the Community-Wide Energy and Climate Action Plan, Resilient Fairfax, and the Tree Action Plan. In many cases, these policies have overlapping goals and objectives with regard to issues such as racial and social equity; creating a sense of place through communities where people want to be and designed with multimodal transportation features, parks, and cultural facilities that enable a diverse economy; an adequate supply of housing affordable to persons of all incomes, ages and abilities; and environmental goals that respond to changing climate conditions. These overarching policies have influenced the policies and priorities of the Comprehensive Plan and are incorporated into how planning studies and development review are conducted.

Plan Amendments

Between 2013 and the present, the focus on encouraging growth to occur within the county's mixed-use centers has continued. The Concept for Future Development provides a roadmap for the majority of development intensity to occur within activity centers. There have been a number of site-specific Plan amendments adopted within the county's Transit Station Areas (TSAs), especially in the Tysons Urban Center, the Reston TSAs, the West Falls Church TSA, Springfield and Huntington TSAs. In addition, the Embark Richmond Highway Areawide Study included recommendations for a future Bus Rapid Transit (BRT) system along Richmond Highway from the City of Alexandria line to Fort Belvoir and transit-oriented development around the future BRT stations was completed. Finally, the Silver Line of the Washington Area Metropolitan Transit Authority (WMATA) was completed during this period and sparked the aforementioned Transit Oriented Development (TOD) within the Tysons and Reston areas, and this trend has continued. This development reflects the need and community desire to increase housing availability; balance the jobs/housing ratio in commercial areas; promote the use of transit; and create vibrant, walkable, urban neighborhoods.

The Comprehensive Plan Amendment Work Program is the most recent approach to the planning process that emphasizes greater community engagement. Current planning processes and practices are monitored to ensure that the objectives of increased public participation and cohesive planning areas are met. Plan amendments are monitored, and updates are provided to the Board through a periodic review of the status of the Plan referred to as the State of the Plan Report. The State of the Plan report examines the comprehensive planning activities of the Fairfax County Department of Planning and Development. The evaluation identifies major themes in the types, locations, and outcomes of changes to the Comprehensive Plan and quantifies the net change in development potential over time.

The Comprehensive Plan Amendment Work Program is implemented through several types of planning studies, such as Minor or Site-Specific amendments, Areawide Studies or Activity Center amendments, or Countywide and Policy amendments. The majority of projects on the work

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program are the result of Plan amendments added to the work program through the Site-Specific Plan Amendment (SSPA) process. In addition to SSPA, larger Areawide studies have occurred such as Innovation Center TSA, Lincolnia, Bailey's Crossroads, Seven Corners CBC, McLean CBC, Embark Richmond Highway, West Falls Church TSA, Merrifield, Huntington, Fairfax Center, Hollin Hills, Tysons, Dulles, and Reston. Countywide Policy amendments over this period of time include Heritage Resources, Office Building Repurposing, Workforce Housing, Green Building, Airport Noise, Affordable Housing Preservation, and the Public Facilities Element.

Site Specific Nomination Process

After the 2015-2016 Fairfax Forward Evaluation was completed, a new process entitled the "Site Specific Plan Amendment" process was created to balance the review of areawide/countywide and Policy Plan studies with site-specific nominations to change the land use recommendations in the Area Plan volumes of the Comprehensive Plan. The new SSPA process had similarities with the Area Plans Review process. These similarities included a regular four-year review cycle, dividing the cycle into two parts, a North county cycle and a South county cycle. Each review cycle included a Nomination phase, a Screening phase and an Implementation phase. The Implementation phase was divided into Expedited and Standard Tracks, depending on the level of analysis required by each Plan amendment. Citizen task forces would participate in both the Screening and Implementation phases. The SSPA process retained several features of APR, including eligibility criteria (however, for the first cycle of SSPA only non-residential nominations would be allowed in the areas of the county subject to the 2016 Proffer Reform legislation) and statements of justification for nominations; no restrictions on who could nominate a property for a land use change; and the limitation of one nomination per site per nominator. The SSPA process was designed to increase community participation at all levels of the process and alleviate the need for a multitude of individual Board-authorized amendments to better anticipate workforce needs and distribute planning resources more equitably across the County.

The 2017-2018 North County SSPA Screening phase included 10 nominations in the Dranesville, Sully and Providence Supervisor districts. The 2019 Work Program and Plan Monitoring resulted in a change to the eligibility criteria to allow residential and non-residential nominations in all SSPA eligible areas. The 2019-2021 South County SSPA Screening phase included 23 nominations submitted in the Mason, Lee and Mount Vernon Supervisor districts.

The 2021 SSPA Retrospective resulted in several changes to SSPA process. Instead of 4-year, North and South County cycle, a 2-year Countywide cycle was introduced. The Nomination period was reduced from 3 months to 1 month, and therefore the Eligibility Criteria was adjusted so that no areas could be nominated if there were land use changes adopted within the previous 2 years, instead of the previous 4 years. The Justification Criteria were also modified so that nominators had to explain how their nomination aligns with broader Board adopted policies such as the Countywide Strategic Plan, One Fairfax Policy, and the Countywide Housing Strategic Plan, and if a nomination was being re-submitted from a previous SSPA cycle and was not adopted, what change in circumstances warrants an additional review. A further change was to prioritize the review of Plan amendments once they were added to the Comprehensive Plan Amendment Work Program to efficiently utilize staff resources. Amendments would be given a higher priority if they aligned more closely with county goals, community concerns, changes in circumstances or

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addressed a strategic importance or near-term development timeline. Finally, community participation strategies were adjusted to be oriented more towards neighborhoods in the surrounding vicinity of nomination sites rather than district-wide task forces.

Plan Forward

In 2022, the Planning Division initiated Plan Forward, which is a comprehensive initiative to update the 1990 Policy Plan. The goals of Plan Forward are: review, update, and streamline existing Policy Plan elements; add new policy elements as needed, such as equity and healthy communities; and ensure the Policy Plan is aligned with other countywide policies such as One Fairfax and the Countywide Strategic Plan. The Plan Forward effort was divided into two phases to address the updates needed. Phase 1 includes the Preface/Introduction, Land Use, Transportation, Environment, Human Services, Parks and Recreation, and Visual and Performing Arts elements, the addition of a Healthy Communities element, incorporation of equity policies throughout, and necessary updates to the Glossary. Phase 2 includes the Housing, Heritage Resources, Economic Development, and Revitalization elements, and further updates to the Glossary.

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APPENDIX 2 – PROFFER LEGISLATION EXEMPT MIXED-USE SMALL AREAS

On July 1, 2016, Code of Virginia Section 15.2-2303.4 became law. This statute applies to certain applications for rezoning and proffered condition amendments related to new residential development and uses, including those that are part of mixed-use development. Although there are recommendations and guidance for residential development and uses throughout the Comprehensive Plan, the Comprehensive Plan does not—and should not be read to—suggest, request, or require any proffered condition for any particular site, development, or use.

Section 15.2-2303.4 exempts new residential development or use when it occurs within a small area plan, approved as part of the Comprehensive Plan that meets certain criteria set out in the statute. The following areas meet those criteria and are exempt (See Figure 1):

1. Tysons Urban Center
2. Reston (includes the Herndon Transit Station Area, Reston Town Center Transit Station Area, and Wiehle-Reston East Transit Station Area)
3. Merrifield Suburban Center (includes the Dunn Loring Transit Station Area)
4. Franconia-Springfield Area (includes the Springfield Community Business Center and Franconia-Springfield Transit Station Area)
5. Dulles Suburban Center (includes the Innovation Center Transit Station Area)
6. Huntington Transit Station Area
7. Vienna Transit Station Area
8. Van Dorn Transit Station Area
9. West Falls Church Transit Station Area
10. Fairfax Center Area (includes Fairfax Center Suburban Center)
11. Annandale Community Business Center
12. Baileys Crossroads Community Business Center
13. Seven Corners Community Business Center
14. Richmond Highway Corridor Area (includes the Community Business Centers of North Gateway, Penn Daw, Beacon/Groveton, Hybla Valley/Gum Springs, South County Center, and Woodlawn, and adjacent Suburban Neighborhoods)
15. McLean Community Business Center
16. Lincolnia Community Business Center

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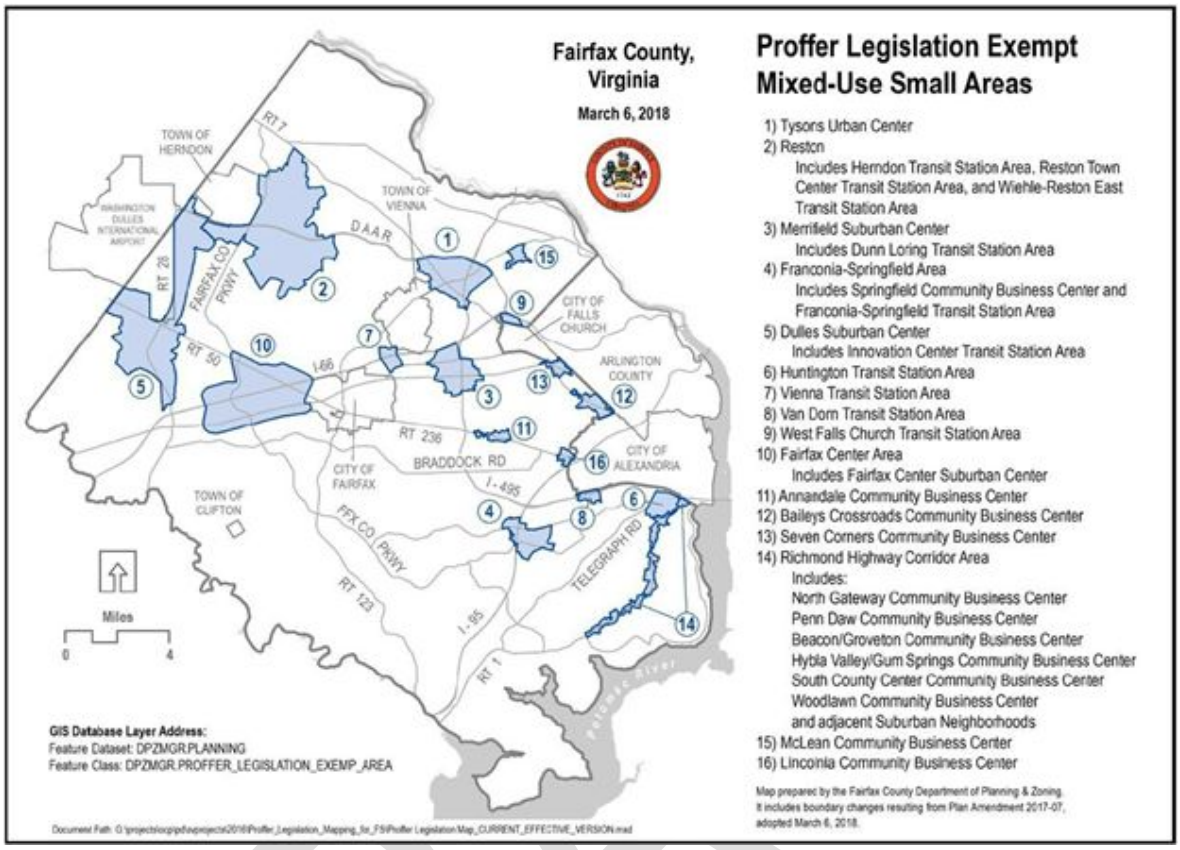
Fairfax County,
Virginia
March 6, 2018
TOWN OF HERNDON
TOWN OF VIENNA
DAAR
RT 7
RT 28
FAIRFAX CO PKWY
RT 50
I-66
CITY OF FALLS CHURCH
ARLINGTON COUNTY
RT 236
BRADDOCK RD
CITY OF FAIRFAX
CITY OF ALEXANDRIA
I-495
TOWN OF CLIFTON
FFX CO PKWY
RT 123
I-95
RT 1
TELEGRAPH RD
Potomac River
Miles
0
4
GIS Database Layer Address:
Feature Dataset: DPZMGR.PLANNING
Feature Class: DPZMGR.PROFFER_LEGISLATION_EXEMP_AREA
Proffer Legislation Exempt
Mixed-Use Small Areas
1) Tysons Urban Center
2) Reston
Includes Herndon Transit Station Area, Reston Town Center Transit Station Area, and Wiehle-Reston East Transit Station Area
3) Merrifield Suburban Center
Includes Dunn Loring Transit Station Area
4) Franconia-Springfield Area
Includes Springfield Community Business Center and Franconia-Springfield Transit Station Area
5) Dulles Suburban Center
Includes Innovation Center Transit Station Area
6) Huntington Transit Station Area
7) Vienna Transit Station Area
8) Van Dorn Transit Station Area
9) West Falls Church Transit Station Area
10) Fairfax Center Area
Includes Fairfax Center Suburban Center
11) Annandale Community Business Center
12) Baileys Crossroads Community Business Center
13) Seven Corners Community Business Center
14) Richmond Highway Corridor Area
Includes:
North Gateway Community Business Center
Penn Daw Community Business Center
Beacon/Groveton Community Business Center
Hybla Valley/Gum Springs Community Business Center
South County Center Community Business Center
Woodlawn Community Business Center
and adjacent Suburban Neighborhoods
15) McLean Community Business Center
16) Lincolnia Community Business Center
Map prepared by the Fairfax County Department of Planning & Zoning
It includes boundary changes resulting from Plan Amendment 2017-07,
adopted March 6, 2018.

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LAND USE

INTRODUCTION

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

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

However, given the historical development pattern of the county, as well as the relatively small geographies of the county's Mixed-Use Centers, the need for more efficient land use patterns remains an outstanding issue. The Concept for Future Development has succeeded in focusing growth in mixed-use centers. resulting in the attraction and retention of high-quality development and a talented workforce. Encouraging an integrated mix of uses across the county, while respecting established neighborhoods and focusing on human scale places and movement, can help ease traffic congestion and offer more commuting choices. Future growth should create places that are transit-ready, provide active transportation facilities, and are integrated and connected with open spaces, which will also provide more time for personal, family, and leisure pursuits which are important considerations in maintaining an outstanding quality of life.

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

COUNTYWIDE OBJECTIVES AND POLICIES

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

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

ACCOMMODATE FUTURE GROWTH

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

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

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

Policy a. Designate areas of the county planned for specific uses through the Concept for Future Development, Comprehensive Land Use Plan Map, Area Plans, and other development policies while respecting established neighborhoods to ensure new development integrates with existing neighborhoods and reinforces a well-designed, inclusive built environment.

Policy b. Respect established neighborhoods and ensure nearby new development integrates well with them.

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

Policy c. Ensure future growth is supported by planned and programmed transportation and public facilities.

Policy d. Plan for population and employment growth by establishing a balanced range of recommended land uses, with sufficient planned densities and intensities, to effectively meet the need for housing and employment through the land development process.

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

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

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

Policy c. Consider the impact of development on long-established communities particularly those recognized as historically vulnerable, including devising strategies to help mitigate the potential for displacement.

Policy d. Designate transit-ready Suburban Village Centers along arterial roadways to introduce new uses, such as mid-rise multifamily and townhouses, employment uses, and local-serving retail uses as integrated community focal points.

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

DENSITY AND INTENSITY

The density and intensity of land use has a direct effect on the ability to provide adequate levels of transportation and public facilities. The Comprehensive Plan is the primary mechanism available to the county for establishing appropriate locations for various levels of land use density and intensity. Development is encouraged to occur in accordance with the Plan in a manner that can assist in achieving various county goals. Specifically, areas designated for high density and high intensity uses should correspond to locations where existing or planned transportation networks and public facilities can accommodate the associated demand, thereby promoting the efficient

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allocation of County resources. Likewise, higher levels of density and intensity should be encouraged in areas where the county has made significant investments in transportation and public facility infrastructure, ensuring that those investments are fully leveraged to support growth.

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

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

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

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

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

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

Policy b. Concentrate the highest level of development density/intensity in areas with access to existing or planned Metrorail and BRT service, i.e., the Tysons Urban Center, Suburban Centers, Community Business Centers, and Transit Station Areas.

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

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

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

PACE, QUALITY, AND TYPES OF DEVELOPMENT

Thoughtful planning and development are essential to ensuring a high quality of life for all residents. Planned densities/intensities should be guided by existing or planned infrastructure, transportation, and public services. The county should provide a diverse, innovative housing stock that supports a healthy economy with access to jobs, transit, and amenities, enabling residents to live closer to where they work and connect with essential services. Ensuring that redevelopment is harmonious and visually cohesive will avoid the negative impacts that could occur with physically incompatible land uses.

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

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

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

Policy c. Phase projects to include an appropriate mix of uses in each phase of development, mitigate impacts, and make provision for transportation improvements, infrastructure, open space, amenities, and public services to support each phase.

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

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

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

Policy b. Encourage innovative approaches to developing diverse housing options and forms that advance county goals, with particular focus on housing affordability and ownership.

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

Policy d. Support the production of affordable and workforce housing through the use of additional densities/intensities.

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

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

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

Policy c. Establish distinct and complementary relationships between planned areas of higher and lower density/intensity development to help increase use of public transportation and optimize public facility infrastructure.

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

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

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

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

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

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

EQUITABLE COMMUNITY DEVELOPMENT

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

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

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

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

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

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

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

Policy c. Use tools, programs, and partnerships that: preserve and create affordable housing, invest in community ownership of development and land, expand pathways and access to opportunities for affordable housing, keep businesses and cultural anchors in place, ensure equitable benefits from public investments, and create pathways to return and foster community connection and belonging.

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

ECONOMIC OPPORTUNITY

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

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

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

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

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

PLACEMAKING, URBAN DESIGN, AND ARTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy b. Actively encourage and support connections among local groups and regional nonprofit revitalization groups that offer services such as community service and land use planning.

USE SPECIFIC GUIDANCE

The following section establishes locational and performance standards and criteria to advance the preceding land use policies and provide practical guidance for implementation of the Policy Plan. The application of these standards during the Plan amendment and development review process can effectively realize the goals established by the objectives in the Policy Plan.

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

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

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

facilities for persons with mobility challenges around the site. The architecture and site design should incorporate features which enhance the safety and security of residents.

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

Policy c. Planned and existing neighborhood and community shopping center locations should promote commercial concentration of uses, and discourage uncoordinated strip development. Both neighborhood and community shopping centers are essential as they provide goods and services to support the daily needs of the surrounding area. Many of the legacy shopping centers in the county are evolving into mixed-use destinations, and in certain locations it may be appropriate to designate these sites and their surroundings as Suburban Village Centers. As these sites evolve, efforts should be made to incorporate or retain grocery stores and other services with the redevelopment. Shopping centers should not be located in Low Density Residential Areas.

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

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

Policy f. For commercial and industrial uses that generate low-traffic volumes, such as data centers and self-storage facilities, there may be a need to provide more flexibility to allow these uses to be built at higher intensities than otherwise recommended in the Plan within areas planned as Industrial Areas as shown on the Comprehensive Land Use Plan Map. To provide for a higher intensity, proposals should be physically compatible with surrounding uses, include high

quality site and building design, mitigate noise and other environmental impacts, and be supported by existing infrastructure. Proposed higher intensity development should provide a traffic impact analysis that demonstrates, to the satisfaction of the Fairfax County Department of Transportation, that the use and intensity proposed will result in lesser peak-hour traffic impacts than would be generated if the site were to develop at the maximum allowable intensity for the planned baseline recommendation for industrial use. If no intensity is specified in the Plan, an intensity of .35 FAR should be assumed for this analysis. This option for additional intensity is not meant to supersede any site-specific Plan guidance not related to intensity and does not apply to areas with a baseline Plan recommendation for industrial use, but that also have a redevelopment option allowing for non-industrial uses such as office, retail, residential, or mixed-use.

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

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

- Repurposing: In line with the county's environmental policies, repurposing office buildings should be explored and encouraged wherever feasible. Proposals to repurpose office buildings should adhere to the Criteria for Commercial Building Repurposing. The redevelopment criteria below could also be used to inform repurposing requests.

- Redevelopment: Proposals to redevelop office buildings for alternative uses should be prioritized if they are consistent with the following criteria and county priorities:
    - Location: Located in areas of the county with high office vacancy rates.
    - Class and Age of Office: Consist of older or less amenitized office buildings. In contrast, newer highly-amenitized office buildings or those situated near amenities should be retained as office spaces.
    - Proximity to Amenities and Necessities: Located near essential amenities—such as parks, schools, shopping centers, multimodal transportation options, and other daily necessities.
    - Revitalization Area: Located within Community Revitalization Districts (CRDs) and Community Revitalization Areas (CRAs) to enhance alignment with broader revitalization efforts.
    - Provide affordable housing in line with county goals, including if not greater than minimum expectations of ADU/WDU programs.

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CRITERIA FOR DEVELOPMENT AND REDEVELOPMENT

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

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

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

1. Site Design:

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

a) *Consolidation:* Combining smaller parcels affords the opportunity for more efficient use of land, enhanced development opportunities, economies of scale for multi-family housing, open and green space creation, and infrastructure efficiency. Developments should provide parcel consolidation in conformance with any site-specific text and applicable policy recommendations of the Comprehensive Plan. Should the Plan text not specifically address consolidation, the nature and extent of any proposed parcel consolidation should further the integration of the development with adjacent parcels. In any event, the proposed consolidation should not preclude nearby properties from developing as recommended by the Plan.

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b) *Layout:*

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

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

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

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

2. Neighborhood Context:

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

- transitions to abutting and adjacent uses;
- lot sizes, particularly along the periphery;
- bulk/mass of the proposed buildings;
- setbacks (front, side and rear);
- orientation of the proposed buildings to adjacent streets and homes;

- architectural elevations and materials;
- pedestrian, bicycle and vehicular connections to off-site trails, parks, roadways, transit facilities and land uses;
- existing topography and vegetative cover and proposed changes to them as a result of clearing and grading.

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

3. Environment:

All rezoning applications for residential development should respect the environment. Rezoning proposals for residential development, regardless of the proposed density, should be consistent with the policies and objectives of the environmental element of the Policy Plan, and will also be evaluated on the following principles, where applicable.

a) *Preservation:* Developments should conserve natural environmental resources by protecting, enhancing, and/or restoring the habitat value and pollution reduction potential of floodplains, stream valleys, EQCs, RPAs, woodlands, wetlands and other environmentally sensitive areas.

b) *Slopes and Soils:* The design of developments should take existing topographic conditions and soil characteristics into consideration.

c) *Water Quality:* Developments should minimize off-site impacts on water quality by commitments to state of the art best management practices for stormwater management and better site design and low impact development (LID) techniques.

d) *Drainage:* The volume and velocity of stormwater runoff from new development should be managed in order to avoid impacts on downstream properties. Where drainage is a particular concern, the applicant should demonstrate that off-site drainage impacts will be mitigated and that stormwater management facilities are designed and sized appropriately. Adequate drainage outfall should be verified, and the location of drainage outfall (onsite or offsite) should be shown on development plans.

e) *Noise:* Developments should protect future and current residents and others from the adverse impacts of transportation generated and stationary sources of noise.

f) *Lighting:* Developments should commit to exterior lighting fixtures that minimize neighborhood glare and impacts to the night sky.

g) *Energy:* Developments should use site design techniques such as solar orientation and landscaping to achieve energy savings, and should be designed to encourage and facilitate walking and bicycling. Energy efficiency measures should be incorporated into building design and construction.

4. Tree Preservation and Tree Cover Requirements:

All rezoning applications for residential development, regardless of the proposed density, should be designed to take advantage of the existing quality tree cover. If quality tree cover exists on site as determined by the county, it is highly desirable that developments meet most or all of their tree cover requirement by preserving and, where feasible and appropriate, transplanting existing trees. Tree cover in excess of ordinance requirements is highly desirable. Proposed utilities, including stormwater management and outfall facilities and sanitary sewer lines, should be located to avoid conflicts with tree preservation and planting areas. Air quality-sensitive tree preservation and planting efforts are also encouraged.

5. Transportation:

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

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

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

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

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

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

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

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

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

- Connections to transit facilities;
- Connections between adjoining sites and neighborhoods;
- Connections to existing active transportation facilities;
- Connections to off-site retail/commercial uses, public/community facilities, and natural and recreational areas;
- An internal active transportation facility network with pedestrian, bicycle, and natural amenities such as landscape buffers, and street trees, particularly those included in the Comprehensive Plan;
- Offsite active transportation facilities, particularly those included in the Comprehensive Plan;
- Driveways to residences should be of adequate length to accommodate passenger vehicles without blocking walkways;
- Construction of active transportation facilities on both sides of the street is strongly encouraged. If construction on a single side of the street is proposed, the applicant should demonstrate the public benefit of a limited facility.

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

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6. Public Facilities:

New development and redevelopment impacts public facility systems (i.e., schools, parks, libraries, police, fire and rescue, stormwater management and other publicly owned community facilities). These impacts will be identified and evaluated during the planning and development review process. For schools, a methodology approved by the Board of Supervisors, after input and recommendation by the School Board, will be used as a guideline for determining the impact of additional students generated by the new development. All replanning and rezoning requests for new development and redevelopment are expected to offset their public facility impact and to first address public facility needs in the vicinity of the proposed development. Impact offset may be accomplished through the dedication of land suitable for the construction of an identified public facility need, the construction of public facilities, the contribution of specified in-kind goods, services or cash earmarked for those uses, and/or monetary contributions to be used toward funding capital improvement projects. Selection of the appropriate offset mechanism should maximize the public benefit of the contribution.

7. **Phasing of Development**:

Phasing of development may be required to ensure mitigation of impacts. For mixed-use projects, a balanced mix of residential and nonresidential uses should be provided, however, concurrent development of all uses may not be feasible due to market conditions. In instances where a certain mix of uses is critical to the success of the development, the development should include a commitment to phase the project in such a way as to include an appropriate mix of uses in each phase to help ensure the long-term success of the mixed-use development. It may also be appropriate, when a project's overall success depends on certain specific elements, to make later phases contingent on completion of those elements. Phasing the development can minimize the potential impacts on the surrounding community and increase amenities for residents, employees, and visitors. Phasing plans should include pedestrian and bicycle access plans to allow proper non-motorized access throughout the development phases. Provision of open space and recreational amenities should be phased so that provision of these facilities is not postponed until the final phase of a development. Interim facilities may be provided during initial phases consistent with the level of development proposed.

8. Affordable Housing:

Ensuring an adequate supply of housing for individuals and families with a range of income levels, those with special accessibility requirements, and those with other special needs is a goal of the county. The county maintains a specific goal of 10,000 additional affordable units to be built by 2035. The rising cost of home prices and rents outpacing increases in income, the loss of existing affordable housing, and rate of new home production in the county are central to the challenges of affordable housing. Residential development, redevelopment, and preservation projects should incorporate affordable housing commitments and flexibilities, per the Housing element of the Policy Plan and the Zoning Ordinance.

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a. *Dedication of Units or Land:* Affordable housing should be incorporated into all rezoning applications and/or portions thereof of a certain size, regardless of the planned density range for the site, per the Zoning Ordinance and the Housing element of this Policy Plan, with an associated density bonus as may be permitted. As an alternative, land, adequate and ready to be developed for at least an equal number of units may be provided to the Fairfax County Redevelopment and Housing Authority or to such other entity, as may be approved by the Board.

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

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

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

9. Heritage Resources:

Heritage resources are those sites or structures, including their landscape settings, that exemplify the cultural, architectural, economic, social, political, or historic heritage of the county or its communities. Some of these sites and structures have been 1) listed in, or determined eligible for listing in, the National Register of Historic Places or the Virginia

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Landmarks Register; 2) determined to be a contributing structure or site within a district so listed or eligible for listing; 3) located within and considered as a contributing structure within a Fairfax County Historic Overlay District; or 4) listed in, or having a reasonable potential as determined by the county, for meeting the criteria for listing in, the Fairfax County Inventory of Historic Sites.

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

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

CRITERIA FOR MANUFACTURED HOUSING RETENTION

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

In the interim, if an existing manufactured housing community is to be displaced due to redevelopment of the property under the existing zoning prior to the adoption of revised Area Plans, every effort should be made by the property owner to accommodate the displaced units (pads) on adjacent property if such property exists and can be developed in a manner that does not

thwart the achievement of sound land use planning objectives. The Board of Supervisors should exercise the flexibility to consider overriding site specific land use recommendations on a case-by-case basis as a means to achieve the affordable housing objectives through retention of manufactured housing communities.

Redevelopment of parcels of land for manufactured housing communities use should only be permitted if it can be accomplished in a manner that does not adversely affect surrounding properties by creating an environment for change in land use or adversely affect the adequacy and availability of public utilities and services or water quality. Any such project should be effectively screened and buffered from existing or planned residential development and should be sensitive to the environment. The applicant should file a rezoning application on the subject property to RMHP, for consideration of such a proposal. Further, assistance substantially offsetting the costs of relocation for displaced residents should be provided by the property owner and a significant portion of any new pads created under this provision should remain affordable.

CRITERIA FOR TRANSIT-ORIENTED DEVELOPMENT

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

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

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

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

   This TOD area may be generally defined as a ¼ mile radius from the station platform with density and intensity tapering to within a ½ mile radius from the station platform, or a 5-10 minute walk for able-bodied adults, subject to site-specific considerations. Station-specific features should allow for the consideration of conditions such as roads, topography, or existing development that would affect the frequency of transit rider usage

   and, therefore, affect the expected travel distance to a station within which higher intensity development may be appropriate. Higher intensities within the delineated area may be appropriate if barriers are overcome and demonstrable opportunities exist to provide pedestrians a safe, comfortable and interesting walk to transit. To ensure compatibility with existing neighborhoods in the vicinity of transit but not planned for transit-oriented development or redevelopment, and to focus density toward the station, Area Plans should include the differences in service levels and capacities of each transit system with respect to potential development densities at each station area. Maximizing development around transit can provide a regional benefit by accommodating some of the region's projected employment and residential growth, as well as making jobs accessible by transit. Specific plans that conflict with the achievement of the higher intensities planned for that station area are discouraged.

2. Station-specific Flexibility:

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

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

3. Pedestrian and Bicycle Access:

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

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

4. Mix of Land Uses:

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

A balanced mix of residential, office, retail, governmental, institutional, entertainment and recreational uses should be provided to encourage a critical mass of activity as people live, work and play in these areas. The appropriate mix of uses should be determined in the Area Plans by examining the unique characteristics and needs of each station area. Housing within TOD should be accessible to those who choose or rely on public transportation,

including older adults, persons with disabilities and other special needs, and persons with limited income. Specific development plans that conflict with the achievement of the mix of uses planned for that station area are discouraged.

5. Street Design:

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

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

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

6. Transportation:

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

A TOD should contain the following characteristics relating to transportation:

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

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

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

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

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

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

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

CRITERIA FOR COMMERCIAL BUILDING REPURPOSING

Many older commercial office, hotel, retail, or service buildings can no longer compete with newer buildings built in transit-accessible, mixed-use activity centers, or cannot readily be leased due to spatial configurations that have become obsolete. This results in the need to consider improving and marketing the buildings for a different use. Commercial building repurposing encourages the

development of a wide range of alternative uses that support the county's planning objectives and improve the County's economy by reducing commercial vacancy. The repurposing of commercial buildings can be an important element in the county's strategy to revitalize communities, provide needed housing, and accommodate emerging development trends and uses. Emerging uses, such as food incubators, urban agriculture or flexible live/work units, have been shown to promote economic development and the diversity and vitality that characterize successful communities.

The Criteria for Commercial Building Repurposing are intended to facilitate the conversion of vacant, partially vacant, and underutilized commercial office, hotel, retail and service buildings to alternative land uses not envisioned under the adopted Comprehensive Plan or the flexibility to review proposals with regards to the Area Plans. Commercial buildings that are proposed to be repurposed per these criteria may be deemed to be in conformance with the Comprehensive Plan.

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

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

Office and Hotel Building Repurposing and Redevelopment

The following types or mixture of types of office and hotel building repurposing may be appropriate in the Tysons Urban Center, Community Business Centers (CBCs), Transit Station Areas (TSAs), Suburban Centers, Industrial Areas, Suburban Village Centers, Suburban Neighborhoods and Low Density Residential Areas:

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

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

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

Retail Building Repurposing

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

Performance Standards for Commercial Building Repurposing

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

1. **Physical Compatibility:**

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

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

2. **Transportation:**

   Opportunities to improve site access, internal circulation, frontage, and off-site connections and reduce excess parking should be assessed and provided for all transportation modes. Incorporating streetscape improvements which optimize curb spaces, loading zones, and where feasible, landscape buffers with streets trees would enhance the frontage. The provision of multimodal facilities should enhance access for pedestrians, bicyclists, and

transit stops and shelters for transit user's experience. A Comprehensive Transportation Analysis should be provided to evaluate transportation impacts. A proposed development has the ability to implement a Transportation Demand Management (TDM) program to lessen the vehicle impacts from the proposed use is encouraged. If the proposed use generates additional traffic, then appropriate mitigations, including a TDM program, should be provided. The development should exceed baseline TDM goals to reduce single occupancy vehicle use.

3. Site Design:

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

4. Schools, Parks, And Other Public Facilities:

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

5. Affordable and Workforce Dwelling Units:

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

6. Historic Preservation:

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

7. Additional Residential Density/Intensity:

When necessary to achieve the repurposing goal, additional residential densities/intensities outside of the footprint of the repurposed commercial building may be considered on a case

by case basis. The additional density/intensity provided outside of the repurposed building is excluded from the Plan's maximum density or intensity recommendations. Additional units provided under this criterion should ensure that the proposal adheres to the Repurposing Criteria. Repurposing proposals involving additional units should provide sufficient assurances that the repurposing will be provided with the initial phase of development.

CRITERIA FOR DATA CENTERS

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

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

1. Land Use and Site Design:

    a. The county has made significant investment in Metrorail and has a long-standing policy of supporting transit-oriented development around cost of the stations to promote high density residential and employment uses. Applications to locate data centers within one mile of an existing or planned Metrorail station entrance should be discouraged unless they are demonstrated to be the most appropriate use for the subject site, are designed to mitigate adverse impacts, and are consistent with surrounding land use goals, including transit-oriented development design guidelines, where applicable. The building design should be of a high quality and include a façade that contributes to an activated streetscape; all equipment should be located inside the building to the extent practicable.

    b. Utilize site or building design techniques, such as increased setbacks and transitional screening or building orientation, to minimize impacts on existing or planned residential, mixed-use, school, park, hospital, or other similar uses.

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

    d. Data centers proposals should provide the distance from existing substations and transmission lines, and/or provide information as to whether a new substation(s) or transmission lines are anticipated. If a substation is proposed on the same site as the data center it is serving, it should be located or designed to minimize visibility from adjacent developments, public roadways and non-industrial uses. Transmission lines should, to the extent practicable, be placed underground and avoid stream and ecologically sensitive corridors.

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

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

4. Energy: Install renewable energy sources, invest in offsite renewable energy, and/or explore opportunities of heat recovery for district energy, to the extent practicable, in order to offset energy demand and reduce carbon footprint and greenhouse gas emissions.

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

    b. Provide anticipated water sources, such as potable, reclaimed, recycled, and rainwater harvesting, with the goal of reducing demand for surface or groundwater sources.

    c. Provide anticipated water efficiency strategies.

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

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

    c. Utilize site design techniques that provide water quality benefits, such as maximizing open space, tree preservation and planting, and stormwater treatment.

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

7. Air Quality: The use of best available technology to minimize air pollution from backup power generators is encouraged. Existing data centers seeking modifications are encouraged to replace and update older technology.

8. Noise: Site design, building design, and acoustic and buffering mitigation measures are encouraged to reduce noise levels of data center operations, including generators and cooling equipment, below minimum code limits, when located near residential uses and other noise-sensitive uses.

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TRANSPORTATION

INTRODUCTION

Fairfax County is served by an extensive transportation system comprised of streets, sidewalks, trails, bicycle routes, and public transportation. The county's multimodal system supports hundreds of thousands of daily trips made by people using all these different modes. The County's transportation system fulfills the mobility demands of a growing and changing population, both within the County and from neighboring jurisdictions.

Transportation plays a role in shaping land use and providing mobility choices and connectivity throughout the county. The county is committed to providing safe, efficient, and equitable mobility options by expanding multimodal opportunities including transit, demand-response transit, microtransit, paratransit, and active transportation infrastructure, and by integrating transportation planning with land use decisions. Through continued planning, collaboration with the community and regional partners, and strategic investment, Fairfax County aims to implement innovative and sustainable transportation solutions to reduce vehicular congestion, provide and enhance equitable transportation access, and support the county's long-term vision.

The following objectives and policies emphasize the importance of providing efficient, safe, and equitable mobility choices. These objectives and policies prioritize expanding transit options, enhancing pedestrian and bicycle infrastructure, and integrating transportation planning with land use decisions. The Transportation element, with accompanying appendices, provides the county's objectives and policy recommendations for a comprehensive multimodal transportation network and is implemented in coordination with other county policies, strategies, and programs, in addition to other documents, studies, and maps maintained by the Fairfax County Department of Transportation.

COUNTYWIDE OBJECTIVES AND POLICIES

Objective 1: Develop a multimodal transportation system to facilitate the efficient movement of people and goods and encourage alternative travel options.

Policy a. Accommodate local, through and regional travel on the Interstate and Primary Highway Systems, with public transportation, high-occupancy-vehicle (HOV), and high-occupancy-toll (HOT) facilities, reducing single occupancy vehicle (SOV) use.

Policy b. Establish a network of multimodal transportation corridors to facilitate travel options.

Policy c. Coordinate with neighboring jurisdictions in developing a planned multimodal transportation network to increase regional connectivity and provide enhanced transportation options.

Policy d. Plan, design, and operate the roadway system consistent with Appendix 1: Roadway System Functional Classification. Design streets with consideration for modal priority.

Policy e. Provide facilities that meet the standards in the Fairfax County Public Facilities Manual.

Policy f. Use metrics in the Comprehensive Transportation Analysis (CTA) process to balance active transportation, public transit, safety, and vehicle usage.

Policy g. Implement roadway improvements to repurpose excess right-of-way for expanding multimodal opportunities.

Policy h. Optimize the use of curb space (e.g., parking facilities, loading, sidewalk extensions), while ensuring accessibility.

Policy i. Implement transportation improvements in communities where limited access to transportation and facilities exist (e.g., infrastructure, public transit and microtransit, micromobility).

Policy j. Connect public transportation facilities (e.g., transit stops and shelters) with adjacent land uses (e.g., libraries, parks, shopping centers) via active transportation facilities.

Objective 2: Align land use and transportation to create a complementary system.

Policy a. Emphasize transportation improvements that support the county's land use goals and objectives, particularly in activity centers.

Policy b. Enhance accessibility and multimodal connectivity between a variety of land uses throughout the county (e.g. homes, parks, shopping centers, public facilities, and community gathering areas).

Policy c. Provide the full planned section and right-of-way requirements, as outlined in Appendix 4: Roadway Right-of-Way Requirements, where planned roadway improvements have not yet been designed.

Objective 3: Develop and enhance active transportation facilities and services.

Policy a. Provide active transportation facilities (e.g., sidewalks, buffered bike lanes, shared use paths, trails) on both sides of the street. Implement crosswalks to provide safe crossing of roadways.

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Policy b. Connect adjacent active transportation routes to transit stations and park-and-ride lots, and provide amenities (e.g., bicycle parking, micromobility share stations, lockers).

Policy c. Promote walkable and bikeable communities to enhance quality of life, public health, and the environment.

Objective 4: Increase the use of public transportation and improve facilities and services.

Policy a. Coordinate with regional partners to support the enhancement and expansion of the Metrorail system, bus and bus rapid transit (BRT) routes, and additional transit stations.

Policy b. Provide accessible transportation services and facilities that increase transit coverage and accommodate the travel needs for all ages and abilities.

Policy c. Integrate public transportation services seamlessly into the broader public transportation network, improving first- and last- mile connectivity, with attention to underserved areas (e.g., microtransit).

Policy d. Provide and support public transportation vehicles, equipment, and support facilities and services.

Policy e. Develop a connected network of feeder, local, and circulator bus services to transit stations, park-and-ride lots and garages, and transit-oriented development (TOD) and mixed-use centers.

Policy f. Facilitate ease of transfers between modes at transit stations, park-and-ride lots and garages, and transit stops.

Policy g. Improve and expand park-and-ride facilities (e.g., vehicle parking, bus bays, covered waiting areas, charging stations) for transit buses. Enhance the rider's experience and comfort (e.g. restrooms, water fountains).

Policy h. Develop parking management strategies which include reduced parking rates for ride-share, carpooling, holidays and weekends.

Policy i. Collaborate with Fairfax County Public Schools (FCPS) and human service agencies to provide education and training for safe ridership and awareness for all public transportation riders.

Objective 5: Prioritize safety for people who use transportation facilities and services.

Policy a. Minimize travel mode, facilities and services conflicts, and prioritize the protection of vulnerable users.

Policy b. Upgrade existing roadways to improve safety conditions where road segments do not meet current standards.

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Policy c. Maintain access and safety for pedestrian and bicycle facilities, for all users and abilities, during construction of improvements and facilities (e.g., land development).

Policy d. Install wayfinding signage across roadways, pedestrian and bicycle paths, and public transportation hubs to clearly indicate routes and pathways.

Policy e. Coordinate with local and regional public safety and transportation agencies for emergency operations and transportation incident management.

Objective 6: Promote and implement Transportation Demand Management (TDM) strategies to optimize the transportation network and reduce single occupancy vehicle (SOV) use.

Policy a. Planning studies and developments should exceed baseline TDM goals.

Policy b. Promote flexible working arrangements (e.g., remote work, remote learning, alternative work schedules, flexible work hours).

Policy c. Work with employers to establish alternative commute programs that reduce vehicle congestion.

Policy d. Promote and market public transportation, ridesharing, shuttle services, and transit station amenities to increase awareness of multimodal options.

Policy e. Coordinate with Fairfax County Public Schools (FCPS), private schools, area colleges, and the Safe Routes to School (SRTS) program to develop and use programs that encourage walking, bicycling, rideshare, carpooling and transit.

Objective 7: Advance technology and infrastructure innovations to improve the operational efficiency for all modes.

Policy a. Assess alternative roadway configurations (e.g., road diets) with innovative and/or low-cost strategies to maximize multimodal capability within available right-of-way.

Policy b. Use advanced transit technologies to provide service information and optimize system operations. Evaluate and implement innovative services and strategies to increase transit ridership.

Policy c. Develop an integrated HOV system on freeways and major arterials with direct connections between park-and-ride lots, bus and rail transit stations, TODs, mixed-use centers, and other modal transfer facilities.

Policy d. Consider providing HOT lanes on limited access roadways to enhance traveler throughput and encourage buses and HOVs to have and utilize free access to HOT lanes.

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Policy e. Use advanced data collection tools to analyze trends and multimodal connectivity.

Policy f. Advance autonomous vehicles pilot programs and infrastructure by partnering with public and private agencies, and higher education partners (e.g., to establish safety standards, protocols, operational guidelines).

Objective 8: Implement transportation solutions that minimize adverse community and environmental impacts.

Policy a. Adopt strategies to meet federal and state guidance and standards, and county climate goals (e.g., carbon reduction, greenhouse gas emissions, climate resilience).

Policy b. Plan and design multimodal transportation facilities and services to minimize adverse impacts on environmentally sensitive areas and resources.

Policy c. Promote sustainable transportation options in communities through environmental stewardship in all new and revitalized development projects.

Policy d. Minimize impacts of stormwater runoff from transportation infrastructure, facilities, and services by using innovative techniques, technologies, and low impact development (LIDs).

Policy e. Evaluate and invest in infrastructure improvements to reduce the urban heat island effect (e.g., add vegetation and/or trees, minimize pavement).

Objective 9: Facilitate equitable, inclusive, and collaborative engagement with community members and stakeholders in multimodal planning, initiatives, and projects.

Policy a. Integrate feedback from community engagement efforts throughout a study and/or project when proposing designs, initiatives, and transportation improvements to reinforce equity in public engagement.

Policy b. Collect and analyze community input through surveys, focus groups, and interactive tools to identify priority transportation needs.

Policy c Engage with the community to incorporate streetscape design that creates a neighborhood sense of place and unique identity, including the use of public art, landscaping with native or adaptive vegetation, gathering space and street furniture, pedestrian-scale lighting and permeable surfaces.

Policy d. Create a sense of community awareness and cultural continuity by enhancing, preserving, and actively maintaining the unique characteristics of public spaces, neighborhoods, and transportation corridors.

Objective 10: Identify and secure funding to support the implementation of the Fairfax County multimodal transportation system.

Policy a. Maintain and implement a financial plan that pursues a variety of funding sources (e.g., local, regional, state, federal, and private).

Policy b. Pursue and negotiate public-private partnerships to complement transportation studies, design, program implementation, and infrastructure development.

Policy c. Consider direct and indirect costs, including operations and maintenance, when making programming decisions.

Policy d. Pursue funding new and emerging technologies (e.g., autonomous vehicle pilot programs, electric vehicles, charging stations, microtransit).

Maps are located on the Comprehensive Plan Maps webpage, and as follows.

Figure 1: Transportation Plan Map

Figure 2: Countywide Trails Plan Map

Figure 3: Bicycle Master Plan Map

Figure 4: Roadway Functional Classification Map

APPENDIX 1

ROADWAY SYSTEM FUNCTIONAL CLASSIFICATION

Roadway functional classification is the process by which streets and highways are grouped into classes according to the type of service any given facility provides. It defines the role of any road or street in serving the flow of trips through the roadway network. Functional classification is very useful in considering the dual role of the transportation network in providing both travel mobility and access to property. Although access is a fixed requirement which is necessary at both ends of a trip, mobility can be provided at varying levels incorporating a wide range of elements.

The development of an effective circulation plan for any area should rely on the delineation of a basic roadway functional classification system of that area. In developing such a system, consideration is given to the magnitude and distribution of projected travel demand, and types and spatial distribution of activities within the county. Because the effectiveness of any one type of transportation facility is dependent upon the adequacy of other types, it is necessary to determine the purpose and function of facilities and services prior to making recommendations.

The county's roadway functional classification is based on the Federal Highway Administration's (FHWA) functional classifications for arterial, collector and local roads. The FHWA further classifies the roadway system into interstates, other freeways and expressways, other principal arterials, minor arterials, major and minor collectors, and local roads. Given the local characteristics and variation within the county's road network, these are the following classifications for use in Fairfax County, as shown in Figure 4. Refer to Appendix 4 Roadway Right-of-Way Requirements for dimensions of typical sections and features of the right-of-way.

Freeways and expressways are controlled access facilities providing for high-volume travel. Servicing abutting land is subordinate to accommodating the through movement of vehicles. It is desirable that medians, shoulders, acceleration and deceleration lanes, and grade separated interchanges be included in the design. Parking and pedestrian travel should not be permitted along the traveled portion of the roadway.

Other principal arterials also serve as main travel corridors. Some access is provided to abutting land, but the primary function of the roadway, particularly during peak periods, is to carry through traffic. Intersections with expressways and other principal arterials (see following description under Minor Arterials) should generally be grade separated. Where many turning movements could occur over a relatively short roadway section, service drives are desirable. Medians, shoulders, and acceleration and deceleration lanes are also desirable. Where shoulders cannot be provided, bus storage bays are desirable. Adequate and safe pedestrian and bicycle travel along and across these facilities should be included in the design. Parking should not be permitted along the traveled position of the roadway. These facilities should include four to six travel lanes.

Minor arterials usually carry an even mix of local and through traffic. They link collectors, and sometimes local streets, with principal (major) arterials. Minor arterials are lower service level roadways with partial control of access. Adequate and safe pedestrian and bicycle travel along and across these facilities should be included in the design.

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A wide disparity exists in the characteristics of minor arterials found in the county. At one end, Braddock Road, with segments of six lanes, represents a very high design standard. Conversely, Fox Mill Road, a two-lane rural road, is also a minor arterial because it carries a significant volume of through traffic over a relatively long distance. In recognizing and accommodating these differences, minor arterials are divided into two categories in this Plan.

Type A minor arterials are those which perform a particularly significant function in the transportation network due to their length and/or their design. These facilities closely approach principal arterials in terms of their traffic characteristics and role in the network. They include Braddock Road, Old Keene Mill Road, Franconia Road, Centreville Road, and several other roads. They should be multi-lane divided facilities. Parking should not be permitted along the traveled portion of the roadway. Interchanges should be provided at intersections with freeways. Interchanges at other locations should only be provided where the results of a detailed transportation study indicate that an at-grade intersection cannot accommodate the traffic.

Type B minor arterials represent the remaining minor arterials which are somewhat shorter in length, traverse a less densely developed area, or are in more mature areas and consequently were built to a somewhat older design standard. Examples include Backlick Road, Annandale Road, and Sherwood Hall Lane. Refer to Table 1 in Appendix 4 for ROW requirements. In less developed areas or where additional lanes are needed, additional right-of-way may be necessary. Parking may be permitted, although it should generally be discouraged along the traveled portion of the roadway due to the arterial nature of the road. Interchanges should only be provided with freeways, and then only at selected locations, or where the results of a detailed transportation study indicate that an at-grade intersection cannot accommodate the traffic.

Collector streets provide direct service to and from local areas, routing traffic to the arterial street system. Generally, these roadways are not used for through trips. Collector streets are very important for the collection and distribution functions of transit service. As such, they should be designed in conjunction with the arterial system to permit safe boarding and alighting, and allow buses to safely enter, exit, and turn around if necessary. Medians, access control, and turning lanes are desirable only where the traffic volume is expected to exceed about 5,500 vehicles per day. Parking is optional and can generally be safely accommodated in most sections. Active transportation facilities should be provided on both sides of the road. Collector streets should generally allow for two travel lanes with sufficient pavement width to permit safe bus operations. Where traffic volumes are anticipated to be high due to relatively intense use of the area served, four travel lanes should be provided. Many unimproved rural roads in lower-density areas of the county serve a collector function. They are characterized by narrow pavement, poor horizontal and/or vertical alignment, and a lack of shoulder. These roads should be improved for safety reasons to minimum geometric standards.

Local streets provide access to properties abutting the roadway and within the immediate vicinity. Traffic speed and volume should be low. Parking should be accommodated, and active transportation facilities should be provided. Right-of-way widths should be in conformance with standards for safe operation and proper maintenance.

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The above functional classification system is used to help develop recommendations to facilitate the flow of trips generated in or traveling through the county. Facilities intended to serve a certain type and magnitude of travel will require improvements consistent with such a function. The plan has been developed with heavy emphasis on separating local and non-local facilities by functional classification and maintaining the integrity of local streets by recommending improvements on higher type facilities. The highest three classification categories of the roadway system functional classification are depicted on Figure 4. The following lists the freeway and arterials in the county.

LISTING OF ROADWAYS BY FUNCTIONAL CLASSIFICATION
(Exclusive of Collectors and Local Streets)

	Freeways/Expressways	**From**	**To**
1.	Beltway (I-495)	American Legion Memorial Bridge	Alexandria City Line
2.	Dulles Airport Access Road (DAAR) and Dulles Toll Road (DTR)	Loudoun County	I-66
3.	Fairfax County Parkway	Braddock Road	Route 50
4.	Franconia-Springfield Parkway	Fairfax County Parkway	Beulah Street
5.	George Washington Memorial Pkwy	I-495	Arlington County Line
6.	I-66	Prince William County Line	Arlington County Line
7.	Shirley Highway (I-95 & I-395)	Prince William County Line	Alexandria City Line
8.	Route 28	Route 29	Loudoun County Line

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	Other Principal Arterials	**From**	**To**
1.	Arlington Boulevard (Route 50)	Fairfax City Line	Arlington County Line
2.	Route 28	Route 29	Prince William County Line
3.	Route 123	Fairfax City Line	I-495
4.	Route 123	George Washington Parkway	Arlington County Line
5.	Columbia Pike	Little River Turnpike	Arlington County Line
6.	Route 123	I-495	George Washington Parkway
7.	Fairfax County Parkway	Route 50	Route 7
8.	Fairfax County Parkway	Braddock Road	Route 1
9.	Route 29	Fairfax City Line	Falls Church City Line
10.	Route 29	Prince William County Line	Fairfax City Line
11.	Route 50	Loudoun County Line	Fairfax City Line
12.	Route 7	Loudoun County Line	Falls Church City Line
13.	Route 7	Falls Church City Line	Alexandria City Line
14.	Little River Turnpike	Fairfax City Line	Alexandria City Line
15.	Route 123	Fairfax City line	Prince William County Line
16.	Route 1	Prince William County Line	Alexandria City Line
17.	Manassas National Battlefield Bypass	Route 29	Prince William County Line
18.	Tri-County Parkway	Prince William County Line	Loudoun County Line
	Minor Arterials (Type A)	**From**	**To**
1.	Baron Cameron Avenue	Herndon Town Line	Route 7
2.	Beulah Street	Franconia Road	Telegraph Road

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3.	Blake Lane	Jermantown Road	Fairfax City Line
4.	Braddock Road	Backlick Road	Union Mill Road
5.	Burke Lake Road	Fairfax County Parkway	Braddock Road
6.	Centreville Road	Herndon Town Line	Route 50
7.	Franconia Road	Backlick Road	Telegraph Road
8.	Gallows Road	Route 7	I-495
9.	George Washington Memorial Parkway	Mount Vernon Highway	Alexandria City Line
10.	Holly Knoll Drive	Route 7	Loudon County Line
11.	International Drive	Route 7	Spring Hill Road
12.	Jeff Todd Way	Route 1	Telegraph Road
13.	Kingstowne Boulevard	Kingstowne Village Parkway	South Van Dorn Street
14.	Lawyers Road	Fox Mill Road	West Ox Road
15.	Lorton Road	Route 1	Route 123
16.	Manchester Boulevard	Beulah Street	Kingstowne Village Parkway
17.	McLearen Road	Route 28	Reston Parkway
18.	New Braddock Road	Union Mill Road	Route 29
19.	Old Keene Mill Road	Backlick Road	Fairfax County Parkway
20.	Reston Parkway	Route 7	Lawyers Road
21.	Shirley Gate Road	Route 29	Fairfax County Parkway
22.	South Van Dorn Street	Alexandria City Line	Telegraph Road
23.	Stone Road	Route 29	Braddock Road
24.	Telegraph Road	Alexandria City Line	Route 1
~~25~~.	Walney Road	Route 50	Westfields Boulevard

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26.	Waples Mill Road	Route 50	Route 29
27.	West Ox Road	Route 29	Lawyers Road
28.	Westfields Boulevard	Walney Road	Braddock Road
29.	Old Mill Road	Telegraph Road	Route 1
	Minor Arterials (Type B)	**From**	**To**
1.	Alban Road	Backlick Road	Rolling Road
2.	Anderson Road	Route 123	Magarity Road
3.	Annandale Road	Little River Turnpike	Falls Church City Limit
4.	Amherst Avenue	Calamo Street	Highland Street
5.	Armisted Road	Lorton Road	Route 1
6.	Backlick Road	Little River Turnpike	Fairfax County Parkway
7.	Beacon Hill Road	Route 1	Fort Hunt Road
8.	Belle View Boulevard	Fort Hunt Road	George Washington Parkway
9.	Beauregard Street	Little River Turnpike	Alexandria City Line
10.	Beulah Road	Route 7	Vienna Town Limits
11.	Braddock Road	Backlick Road	Columbia Pike
12.	Braddock Road	Pleasant Valley Road	Stone Road
13.	Browns Mill Road	Crowell Road	Beulah Road
14.	Burke Center Parkway	Burke Lake Road	Fairfax County Parkway
15.	Burke Lake Road	Fairfax County Parkway	Route 123
16.	Carlyn Springs Road	Seminary Road	Arlington County Line
17.	Cedar Lane	Gallows Road	Route 50
18.	Chain Bridge Road	Anderson Road	Route 123

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19.	Clifton Road	Route 29	Route 123
20.	Colvin Run Road	Walker Road	Route 7 East
21.	Commerce Street	Old Keene Mill Road	Franconia Road
22.	Compton Road	Ordway Road	Clifton Road
23.	Crowell Road	Hunter Mill Road	Browns Mill Road
24.	Dranesville Road	Route 7	Herndon Town Limits
25.	Fair Lakes Parkway	West Ox Road	Stringfellow Road
26.	Edsall Road	Backlick Road	Alexandria City Limits
27.	Fort Hunt Road	Route 1	Vernon View Drive
28.	Fox Mill Road	Monroe Street	Reston Parkway
29.	Frying Pan Road	Route 28	Monroe Street
30.	Fullerton Road	Backlick Road	Fairfax County Parkway
31.	Furnace Road	Route 123	Route 1
32.	Gallows Road	I-495	Hummer Road/ Annandale Road
33.	Gallows Road	Annandale Road/ Hummer Road	Columbia Pike
34.	Georgetown Pike	Route 7	Route 123
35.	Glen Carlyn Road	Route 7	Arlington County Line
36.	Gosnell Road	Route 7	Old Courthouse Road
37.	Graham Road	Annandale Road	Route 29
38.	Great Falls Street	Route 123	Falls Church City Line
39.	Guinea Road	Little River Turnpike	Route 123
40.	Haycock Road	Route 7	Westmoreland Street

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41.	Hayfield Road	Manchester Boulevard	Telegraph Road
42.	Henderson Road	Old Yates Ford Road	Clifton Road
43.	Hooes Road	Fairfax County Parkway	Route 123
44.	Hummer Road	Little River Turnpike	Gallows Road
45.	Hunter Mill Road	Baron Cameron Avenue	Blake Lane
46.	Huntington Avenue	Fort Hunt Road	Telegraph Road
47.	Idylwood Road	Cedar Lane	Great Falls Street
48.	Lee Road	Route 50	Stonecroft Boulevard
49.	Jermantown Road	Fairfax City Line	Blake Lane
50.	John Marr Drive	Ravensworth Road	Columbia Pike
51.	Kirby Road	Great Falls Street	Route 123
52.	Lawyers Road	Fox Mill Road	Vienna Town Line
53.	Lee Chapel Road	Burke Lake Road	Route 123
54.	Lewinsville Road	Route 7	Route 123
55.	Lincolnia Road	Columbia Pike	Beauregard Street
56.	Loisdale Road	Franconia Road	Newington Road
57.	Magarity Road	Lisle Avenue	Great Falls Street
58.	Monroe Street	West Ox Road	Herndon Town Line
59.	Mount Vernon Highway	Route 1	Mount Vernon Memorial Highway
60.	Mount Vernon Memorial Highway	Route 1	Mount Vernon Highway
61.	Newington Road	Loidale Road	Fairfax County Parkway
62.	North Kings Highway	Route 1	Telegraph Road

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63.	Nutley Street	Vienna Town Line	Route 50
64.	Old Courthouse Road	Beulah Road	Gallows Road
65.	Old Dominion Drive	Georgetown Pike	Arlington County Line
66.	Old Yates Ford Road	Prince William County Line	Henderson Road
67.	Ordway Road	Prince William County Line	Compton Road
68.	Park Street	Vienna Town Line	Cedar Lane
69.	Patrick Henry Drive	Route 7	Route 50
70.	Pleasant Valley Road	Route 29	Route 50
71.	Pohick Road	Fairfax County Parkway	Route 1
72.	Poplar Tree Road	Stringfellow Road	Westfields Boulevard
73.	Prosperity Avenue	Little River Turnpike	Gallows Road
74.	Ravensworth Road	Little River Turnpike	Braddock Road
75.	Roberts Parkway	Fairfax County Parkway	New Guinea Road
76.	Rolling Road	Braddock Road	Franconia-Springfield Parkway
77.	Rolling Road	Fairfax County Parkway	Pohick Road
78.	Seminary Road	Carlyn Springs Road	Alexandria City Limits
79.	Sherwood Hall Lane	Route 1	Fort Hunt Road
80.	Shreve Road	Route 29	Route 7
81.	Silverbrook Road	Route 123	Lorton Road
82.	Sleepy Hollow Road	Columbia Pike	Route 7
83.	South George Mason Drive	Seminary Road	Arlington County Line
84.	South Kings Highway	Telegraph Road	Route 1
85.	Spring Hill Road	Route 7	Georgetown Pike

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86.	Springvale Road	Georgetown Pike	Route 7
87.	Stonecroft Boulevard	Route 50	Westfields Boulevard
88.	Stringfellow Road	Route 50	Route 29
89.	Sunrise Valley Drive	Centreville Road	Hunter Mill Road
90.	Sunset Hills Road	Herndon Town Line	Hunter Mill Road
91.	Swinks Mill Road	Georgetown Pike	Lewinsville Road
92.	Sydenstricker Road	Old Keene Mill Road	Fairfax County Parkway
93.	Towlston Road	Old Dominion Drive	Trap Road
94.	Trap Road	Towlston Road	Beulah Road
95.	Twinbrook Road	Braddock Road	Guinea Road
96.	Vale Road	West Ox Road	Vienna Town Line
97.	Vernon View Drive	Fort Hunt Road	George Washington Parkway
98.	Wakefield Chapel Road	Little River Turnpike	Braddock Road
99.	Walker Road	Georgetown Pike	Colvin Run Road
100.	Waples Mill Road	Route 50	West Ox Road
101.	West Ox Road	Centreville Road	Lawyers Road
102.	West Street	Route 29	Falls Church City Limit
103.	Westmoreland Street	Chain Bridge Road	Arlington County Line
104.	Westpark Drive	International Drive	Route 7
105.	Wiehle Avenue	Crestview Drive	Sunrise Valley Drive
106.	Willard Road	Stonecroft Road	Walney Road
107.	Wilson Boulevard	Route 7	Arlington County Line

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APPENDIX 2

TYPES OF TRANSIT SERVICES AND FACILITIES

The Countywide Transportation Plan map identifies improvements and designates several Enhanced Public Transportation Corridors (EPTC) and facility types. The EPTC notes where major transit services will be provided in corridors that carry higher volumes of local and regional vehicular traffic. This map provides approximate locations for supporting facilities of the existing and planned transit services for the purpose of reserving right-of-way required by the facility development. Final locations of component facilities are subject to completion of area plans or appropriate studies. This appendix outlines the types of transit services and facilities based on comprehensive consideration of transit modes, technologies, rights-of-way, capacities, and service and operational characteristics.

Transit Services

Public transportation services can be generally categorized into three major types: rail transit, bus transit and paratransit.

Rail Transit is a mass transit service using rail technology and occupying a separate right-of-way. Heavy rail, commuter rail and light rail are the common rail transit services.

Heavy rail transit (HRT) is an electric railway with the capacity for carrying a heavy volume of urban passenger traffic. It is characterized by high speed and rapid acceleration passenger rail cars operating in multi-car trains on fixed rails, separate rights-of-way from which all other vehicular, foot and bicycle traffic are excluded, and high platform loading. Most passengers access heavy rail services by walking, bicycle, riding feeder bus services, ride-share services, or using park-and-ride facilities near suburban stations. The heavy rail transit service in the Washington DC region is referred to as Metrorail.

Commuter rail (CR) is a type of passenger train service that utilizes diesel-electric or electrically propelled trains and operate over existing railway track on the same rights-of-way used by intercity railway freight and passenger trains. Services are operated on a regular basis by or under contract with a transit operator for the purpose of transporting passengers within urbanized areas, or between urbanized areas and outlying areas. The Virginia Railway Express (VRE) is a commuter rail service that provides service between Virginia suburbs, including outlying counties, and downtown Washington DC.

Light rail transit (LRT) is essentially an improved and modernized version of the old streetcars and electric interurban railways that were common in the United States from the 1890s through World War II. It utilizes electrically propelled passenger cars operating on fixed rails in rights-of-way that may or may not be separated from other traffic for much of the way. Light rail vehicles typically operate at surface level with power drawn from overhead electric lines via trolley pole. Light rail serves

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passenger trips within the densely developed urban and suburban areas. A modern streetcar is a form of light rail that has less capacity.

Automated guideway transit (AGT) or people mover, is an electric railway of guided transit vehicles, operating singly or in multi-car trains, without an onboard crew. AGT systems provide short-distance collection and distribution service, usually in major activity centers. Service may be on a fixed schedule or in response to a passenger activated button. AGT systems are located in several U.S. cities but are more commonly found in downtown areas and at airports and amusement parks.

Monorail is a form of guided transit where the vehicles are supported by or suspended from a guideway formed by a single beam, rail or tube, usually elevated. If the trains do not have an onboard crew, they are considered automated guideways.

Bus Transit utilizes rubber-tired vehicles operating on fixed routes with fixed schedules on roadways. Bus transit can be further classified in the following types.

Local bus service is the most common type of bus service. Buses may stop every block or two along a route several miles long and serve a destination end or traffic generator, for example, a shopping mall or a hospital, for example.

When limited to a small geographic area or to short-distance trips, local service is often called feeder, circulator, or shuttle service. Such routes may operate in a loop and connect, often at a transit station, or rail station, to major routes for travel to more destinations. Most Fairfax Connector bus routes are categorized as local bus service.

Express service is a high-speed limited-stop service generally operating within transportation corridors oriented to a principal destination. It consists of longer trips, especially to major activity centers during peak commuting hours, and operates long distances without stopping. Examples include services accessing freeways, and services on major streets that operate local service on the outlying portions of a route until a certain point and then operate non-stop to activity centers. Reverse commute is a type of express service transporting passengers from residential locations in urban core areas to employment centers in the outlying areas. It is operated in the opposite direction of the peak direction of travel.

Bus rapid transit (BRT) is a flexible, rubber-tired, rapid-transit mode that mostly operates in a dedicated right-of-way with at-grade intersections. Limited sections are in mixed traffic. BRT is an integrated system of facilities, services, and amenities that collectively improves the speed, reliability, and identity of bus transit. Distinguishing features may include:

- Distinctive and clearly designated stops/stations with unique passenger amenities at regularly spaced stations;

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- Standard or extended sized buses with distinct appearance, high quality passenger comfort, low floor or high platform, and multiple doors for easy and fast boarding/alighting at stops/stations;
- Frequent service headways throughout the day;
- Off-board fare collection;
- Well organized movement of buses along the line, including optimized signal timing and intersection treatments, dispatching at stops; and
- Passenger information controlled by various Intelligent Transportation Systems (ITS) measures to provide reliability.

Demand-Response Transit (DRT) is a flexible shared, demand-responsive transportation service that supports inclusive and equitable mobility for individuals who may not be fully served by the fixed route system, including community members facing barriers related to geography, income, language, or limited transportation options. Examples of DRT include microtransit, paratransit, taxis, carpool, vanpool, mini-buses, jitney buses, dial-a-ride services or other non-fixed route services.

Microtransit is a flexible, on demand, dynamic service that operates similarly to traditional public transit but with more adaptability to individual needs using smaller vehicles including, but not limited to, vans, shuttles, or minibuses. This service often bridges the gap between existing transit options and SOV use, providing a viable alternative where the transportation network is inadequate.

Paratransit is a shared ride transportation service without a fixed route, for people with disabilities who are unable to use public transportation, bus or transit, due to their disability, including older adults, individuals with physical disabilities and/or mobility challenges.

Other paratransit services can transport individuals to a destination ("many to one") or to several destinations ("many to many"). There are several forms including shared-ride taxi, general public dial-a-ride (typically used in areas of low transit demand), Fastran specialized transportation, and ridesharing including vanpools. Vanpools, comprised of vans operating as a ridesharing arrangement, provide service to a group of individuals traveling directly between their homes and a regular destination within the same geographical area.

Transit Facilities

Transit facilities provide access and modal transfer for users of public transportation services.

Bus stop is where one or multiple bus routes pick up passengers. A bus stop should have minimum amenities such as schedule and route information displays, accessible via active transportation, benches and/or shelters. The provision of benches and shelters should take into consideration daily passenger boarding levels and adjacent land use characteristics.

Transit station (T) is a passenger loading and waiting area where bus routes and/or other transportation modes converge. A transit station should have good access to nearby arterials and/or freeways in order to minimize transit travel times. It could be a free-standing individual facility or could easily be integrated with the design of a building. A

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transit station typically has significant infrastructure such as a waiting room, areas with seating, restrooms, sales outlet, ticketing or pass vending machines, convenient fare collection areas, and/or other services. In some instances, a timed-transfer system is used and buses converge on the transit station at a specific time to exchange passengers. Parking typically is not provided at these locations, although the transit station could be co-located with a rail station parking facility or park-and-ride lot.

Rail Station (R) is defined as a location where a rail rapid transit service picks up and drops off passengers. A rail station typically has a bus transit waiting area, kiss-and-ride, bicycle parking and other amenities listed under transit station. It may or may not be accompanied by vehicle parking areas, depending on the nature of the station area.

Commuter Rail Station (C) is defined as a location where commuter rail service is provided. It has passenger amenities similar to those provided for a rail station.

Park-and-Ride (P) is a parking garage and/or surface lot used for parking passengers' vehicles, either free or for a fee, while they use public transportation facilities or vanpools. Park-and-ride facilities are generally established as collector sites for multiple bus routes, rail service, and high-occupancy-vehicle (HOV) lane access, and may also serve as collector sites for vanpools, carpools, shared ride services and bike share stations. They may have amenities similar to transit stations.

Kiss-and-Ride is a location where passengers in non-transit vehicles are dropped off to board public transportation vehicles. Kiss-and-Ride areas could be located at transit stations, rail stations, commuter rail stations, and park-and-ride facilities.

Operations, Maintenance and Administrative Facilities are combined transit facilities housing administrative functions, such as executive management, accounting, safety, and scheduling, as well as private vehicle parking for administrative staff and vehicle operators. These facilities also include dedicated areas for vehicle maintenance, where mechanics, machinists, and maintenance personnel conduct preventive maintenance, daily inspections, and corrective maintenance to keep revenue vehicles operational. Typical features include maintenance bays with in-ground or portable lifts, bus and chassis wash systems, parts storage, fuel tanks and pumps, and depot electric plug-in charging stations. Revenue vehicles may also be stored at these facilities overnight or between periods of service.

On-route chargers are infrastructure systems co-located with bus stops, providing charging for electric buses outside of Operating and Maintenance Facilities. These chargers are important for longer bus blocks, which may sometimes require more energy than an electric bus battery can store. They are typically installed at busy stops or clusters of stops where multiple bus routes have layovers.

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APPENDIX 3

BICYCLE AND TRAIL CLASSIFICATION AND DEFINITIONS

COUNTYWIDE TRAILS PLAN MAP

Major Regional Trail: Includes the US Bicycle Route 1, Gerry Connolly Cross County Trail, and trails along I-495, I-66, Dulles Airport Access Road, Fairfax County Parkway, Franconia-Springfield Parkway, Norfolk Southern Railway, George Washington Memorial Parkway, Washington and Old Dominion Regional Park, Bull Run, Occoquan River and Potomac River. Most of the trails designated in this category are paved trails, 8 feet or more in width. However, surface materials vary from paved, natural surfaces and stone dust for the US Bicycle Route 1, South County East-West trail, Gerry Connolly Cross County Trail and those trails along the Bull Run, Occoquan River, and Potomac River.

Major Paved Trail: Concrete or asphalt trail, 8 feet or more in width.

Minor Paved Trail: Concrete or asphalt trail, 4 feet to 7 feet 11 inches in width.

Minor Paved Trail with Parallel Natural Surface or Stone Dust Trail: Concrete or asphalt trail, 4 feet to 7 feet 11 inches in width adjacent to, and in the same easement with a stone dust or natural surface trail typically 6-8 feet in width.

Natural Surface or Stone Dust Trail: Stone dust or natural surface trail typically 6-8 feet in width.

Stream Valley Trail: Trails along streamways as determined by Fairfax County Park Authority Staff.

Trails in Other Jurisdiction: Trails to be reviewed by and located in the Towns of Herndon, Vienna and Clifton and the Cities of Fairfax and Falls Church.

COUNTYWIDE BICYCLE NETWORK MAP(S)

The Bicycle Master Plan recommends a network of various types of on and off-road bikeways. As noted, bikeway design may include pavement markings, signage, signals, improved surfaces, and geometric features. The recommendations reflect the desire to provide a high level of bicyclist comfort and mobility, while also balancing each travel mode's need for a share of the public right-of-way. The recommendations are intended to be cost-effective, and on-street recommendations generally involve retrofitting the existing roadway using pavement markings, signs and modest amounts of additional pavement. The following define the types of facilities incorporated in the Plan:

- **Active Transportation**: is mostly non-motorized travel including walking, biking, hiking, and riding a scooter or horse for transportation or recreational purposes. The

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micromobility vehicles typically include bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, electric or motorized scooters, motorized skateboards, roller blades, roller skates, skateboards, or wheelchair or wheelchair conveyance, and other similar devices.

- **Shared Roadway:** consists of a low volume, low speed street that is compatible with bicycling without any striping, marking or geometric change to the roadway. Bike route signs may or may not be needed depending on the street's role in the larger Bikeway Network.

- **Shared Roadways with Safety Treatment:** is a recommendation for generally narrow, hilly, and winding two-lane roads. Improvements can include: signs such as "BIKES MAY USE FULL LANE" additional shoulder pavement, and/or pavement markings.

- **Shared Lane Markings:** (sharrows) are used on roadways where bicyclists and motor vehicles must share the same travel lane. The shared lane marking helps position bicyclists in the most appropriate location to ride, while also providing a visual cue to motorists that bicyclists have a right to use the street. Refer to the Virginia Department of Transportation (VDOT) policy for guidance on the proper use of Shared Lane Markings.

- **Striped Shoulder:** provides space for bicycle travel to the right of the travel lanes. Paved shoulders serve a variety of transportation purposes in addition to providing a benefit for cyclists, including serving as a breakdown lane, contributing to overall pavement integrity, and providing a place for pedestrian travel where there are no sidewalks. A shoulder designated for bicycles should be no less than four feet in width.

- **Bike Lane:** is an area of roadway pavement designated for the preferential or exclusive use by bicycles. The lane is normally 4 – 6 feet in width and marked with a longitudinal white line and bicycle symbols Refer to the VDOT Bicycle Design Standards for guidance on bike lanes and bicycle pavement markings.

- **Climbing Lane:** when insufficient width exists to accommodate bike lanes in both directions and the roadway features a vertical grade, a climbing lane is considered. A bike lane (climbing lane) is provided in the uphill direction to accommodate slow moving bicyclists and a shared lane marking is provided in the downhill direction, where bicyclists can typically travel at speeds closer to motor vehicle speeds.

- **Buffered Bike Lanes:** created by striping a buffer zone (three feet in width or greater) between a bike lane and the adjacent travel lane.

- **Cycletrack:** is a bicycle facility for cyclists only that is physically separated from both the roadway and the sidewalk. A cycletrack may be constructed at the roadway level using roadway space, or at the sidewalk level using space adjacent to the road. Cycletracks can be provided in either one way or two-way configurations.

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- **Shared-Use Path (trail):** is an off-street multi-use facility that is physically separated from motor vehicle traffic. Trails are often located in independent right-of-way (e.g. a park, stream valley greenway, a utility corridor, or an abandoned railroad corridor) or located adjacent to the roadway within roadway rights of way. It is intended for use by bicyclists and pedestrians and normally is designed to accommodate two-way traffic

- **Policy Roads:** are multi-lane highways (functionally classified as principal arterials) that carry large volumes of traffic and/or have relatively high posted speeds (40mph or greater). These roads traverse a wide variety of land uses. Specific bicycle facility recommendations must be made in conjunction with other transportation and land use planning efforts.

- **Micromobility**: provides low-speed transportation options designed for short distances including, but not limited to bicycles, e-bikes, scooters, and e-scooters. They are often shared, electric, and designed for quick, convenient trips. This service is often referred to as "last mile," due to the popularity of use in urban areas to connect users to their destinations and is often only used for trips that are less than five miles.

The bicycle network maps also define recommended spot improvements:

- **Bicycle Access Links and Crossings** indicate locations where there are opportunities to improve neighborhood connectivity, for example by connecting cul-de-sacs, enhancing mid-block and trail/shared-use path crossings and by improving access to existing trails.

- **Interchange Improvements** represent locations where free flowing entrance and exit ramps create difficult conditions for bicyclists traveling along the road.

- **Transit Station Improvements** signify locations where existing and planned transit stations (bus rapid transit, Metro and VRE) create especially high demand for bicycle travel and need for bicycle accommodations. Appropriate accommodations may include bicycle racks, covered bicycle parking, high security parking, facilities on station access roads, curb ramps, crossing improvements or paths that provide safe and convenient station access.

- **Stream Crossings** are recommended in locations where linear barriers to bicycle travel exist at the crossings of streams. These bridge crossings will be designed for bicycle and pedestrian transportation.

- **Road Crossings** are recommended in locations where linear barriers to bicycle travel exist at the crossings of major highways. These crossings can be standalone bicycle and pedestrian bridges or bike lanes and shared use paths as part of a bridge that also serves motor vehicles.

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APPENDIX 4

ROADWAY RIGHT-OF-WAY REQUIREMENTS

Fairfax County preserves land for roadway improvements, to decrease delays in land acquisition, and to obtain land before land values increase with developed properties. The guidelines are described by the right-of-way requirements for roadways shown on the transportation plan.

The rights-of-way specified should be obtained through the development approval process (e.g. rezoning, special exception, site plan, etc.) as applications are submitted to the county. This will allow for future road improvements to be constructed with adequate ancillary features such as turning lanes, sidewalks, trails, bicycle facilities, and buffering, while minimizing impacts on properties which are subsequently developed.

Ultimate roadway designs will recognize available right-of-way to the extent possible; the intent of these requirements is not to impose rigid standards through areas or mature neighborhoods, but rather to secure additional right-of-way needed for road improvements as development or redevelopment occurs.

Freeways/Expressways

Right-of-way needs along freeway facilities can be variable and extensive. The right-of-way may need to accommodate HOV/HOT lanes, rail transit, adjacent protected shared use paths, and roadway configurations with interchanges, ramps, and collector-distributor lanes. The rights-of-way for freeway facilities should be based on studies for each facility. These could include detailed corridor analyses, feasibility studies, interchange modification reports, location and design studies and/or environment impact studies.

Arterials

Right-of-way requirements for arterials should be similar throughout the county. Table 1 summarizes the right-of-way requirements for arterial roadways based upon the number of lanes and the type of edge treatment: 'curb and gutter' or 'shoulder'. The number of lanes refers to the designation on the transportation plan. The edge treatment will vary by location within the county as follows:

(1). In the low density residential areas of the county, right-of-way should be provided as described for a 'shoulder' edge treatment. The provision of sufficient right-of-way to accommodate shoulders will allow for the ultimate typical section to be determined at the time detailed design is initiated. It is anticipated that this decision will be made based on several factors, including cost, clearing and grading requirements, the presence of storm sewer lines in the area, aesthetics, and other concerns. However, it is recognized that in all other areas of the county, curb-and-gutter treatments having less right-of-way requirements will normally be appropriate.

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(2). The 'shoulder' edge treatment is optional in suburban neighborhoods.

(3). Additional right-of-way requirements for items such as turn lanes, service drives, parking lanes and on-road bike lanes are noted on Table 1.

When highway projects have approved designs or are in active stages of design, the strict application of these right-of-way requirements, shown in Table 1, could result in inconsistencies with such plans. To avoid this situation, approved or active designs should be utilized to determine right-of-way requirements on those projects where no change is envisioned in the Plan designation for number of lanes. However, where the new Plan recommendation provides for more lanes than were previously shown on the Plan, or where there are no design plans, right-of-way should be provided in accordance with Table 1.

The cross-section illustrations in Figure 5 and Figure 6 correspond to the measurements provided in Table 1. These cross-sections represent the typical right-of-way needed and can serve as guidelines in the development of roadway plans.

Other Considerations

Additional right-of-way might be required to support traffic operations, bus rapid transit (BRT), and facilitate active and micromobility transportation. Table 1 includes the required rights-of-way for turn lanes, parking and on-road bike lanes, etc. Provision of such facilities should be determined on a case-by-case basis, taking into consideration community development characteristics, land use types and density, traffic volume and turning movements, transit service, and active transportation and supporting facilities.

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TABLE 1

Minimum Right-of-Way Requirements for Roads
Shown on Transportation Plan Map Where No Plans Exist
Does Not Include Street Trees Space in Landscape Buffer*
(Measurement in Feet for the Entire Cross Section)

	Typical Curb and Gutter Section [1,3]	Typical Shoulder Section [2,3]
Lanes	Feet	Feet
2-lane	48	92
4-lane	92	134
6-lane	114	156
8-lane	136	178

Add XX feet of right-of-way for each of the following special circumstances:

	Feet
Dual Left Turn Lanes at Major [3] Intersections on All Legs	12
Right Turn Lanes at Major [3] Intersections on All Approaches	12
Improved Median Treatments [4]	4
Service Drives [5]	92
Parking Lanes	8
On-Road Bike Route [6]	5

Add 15 feet in ancillary easements. Add supplemental right-of-way with transitions to avoid special features (e.g., historic properties, parks, cemeteries, wetlands, landfills, sewage and water treatment facilities, existing buildings, etc.) and/or to improve horizontal alignment. Add 40 feet radius at intersections dedicated to the chord of the radius curve.

1 Minimum section with 2-lanes includes through lanes, curb and gutter, landscape buffer*, sidewalk, and maintenance strip. Section with 4-lanes and higher includes median/center turn lane, through lanes, curb and gutter, landscape buffer*, sidewalk and maintenance strip. Landscape buffer width may increase if street trees are included.

2 Minimum section with 2-lanes includes through lanes, shoulder, ditch, landscape buffer*, sidewalk and maintenance strip. Section with 4-lanes and higher includes median/center turn lane, through lanes, landscape buffer*, sidewalk, and maintenance strip. Landscape buffer width may increase if street trees are included.

3 Where design plans consistent with the Comprehensive Plan and providing all anticipated future turn-lane requirements are developed to a sufficient level of detail and approval, right-of-way and easement dedication requirements should be based upon them.

4 Commercial revitalization areas or other special areas where pedestrian refuge, landscaping or special design features are desired within the median. The additional median width allows for landscaping, trees and/or special paving.

5 Primary Highways, dimension includes both sides of the road, except where waived.

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6 The preferred bicycle route is an off-road bicycle facility, such as a shared-use path.

Figure 5: Cross Section Illustration of a Typical Curb and Gutter Section Minimums (Measured in Feet)
Not to Scale

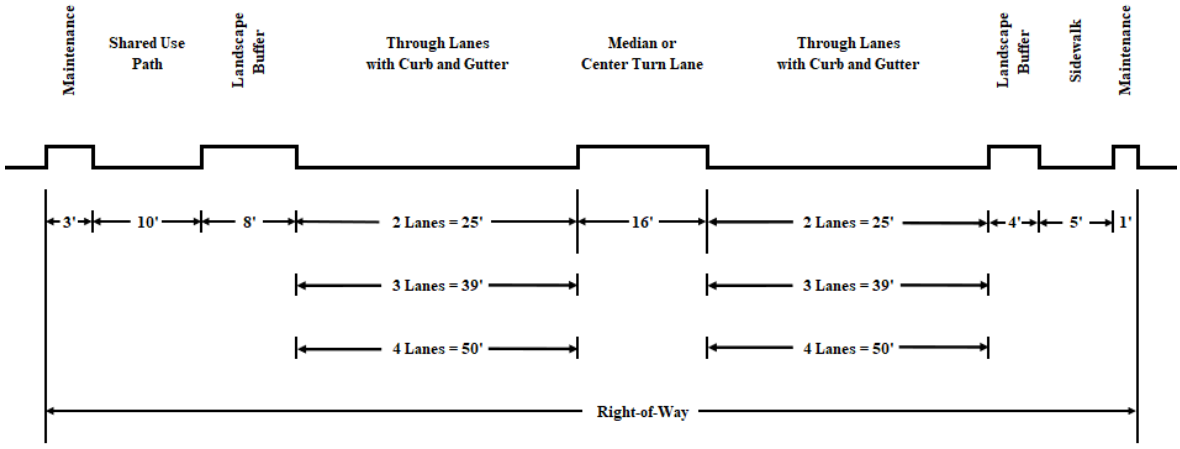
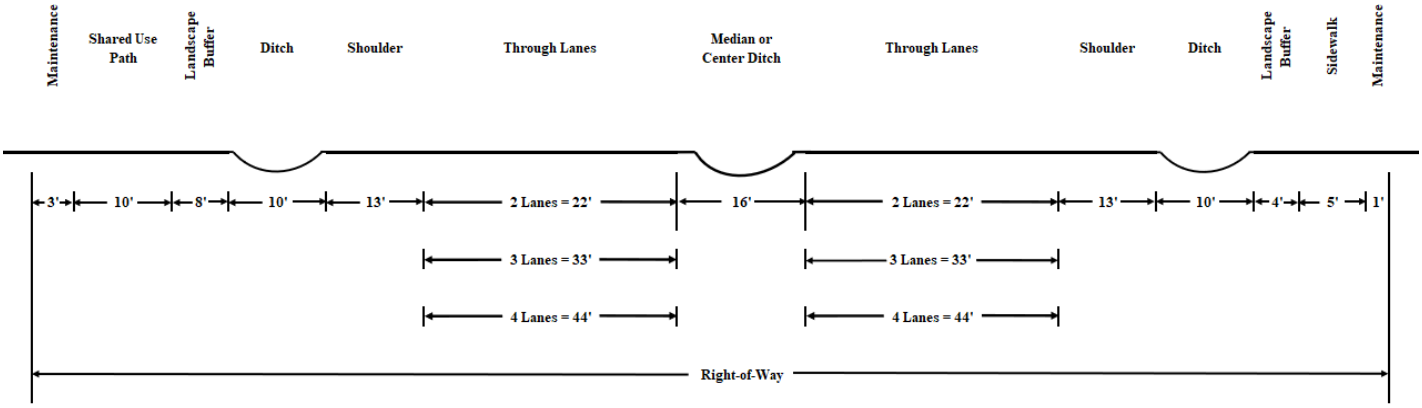


Figure 6: Cross Section Illustration of a Typical Shoulder Section Minimums (Measured in Feet)
Not to Scale



Roads in Revitalization Areas

The right-of-way requirements are generally applicable for improvements in a typical suburban setting, as shown in Figure 5 and Figure 6. The county is comprised of diverse communities and development patterns, some of which have more urban features, higher land use densities, and more active transportation and transit and microtransit services. This Policy Plan allows flexibility and variation in right-of-way requirements for the planned arterial improvements. The planning and design of individual roadways need to fit with the surrounding land use and community, while enhancing mobility and safety for all multimodal transportation uses.

The county has designated several Revitalization Districts and Areas to encourage economic development in the older commercial and residential areas. Special incentives and policies are provided for these areas, such as flexibility within certain zoning regulations and urban design measures. Road improvements that are within the Revitalization Districts and Areas should be in concert with the adopted land use, urban design and economic and administrative policies formulated to foster a sense of place and to support successful revitalization. Additionally, it is important to recognize that land use, and right-of-way for multimodal transportation and for travel patterns differ among these areas.

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APPENDIX 5

FAIRFAX COUNTY BICYCLE MASTER PLAN

Appendix 5 was comprised of Chapters 1 through 4 of the *Bicycle Master Plan.* Chapter 5, Bicycle Program Recommendations and Chapter 6, Implementation, were adopted by reference only, and can be viewed by contacting the Fairfax County Department of Transportation.

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ENVIRONMENT

INTRODUCTION

This element provides guidance for achieving a balance between the need to preserve, conserve, and restore the environment, while planning for the orderly development and redevelopment of the county. The objectives and policies listed below have been designed to help decision makers implement policies and regulations regarding the use of land that will conserve and restore a legacy of natural resources. The objectives and policies in this element are intended to work together and be considered holistically, while considering environmental features and county directives to ensure a high-quality environment for future generations.

In order to describe the environmental considerations that are relevant to the development and redevelopment of land in Fairfax County and to formulate policies to address those considerations, it is appropriate to review the context of environmental planning within this largely urban and suburban community. The expectation for the preservation, conservation, restoration, management, and rehabilitation of meaningful functions of the county's environmental resources should be high, given the large number of people who live in the county and the importance of local environmental resources to the quality of life. Natural environmental features and functions should be incorporated into all aspects of planning and development to ensure the benefits nature can contribute to healthy communities such as recreational opportunities, green space, energy conservation, reduced water use, increased tree canopy shading, carbon reduction, transportation connections in the form of hiking and biking trails, enhanced stream health, improved water quality, reduced flood risk, and enhanced ecosystems and habitats.

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 meadows, forests, wetlands, and agricultural land have been converted to urban and suburban development since the 1950s, the ability to achieve environmental preservation goals by limiting future development no longer exists. The scarcity of certain environmental amenities focuses current and future environmental planning efforts on the preservation, conservation, and restoration of remaining resources and the rehabilitation of degraded environments. Furthermore, climate change has highlighted the need for resilient and adaptive concepts to be used in land use planning and development particularly in areas `disproportionally affected by climate change impacts. Preserving and restoring healthy ecosystems and encouraging the use of nature-based solutions can provide natural resilience to climate hazards, by absorbing flood water, dissipating heat, and dampening storm energy, among other benefits.

COUNTYWIDE OBJECTIVES AND POLICIES

Preserving, conserving, and restoring the built and natural environment in Fairfax County is challenged by the many different categories of concerns that are called "environmental." Solving environmental problems is further complicated by the environmental impacts that may result from

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efforts to resolve other major concerns, such as land use, transportation, recreation, and public facility issues. Many topics that have secondary environmental components are considered elsewhere. This Element of the Plan focuses primarily on environmental concerns which impact, or are impacted by, the development of land.

Environmental concerns have been grouped into two broad categories for consideration:

- Environmental pollution: This category provides guidance on air quality, greenhouse gas emissions, water quality, noise and light pollution, and includes measures to avoid, minimize, and mitigate adverse impacts.

- Environmental hazards, resources, climate resilience and adaptation: This category provides guidance on problematic soils, flooding, and certain utility impacts. Additionally, it provides guidance on preserving, conserving, restoring, and enhancing environmental resources in the county through Environmental Quality Corridors (EQC), conservation corridors, healthy vegetation and soils, conservation easements, minimization and mitigation of disproportionate development impacts, and sustainable development practices.

Many of the environmental policies listed below will be implemented on a case-by-case basis as land is developed or redeveloped. These policies should be applied as appropriate to both private and public development. Development proposals should identify environmental assets and constraints, and incorporate appropriate site design with avoidance, minimization, and mitigation measures consistent with the guidance contained within this element.

ENVIRONMENTAL POLLUTION

The pattern of land use and development in Fairfax County has resulted in increased volumes and concentrations of specific pollutants in the air, in surface and ground waters, and in the soil. These pollutants can harm both the natural and the built environment.

Although Fairfax County does not have to contend with pollution associated with heavy industry, the conversion of land to urban uses and our dependence on vehicles have contributed to unacceptable amounts of air pollution.

Air Quality

Over the past three decades, the region has made significant progress in improving air quality and meeting federal air quality standards. All six criteria pollutants concentrations (ground-level ozone, fine particulate matter, nitrogen dioxide, sulfur dioxide, carbon monoxide, and lead) regulated by the federal Clean Air Act have shown a downward trend in the region. All criteria pollutant concentrations meet federal standards and efforts to maintain and improve air quality will continue.

Community-wide greenhouse gas (GHG) emissions have been tracked in Fairfax County since 2005 by the Metropolitan Washington Council of Governments by creating an inventory of all GHGs emitted by various sectors. Fairfax County has adopted climate action goals to be carbon neutral across government operations by 2040 and community-wide carbon neutrality by 2050.

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More than 90% of GHG emissions are generated from residential and commercial building energy consumption and transportation. Remaining emissions originate from other sectors, including solid waste, wastewater treatment, and process and fugitive emissions (fugitive emissions are leaks and irregular releases). The main drivers of increased GHG emissions in the county are primarily growth in population, increased commercial development, and use of synthetic refrigerants called hydrofluorocarbons. The main drivers of decreased emissions are improved energy efficiency, an increasingly less carbon-intensive electricity grid, and more fuel-efficient or electric vehicles.

Air quality plans and emissions control measures necessary to maintain the region's compliance with federal air quality standards are pursued at the state and regional level by the Metropolitan Washington Air Quality Committee in coordination with state air and transportation boards. Local actions and practices have air quality benefits which can be applied during the land development process, and are found within various objectives of this element.

Objective 1: Preserve and improve air quality, and reduce greenhouse gas emissions.

Policy a. Establish land use patterns and transportation strategies and facilities that encourage the use of public transportation, electric vehicles, non-motorized transportation, and reduce trip lengths to reduce emissions of nitrogen oxides, carbon monoxide, and hydrocarbons from automobiles. Consistent with other Land Use and Transportation objectives, support and encourage the following during the reviews of development proposals, particularly for proposals in mixed-use centers:

- The concentration of growth in mixed-use~~,~~ transit-oriented centers in a manner that will optimize the use of transit and non-motorized trips, minimize vehicular trips and traffic congestion, and provide facilities to support transit use and other non-motorized transportation.

- In mixed-use developments, the provision and orientation of employment, shopping, and recreational opportunities in close proximity to residences in a manner that will minimize motor vehicle use.

Policy b. Support air quality improvement and carbon capture through tree preservation, tree planting, and natural landscaping practices consistent with Objective 10 of this element of the Policy Plan.

Policy c. Support energy conservation, minimization of indoor air pollution, and other green building practices consistent with Objective 13 of this element of the Policy Plan.

Policy d. Apply best available technology toward the minimization of emissions from stationary sources of air pollution.

Policy e. In cooperation with federal, state, and regional agencies, maintain compliance with national ambient air quality standards.

Water Quality

Monitoring of the ecological conditions within county streams routinely indicates that the health of most county streams is impaired and that most streams have degraded biological diversity. *[paragraph space deleted]* Streams, reservoirs, wetlands, and riparian areas store and convey water, provide habitat, filter pollutants from stormwater runoff, replenish drinking water sources, store carbon, and are places of natural beauty that provide recreational and aesthetic opportunities, contributing to the quality of life in Fairfax County. Much of the county's parkland consists of stream valley parks, and the county's existing and planned trail system is located near streams. Streams beginning in Fairfax County eventually flow into the Potomac River and Chesapeake Bay. The county is required by the Commonwealth of Virginia to manage stormwater and address impaired local waterbodies and the Chesapeake Bay through action plans, to achieve Total Maximum Daily Load (TMDL) allocations, and the Municipal Separate Storm Sewer System (MS4) permit issued by the Virginia Department of Environmental Quality (DEQ).

Land use and development activities, such as increased impervious surfaces, vegetation removal, and soil compaction, have the potential to degrade the ecological function of streams by increasing the peak flow rate and volume of stormwater runoff. This can result in the direct transport of pathogens and pollutants, increased water temperatures, and hydrologic changes that alter stream flows and morphology, and increase flood risk. In certain areas, flood risk impacts can be further exacerbated by increasing rainfall intensity from a changing climate. The preservation, conservation, and restoration of the ecological functions of watersheds is important to the conservation of ecological resources in Fairfax County. Therefore, efforts to avoid, minimize, and mitigate the adverse impacts of land use and development on the county's streams should be pursued.

The Occoquan Reservoir, one of Fairfax County's principal sources of drinking water, and many smaller impoundments in the county are stressed due to the impacts of stormwater runoff. With increasing population and development pressure, existing nonpoint sources of pollution, in addition to emerging contaminants, such as salt and poly- and per-fluoroalkyl (PFAS) substances, could continue to degrade reservoir water quality.

Certain areas of the county, including residences and businesses, are served by individual well water supplies. The county's Health Department operates the well monitoring program and tests for several environmental parameters. Additional health and safety considerations should be evaluated when locating hazardous materials or underground storage tanks within areas in proximity to wells.

Objective 2: **Prevent and reduce pollution of surface and groundwater resources. Preserve, conserve, and restore the ecological integrity of streams in Fairfax County.**

Policy a. Evaluate the potential adverse impacts on receiving stream channels and downstream flooding from a 100-year storm event to ensure stormwater outfalls are properly designed and sized.

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Policy b. In order to minimize the impacts that new development and redevelopment projects may have on the county's watersheds and the Occoquan Reservoir¸ and to address the increasing stormwater runoff from heavier rainfall events, techniques should be incorporated to meet one of the following stormwater management guidelines as provided below.

- Incorporate measures designed to reduce stormwater runoff volumes and flow rates from existing and proposed impervious surfaces to mimic undeveloped (good forested) conditions for the 2-year 24-hour storm to the maximum extent practicable.

- If good forested conditions (or to maximum extent practicable) is not achievable, the guidelines below should be followed, at a minimum, depending on impervious surface coverage:

	Peak Flow Control	**Runoff Volume Control**
For development with impervious surfaces at or exceeding 40 percent	Reduce the peak runoff rate for the 2-year 24-hour storm in the existing condition by at least 30 percent.	Retain the first inch of rainfall on-site. If, on a given site, the retention on-site of the first inch of rainfall is demonstrated not to be fully achievable, all available measures should be implemented to the extent practical in order to support this goal and achieve partial retention of the first inch of rainfall.
For development with impervious surfaces between 18 and less than 40 percent	Reduce the peak runoff rate for the 2-year 24-hour storm in the existing condition by at least 20 percent.	Provide stormwater management measures that are sufficient to attain the Rainwater Management credit, or its equivalent, in the most current version of the LEED rating system.

**Use the Energy Balance method to reduce the peak runoff rate to good forested condition when warranted by downstream conditions.*

Policy c. In order to minimize the impacts that new development and redevelopment projects may have on the county's watersheds, the application of low-impact development (LID) techniques should be prioritized when designing projects:

- Manage stormwater (quantity and quality) as close to the source as possible with nutrient reduction requirements being met on-site to the greatest extent possible.

- Minimize the amount of impervious surface created and convey drainage from impervious areas into pervious areas.

- Where site conditions are appropriate encourage the use of BMPs and bioengineering practices that are innovative, nonstructural, maximize infiltration, and designed to be adaptive to climate change.

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- Design stormwater management facilities to provide multiple benefits, such as habitat creation and restoration, biodiversity, recreation, traffic calming, education, and improved aesthetics while maintaining safety.

- Maximize the use of infiltration landscaping with native or adapted (non-invasive, climate-resilient) species, including within streetscapes and parking lots.

- Encourage the establishment of coordinated stormwater controls within a development site or across multiple development sites, when possible, by incorporating multiple BMPs in sequence to enhance the treatment of runoff.

- Encourage the preservation of wooded areas and/or steep slopes particularly when adjacent to stream valley Environmental Quality Corridor (EQC) areas, Resource Protection Areas, and major and minor floodplains.

- Encourage cluster development when designed to maximize preservation of ecologically valuable land.

- Encourage shared parking between adjacent land uses where permitted, reduce parking where appropriate, and use pervious parking surfaces in low-use parking areas.

- Minimize and phase clearing and grading during construction to limit erosion.

Policy d. Where practical and feasible, retrofit older stormwater management facilities to perform water quality functions to better preserve downstream areas from degradation.

Policy e. Preserve water resources by maintaining high standards for discharges from point sources.

- For proposed land uses known or likely to use or discharge contaminants, such as PFAS, encourage monitoring of wastewater and stormwater discharges, best management practices for contaminant use and storage, and the use of safer alternatives.

- Encourage monitoring of cooling system discharge into the wastewater system and, if applicable, provide pre-treatment for applicable uses. Additionally, for such uses in the Upper Occoquan Service Authority (UOSA), encourage the use of cooling systems that do not discharge to the wastewater or stormwater systems, or that use non-chemical and non-water-based cooling systems.

- For proposed land uses known or likely to contaminate water sources through animal waste or other pollutants, in consultation with county agencies responsible for monitoring of water quality and/or wastewater,

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- ensure relief areas are connected to the wastewater system, or alternative measures are provided, to reduce bacteria loads at the source before waste or other pollutants leaves the site and adversely affects stormwater runoff/receiving waters.

Policy f. Encourage preservation of stream channels and associated vegetated riparian buffer areas along stream channels upstream of Resource Protection Areas (as designated pursuant to the Chesapeake Bay Preservation Ordinance) and Environmental Quality Corridors, to further mitigate against stormwater impacts and enhance corridor quality and connectivity. To the extent feasible establish boundaries of these buffer areas consistent with Objective 9 of this element of the Policy Plan.

Policy g. Consider strategic watershed planning efforts, including documents adopted or endorsed by the Board of Supervisors, to enhance the health of county waterways.

Policy h. Development and redevelopment projects should ensure the following regarding toxic substances and hazardous materials, as applicable:

– Sites that have been subject to contamination by toxic substances or other hazardous materials are remediated to the extent that they will not present unacceptable health or environmental risks for the specific uses proposed for these sites and that unacceptable health or environmental risks will not occur as a result of contamination associated with nearby properties.

– Proposals that include the use or storage of hazardous materials should provide adequate containment facilities, monitoring, and spill prevention strategies to preserve surface and groundwater resources consistent with state regulations.

– Site investigations and remedial actions, as appropriate, should be pursued to ensure that site contamination on or near properties subject to development proposals will not present unacceptable health orenvironmental risks.

Policy i. Encourage commitments for salt management plans that are provided to building owners and property managers to address the adverse impacts of excess salt use and provide recommendations for efficient use of salt, or salt alternatives, while maintaining safety.

Policy j: Non-residential developments requiring special exception or special permit approvals in the Residential-Conservation (R-C) zoning district should retain at least 50% of the site as contiguous, undisturbed open space (e.g. tree preservation area, environmentally sensitive area, etc.) to mitigate impacts on Occoquan Reservoir water quality.

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Programs to improve water quality in the Potomac River and Chesapeake Bay continue to influence planning and development in Fairfax County. Water quality and the marine environment in the Bay incrementally improved over the past twenty years. Land use activities throughout the watershed, such as agriculture, and urban and suburban development, continue to adversely impact water quality. Storm intensification resulting from climate change will also lead to more pollutants entering waterways.

In order to preserve the Chesapeake Bay, other waters, and wetlands of Virginia from degradation resulting from the loss of riparian buffers and runoff pollution, the Commonwealth enacted regulations requiring localities within Tidewater Virginia (including Fairfax County) to designate "Chesapeake Bay Preservation Areas," within which land uses are either restricted or water quality measures must be provided. Fairfax County adopted a Chesapeake Bay Preservation Ordinance pursuant to these regulations.

The more restrictive type of Chesapeake Bay Preservation Area is the “Resource Protection Area” (RPA). With a few exceptions (e.g. water wells, recreation, infrastructure improvements, "water dependent" activities, and redevelopment), new development is prohibited in these areas. In Fairfax County, RPAs include the following features:

- water bodies with perennial flow;
- tidal wetlands;
- tidal shores;
- nontidal wetlands contiguous with and connected by surface flow to tidal wetlands or water bodies with perennial flow; and
- buffer areas that include any land within a major floodplain and any land within 100 feet of the above features.

The other category of land in the Preservation Area is the "Resource Management Area (RMA)." Development is permitted in RMAs as long as it meets water quality goals and performance criteria for these areas. These goals and criteria include stormwater management standards, maintenance requirements and reserve capacity for on-site sewage disposal facilities, erosion and sediment control requirements, demonstration of attainment of wetlands permits, and conservation plans for agricultural activities. In Fairfax County, any area that is not designated as an RPA is designated as an RMA.

A *Chesapeake Bay Supplement* has been prepared to address a range of issues related to water quality and is incorporated by this reference as part of the Comprehensive Plan.

Objective 3: Preserve the Potomac Estuary and the Chesapeake Bay from the avoidable impacts of land use activities in Fairfax County.

Policy a. Support the analysis and recommendations contained in the *Chesapeake Bay Supplement* to the Comprehensive Plan.

Policy b. Where tidal shoreline erosion control measures are needed, apply techniques that are consistent with the “Guidelines for Tidal Shoreline Erosion Control Measures” in Appendix 1 of this element. Consistent with this guidance and

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with guidance developed by the Virginia Institute of Marine Science pursuant to §15.2-2223.2 of the Code of Virginia and § 28.2-104.1 of the Code of Virginia, support the application of living shoreline approaches as preferred approaches for stabilizing eroding tidal shorelines where practicable.

Policy c. Support efforts to mitigate or compensate for losses of wetlands near the area(s) of impact.

Noise

Transportation-generated noise impacts the lives of many who live in the county. For some county residents, high-level noise impacts from vehicular traffic, aircraft operations, and railroads, including WMATA's Metrorail, are known to affect individual health. Federal agencies with noise mitigation planning responsibilities have worked with the health community to establish maximum acceptable levels of exposure (Guidelines for Considering Noise in Land Use Planning and Control). These guidelines, expressed in terms of sound pressure levels, are: DNL 65 dBA for outdoor recreation areas; DNL 50 dBA for office environments; and DNL 45 dBA for residences, schools, theaters and other noise-sensitive uses. While federal guidelines consider all land uses to be compatible with noise levels below DNL 65 dBA, adverse noise impacts can still occur at levels below DNL 65 dBA. Planning goals supporting new residential development in the DNL 60-65 dBA airport noise contours could be supported under specified conditions.

Objective 4: Minimize human exposure to unhealthful levels of transportation-generated noise.

Policy a: Regulate new development to ensure that unhealthful levels of transportation noise are reduced to acceptable levels of exposure.

Policy b: Reduce noise impacts in areas of existing development.

To achieve acceptable levels of exposure referenced above, new noise-sensitive development in areas impacted by transportation noise between DNL 65 and 75 dBA will require mitigation strategies determined through the provision of noise studies during the review of the development. New residential development generally should not occur in areas with projected highway noise exposures exceeding DNL 75 dBA or projected aircraft noise exposures exceeding DNL 65 dBA. However, broader planning goals for the county's urbanized areas may suggest that sites near major highways and Metrorail would be appropriate for residential development or other noise-sensitive uses, even when projected noise impacts may exceed DNL 75 dBA. Site design, building materials, and design approaches that shield noise-sensitive areas through the placement of non-habitable spaces such as stairwells, hallways, or parking garages to minimize the exposure of exterior facades of noise-sensitive interior spaces to noise levels below DNL 45 dBA, should be utilized.

In order to avoid exacerbating noise and land use conflicts and to further the public health, safety and welfare, where new residential development is considered in the DNL 60-65 dBA aircraft noise contours the following should be fulfilled:

- A noise study that documents the expected noise impacts is conducted during the development review process.

- Commitments to construction standards and materials are provided during the development review process to ensure that noise levels within interior living spaces do not exceed 45 dBA.

- Pre-construction noise modeling for building components is conducted and documentation submitted to the County for review and approval prior to building permit issuance to ensure noise levels within interior living spaces do not exceed 45 dBA.

- Verification letters are submitted to the County certifying that the noise-modeled components have been properly installed prior to issuance of a Residential Use Permit.

- Post-development noise studies are conducted, if requested by Fairfax County, prior to issuance of a Residential Use Permit in order to evaluate the effectiveness of the noise mitigation measures.

- Adequate assurances are provided by the property owner at the time of rezoning to address potential conflicts or threats to the long-term viability of, Dulles Airport. These assurances may include such things as recorded avigation easements/plats, hold harmless agreements, and/or similar assurances.
- All promotional and marketing materials and leasing and purchasing agreements include disclosure statements that disclose the presence of the airport and potential associated impacts, as well as a map of Dulles Airport, the DNL 65 dBA noise contour line, and general locations of residential units and private active recreation spaces. Such disclosure statements, as well as a map of Dulles Airport and the DNL 65 dBA noise contour line are included in any community association documents and recorded in the land records. Notice of such statements, maps, and noise contours are made to all initial and subsequent lessors and purchasers.

Lighting

Light pollution, the excessive use of artificial light, can negatively impact human health, plant and wildlife behavior, and the ability to observe the night sky. Plants and animals depend on natural light and dark cycles to govern behaviors such as reproduction, nourishment, sleep, and protection from predators. Increasing urbanization requires that care be taken to minimize unfocused emissions of light and that efforts be made to avoid creating sources of light glare and trespass which may interfere with plant and animal behaviors, and human visual acuity, as well as serve as potential sources of energy waste.

Objective 5: Minimize light emissions to those necessary and consistent with general safety.

Policy a. Recognize the nuisance and harmful impacts on humans, plants, and wildlife resulting from light emissions that are unfocused, unshielded, or have excessive brightness or color temperature (Kelvins).

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Policy b. Encourage incorporation of principles for responsible outdoor lighting design.
- Use light only when and if it is needed.
- Target direct light to places for safety purposes.
- Consider brightness levels of necessary lighting and use lower-level light when appropriate.
- Use warmer color lights.

ENVIRONMENTAL HAZARDS, RESOURCES, CLIMATE RESILIENCE AND ADAPTATION

Common environmental hazards in Fairfax County include, but are not limited, to riverine and urban flooding, severe storms, excessive heat, drought conditions, problem soils, and the potential for petroleum pipeline accidents.

In addition to climate hazards, some soils in the county can cause hazardous conditions during development. Marine clay soils found in the eastern part of the county and shrink swell clay soils found primarily in the western area can cause foundation failures, cracked and shifting walls, and in extreme cases, catastrophic slope failure. Asbestos bearing soils may pose a health risk to construction workers requiring special precautions during excavation. The preservation and restoration of healthy soils is also an important consideration in the land development process. Policies related to healthy soils are included in Objective 10 of this element.

Objective 6: Ensure that new development either avoids problem soil areas, or implements appropriate engineering measures to protect existing and new structures from unstable soils.

Policy a: Limit densities on slippage soils and cluster development away from slopes and potential problem areas.

Policy b: Ensure new development on problem soils provides appropriate engineering measures to mitigate geotechnical hazards.

As a result of changes in the climate, Fairfax County now experiences more frequent and intense storms, more extreme flooding events, expansion of flood-prone areas, increased flood risk due to sea level rise and tidal surges, and more extreme heat events. These events can have significant impacts on community members, the environment, infrastructure, and the local economy.

Objective 7: Minimize the exposure of new development to the potential of flood impacts.

Policy a: Structures should not be located within major and minor floodplains.

Policy b: Use appropriate data sources to account for potential flood risks and projected climate change impacts to ensure resiliency of the built environment.

Policy c: Consider flood risk reduction policies that are adopted or endorsed by the Board of Supervisors and incorporate appropriate strategies as part of site design to reduce downstream flooding and potential adverse impacts on receiving stream channels.

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Fairfax County is crossed by several major gas and petroleum pipelines. Ruptures of these lines could cause environmental degradation from spillage or could result in a fire or explosion with the possibility of loss of life.

Objective 8: Minimize the exposure of county residents to potential pipeline ruptures and explosions and avoid hazards from electrical transmission and distribution facilities.

Policy a: Ensure pipeline safety and minimize the hazards associated with gas and petroleum pipelines through improved construction inspection and quality assurance during construction and by requiring appropriate construction practices and building setbacks.

Policy b: Ensure new development minimizes unnecessary human exposure to unhealthful impacts of low-level electromagnetic fields from electrical transmission lines.

The preservation, conservation, and restoration of environmental resources and the creation of resilient landscapes are key priorities of the county. Although not all open space land is ecologically significant or appropriate for preservation, data indicates a cumulative loss of some of Fairfax County's environmental resources, and a fragmentation of remaining ecologically significant land. Large tracts of natural land are scarce in the more urban inner part of the county; however, several areas of low-density development and ecologically significant areas remain throughout the county. While low-density zoning has been used as a conservation tool within some areas of the county, such as the Occoquan Basin, as a single measure it is not an adequate means to conserve our resources.

Larger, contiguous tracts of natural open space provide scenic variety and ecological value within the county, an attractive setting for and buffer between urban land uses, essential habitats for scarce or sensitive plant and animal species, and have the capacity to reduce air, water and noise pollution. A conserved network of different habitats including natural vegetation and stream valleys, established through the Environmental Quality Corridor (EQC) policy can serve to connect these larger areas and provide similar benefits. In addition to the establishment of EQCs, there are opportunities through the site design process to further create a network of natural lands, working landscapes, and varying types of natural areas that can further serve as conservation corridors. The retention of natural resources on developed and developing sites is important to this concept.

The most visible of these is the county's tree canopy. It is possible to design new development in a manner that preserves some of the existing vegetation in landscape plans, and to restore lost vegetation through replanting. The mission of a forest conservation program is to preserve and enhance the county’s urban forests by upholding tree conservation ordinance requirements, promoting sustainable development, and retaining and restoring meaningful amounts of the county's tree canopy. The identification of potential connectivity between areas of tree canopy, as well as meadows, wetlands, and even streetscapes and green roofs, can offer multiple benefits, such as improving biodiversity, mitigating impacts of climate change, and providing opportunities for passive recreation. Habitat nodes and corridors can be designed to be context and species sensitive. For example, small urban parks and streetscape plantings may not support the movement of larger animals but could comprise a corridor adequate for smaller animals and pollinators if designed correctly.

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Biodiversity has been defined as "the diversity of life in all its forms, and at all levels of organization." Biodiversity is important because of tangible products of natural systems (e.g. wood products from forests), and more importantly because of the services that diverse ecosystems provide. In addition to climate change, invasive plants are a leading cause of biodiversity loss and are a detriment to the ecological health of community landscapes, particularly where contiguous forests and soils are disturbed and where edge habitats are created.

Healthy soils include a complex community of organisms including fungi, bacteria, insects, and small animals. This soil food web facilitates the decay of organic matter and the cycling of nutrients, helping to bind soil particles and form soil structure. The benefits of healthy soils include, but are not limited to, carbon sequestration, increased water infiltration and groundwater recharge, better rooting environment and habitat for flora and fauna, and absorbing nutrients, sediments, and pollutants.

Objective 9: Identify, preserve, and enhance an integrated network of ecologically valuable land and surface waters for present and future residents of Fairfax County.

Policy a: Identify, preserve, restore, and enhance the Environmental Quality Corridor (EQC) system. Lands may be included within the EQC system if they can achieve any of the following purposes:

- Habitat Quality: The land has a desirable or scarce habitat type, or one could be readily restored, or the land hosts a species of special interest. This may include: habitat for species that have been identified by state or federal agencies as being rare, threatened or endangered; rare vegetative communities; unfragmented vegetated areas that are large enough to support interior forest dwelling species; and aquatic and wetland breeding habitats (i.e., seeps, vernal pools) that are connected to and in close proximity to other EQC areas.

– Connectivity: This segment of open space could become a part of a corridor to facilitate the movement of wildlife and/or conserve biodiversity. This may include natural corridors that are wide enough to facilitate wildlife movement and/or the transfer of genetic material between core habitat areas.

– Hydrology/Stream Buffering/Stream Preservation: The land provides, or could provide, buffering to one or more streams, ponds or lakes through: the provision of shade; vegetative stabilization of stream banks; moderation of sheet flow stormwater runoff velocities and volumes; trapping of pollutants from stormwater runoff and/or flood waters; flood control through temporary storage of flood waters and dissipation of stream energy; separation of potential pollution sources from streams; accommodation of stream channel evolution/migration; and preservation of steeply sloping areas near streams from denudation.

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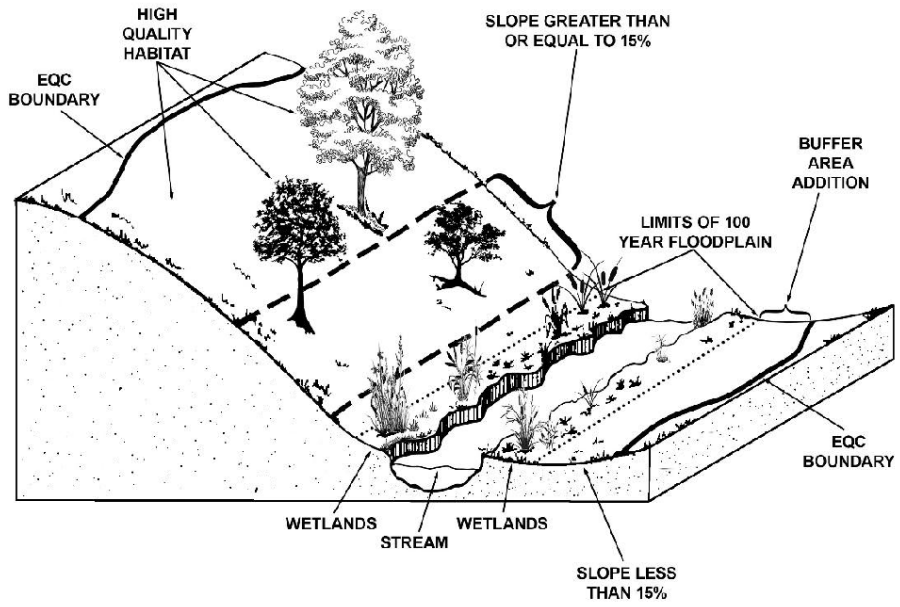
– Pollution Reduction Capabilities: Preservation of this land would result in significant pollutant reductions. Water pollution, for example, may be reduced through: trapping of nutrients, sediment and/or other pollutants from runoff from adjacent areas; trapping of nutrients, sediment and/or other pollutants from flood waters; preservation of highly erodible soils and/or steeply sloping areas from denudation; and/or separation of potential pollution sources from streams.

While the core of the EQC system will be the county's stream valleys, additions to the stream valleys should be selected to augment the habitats and buffers provided by the stream valleys, and to add representative elements of the landscapes that are not represented within stream valleys. The stream valley component of the EQC system shall include the following elements (See Figure 1):



A TYPICAL
ENVIRONMENTAL QUALITY CORRIDOR

Source: Fairfax County Department of Planning and Development

FIGURE 1

– All 100-year floodplains as defined by the Zoning Ordinance;

– All areas of 15% or greater slopes adjacent to the floodplain, or if no floodplain is present, 15% or greater slopes that begin within 50 feet of the stream channel;

– All wetlands connected to the stream valleys; and

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– All the land within a corridor defined by a boundary line which is 50 feet plus 4 additional feet for each % slope* measured perpendicular to the stream bank. This measurement should be taken at fifty-foot intervals beginning at the downstream boundary of any stream valley on or adjacent to a property under evaluation.

**The % slope used in the calculation will be the average slope measured within 110 feet of a stream channel or, if a floodplain is present, between the floodplain boundary and a point fifty feet up slope from the floodplain.*

Modifications to the boundaries so delineated may be appropriate if the area designated does not benefit any of the EQC purposes as described above. In addition, some disturbances that serve a public purpose such as unavoidable public infrastructure easements and rights of way may be appropriate. Disturbances for access roads should not be supported unless there are no viable alternatives to providing access to a buildable portion of a site or adjacent parcel. Disturbances should be minimized and occur perpendicular to the corridor's alignment, if practical, and disturbed areas should be restored to the greatest extent possible.

The following efforts within EQCs support the EQC policy and are encouraged with appropriate coordination with Fairfax County:

- Natural channel design methods in coordination with the Department of Public Works and Environmental Services (DPWES) should be applied to stream stabilization and restoration efforts to the greatest extent possible, and native species of vegetation should be used.

- Replanting efforts in EQCs that would restore or enhance the environmental values of areas that have been subject to clearing; native species or adapted non-invasive climate resilient species of vegetation should be applied.

- Removal of non-native invasive species of vegetation from EQCs to the extent that such efforts would not be in conflict with county ordinances; such efforts should be pursued in a manner that is least disruptive to the EQCs.

- Daylighting of piped streams to establish a restored corridor.

Other disturbances to EQCs should only be considered in extraordinary circumstances and only where mitigation/compensation measures are provided that will result in a clear and substantial net environmental benefit relating to most, if not all, of the EQC purposes listed above that are applicable to the proposed disturbances.

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Policy b. Preservation of EQCs should be achieved through dedication to the Fairfax County Park Authority, if such dedication is in the public interest. Otherwise, EQC land should remain in private ownership within common open space through appropriate commitments for preservation. The use of conservation easements as a means of preservation should be considered.

Objective 10: Preserve and enhance tree canopy, natural areas, and soils to, among other benefits, enhance environmental resources.

Policy a: Preserve, restore, or enhance the maximum amount of tree canopy on developed and developing sites consistent with planned land use and best silvicultural practices.

Policy b: Encourage fulfillment of tree canopy requirements through tree preservation instead of replanting where existing tree canopy permits. Encourage tree canopy and preservation thresholds that exceed the minimum Zoning Ordinance requirements.

Policy c: Encourage energy-conscious landscaping efforts such as the planting of trees to provide shading to reduce heat island impacts.

Policy d: Ensure natural landscaping design and techniques.

- Landscaping plant species should be native to the mid-Atlantic region or adapted (non-invasive, climate-resilient), and be non-invasive (as identified by the Virginia Department of Conservation and Recreation).

- Landscaping design should strive to create habitat, promote biodiversity, reduce turf grass coverage, and minimize the need for mowing, fertilizers, herbicides, and pesticides.

Policy e: Encourage native and adapted street trees, understory, and/or groundcover plantings within road medians, along roadways, and within utility corridors, where consistent with safety and in a manner that does not impact accessibility.

Policy f: Encourage the rebuilding of soil profiles to ensure adequate organic matter and aeration in all planting and pervious areas to satisfy the cultural requirements of trees, shrubs, and groundcovers and provide other benefits of healthy soils.

Policy g: Identify invasive plant species within development and redevelopment sites and provide appropriate management plans for eradication. Invasive plant species management plans should include the common and scientific names of the invasive species targeted for management, the designated management area, control and disposal methods, treatment timing and monitoring procedures, program duration, and any necessary reforestation efforts.

Policy h: Establish a county-wide conservation corridor connectivity network plan for use in the review of new and redevelopment projects.

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Policy i: Identify existing or potential conservation corridor areas on or adjacent to new and redevelopment projects and encourage site design approaches that place tree preservation, natural landscaping, green infrastructure, and other environmental features within and/or adjacent to those areas. Habitat nodes and corridors should be designed in relation to local conditions and target species.

Policy j: Ensure both public and private development proposals identify environmental constraints and opportunities, and demonstrate how environmental impacts will be mitigated.

Objective 11: Promote the use of conservation and open space easements as tools to preserve environmental resources and create or enhance conservation corridor connectivity.

Policy a: Use conservation and open space easements for the preservation of Environmental Quality Corridors, Resource Protection Areas, and other environmentally sensitive areas such as land along the Potomac and Occoquan Rivers.

Policy b: Use conservation and open space easements to preserve open space in already developed areas in order to provide natural areas, preserve environmentally sensitive resources, and wildlife habitats in an urban or suburban context.

Policy c: Use conservation and open space easements as appropriate to support stream restorations, and preserve woodlands, specimen trees, and/or rare or otherwise significant stands of trees, as identified by the county.

Policy d. Where appropriate, use conservation and open space easements outside of private residential lots as a mechanism to preserve environmental resources.

Objective 12: Identify approaches which address the environmental and health impacts of development with particular attention to vulnerable areas, or populations, in the county that are disproportionately impacted by heat, urban flooding, lack of trees, pollution, or other environmental considerations.

Policy a. Appropriate data sources should be used when considering policy changes and in the review of new and redevelopment projects, such as heat maps, flood risk assessments, and other available information to identify communities most susceptible to increased health and safety risks.

Policy b. Recognize adverse environmental impacts such as, but not limited to, flooding, urban heat island effect, poor air quality, and site contamination, and mitigate the impacts through increased tree conservation/plantings, green infrastructure, enhanced connectivity, and other remediation efforts within new and redevelopment opportunities.

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Policy c. Consider the effects and proximity of major environmental pollution sources during the review and update of area plans. Ensure appropriate mitigations are provided.

Objective 13: Design and construct buildings and associated landscapes to use energy and water resources efficiently in support of reducing greenhouse gas emissions, improving climate adaptation and resiliency, and minimizingshort- and long-term negative impacts on the environment and building occupants.

Policy a. In consideration of other Policy Plan objectives, encourage the application of energy conservation, energy efficiency, renewable energy generation, water conservation, climate adaptation and resiliency, and other green building practices in the design and construction of new development, building renovations and redevelopment projects. These practices may include, but are not limited to:

- The inclusion of professionals with green building accreditation on development teams;
- Sustainable landscape and site design which reduces impacts to ecological systems;
- Optimization of energy performance of structures, benchmarking, and inclusion of energy-efficient design;
- Use of renewable energy resources and on-site renewable energy generation, such as, but not limited to, solar, wind, and/or geothermal systems. Additional support for the provision of building designs that will facilitate future retrofits for on-site energy generation;
- Building electrification to include the use of energy efficient appliances, heating/cooling systems, lighting and/or other strategies;
- Application of best practices for water conservation, such as water efficient landscaping and innovative wastewater technologies, that can reduce the use of potable water and/or reduce stormwater runoff volumes that contribute to urban flooding and/or hazardous conditions;
- Reuse of existing building materials and recycling/salvage of non-hazardous construction, demolition, and land clearing debris;
- Use of recycled and/or rapidly renewable building materials that originate from nearby sources;
- Reuse, preservation, and conservation of existing buildings, including historic structures;

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- Retrofitting and upgrading existing building systems to reduce building energy use and improve efficiency;

- Improve building occupant experience through provision of natural lighting for occupants and reduction of potential indoor air quality problems through measures such as increased ventilation, indoor airtesting and use of low-emitting adhesives, sealants, paints/coatings, carpeting and other building materials;

- Energy and water usage data collection and performance monitoring;

- Solid waste and recycling management practices for multiple waste streams to improve diversion rates in support of increased waste reduction and the county's climate goals;

- Provision of vegetated and/or highly reflective roofs and shade structures to increase resilience and reduce impacts of heat island;

- Provision of infrastructure to support multimodal (e.g. showers and lockers for employees, secure bicycle parking facilities for employment, retail, institutional, and multifamily residential uses); and

- Provision of information to owners of buildings with green building/energy efficiency measures that identifies both the benefits of these measures and their associated maintenance needs.

Policy b. Encourage commitments to certification under established green building rating systems for the design and construction of new buildings (e.g., the U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) program for any new construction or other equivalent program*).

**An equivalent program is one that is independent, third-party verified, has regional or national recognition, is comprehensive in scope, and has comparable implementation to the LEED rating system.*

Policy c. Within Suburban Centers, Community Business Centers, and Industrial Areas as identified on the Concept Map for Future Development, unless otherwise recommended in the applicable Area Plan, ensure that zoning proposals for nonresidential development incorporate green building practices sufficient to attain certification at the LEED Silver level using LEED or an equivalent program.

Ensure that zoning proposals for nonresidential development in Transit Station Areas (TSAs) and the Tysons Urban Center as identified on the Concept Map for Future Development, or where developments with exceptional intensity or density are proposed (e.g. at 90 percent or more of the maximum planned density or intensity), unless otherwise recommended in the applicable Area Plan, incorporate green building practices sufficient to attain certification at the LEED Gold level using LEED or an equivalent program.

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Ensure zoning proposals for multifamily residential development within the above mentioned areas identified on the Concept Map for Future Development incorporate green building practices sufficient to attain certification at the LEED Silver level using LEED or an equivalent program.

Policy d. Ensure that zoning proposals for residential development that are not otherwise addressed in Policy c above attain certification under an established residential green building rating system such as EarthCraft or an equivalent program as defined in Policy b above. As intensity or density increases, the expectations for achievement in the area of green building practices would commensurately increase.

Policy e. Promote implementation of green building practices by encouraging commitments to monetary contributions in support of the county's environmental and climate initiatives, with such contributions to be refunded upon demonstration of attainment of certification under the applicable LEED rating system or equivalent rating system.

Policy f. Ensure applicants involved in public-private partnerships where land is leased or provided by the county meet or exceed county operational policy for green building certification.

Policy g. Ensure the provision of charging stations and related infrastructure for electric vehicles within new development and redevelopment proposals.

Policy h. Ensure all fenestration and lighting is "bird-friendly" consistent with guidelines published by the American Bird Conservancy, or equivalent guidance.

Policy i. Ensure zoning proposals pursuing an adaptive reuse, major renovation, or building retrofit incorporate green building practices sufficient to attain certification through LEED or an equivalent program.

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APPENDIX 1

GUIDELINES FOR TIDAL SHORELINE EROSION CONTROL MEASURES

Measures to control erosion along the county's tidal shoreline are often pursued in order to protect adjacent property. Where county approval of tidal shoreline erosion control measures is needed, the Virginia Marine Resources Commission Habitat Management Division's Tidal Wetlands Guidelines should be consulted. Consistent with this guidance artificial shoreline structural elements should only be pursued where there is active, detrimental shoreline erosion which cannot be otherwise controlled, and such structures should be constructed in a manner that minimizes adverse wetlands impacts.

Living shoreline approaches to shoreline stabilization (approaches that apply biological techniques, using native plant species) have been identified by the Commonwealth of Virginia as the preferred stabilization methods for tidal shorelines. Only living shoreline approaches should be permitted unless the best available science shows that such approaches are not suitable. If the best available science shows that a living shoreline approach is not suitable, then elements of living shoreline approaches should be incorporated into permitted projects to the maximum extent practicable. Unless otherwise advised through such guidance, best available science resources include:

- Virginia Marine Resources Commission Habitat Management Division's Tidal Wetlands Guidelines,
- Virginia Institute of Marine Science's Comprehensive Coastal Resource Management Portal, and
- Virginia Institute of Marine Science as the Commonwealth's designated science advisor on coastal and marine natural resource-related issues.

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PARKS AND RECREATION

INTRODUCTION

An integrated park system in Fairfax County is nationally recognized for its quality and diversity of park resources. Within the context of the Comprehensive Plan, these parklands and recreational facilities play a key role in shaping both the landscape and the quality of life through the conservation of natural and cultural resources, protection of environmental quality, provision of public facilities and human services, and management of urban growth.

The integrated park system is administered by a variety of public agencies at the local, regional, state and federal levels of government, including the Fairfax County Park Authority, Northern Virginia Regional Park Authority, City of Fairfax, Town of Herndon, Town of Vienna, Fairfax County Public Schools, Fairfax County Department of Neighborhood and Community Services, National Park Service, Bureau of Land Management, and the Commonwealth of Virginia. Since its inception, this long-established integrated parks system has evolved into a diversified mosaic of public open space and recreation facilities, ranging from smaller local-serving parks to extensive, regionally significant land holdings. Together, these public lands account for nearly 20 percent of the county's total land area. Privately managed open space, lands and facilities provide additional components of the open space and recreation system serving county residents. In redeveloping and urbanizing areas of the county, privately-owned but publicly-accessible parks and open spaces are emerging as essential elements of the urban form and serving needs of added residents.

The integrated park system serves as the primary public mechanism for accomplishing two equally important purposes: (1) to protect and preserve environmentally sensitive land, habitat connectivity, and water resources, and areas of archaeological, historical and/or cultural significance; and (2) to provide opportunities for residents, workers and visitors to pursue leisure activities in safe, accessible, and enjoyable parks and community recreational facilities.

Pressures of population growth, changing land use patterns and life styles, and fiscal realities will continue to influence the county's plans and abilities to provide park and recreation services at levels consistent with public needs. The pace of urban development is rapidly foreclosing the availability of land suitable for future parks, while escalating land costs further constrain opportunities for purchase of public parklands.

Additionally, development impacts on park and recreation resources are pervasive and growing. These impacts include placement of road improvements and utility and storm water management facilities or outflow on, or adjacent to, parklands; degradation of streams through siltation and erosion; loss of buffer areas and tree cover; fragmentation of wildlife habitats; and impacts on cultural resources. Park operations may adversely impact surrounding neighborhoods. Park providers should guard against negative neighborhood impacts through careful park planning, site design, management and operations.

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A large portion of parkland, that includes a part of the countywide trail system, is collocated within Environmental Quality Corridors (EQC's) establishing an integrated network of stream valleys and associated lands. The purpose of this network is to conserve open space; protect wildlife habitat, biodiversity of species, riparian corridors, water quality and aesthetic values; control flooding and erosion; and provide continuity of non-motorized access between parklands, residential communities, employment and commercial centers and transit areas. The public park system is challenged, now and in the future, with completing the network by acquiring linking lands and public access, and connecting, building and maintaining a continuous network.

Increased use of recreation facilities results in faster facility deterioration and replacement rates, potential crowding, and user conflicts. In addition, diversification of recreational preferences expands the need for new facility types and associated space. As residential densities rise and individual yards become smaller or disappear, the need for public open space, woodlands, trails, recreation facilities, and open play areas increases. This is true for both urban and suburban areas. The provision of needed parks and recreation facilities meets identified needs while adding community, health, and economic value.

Over the next 20 years, opportunities to develop private and public urban-scale parks and recreation facilities as part of mixed-use developments should be planned and promoted in appropriate areas of the county, including Tysons Urban Center, Transit Station Areas, Revitalization Districts, and other designated growth centers. This type of urban open space will be an important element in improving quality of life, promoting good health through exercise and enjoyment of outdoor spaces, supporting placemaking efforts, and providing relief from urban congestion by allowing urban dwellers to enjoy parks and recreation locally.

These concerns necessitate a comprehensive approach to planning and acquisition for an integrated system of parks, recreation, and open space, which utilizes the resources of the public and private sectors to maximum advantage. It is critical that public and private park providers throughout the Northern Virginia region assess current and long range park and leisure needs and coordinate the effective delivery of park and recreation services while protecting significant natural and cultural resources. It is in the best public interest to ensure the efficient use and equitable distribution of resources and services throughout the community to meet the dual goals for protection of significant natural and cultural resources, and provision of sustainable parklands and facilities that serve the increasing demands for a full range of park experiences.

Public policy, regulations, actions and funding influence the private sector's role and responsibility for land stewardship and provision of recreation resources. Collaborative efforts between the private and public sectors, especially through the land development process, can result in better appreciation, protection, and stewardship of natural and cultural resources, as well as the provision of adequate recreational facilities and amenities to serve residents.

Park planning and land use decisions should be guided by the county goals cited below:

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BOARD OF SUPERVISORS GOALS

Environmental Protection - The amount and distribution of population density and land uses in Fairfax County should be consistent with environmental constraints inherent in the need to preserve natural resources and to meet or exceed federal, state and local standards for water quality, ambient air quality and other environmental standards. Development in Fairfax County should be sensitive to the natural setting, in order to prevent degradation of the county's natural environment.

Growth and Adequate Public Facilities - Growth in Fairfax County should be held to a level consistent with available, accessible, and adequate public facilities as well as with rational plans to provide new public facilities to maintain existing public facilities. The county's plans for development should take into account financial limitations associated with increased needs for public facilities.

Culture and Recreation - Fairfax County should provide local systems and participate in regional programs for safe, accessible and enjoyable parks (including active, passive, and historical parks); recreational programs; libraries; and cultural programs and facilities. Fairfax County should also support and encourage the identification and preservation of its heritage resources for the aesthetic, social and educational benefits of present and future citizens.

Open Space - Fairfax County should support the conservation of appropriate land areas in a natural state to preserve, protect and enhance stream valleys, meadows, woodlands, wetlands, farmland, and plant and animal life. Small areas of open space should also be preserved in already congested and developed areas for passive neighborhood uses, visual relief, scenic value, and screening and buffering purposes.

Objective 1: **Identify and serve current and future park and recreation needs through an integrated park system that provides equitable access to parks-open space, recreational services and facilities, and stewardship of natural and cultural resources.**

Policy a: Plan, acquire, develop, and maintain the following types of parks through the Fairfax County Park Authority in conjunction with other public providers and the private sector and in accordance with the Park Classification System as follows: (See Parks and Recreation Appendix 1 for the Park Classification System):

A. Local Parks including Urban Parks (See Parks and Recreation Appendix 2 for the Urban Parks Framework)
B. District Parks
C. Countywide Parks
D. Resource-Based Parks
E. Regional Parks

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Policy b: Provide a balance of quality recreation opportunities with the protection and preservation of natural and cultural resources.

Policy c: Ensure the provision of parklands and the efficient use of facilities throughout the county is based on equity, user needs, and consistent with population distribution and growth patterns.

Policy d: Use the Standards and Criteria for Establishment of Park and Recreation Facilities (Appendix 3) as a guide for the planning and provision of parkland and recreation facilities to adequately and equitably serve the county's current and projected population.

Policy e: Enhance existing park experiences and resource protection opportunities through acquisition of lands adjacent to existing parkland, wherever feasible.

Policy f: Extend public investments in parkland acquisition and park development through a combination of public/private mechanisms, such as voluntary dedication and/or donation of land, fee simple purchase, negotiated agreements, public access easements, and other appropriate means.

Policy g: Land acquisition for public park use should be guided by the Parkland Acquisition Criteria included in the Standards and Criteria for Establishment of Park and Recreation Facilities (Appendix 3) to adequately and equitably serve the county's current and projected population. Potential public parkland need not require a specific "public park" Area Plan land use designation in order to be acquired or used as a public park.

Policy h: Encourage private landowners to preserve open space and protect ecological and cultural resources though the use of conservation easements, land use valuation, and other land use options, incentives and programs.

Policy i: Acquire those Environmental Quality Corridors (EQC) segments needed to connect and complete the public stream valley network and trail systems. Where land acquisition may not be feasible or desirable, work to obtain use of privately-owned resources through voluntary means such as conservation easements and cooperative agreements.

Policy j: Endorse the efforts of the multi-jurisdictional Northern Virginia Regional Park Authority (NVRPA) to fulfill its purpose: to carry out a long-range open space plan for Northern Virginia, through a cooperative system of regional parks, to supplement and enhance local park systems in Northern Virginia.

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Policy k: Coordinate and cooperate with other county, municipal, regional, state and federal agencies in planning, development, protection and management of all park resources to support the integrated park system.

Policy l: Work cooperatively with private and public landowners to develop and provide trail connections to parkland from existing and planned trails and encourage non-motorized access to parks.

Objective 2: Protect appropriate land areas in a natural state to ensure preservation of significant and sensitive natural resources.

Policy a: Identify and acquire lands with significant natural resources including exemplary natural areas, large natural areas, areas connected to other protected lands, stream valleys and areas that buffer significant resources from disturbance and impacts.

Policy b: Manage and protect significant natural resources throughout the county, in cooperation with other agencies, organizations and partners, by implementing ecosystem management principles, restoring degraded natural resources, linking major resource areas and supporting habitats essential to biological diversity, where possible.

Policy c: Manage wild populations to include vegetative resources and wildlife, including invasive species, through appropriate inventories, monitoring, education, planning, management and restoration to protect and improve the ecosystem function including increasing biodiversity of native species.

Policy d: Protect, monitor, plan, manage and restore wildlife, and wildlife habitat, on parkland to protect the ecosystem function, including increasing biodiversity of native species.

Policy e: Protect, monitor and manage park water resources and stream valleys.

Policy f: Implement best management practices and policies on parkland, as recommended in adopted county policies, objectives, watershed plans, and the Chesapeake Bay Preservation Ordinance.

Policy g: Protect parklands from encroachments and minimize adverse human impacts to natural areas.

Policy h: Minimize adverse impacts to air quality resulting from park operations and maintenance.

Policy i: Encourage natural resource stewardship through educational programs and other means that highlight the significance of natural resources.

Policy j: Minimize adverse impacts of development on water resources and stream valleys.

Policy k: Minimize the effects of storm water outfalls on parkland.

Policy l: Site storm water management facilities on parklands only when a benefit to parklands and water quality is demonstrated.

Policy m: Grant easements or encumbrances on parkland only when a benefit to parklands and water quality is demonstrated.

Policy n: Minimize impacts of park maintenance and operation practices through the use of environmentally sound methods including Integrated Pest Management.

Objective 3: Protect and preserve significant cultural resources on parklands.

Policy a: Determine the significance and appropriate preservation options for cultural resources that are proposed for inclusion in the integrated park system in accordance with the criteria for the U.S. Department of Interior National Register of Historic Places and the Fairfax County Criteria for Public Significance (See Objective 2, Policies a. and b. in the Heritage Resources section.)

Policy b: Protect significant cultural resources, including archaeological sites, historic properties, buildings, structures, districts, landscapes, cemeteries and artifacts from degradation or damage and destruction.

Policy c: Consider alternatives, in addition to fee-simple acquisition of cultural resources, such as the establishment of protective easements, to ensure preservation, stabilization, restoration and appropriate site planning and development.

Policy d: Coordinate preservation of significant cultural resources with county, municipal, regional, state and federal agencies to ensure effective and consistent management and protection of these resources.

Objective 4: Provide for current and future park and recreational needs through a combination of development of new and existing sites and the optimal use of all existing facilities.

Policy a: Ensure that facility service levels are commensurate with equitable park access, sustainable parkland and facility capacity. Service levels should relate to public

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needs as determined through periodic Park and Recreation Needs Assessments with community input.

Policy b: Maximize the use of existing public facilities, including Fairfax County Public Schools, for community recreation purposes and provide non-motorized access through coordination among managing agencies of service provision, redevelopment and maintenance of recreation facilities.

Policy c: Maximize opportunities to include accessible community recreation facilities on properties and in buildings acquired, planned, designed and developed by Fairfax County Public Schools or other public agencies.

Policy d: Develop a regional and integrated open space and greenway system and provide mutually supportive recreation opportunities in cooperation with other public park agencies.

Policy e: Ensure that the location, design, development and redevelopment of park resources are equitable and accessible for all ~~populations~~ communities and are adaptable to changing recreational, demographic, and economic trends.

Policy f: Integrate urban-scale parks into mixed-use developments and designated mixed-use centers, using the Urban Parks Framework as a guide.

Policy g: Mitigate adverse impacts from park activities on surrounding neighborhoods through careful park planning, site design, management and operations.

Objective 5: Ensure the long term protection, preservation and sustainability of park resources.

Policy a: Protect parklands from adverse impacts of off-site development and uses. Specifically, identify impacts from development proposals that may negatively affect parklands and private properties under protective easements and require mitigation and/or restoration measures, as appropriate.

Policy b: Ensure the protection and appropriate resource management of, and public access to, designated stream valleys through dedication to the Fairfax County Park Authority or other park agencies.

Policy c: Provide compensation for use of parklands for other than park purposes in accordance with adopted policies of the affected park agency.

Policy d: Protect the public's parkland investment and ensure the safety, quality, equitable distribution, and sustainable operation of parklands, facilities, and infrastructure.

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Policy e: Ensure that efficient park facility maintenance and management practices can be achieved to provide for long-term sustainability and preservation of the public investment.

Policy f: Consider the location of major public facilities, including transportation and utility corridors, and telecommunication facilities, on or through parklands when the proposal meets the following conditions: (a) is consistent with the relevant policies of the managing park agency; (b) the managing park agency determines that the proposed facility is compatible with the existing and future use of parkland, (c) the managing park agency concurs that there is no feasible or available alternative to the use of parklands and (d) the proposal will have minimal impacts on parkland, facilities, resources and user experience.

Policy g: Protect parklands from encroachments and other unauthorized uses.

Policy h: Where appropriate and feasible, apply better site design and low-impact development (LID) techniques in park development to reduce environmental impacts of development.

Objective 6: Ensure the mitigation of adverse impacts to park and recreation facilities and service levels caused by growth and land development through the provision of proffers, conditions, contributions, commitments, and land dedication.

Policy a: Offset residential development impacts to parks and recreation resources, facilities and service levels based on the adopted facility service level standards (Appendix 2). The provision of suitable new park and recreational lands and facilities will be considered in the review of land development proposals in accordance with Residential Development Criteria - Appendix 9 of the Land Use element of the countywide Policy Plan.

Policy b: To implement Policy a. above, residential land development should include provisions for contributions, or dedication, to the Park Authority of usable parkland and facilities, public trails, development of recreational facilities on private open space, and/or provision of improvements at existing nearby park facilities.

Policy c: Nonresidential development should offset significant impacts of work force growth on the parks and recreation system.

Policy d: Ensure that Comprehensive Plan land use amendment proposals for higher densities include recommendations for the provision of parkland and trails to offset the impacts of increased density.

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Policy e: Seek dedication of appropriate lands to the Fairfax County Park Authority that meet the criteria for Resource Protection Areas and parkland adjacent to stream valleys as defined respectively by the Chesapeake Bay Preservation Ordinance and the Fairfax County Park Authority Stream Valley Policy.

Policy f: Encourage developers to cooperatively enhance pedestrian access to parks, develop and maintain publicly accessible urban parks, connective trails, park amenities and active recreation facilities in Tysons and other designated mixed-use centers in accordance with the Urban Parks Framework (Appendix 2).

Policy g: Apply appropriate design standards to all facilities proposed for inclusion in the park system.

Policy h: On development adjacent to park property improve access to park entrances and trailheads by making connections to nearby parks where feasible. Encourage designs that minimize the potential for encroachments and adverse environmental impacts on parkland and that augment the natural resource values of the parkland.

Objective 7: The Parks, Recreation, Open Space, and Access (PROSA) Strategy a framework for equitable access to the Fairfax County park system, guides park investments to improve 10-minute walk access to Fairfax County Park Authority parks, enhances access to complete park experiences, enriches habitat connectivity between environmental corridors, and analyzes, and prioritizes recreation needs and projects with an equity lens.

Policy a: Allocate investments to reach an equitable outcome of park and recreation services across the county so that residents can access and enjoy the same quality parks no matter where they reside in Fairfax County. Inform the prioritization of park and recreation needs using appropriate data sources and take into consideration population density.

Policy b: Enhance access to existing parks and trails by adding park entrances and trailheads where appropriate and feasible on parkland so that every resident is within a safe, comfortable 10-minute walk of a county park or trailhead.

Policy c: Provide a variety of park experiences through amenities and programming to promote healthy lifestyles. Park experiences include active recreation, passive/contemplative recreation, social recreation, and natural/cultural recreation and provide a balance of complete park access to ensure a balance of recreational opportunities for park users.

Policy d: Provide a functional network of connected habitats and natural communities in the county park system to minimize habitat loss and habitat fragmentation.

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APPENDIX 1

PARK CLASSIFICATION SYSTEM

INTRODUCTION

The Park Classification System is a general framework intended to guide open space and public facilities planning, and also to assist in the development of public and private land management plans, by grouping parks according to certain common typical characteristics. The Park Classification System specifically supports Countywide Objective 1, Policy a. by outlining the primary purpose, location and access, character and extent of development for the following park classifications:

A. Local Parks including Urban Parks (See Parks and Recreation Appendix 2 for the Urban Parks Framework)
B. District Parks
C. Countywide Parks
D. Resource-Based Parks
E. Regional Parks

This Park Classification System is augmented by state and federal park areas within Fairfax County boundaries.

Park Classifications provide guidance: a) to the Planning Commission for determining whether a proposed park site is in substantial conformance with the county Comprehensive Plan; b) for determining the appropriate geographic location and equitable distribution of varying types of parks; c) to the park planning staff during the park planning and development process; and d) to set public expectations for future park uses. Park master planning, determination of substantial conformance with the county Comprehensive Plan pursuant to Code of Virginia section 15.2-2232 (known as the 2232 process), and capital funding allocations are all public processes that precede development on parkland.

Criteria for each park class are provided in the individual descriptions below. The general areas of consideration are:

1. **Purpose** - indicates the general park use.
2. **Location and Access** - indicates the appropriate location and means of access.
3. **Character and Extent of Development** - indicates the general park size range, typical facility types, the extent of development, the general experience a user may expect and any special considerations. Site-specific facilities and uses are determined through the park master planning process for individual parks. The park master planning process is a public process that provides opportunities for public input and requires approval by the appointed officials of the respective park agency or elected officials of local municipalities.

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A. LOCAL PARKS

Purpose

This general classification of parks includes parks that serve neighborhoods and mixed-use centers in suburban and urban areas of the county. Local parks primarily offer a variety of active or passive recreation opportunities, or a combination of both, 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.

Location and Access

Local Parks should be located to serve local residential neighborhoods, broader residential communities and/or urban employment or mixed-use centers. Pedestrian, bicycle, transit, and/or car access is appropriate depending on the setting and access features. In suburban contexts, whenever feasible, locate these parks adjacent to elementary or intermediate schools to maximize collocation of recreation facilities; In mixed-use developments, proximity to retail/office areas is desirable for collocation of parking and minimum impact on residences. In urban contexts, Local Parks should be located within walking distance (1/4 to 1/2 mile) from every residence. In these urban areas, access would be predominantly by foot or bike and the need for parking would be reduced or eliminated; it would be appropriate to provide limited on-street parking.

Character and Extent of Development

Local Parks primarily provide facilities for active or passive recreation, or both; areas for scheduled and unscheduled recreation activities and social gathering places; and serve residential, employment and mixed-use centers. In suburban settings, park size will typically be at least 2.5 acres and less than 50 acres, but some local parks may range up to 75 acres. In urban areas, park size is typically less than 5 acres and often less than ½ acre. Visits to local parks will typically be less than two hours.

The character of Local Parks may vary depending on their location within the county. In residential settings, these parks will generally be larger than in urban parts of the county. Local Parks offer open space to those with little or no yards as well as places to informally gather and socialize. Various facility types are appropriate and may include, but are not limited to, open play areas, playgrounds, dog parks, skating features, courts, athletic fields, game areas, trails, trail connections, natural areas, and picnic facilities. Facilities may be lit or unlit. In a suburban setting and depending on the park size, accessibility, and facilities, the service area may be up to 3 miles. In an urban setting, the service area is generally ¼ to ½ mile, or generally within a 5-10 minute walking distance from nearby offices, retail and residences.

The user experience at Local Parks may be casual and informal geared toward social interaction, play and outdoor enjoyment, or may be more structured to support organized sports and park programs. Collocation of a mix of park uses and facilities that support both informal and structured

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activities is increasingly necessary to meet the county's diverse and varied recreation and leisure needs in an environment where available land is diminishing. To the extent possible, facilities will be planned so that areas that address different needs are compatible.

In urban areas, urban-scale Local Parks are appropriate. These publicly accessible urban parks will include facilities that are pedestrian-oriented and provide visual enhancement, a sense of identity, opportunities for recreation and social interactions, enjoyment of outdoor open space and performing and visual arts. Urban parks are generally integrated into mixed-use developments or major employment centers in areas of the county that are planned or developed at an urban scale. Areas in the county that are generally appropriate for urban parks include Tysons and other designated mixed-use centers. Urban parks can be administered by private land owners, Fairfax County Park Authority, or through joint public and private sector agreements for public benefit.

Primary elements of urban-scale Local Parks are ease of non-motorized access and a location that complements, or is integrated with, surrounding uses. Features may include urban style plazas,athletic and sports facilities, playgrounds, mini-parks, water features and trail connections, oriented to pedestrian and/or bicycle use by employees and residents. Park architectural characteristics reflect the built environment. Short-term, informal activities and programmed events during lunch hours and after-work hours are intended to foster social interactions among users, provide leisure opportunities, and create a visual identity to strengthen sense of place and orientation. Well- conceived and executed design is critical to the viability of this type of park. To be successful, urban parks need high visibility, easy access, lots of pedestrian traffic, immediacy of casual food service, access to basic utilities, landscaped vegetated areas, ample seating, high quality materials, a focal point or identity, regular custodial maintenance, and an inviting and safe atmosphere. For detailed urban park information, types, and descriptions see Appendix 2, Urban Parks Framework.

The Area Plans element of the Comprehensive Plan delineates the park classifications of all public park sites in the county. The specific types of facilities to be developed at each Local Park site is determined by the managing park agency with public participation through its Park Planning and Development process.

B. DISTRICT PARKS

Purpose

This park classification includes larger parks that serve larger geographic areas of the county and provide a variety of indoor and outdoor recreation facilities and park experiences. Portions of these parks may be designated for natural and/or cultural resource protection.

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Location and Access

These parks may be located in most areas of the county. Access should be available by the major arterials and the countywide trail system to encourage pedestrian and bicycle trips; public transit access is also desirable. The service area can range from 3 to 6 miles. Size is typically 50 to 150 acres. Parking must be provided.

Character and Extent of Development

District Parks provide diverse opportunities for passive and active recreation uses. 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. The extent of development will depend on actual site conditions, such as topography, amount of developable acreage, and access. 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 protection. Lighted facilities and extended hours of operation are the norm.

These parks offer diverse experiences and activities that typically involve an individual or group for a time period of up to a half day and may attract spectators or participants. Typical recreation activities at District Parks include, but are not limited to, golf, skating, skateboarding, picnicking, classes and camps, child play, off-leash dog exercising, cultural and holiday events, performing arts, sports play and activities scheduled in RECenters. Additionally, woodlands, open space, trails and open play areas are highly desirable features. Sensitive environmental areas and cultural resource sites within the parks will be managed as Natural or Cultural Resource Areas. The Area Plans element of the Comprehensive Plan delineates the park classifications of all park sites in the county. The specific types of facilities to be developed at each District Park and support amenities, such as parking, lighting and restrooms, is determined by the managing park agency with public participation through its Park Planning and Development process.

C. COUNTYWIDE PARKS

Purpose

This park classification includes larger parks that serve the county and provides a variety of larger-scale indoor or outdoor recreation facilities, or both, and facilities that are unique within the county. Areas designated for natural and/or cultural resource protection may also be included within these parks.

Location and Access

These parks may be located in most areas of the county. Access should be available by the major arterials and the countywide trail system to encourage pedestrian and bicycle trips; public transit is

also desirable. The service area is typically larger than 5 miles often including the entire county, or larger, depending on the facilities and location. Park size is typically 150 acres or more. Parking must be provided.

Character and Extent of Development

Countywide Parks provide diverse opportunities for passive and active recreation uses to a wide range of simultaneous users. Generally, these parks provide complexes of intensively developed activity areas. The complexes may include multiple facilities for the same activity, an assortment of different activity focuses in one or more areas of the park, and/or unique facilities found in only one or a few parks within the entire park system. Facilities in these parks are larger in scale than those found in District Parks.

Countywide Parks may combine larger complexes of developed areas with extensive natural areas. The extent of development will depend on actual site conditions, such as topography, amount of developable acreage, access and intensity of adjacent land uses. Appropriate facilities include those typically found in District Parks as well as the facilities unique to Countywide Parks and the support uses necessary for a full day activity such as concessions and restrooms. Formally scheduled community gathering places and areas for large programmed activities and events are also typical. Lighted facilities and extended hours of operation are the norm.

These parks offer diverse experiences and activities that typically involve an individual or group for a time period of up to a day and which may attract large numbers of spectators or participants. Typical activities may include those found in District Parks. Other countywide-serving facilities that are larger scale, broader serving, and distinguished from Local or District serving facilities may include, but are not limited to, group event areas, sports complexes, indoor sport and event facilities, lakefront parks, festival and arts venues. Sensitive environmental areas and cultural resource sites within the parks will be managed as Natural or Cultural Resource Areas.

The Area Plans element of the Comprehensive Plan delineates the park classifications of all park sites in the county. The specific types of facilities to be developed at each Countywide Park and support amenities, such as parking, lighting and restrooms, is determined by the managing park agency with public participation through its Park Planning and Development process.

D. RESOURCE-BASED PARKS

Purpose

This classification includes parks that primarily preserve, protect, and interpret natural and/or cultural resources. Portions of these parks may be designated for recreation purposes.

Location and Access

The location for Resource-based Parks is determined by the location of the specific resources. Size and access can take many forms depending on the setting and type of resources. Access to stream valleys is primarily by trails; however trailheads with parking should be strategically located along trail routes. Management plans should give consideration to the resource and allow public use only as it is compatible with resource protection.

Character and Extent of Development

Resource-based Parks are selected for inclusion in the park system because of their exemplary natural and/or cultural features and are acquired, identified and preserved for stewardship and protection. Protection and stewardship of unique natural and cultural resources provide a variety of public benefits. These parks provide educational and interpretative opportunities relative to environmental and cultural resources. These lands may offer opportunities to restore degraded areas and to protect, increase and restore biodiversity of species that may inhabit these areas. In addition, recreation opportunities and facilities are also appropriate at these parks to the extent they are consistent and compatible with resource management within the park. Development which does not adversely affect resources and which enhances awareness of the resource values is appropriate. Development of public sites should include opportunities for public education and enjoyment. Interpretive (educational) facilities and structures may include visitor centers, nature centers, orientation kiosks, nature watching stations, demonstration areas, preserved buildings and gardens, hiking, biking and equestrian trails as designated. To the extent that they do not adversely impact the resources themselves, support amenities may also be developed such as picnicking areas, restrooms, signs, benches and parking. Trails and trail connections are a significant feature at these parks, especially along stream valleys and often serve as countywide trail connections.

Stream valleys are a predominant physiographic feature of Fairfax County and comprise the core of the county's Environmental Quality Corridor (EQC) system. Parks located in and along the stream valleys encompass those segments of EQCs planned for public parkland and comprise the core elements of a greenway network that links areas notable for significant natural and cultural resources with residential and employment areas throughout the county. They may vary in size and character from steeply sloped corridors with cascading streams to broad floodplains; all are treated as sensitive environmental areas. Trails within stream valleys should be located to be sensitive to environmental conditions. In addition to trails, seating areas, small picnic and open play areas, landscaping and interpretive structures may also be developed, if they do not adversely impact the EQC or ecological functions.

The user experience at Resource-based Parks will be varied. These parks support nature, horticulture and history programs as well as more casual interests such as gardening, nature watching and appreciation of local, regional, state and national history. Settings for quiet contemplation are appropriate in these parks. Recreation uses compatible with resource management may also be appropriate in these parks. Visitors may frequent these parks on a regular or occasional basis.

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The Area Plans element of the Comprehensive Plan delineates the park classifications of all park sites in the county. The specific types of facilities and support amenities, such as parking, lighting and restrooms, to be developed at each Resource-based Park is determined by the managing agency with public participation through its Park Planning and Development process.

E. REGIONAL PARKS

Purpose

Regional Parks are lands or facilities administered by the Northern Virginia Regional Park Authority (NVRPA), with region-wide significance that supplement and enhance the county and municipal park systems within the six participating political jurisdictions. NVRPA parks and facilities serve a multi-jurisdictional constituency.

NVRPA's Park Classification System was developed within the context of its mission, goals and objectives: 1) to distinguish regional parks from local, state and federal parks; 2) to provide a concise description of the management functions and responsibilities of the Authority; and 3) to apply to regional parklands and recreational facilities. While the classification system is comprehensive, it is not mutually exclusive, and some parks may fall within more than one classification.

Location and Access

NVRPA owns and protects more than 11,000 acres of public parkland and has developed twenty-five parks in its service area of Fairfax, Arlington and Loudoun Counties and the cities of Fairfax, Falls Church and Alexandria. Facilities within this service area are typically accessible within a 1 to 1.5 hour drive by car and by foot, bicycle and equestrian trails. Eleven Regional Parks consisting of more than 8,000 acres, are located within Fairfax County.

Character and Extent of Development

The character and extent of development for Regional Parks is directed by the NVRPA Park Classification System that contains six categories, each with its own criteria. These criteria identify the park purpose and provide general planning and development guidelines and resource management and use policies. Individual park master plans work in conjunction with the NVRPA classification system to further define use and management of the park as a resource. The general purpose and character of NVRPA's six park classifications are briefly defined below:

> **Regional Land Bank** - This designation provides the NVRPA with an administrative mechanism to hold lands on a temporary basis pending decisions on classification or disposition. Because the land will be held under this designation on a temporary basis, planning for these areas will occur only as required.

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Regional Conservation Area - This designation places public ownership or control over regionally significant natural areas or water resources, so as to protect and preserve their unique environmental, cultural, ecological or scenic value. The primary long-term objective is to limit the development of these areas to preserve their "wilderness-like" qualities.

Regional Shoreline Park - These parks preserve riparian lands adjacent to regionally significant water resources, and provide public access for educational and environmental study and water-based recreational and scenic enjoyment. Long-term objectives for these parks vary for natural and recreational areas. Natural areas are limited to development and use consistent with preserving their natural characteristics. Recreational areas allow for development of facilities consistent with regional needs, with particular emphasis on water access and the creative use of recreational and water resources.

Regional Trail and Greenway Park - Designated as networks of linear corridors or parks that connect recreational, natural, and/or cultural resources, these parks provide regionally significant links to comprehensive regional greenways and open space. The primary long-term objective will be contribution to a regional greenway and open-space plan for Northern Virginia.

Regional Historic/Cultural Park - This designation preserves structures and/or sites deemed significant to the history and culture of Northern Virginia. Long-term objectives include continued development of interpretive facilities on currently held park sites, public education of each park's historic resources, and protecting sites and structures in accordance with sound preservation practices, as funding permits.

Regional Recreational/Special Multi-Use Park - These parks contain specialized recreational and other public facilities or opportunities, which, because of their specialized nature, cost or demand, are not otherwise generally available within local parks, or offered by local park and recreation agencies. The long-term objectives for these parks include pursuing new and innovative park, recreational or other public facilities which avoid duplication of local, state and federal park facilities.

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APPENDIX 2

FAIRFAX COUNTY
URBAN PARKS FRAMEWORK

The county's Comprehensive Plan envisions concentrating growth in areas designated on the Concept for Future Development as Mixed-Use Centers and seeks a balance between residential and employment uses. These areas, planned for the most intense mixed-use development, include Tysons, Transit Station Areas, Community Business Centers, and Suburban Centers. As a result, over the next several decades, portions of the county will change to a more urban form that takes advantage of the synergy among integrated land uses and enables people to live, work, shop and play in compact areas.

The planned urbanization of the county's growth areas requires that the existing suburban park system in Fairfax County be supplemented by parks that are more suitable for the unique urban context and provide appropriate functions, uses, amenities, visual form, ownership, and accessibility to the variety of users typical in an urban environment. Residents in these areas most likely will have little or no private yards due to more dense residential forms and will rely on publicly accessible open space for leisure pursuits, socializing, exercising, and enjoying natural and designed landscapes. Workers and visitors to these destinations similarly will seek safe and comfortable, publicly accessible spaces for leisure and social activities. Well-defined and innovative urban parks can serve this diverse range of uses and users while also contributing to the placemaking and economic strength of these urbanizing areas.

In the county's park system, urban parks are one type of Local Park. The Park Classification System (Appendix 1) categorizes urban parks as a type of Local Park and characterizes them generally in terms of their relationship to adjacent land uses and orientation, size, access and administration. Urban parks are further defined by features that differentiate them from traditional suburban residential-serving parks. Urban parks can be qualified by their unique park elements, features, design, and means of implementation.

This Urban Parks Framework develops a common terminology that can be used to plan for and develop parks in Fairfax County's urbanizing and redeveloping mixed-use centers. The Framework details urban park design elements and types. In defining and describing design elements and types, this Framework focuses on characteristics and features, allowing room for flexibility as urban and park forms evolve over time. This flexibility also allows the Framework to be creatively applied within the varying contexts of the county's mixed-uses areas; each area is unique, the corresponding urban park systems will also be. The Framework and its urban park typology also serve to clarify expectations for the community decision makers and developers who seek to implement changes to existing development patterns and provide for park and recreation needs in these areas.

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A. URBAN PARK DESIGN ELEMENTS

A listing of typical urban park design elements is contained in Table 1 below. These elements describe where urban parks should be located and accessed; how they should relate to their surrounding context and land uses; who may own and operate these parks; how they will function, look, and be used; and what kind of amenities may be found there. Finally, there is a general description of service area and size ranges. Context and location are particularly important for defining urban parks and will greatly influence the choice of the other elements. Collectively, these component elements define what is unique to urban parks in Fairfax County. Several of the county's designated mixed-use centers have urban design guidelines and those adopted guidelines should also be referenced for urban park guidance. Urban design guidelines and specific Area Plan guidance will also address elements of the urban fabric such as open space and green areas that, while not parks as defined here in the Framework, remain important to the success of an urban environment.

Table 1: Design Elements

Element	Description
Context/Location	Urban parks are generally integrated into mixed-use developments, urban centers, and designated mixed-use centers in areas of the county that are planned or developed at an urban scale. The context and location of the urban park can result in activating public or private uses located nearby and vice versa. Well-conceived and executed design is critical to the viability of this type of park. To be successful, urban park locations need high visibility, easy access, and lots of pedestrian traffic.
Access	A key aspect of the urban park paradigm is the provision of public accessibility, regardless of ownership. Integration into other public and private uses as mentioned above is also important. Accessibility from the public realm, such as streets and sidewalks, extends the public realm into urban park spaces. Access is generally by pedestrian, bicycle or other non-motorized means and universal accessibility should be ensured. Urban parks should be provided in locations that are near transit facilities, trail systems and high pedestrian traffic areas. Connectivity among urban public spaces is also desirable.
Function/Purpose	The purpose and function of urban parks is to provide public spaces for human interaction and outdoor enjoyment in the urban context. Urban parks should include facilities that are pedestrian-oriented and provide visual enhancement, a sense of identity, and opportunities for enjoyment of outdoor open space, varied small-scale recreation spaces and performing and visual arts. Short-term, informal activities and programmed events during lunch hours and after-work hours can foster social interactions among users. From an urban design perspective, urban parks also assist in breaking up the building massing and in creating a rhythm for the development pattern. Urban park functions also include active pursuits related to recreation amenities and central civic space for community building activities.

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Ownership, Management and Operation	Urban parks can be owned, managed, and/or administered by private land owners, community groups, public agencies and authorities (such as Fairfax County Park Authority, other governing or managing authorities or organizations), or quasi-public agencies and authorities (such as business improvement districts) or through joint public and private sector agreements for public benefit. Regardless of ownership, urban parks should be publicly-accessible (as described above) and cooperatively programmed.

Element	Description
Amenities	Typical amenities within urban parks include seating, tables, street furniture, public art, trails, visual elements, display space, signage, water features, casual food service, focal points, playgrounds, gazebos, lighting, bike racks, pedestrian connections, special landscaping, transit-oriented amenities, and/or security features. In larger urban parks, amenities should also include recreational facilities such as sport courts, fitness stations, athletic facilities, and/or open lawns (natural or artificial) that can be casually used or programmed for sports or events. Other amenities that may also be provided include off-leash dog areas, community gardens, demonstration gardens, restrooms, parking, food service, amphitheaters, and picnic shelters.
Form/Visuals	Well-conceived and executed design is critical to the viability of urban parks. Generally, urban parks consist of one or more defined spaces. These types of parks are smaller than typical suburban parks and should complement surrounding uses, context, design, natural features, and architecture. These spaces should be constructed of high quality hardscape and landscape materials that are durable and environmentally sound. Urban parks may range from a single to multiple defined spaces in design. Design should be consistent with design guidelines adopted for an area and should support transient, short visits and appeal to a range of users.
General Length of Stay	Depending on the context, surrounding uses and amenities offered, the length of stay will generally be less than two hours, but could last up to all day for special community events or festivals.
Size and Service Area	In urban areas, park size is typically less than five acres and often under ½ acre. The service area is generally within a 5-10 minute walking distance (or ¼ - ½ mile) from nearby offices, retail and residences. New developments generate need at a rate of 1.5 acres per 1,000 residents and 1.0 acre per 10,000 employees. Within urban, mixed-use development areas, a full complement of urban park types is desirable to create robust park networks.

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B. URBAN PARK TYPES

Urban park design elements may be combined in various ways to create a range of urban park types. Five distinct types of urban parks emerge from the urban park elements: pocket parks, common greens, civic plazas, recreation-focused urban parks and linear parks (see definitions below). Urban park types range in size from the very small pocket park situated as a by-way on a pedestrian-oriented travel way to a large civic open space that encompasses many acres, contains diverse amenities, and accommodates large community gatherings. The services offered in an urban park can also range widely, from offering active recreation to interpreting cultural and natural resources.

Pedestrian ways and linear connections supplement and, in some cases, link the urban park spaces. Many of these linear spaces are required for development, redevelopment or public infrastructure and are important in connecting and supporting public open space. These connections are designed for both recreational and transportation use by pedestrians, cyclists, and other non-motorized means. Trails and pathways are continuous and range in width to accommodate a variety of users. The connections may include amenities and/or design features such as trailheads, orientation features,seating, and wayfinding signage.

There are a number of supporting features that may share some common characteristics of urban parks, but which do not in and of themselves constitute an urban park. These features include building entryways, visual amenities, gateway features, landscaped connectors, and streetscape elements. While these features often support the urban park paradigm, they do not in and of themselves constitute an urban park.

The five urban park types span a continuum of purposes, uses, sizes and features that can flexibly accommodate a broad spectrum of recreational and leisure pursuits in urbanizing centers. Ideally, urban areas will contain a variety of urban park types in order to serve local leisure needs and support revitalization goals, and create or enhance an area's sense of culture, liveliness, and identity. The precise number, size and arrangement of the five park types in any given mixed-use center should be determined as warranted by local conditions, adopted plans and in accordance with an urban park implementation process.

It is important to pursue creative solutions to providing open space and recreation facilities in these areas. Creative urban park initiatives may include rooftop parks, unique programming areas, recreation facilities provided within commercial buildings, redevelopment at nearby existing parks and forging new park provider partnerships.

Pocket Park

Pocket parks are small-scale (usually less than one acre), open spaces incorporated into developments and designed for casual use by people working and living in the immediate area. A pocket park is a single defined space designed to provide limited casual open space to enjoy

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individually or in social interactions. These spaces may consist of hardscape elements or lawn and landscaped areas, seating and visual amenities. Pocket parks should be located so that they can best serve the immediate neighborhood. Pocket parks should be provided in areas of high-volume pedestrian activity, with easy access and high visibility to the street. Pocket parks should be distinct from building entrances and streetscape.

Common Green

Larger than pocket parks, common greens include flexible open spaces with open lawn areas, serving as the recreation and social focus of a neighborhood or larger area. Size will generally depend on the context, function and area, but should be a minimum of one acre. Although a central lawn will be the main focus of this type of park, it may be designed with multiple defined spaces offering a mix of complementary uses and/or large enough to support multiple simultaneous activities. The common green could function as unscheduled open space for uses such as picnicking and unstructured play, or be programmed for athletics, public gatherings, performances and special events. The common green may include facilities such as off-leash dog areas, community gardens, landscaping, water features, shade structures, gathering areas, amphitheaters, space for public art, and/or hardscape areas. Recreational amenities may be incorporated as complementary facilities, but do not predominate. Examples of recreational facilities include tot lots and playgrounds, small skate parks, fitness courses and paved trails, and sport courts. Common greens are often located in the middle of residential or mixed-use neighborhoods. They can serve as a central public gathering space or activity center, and frequently they help define the surrounding neighborhood or community.

Civic Plaza

This type of urban park includes public gathering spaces set aside for civic purposes and supporting commercial activities. Civic plazas are usually located at the intersection of important streets or other significant locations and serve as a focal point and unique placemaking feature. They are often located near office and mixed-use areas, transit, and other high-visibility, high pedestrian traffic areas. Public squares that are surrounded by public streets are also an example of this type of urban park. Flexible, programmable spaces in multiple defined spaces are generally included. Design will include primarily hardscape elements, but may include trees or other landscaping, seating, public art or water features. Size will generally depend on the context, function and area, but should be a minimum of one acre. Depending on size, civic plazas could support open air markets, summer concerts, festivals, outdoor exercise classes or special events. Recreation amenities may be incorporated as complementary facilities, but do not predominate.

Recreation-Focused Park

In urban and mixed-use areas, recreation needs should be addressed with the inclusion of facilities in an urban park setting to serve local residents, workers and visitors. This park type is distinguished by its primary function to provide recreation facilities for nearby residents and workers. Facilities

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such as athletic fields, multi-use courts, off-leash dog areas, and skate features should be provided. Facilities could be scheduled or casually used. Athletic fields should have synthetic turf and lighting to maximize use. Support facilities and amenities such as trails, seating, tot lots, shade structures, water features, picnic areas, restrooms, landscaping or hardscape should be provided to complement the recreational component. The size of the park should be appropriate to accommodate the recreation facilities located there. Recreation-focused parks should be located appropriately to address concerns of noise and field lighting on adjacent uses with buffers or other mitigation provided, when possible.

Linear Park

Linear parks are characterized by an elongated shape and usually occur in an area between destinations or points of interest and/or along streams and frequently double as connections. These parks can serve many different purposes including providing a variety of recreation facilities (e.g., fitness stations, dog exercise areas). Creation of continuous linear spaces for recreation provides an important amenity that can be linked with pedestrian and bicycle street elements. Linear parks can also provide opportunities for resource protection and can provide natural areas with trails and waysides for a combination of active and passive enjoyment. Linear greenways that utilize urban stream valleys for trails and trail connections are one such form of linear park.

The size and design of linear parks varies and depends on its context, function and area. Again, these parks frequently link other urban elements and may function as a green spine through an urban area. Due to the variety of linear parks, typical facilities will vary but will generally consist of a continuous multi-use trail, waysides and seating, and other active and/or passive recreation components.

APPENDIX 3

STANDARDS AND CRITERIA FOR ESTABLISHMENT OF PARK AND RECREATION FACILITIES

Public park and recreation providers traditionally employ a variety of standards and criteria for determining appropriate levels and areas of service and requirements for protection of significant and sensitive resources. Frequently, those standards may be expressed in terms of the relationships between population and the requisite number of acres of parkland or specific facility types. In the application of such criteria, care should be taken that minimum standards are not translated into acceptable levels of service.

The goal of park and recreation providers is to meet the needs and desires of the public to the extent possible under constraints of land and funding availability and sustainable development, and both the private and public sector will benefit from coordinated planning to achieve this end. If Fairfax County is to achieve its goal of a comprehensive parks, recreation, and open space system, established criteria and standards should be incorporated into both public and private land use decisions for public benefit. The standards represented below are the result of extensive research and analysis of public needs conducted as part of the Fairfax County Park Authority's Needs Assessment conducted in 2003.

The county utilizes three sets of guidelines to accomplish its objectives for the provision of park and recreation services. The first is the Park Classification System, presented in Appendix 1. The second guideline is a set of population-based standards for parkland acreage suitable for recreation and specific types of park facilities. Third, is the Parks, Recreation, Open Space and Access (PROSA) Strategy. The guidelines described below are countywide standards. Actual service levels will vary across the county depending on the facility type and location and population density in the service area.

A. PARKLAND ACREAGE STANDARDS

To support a balanced park system with diverse park experiences, park acreage standards are established for Local Parks and District and Countywide Parks and reflect distinct park service types:

1. **For Local Parkland in suburban areas, provide a minimum of 5 acres per 1,000 population**. **For Local Parkland in urban areas, provide a minimum of 1.5 acres per 1,000 residents and 1 acre per 10,000 employees.** In urban areas, Local Parks should be within ½ to ¼ mile of nearby offices, retail, and residences. In all other contexts (except within rural and semi-rural areas), all residents should live within 1 mile of a Local Park. Applicable acreage includes land suitable for recreation facilities in the following sites:

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- Publicly owned Local Parks
- Privately owned but publicly accessible Local Parkland

This acreage standard is based on the average amount of land required to develop local-serving active recreation facilities per adopted standards. Generally, a minimum of 2.5 acres suitable for development of active recreation facilities is desirable within the suburban context; minimum acreage within an urban context may be as low as ½ acre. Where additional land is required due to site characteristics, the total acreage required to accommodate these facilities should take precedence over the minimum acreage standards. For additional guidance on provision of Local Parkland within urban contexts, see Appendix 2, Urban Parks Framework.

2. **For District and Countywide parkland, provide a minimum of 13 acres per 1,000 population.** Applicable acreage includes land suitable for recreation uses provided on:

   - Publicly owned District and Countywide Parks
   - Regional, state and federal parks, or portions thereof, that provide District and
   - Countywide-serving recreation opportunities

B. PARK FACILITY SERVICE LEVEL STANDARDS

The following countywide service level standards are established for core park facilities on a population basis. These standards are a starting point for area-specific analysis conducted to determine cumulative localized facility needs for planning purposes and to identify development and growth impacts. For example, in urban and designated mixed-use centers within the county, this analysis will take into account the development form and the demographics and use patterns associated with more urban communities.

Implementation of these standards will take place through the following mechanisms:

1. Public and private park and recreation facility providers should evaluate their contribution percentage levels compared to these standards, determine their respective roles in meeting these standards and plan their park systems or facilities accordingly.
2. Park Master Planning and Long-Range Planning processes
3. Parks Capital Improvement Planning and Programming
4. Seek developer commitments to offset development impact through the county Development Review Process
5. Park Land Acquisition Programs

Countywide service level standards established for park facilities are as follows:

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Park Facility	Population-based Countywide Service Level Standard
Rectangle Fields (soccer, football, lacrosse, field hockey and cricket fields)	1 field/2,700
Adult Softball Diamonds with Skinned Infields	1 field/22,000
Youth Softball Diamonds with Skinned Infields	1 field/8,800
Youth Baseball Diamonds with Grassed Infields	1 field/7,200
Adult Baseball Diamonds with Grassed Infields	1 field/24,000
Trails (measured in miles)	Consistent with Adopted Countywide Trails Plan and Goal to Link Trails to Park Facilities

Park Facility	Population-based Countywide Service Level Standard
Playgrounds	1 playground/2,800
Multi-use Courts	1 court/2,100
Reservable Picnic Areas	1 site/12,000
Neighborhood Dog Parks (Typically less than 3 acres)	1 site/86,000
Regional Dog Parks (Typically more than 8 acres with special event features)	1 site/400,000
Neighborhood Serving Skate Parks- (Modular/Portable Types)	1 site/106,000
CountywideSkate Parks- (Larger Permanent/Fixed Type)	1 site/210,000
Golf (measured by number of golf holes)	1 hole/3,200
Nature Centers (measured in building square feet)	0.04 sf/person
RECenters including Indoor Aquatics, Fitness and other Community Uses (measured in building square feet)	1.1 sf/person
Indoor Gyms (measured in building square feet)	2.8 sf/person
Outdoor Family Aquatics Facilities	1 site/570,000

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Horticulture/Garden Parks	**1 site/350,000**
Equestrian Facilities	**1 site/595,000**
Waterfront Parks	**1 site/90,000**

C. PARKLAND ACQUISITION CRITERIA

The Park Authority shall acquire land for the stewardship of natural and cultural resources, and the development of recreational facilities. Parkland acquisition opportunities take many forms including dedication, donation, fee simple purchase, lease agreements, partnerships, easements, and use of eminent domain powers. Fairfax County Park Authority Land Acquisition shall take into account:

1. The uniqueness and value of natural and cultural resources to be protected through acquisitions. Acreage of Resource Based Parks shall not be applied in meeting requirements for recreational facilities.

2. Extent to which acquiring a property improves accessibility to parks in areas where residents are not able to access a park within a 10-minute walk or 5-minute drive. New property acquisition will be considered in areas that are underserved with recreational opportunities. Acquisitions that satisfy One Fairfax Policy commitments will be considered a priority.

3. The amount of land necessary to meet county residents' needs for recreational opportunities consistent with adopted service level standards for Urban, Local and District/Countywide parkland. Parkland service level standards shall be reviewed and evaluated in conjunction with periodic needs assessments.

4. Identified needs within the service area may be met in various combinations of existing or newly acquired park sites or school sites subject to park classification criteria and site conceptual development plans.

5. Acreage of privately owned common open space, developed with local park facilities, may be applied in determining the adequacy of park and recreation areas to serve that residential development.

6. Maintenance and operational costs of property to be acquired prior to acquisition.

The Northern Virginia Regional Park Authority land acquisition policy is to acquire land for the purpose of enhancing its current system of regional parks. Specific land acquisition interests and evaluation criteria include:

- The acquisition of large parcels for regional parks (generally more than 500 acres)
- The acquisition of adjacent lands for the enlargement of existing regional parks and connectivity with other parks, trails and greenways

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- The acquisition of additional shoreline and watershed protection of the potable water resources within the region (within Fairfax County and beyond) to include the Potomac and Occoquan Rivers, Goose Creek, Bull Run and the Beaverdam Reservoir
- Opportunity for regional recreational facilities and potential for public use
- Regionally significant natural and historic resources
- Acquisition costs including possible grants, gifts and donations, and purchase cost relative to market value
- Other acquisition opportunities deemed regional in nature"

HEALTHY COMMUNITIES

INTRODUCTION

Community health describes the collective physical and mental well-being and quality of life of all persons who live, work, and play in a community. Achieving community health involves collaborative, community-driven efforts to improve health outcomes, reduce disparities, and enhance well-being through prevention, education, and equitable access to care, tailored to the specific needs of community members. It goes beyond individual healthcare to address the broader factors that influence health, such as social, economic, and environmental conditions.

Factors that determine community health include walkability and access to multimodal transportation options; ease and safety engaging in physical activity; availability of and access to parks, open space, healthy foods, and high quality environments; social connections; access to health care and human services and reliable and stable housing. The goal of planning for Healthy Communities is to foster a more resilient community by supporting and empowering community members, so that everyone has the opportunity to achieve their full health potential.

To this end, equitable development is a core element of a healthy community. The built environment affects all community members, but detrimental health impacts are borne disproportionately by low-income communities and communities of color. The planning objectives and policies for this element support an outcome where everyone is empowered with the necessary resources to be healthy, regardless of race, income, age, ability, or any other measure.

Planning for Healthy Communities can be achieved through five interrelated categories: Active Living; Food Systems; Social Connection; Climate Health; and Access to Healthcare and Human Services. Where goals for these categories overlap with guidance in other elements in the Policy Plan, references are provided.

COUNTYWIDE OBJECTIVES AND POLICIES

PROMOTE ACTIVE LIVING

Active living incorporates regular physical activity into daily routines with the goal of maintaining or improving overall health and well-being. Living an active life helps to reduce the risk of chronic conditions such as heart disease, diabetes, and stroke and has been linked to improved mental health and cognitive function. Communities that foster active living can not only improve individual health outcomes but also the overall health and long-term success of the community. The built environment helps to promote active living by providing the necessary infrastructure for active transportation, exercise, and play. As the population increases, additional amenities and facilities for active and healthy living will be needed to meet the needs of all community members, including exercise facilities and playgrounds.

Refer to the Parks and Recreation Element for additional guidance on promoting active living through park and open space amenities. Refer to the Transportation element for additional guidance on promoting active living through the provision of public transportation, multimodal connectivity, complete streets, and comprehensive transportation analysis.

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Objective 1: Ensure community members in Fairfax County experience an active lifestyle through easy access to safe, convenient, engaging, and equitably distributed active transportation, recreation, and play facilities that are accessible for users of all backgrounds and abilities.

Policy a. Encourage walking, cycling, and other forms of physical activity as part of daily life by creating a network of safe, convenient, and accessible routes (sidewalks, bike lanes, trails, etc.) that link homes to everyday community destinations.

Policy b. Prioritize features of complete streets with options for multimodal connections to public transportation, especially to transit stations, in areas where new development and redevelopment occur. Encourage designs that enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.

Policy c. Examine existing and potential connections to transit, employment centers, community services such as grocery and medical, schools, parks, and recreation and community centers when evaluating proposals for new and redevelopment, and improve multimodal connections, pedestrian crossings, and safety.

Policy d. Coordinate with Fairfax County Public Schools to plan for infrastructure, programming, or other mechanisms that support children safely walking or biking to school, especially in areas where children and families may have to cross streets with high traffic volumes to get to school.

Policy e. Encourage new residential, mixed-use, office, or commercial development to incorporate opportunities for exercise on-site, including multi-generational indoor and outdoor gym equipment, playgrounds, sport courts, or multi-use infrastructure, with special consideration to the needs of children and people with disabilities and diverse cultures.

Policy f. Consider non-traditional spaces for exercise and play, such as rooftops, portions of parking structures, or other outdoor areas.

GROW FOOD SYSTEMS

Access to healthy food is fundamental to human health, nourishment, and meeting dietary needs. Having consistent physical and economic access to healthy food has been associated with healthier eating habits and a decreased risk of obesity and chronic disease. Furthermore, participation in gardening or farmers markets supports community building, connection to nature, and intergenerational relationships.

The food system includes all aspects of food production, processing, distribution, retail, preparation, consumption, and disposal/waste. A healthy food system is part of a foundation of a sustainable and resilient community, where community members have access to a nutritious diet and enjoy food security. A healthy food system further supports a robust, diversified economy that treats the environment, workers, and consumers equitably. Food production is not only limited to growing food on farms but also includes smaller scale production, such as urban agriculture and

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gardening. Such food production offers multiple co-benefits: it is sustainable, helps increase access to healthy food, and has positive social impacts, like building a sense of community. Finally, strong local food systems enhance resilience by providing continued local access to food during disruptions to national and international supply chains caused by natural and man-made disasters.

Objective 2: Develop and strengthen options to produce, process, and access safe, nutritious and affordable food, including grocery stores, markets, food pantries, agricultural operations, urban farms, and gardens.

Policy a. Consider food production such as urban farms, community gardens, and urban orchards as a component of the open space network within new and redevelopments, including the potential for water access, sunlight, and other elements commonly needed to produce food. Such uses should employ regenerative agricultural practices where feasible. Innovative approaches for food production such as rooftop farms/gardens, indoor growing operations, or others should be considered.

Policy b. Explore opportunities to grow food on county-owned properties or other public lands in the form of small scale farms, gardens, open space, or rooftops.

Policy c. Consider opportunities for people to grow or produce agricultural products on a small scale.

Policy d. Support the establishment of food aggregation locations that allow small growers and food producers to combine, store, and process agricultural products.

Policy e. Prioritize walkability to grocery options when evaluating pedestrian connections to and from new development, especially for developments located within the activity centers as defined on the Concept for Future Development.

Policy f. Encourage an evaluation of barriers in the built environment to accessing food and consider how community members will be supported in accessing healthy food near new and mixed use developments.

Policy g. Consider the provision of flexible space that can accommodate a farmers' market or food vendors.

Policy h. Consider new location options for farmers markets, food trucks, or other direct producer-consumer sales or retail models, particularly in areas of the county with high levels of social and economic vulnerability, to increase access to healthy and affordable food and/or as part of interim or permanent uses in mixed-use developments.

CREATE OPPORTUNITIES FOR SOCIAL CONNECTION

Social connection refers to the shared sense of belonging and meaningful social interaction within populations. A socially cohesive community has strong social bonds, is collaborative, and fosters a positive social, cultural, and economic environment for all. Civic engagement and community

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partnerships, including but not limited to community members, institutions, businesses, and neighborhood associations, are essential elements of community development.

People need places in which to connect with one another. The concept of placemaking facilitates creative links among the physical, social, and cultural identities of a community. The provision of open space for recreation and gathering is one example of placemaking. Additionally, the celebration and preservation of culture and heritage resources are key supports for social connection.

Streets with high volumes of traffic and large areas without adequate pedestrian connections serve as significant physical barriers separating community members from one another throughout Fairfax County. Some neighborhoods and communities may be isolated where community members find that their only connections to other neighborhoods are by circuitous routes or routes lacking pedestrian facilities.

Without plans to connect community members and employees to the larger community, many will not have access to economic opportunities and community events.

Refer to the Heritage Resources Element for additional guidance related to heritage resources that support social connection by preserving cultural identity and connecting people to the past. Refer to the Transportation Element for additional guidance on pathways, roads, and other facilities that can promote connectivity. Refer to the Land Use Element for additional guidance on placemaking and other means to support people gathering. Refer to the Parks and Open Space element for guidance on urban parks and open space that also support people gathering for social interaction, play, or civic reasons.

Objective 3: Strengthen communities through development that connects neighborhoods, promotes social interaction, and supports collaborative efforts to enhance community structures that promote quality of life for everyone.

Policy a. Encourage publicly accessible and inclusive places for indoor and outdoor community gatherings, such as plazas and seating areas, that will be open to community members, visitors, and employees. Consider building or adapting spaces of various sizes to support people gathering to celebrate, host markets, participate in civic life, or exercise free speech.

Policy b. Plan for and create physical spaces that are welcoming, encourage people to spend time, and serve a range of ages and backgrounds to encourage social interaction and gatherings, with considerations for safety, public art, shade, lighting, active transportation facilities, bike share stations, wayfinding signage, sensory-friendly features, seating, trees, and other landscaping.

Policy c. Promote inter-parcel connectivity for pedestrians and cyclists to the maximum extent possible.

Policy d. Evaluate and implement strategies to improve intersections and promote safe crossings with reduced crossing times that better connect people throughout the community, especially if that area has seen a high number of pedestrian crashes.

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Policy e. Incorporate wayfinding that supports travel by different modes and for people of all physical and cognitive abilities; language diversity for signage should also be considered.

Policy f. Build upon existing community assets when considering new or redevelopment; work with community members, office tenants, and other interested parties to identify and evaluate such assets, which could include the level of social connectedness in the community.

Policy g. Support development that reflects the cultural identity, architectural character, and artistic expression of surrounding communities, and promotes community-driven efforts—such as public art—as meaningful expressions of local culture.

Policy h. Consider provisions for Wi-Fi in public spaces to reduce barriers to digital access and civic engagement, particularly in economically vulnerable communities.

PROMOTE CLIMATE HEALTH

Climate health refers to the impacts of climate change on human health and well-being. Climate changes include both "shocks," such as an increase in extreme and unpredictable weather patterns, and "stressors," such as changes to season timing and temperatures. Direct health impacts include increases in heat-related illness, respiratory disease, infectious diseases from mosquitos and ticks, and injuries resulting from severe weather events. Indirect effects, which are harder to measure, include the economic, physical, psychological, and social impacts of higher utility bills, losses in production and repair costs from ~~or~~ rebuilding after storms, reduced ability to work and recreate outdoors, and mental and physical health impacts of repeated high-intensity weather events. Since most people spend much of their time indoors, ensuring that buildings have strong systems in place to improve air quality, promote overall health, and withstand the changing climate, is also critical. While a single community cannot prevent a changing climate nor address the problem alone, certain elements in the built environment can promote climate health and lead to healthier outcomes, including green infrastructure and healthy buildings.

Refer to the Environment Element for additional guidance on evaluating impacts to air and environmental quality that could affect human health, other environmental hazards, and climate resiliency, environmental resources, and building standards.

Objective 4: Encourage development that supports climate adaptation, including green infrastructure and healthy buildings to reduce the vulnerability of current and future community members, employees, and the overall community to the harmful effects of a changing climate.

Policy a. Integrate a variety of trees, shrubs, and vegetation—as well as thoughtfully designed shade structures—into transportation, new and redevelopment projects to reduce urban heat island effect, improve air quality, and create more comfortable, restorative public spaces. Prioritize these interventions along busy corridors and in areas with high heat vulnerability to support public health, promote environmental equity, and foster a more livable community.

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Policy b. Consider options for building orientation, ventilation, shade, and other design decisions that support safe indoor temperatures during extreme heat events or in the event of power loss.

Policy c. Utilize green infrastructure in new and redevelopment, with a priority focus on neighborhoods experiencing multiple vulnerabilities, while minimizing flooding in high risk areas to the extent feasible.

Policy d. Apply the most current technology to optimize indoor air quality and promote physical and mental health, such as daylighting stairwells or reducing interior noise, in both new and retrofitted buildings. Consider commercially available standards for healthy buildings to better support human and climate health.

ENSURE EQUITABLE ACCESS TO HEALTHCARE AND HUMAN SERVICES

Access to high quality healthcare and supportive human services is essential for the well-being, opportunity, and resilience of individuals and families. Access refers to people having convenient physical access to services as well as having the ability to afford those services. Such services provide a spectrum of support across a person's lifespan from prevention programs that mitigate further interventions to emergency services that help individuals and families in crisis. Healthcare and human services are provided by a network of county agencies, community-based organizations, and private providers. When access to local, high-quality care is prioritized and fostered through planning, it also contributes to the goals of building a healthier and more resilient community. Additional guidance pertaining to some human services facilities such as community centers can be found in the Public Facilities Element. Additional guidance on the creation and preservation of affordable housing can be found in the Housing Element.

Objective 5: Maintain and grow Fairfax County's healthcare and human services capacity to ensure access and utilization for all community members.

Policy a. Work in partnership with healthcare institutions on any planned service or facility expansion to ensure it meets community, county, and regional needs.

Policy b. Encourage additional long-term care facilities, especially those that provide a range of low to moderate income-based options for independent living, assisted living, skilled nursing, and memory care.

Policy c. Evaluate needs, service gaps, underserved areas of the county, and demographic trends when evaluating the location of proposals for developments that will provide healthcare or human services.

Policy d. Locate new healthcare and human service facilities to provide equitable access by public transportation, microtransit and active transportation facilities, and to the extent possible, within a 10-minute, ½ mile walk of a transit stop.

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Policy e. Encourage the inclusion of childcare or adult day health care in mixed-use development to ensure that new and existing community members have greater access to safe, quality childcare and early childhood education and other services that support working families.

Policy f. Prioritize areas of the county with high levels of social and economic vulnerability when determining locations for human services to minimize barriers to access for community members with the highest needs.

Policy g. Integrate or co-locate human services facilities within mixed-use developments and design sites in ways that optimize utilization and reduce barriers to access.

Policy h. In alignment with recommendations in the Public Facilities and Housing Elements, consider the provision of additional locations for homeless shelters and supportive and transitional housing.

Policy i. Encourage the incorporation of accessibility features into facilities where human services are provided to ensure they are accessible, usable, and beneficial for all community members, regardless of age, ability, or background.

Policy j. Promote safety, trust, collaboration, and empowerment through the site selection, site planning, and the building design process for healthcare and human service locations.

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GLOSSARY

The Glossary contains an alphabetical listing defining terms as they are used in the context of the Comprehensive Plan. These terms are not intended to be the same definitions as used in the county's Zoning Ordinance. Rather, they are intended only to explain terms used in the Plan.

AASHTO: American Association of State Highway and Transportation Officials.

ACCESSORY LIVING UNIT (OR APARTMENT): A secondary dwelling unit established in conjunction with and clearly subordinate to an existing single family detached dwelling unit.

ACTIVE TRANSPORTATION: Includes mostly non-motorized travel including walking, biking, hiking, and riding a scooter or horse for transportation or recreational purposes.

AFFORDABLE DWELLING UNITS (ADU): For-sale or rental housing units to serve households with incomes up to 70 percent of the Area Median Income (AMI) for the Washington Metropolitan Statistical Area (MSA) which are required to be included in certain housing developments of 50 or more units pursuant to Section 5101 of the Fairfax County Zoning Ordinance. In return for provision of this housing, additional bonus density is granted. The sales prices, rents and occupancy of ADUs are restricted under an affordability term called the control period which is specified in the Fairfax County Zoning Ordinance. The Fairfax County Redevelopment and Housing Authority (FCRHA) or nonprofit housing groups have a right to purchase a portion of the for-sale ADUs in a development.

AFFORDABLE HOUSING: For purposes of the Comprehensive Plan, affordable housing refers to price-appropriate for-sale and rental housing that costs approximately 30 percent of a household's annual income or less, regardless of the household's income level.

ASSISTED HOUSING: For purposes of the Comprehensive Plan, this includes housing constructed and/or managed under programs which limit the amount of rent charged and the eligibility of occupants based on income. These limits are a condition for the provision of financial assistance from federal, state or local sources.

ASSISTED LIVING: Assisted living is an industry term for multifamily housing with congregate and personal care services. Assisted living goes by many names, including personal care, residential care, congregate care and in some areas, board and care. The services offered vary widely, but frequently include as core services, meals, housekeeping and transportation and often some assistance with laundry, grooming, medication management and other functions of daily living. Special care units in some facilities care for individuals with cognitive impairment and respiratory assistance needs. Unless an assisted living facility is a component of a continuing care or "life-care" community, it does not offer the health care services of a nursing facility.

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ASSISTED LIVING FACILITIES: Facilities that provide three meals a day, supervision of medications, weekly housekeeping, and around-the-clock supervision.

AUTONOMOUS VEHICLE (AV): Also known as a self-driving car, is a vehicle capable of sensing its environment and navigating without human input. These vehicles use a combination of sensors, cameras, and software to perceive their surroundings and make decisions about steering, acceleration, braking, and route navigation.

BEST MANAGEMENT PRACTICES (BMPs): A practice, or combination of practices, that is determined to be the most effective, practicable means of preventing or reducing the amount of pollution generated by nonpoint sources to a level compatible with water quality goals.

BETTER SITE DESIGN: Site and subdivision design techniques that minimize impacts to the natural environment, including topography, hydrology, vegetation, natural habitat, groundwater recharge, and stormwater runoff. Such a design respects these natural systems by employing practices that minimize impacts to these systems both on and off site.

BIODIVERSITY: Biodiversity has been defined as "the diversity of life in all its forms, and at all levels of organization." Biodiversity is important because of tangible products of natural systems (e.g. wood products from forests), and more importantly because of the services that diverse ecosystems provide.

BIRD-FRIENDLY: Strategies that make buildings visible to birds in flight and reduce reflections that distract or confuse birds through the use of appropriate glazing treatments or architectural elements, such as using color, texture, opacity, patterns, louvers, screens, interior window treatments, or ultraviolet materials that are visible to birds.

BMP: See Best Management Practices.

BREAKWATER: A fixed or floating structure usually constructed parallel to the shoreline to protect the shoreline from erosion by dissipating wave energy before it reaches the shore. Typically, in order to address erosion over a reach of shoreline, a series of breakwaters are constructed.

BUFFERING: The area of open land which serves to mitigate potential conflicts between different types of land uses. Buffer zones are most commonly employed between different types of uses but, in certain circumstances, it may be appropriate to provide a buffer between high- and low-density residential uses.

BUILDING REPURPOSING: A change in use in all or part of an existing building, such as a conversion from office to residential, live/work, institutional, public facilities, retail, or light manufacturing uses.

BULKHEAD: A vertical structure or partition, placed on a bank or bluff and usually running parallel to the shoreline, for the purpose of retaining upland soils while providing protection of the inland area from wave action. Bulkheads are generally smaller than seawall structures and are designed to retain upland soils while providing protection from minimal wave action.

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BUS RAPID TRANSIT (BRT): A flexible, rubber-tired, rapid-transit mode that mostly operates in a dedicated right-of-way with at-grade intersections. Limited sections are in mixed traffic. BRT is an integrated system of facilities, services, and amenities that collectively improves the speed, reliability, and identity of bus transit. Distinguishing features may include:

- Distinctive and clearly designated stops/stations with unique passenger amenities at regularly spaced stations;
- Standard or extended sized buses with distinct appearance, high quality passenger comfort, low floor or high platform, and multiple doors for easy and fast boarding/alighting at stops/stations;
- Frequent service headways throughout the day;
- Off-board fare collection;
- Well organized movement of buses along the line, including optimized signal timing and intersection treatments, dispatching at stops; and
- Passenger information controlled by various Intelligent Transportation Systems (ITS) measures to provide reliability."

CAPITAL IMPROVEMENT PROGRAM (CIP): The CIP guides the development of public facilities over a five-year period. It shows the arrangement of projects in a sequential order based on a schedule of priorities and assigns an estimated cost and anticipated method of funding each project. The Capital Improvement Program provides the financial foundation necessary to implement the Comprehensive Plan and public facilities plans.

CARBON MONOXIDE (CO): An odorless, colorless gas resulting from the incomplete combustion of fossil fuels. When present in high enough concentrations, CO can harm human health.

CASE MANAGEMENT: Case management is the mechanism through which persons needing assistance receive assessment services and are linked to programs. Case managers advocate for services as well as monitor programs used by persons with special needs.

CLUSTER DEVELOPMENT: Development in which individual lots may be smaller than the average lot authorized by the zoning ordinance. Buildable lots are located on a portion of rather than the entire site so that the residual area may be preserved for recreation or environmental protection.

COLLECTOR STREET: A street that provides direct service to and from local areas, routing traffic to the arterial street system. A Collector Street provides the primary means of circulation between adjacent neighborhoods and can serve as a local bus route. The Street provides for the dual purpose of land access and local traffic movement. Generally, these roadways are not used for through trips.

CO-LIVING: A residential use where community members occupy separate units, which also offer significant communal space intended to encourage community members to socialize and pursue a variety of activities.

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COMMITTED AFFORDABLE MULTIFAMILY RENTAL HOUSING: Multifamily rental housing properties (four or more units) containing units with rents restricted to serve households earning 60 percent AMI and below, as well as 80 percent AMI and below specifically under the County's Affordable Dwelling Unit (ADU) Ordinance and Workforce Dwelling Unit (WDU) Policy, or by other means. The rents and incomes are controlled by deed restrictions, zoning requirements, or other legal means.

COMMUNITY BUSINESS CENTERS (CBC): These centers typically are planned for over 1,000,000 sq. ft. of commercial space. Historically older community-serving commercial areas that emerged along major roadways, Community Business Centers are areas where redevelopment should encourage a mix of uses focused around a core area of higher intensity, such as a town center or main street in a pedestrian-oriented setting. Transitions in intensity and compatible land uses should protect surrounding stable residential neighborhoods.

COMMUNITY LIBRARIES: Medium-sized facilities that offer a basic range of materials and services. Monthly circulation level is 15,000 to 50,000 volumes.

COMMUNITY SERVICES: Retail, office and institutional uses that primarily serve the community members of surrounding neighborhoods. Examples of community services include dry cleaners, grocery stores, hardware stores and travel agencies.

COMMUNITY SHOPPING CENTERS: Shopping centers that range in size from 100,000 to 400,000 square feet and typically serve a population of 40,000 to 150,000. A junior department store, a variety store or a discount store serves as an anchor.

COMMUTER PARKING LOT: Facility where commuters may park their vehicles and then travel via carpool, vanpool, bus service, or rail service.

COMMUTER RAIL STATION: Facility where passengers may board commuter rail train service. Facility typically includes passenger waiting areas, ticketing and information areas and parking areas.

COMPLETE STREETS (CS): Roadways designed and operated to enable safe use, accessibility, and mobility for all people using the roadway space: drivers, transit, and active transportation users of all ages and abilities. This emphasizes the need for a comprehensive, interconnected network.

COMPREHENSIVE TRANSPORTATION ANALYSIS (CTA): Is a guide to study the impacts of proposed changes to the transportation system or planned land use. It applies a context-sensitive approach, using metrics that prioritize the travel modes that best reflect each area's unique transportation system needs to implement strategic goals for improved mobility and transportation for all users.

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CONSERVATION: The restoration, stabilization, management, and wise use of natural and heritage resources for compatible educational, recreational, aesthetic, agricultural and scientific purposes, or environmental protection.

CONSERVATION CORRIDOR: A conserved network of different habitats including natural vegetation and stream valleys, established through the Environmental Quality Corridor (EQC) policy serving to connect these larger areas and provide similar benefits. In addition to the establishment of EQCs, there are opportunities through the site design process to further create a network of natural lands, working landscapes, and varying types of natural areas that can further serve as conservation corridors.

CONSERVATION EASEMENT: A legal mechanism whereby a landowner retains ownership of his/her land, but grants some right(s) to the land to a "holder" that is defined as a charitable organization declared exempt from taxation pursuant to 26 U.S.C.A. §501 (c) (3). The Code of Virginia, Virginia Conservation Easements Act, § 10.1-1900, authorizes these private, non-profit entities, such as land trusts, to hold easements when the entity has a primary purpose to retain or protect natural or open space, agricultural, forestal, recreational, or open space use; protect natural resources; maintain or enhance air or water quality; preserve historic, architectural or archaeological resources. [The Virginia Conservation Easement Act, Va. Code Ann. §§ 10.1-1009 through -1016 (Michie 1998)]

CONTEXT SENSITIVE SOLUTIONS (CSS): A collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist (Federal Highway Administration, FHWA).

CORRIDOR STUDIES: Studies which assess a roadway or series of roadways to determine their effectiveness in meeting county transportation goals and objectives. Corridor studies generallyinclude an existing conditions analysis and a comparative analysis of a no-build future scenario with one or more alternative future scenarios.

COUNTY 2232 REVIEW PROCESS: A mechanism for reviewing the compatibility of proposed public facilities, pursuant to §15.2-2232 of the Code of Virginia, with the locational guidelines established in the Comprehensive Plan. Specifically, this process is used to determine if the general or approximate location, character and extent of a proposed facility are in substantial accord with the Plan.

COUNTYWIDE PARKS: Parks that provide large scale indoor or outdoor recreation facilities, or both, and often provide specialized or unique facilities such as golf courses, RECenters, ice rink, large group facilities, sports complexes and lakefront parks that serve most or all of the county.

These larger parks offer opportunities to combine diverse indoor and outdoor facilities and activities in unique ways, sometimes in or near natural settings. The size of these parks varies, but are typically more than 150 acres.

CO-WORKING: A situation in which two or more people are working in the same place together, but not necessarily for the same organization. Co-working spaces can consist of shared desks or private office spaces and can be used by businesses with one or more employees depending on the type of space available. These facilities typically include such amenities as utilities, shared conference rooms, common areas, printing, shared kitchens, and break rooms and frequently operate on a membership basis, allowing individuals and businesses to use them on an as-needed basis.

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

CUT-THROUGH TRAFFIC: Traffic that utilizes local streets rather than roadways whose function is primarily for through movement. Various operational and design techniques may be applied to alleviate this problem.

dBA: A measurement unit of noise. The term dBA refers to a measurement of sound pressure on the "decibel" scale weighted to approximately the sensitivity of the human ear to certain frequencies.

DEDICATION: The transfer of property rights from private to public ownership. Land so conveyed to the local government may be used for streets, schools, parks, utilities, etc. The governing body must formally accept the dedication for the transaction to be complete.

DEMAND-RESPONSE TRANSIT (DRT): Is a flexible, shared, demand-responsive transportation service that supports inclusive and equitable mobility for individuals who may not be fully served by the traditional fixed route system, including community members facing barriers related to geography, income, language, or limited transportation options. Examples of DRT include microtransit, paratransit, taxis, carpool, vanpool, mini-buses, jitney buses, dial-a-ride services or other non-fixed route services.

DENSITY: The number of persons or dwelling units per acre.

DEVELOPMENT INTENSITY: A quantitative measure of non-residential and mixed use development, which may include residential components, usually expressed in terms of floor area ratio; the mix and distribution of uses within a given area that determines the impact on public facility systems and transportation facilities.

DNL (Ldn): Day-night loudness. A weighted average sound pressure level accounting for the variations in noise levels during a 24-hour period, which allows for additional sensitivity to nighttime noise.

DISSOLVED OXYGEN: A component of water that is essential to the survival of aquatic life. Low concentrations of dissolved oxygen are generally caused by oxygen use during the decomposition of organic matter.

DISTRICT PARKS: These parks offer diverse experiences and activities that typically involve an individual or group for a time period of up to a half-day and may attract spectators or participants. These larger parks offer opportunities for a mix of park experiences and to combine diverse indoor and outdoor facilities and activities, such as recreation centers (RECenters), multiple athletic fields, courts, group picnic facilities, trails, woodlands, open space, open play areas, amphitheatre, sometimes in or near natural settings. The size of these parks varies, but are typically between 50 to 150 acres.

EASEMENT: A grant by a property owner of the use of his or her land by another party for a specific purpose.

ECOLOGICAL RESOURCES: Biological species, communities and habitats characterized by high biological productivity, diversity, and/or connectivity, that are valuable because of their scarcity, their uniqueness, their pollutant-removal abilities, and/or their aesthetic benefits.

ECONOMIC DEVELOPMENT: Activities aimed at job creation, retention and expansion, which strengthen a community′s economic base and provide employment opportunities for the population.

ENERGY CONSERVATION: The practice of reducing energy consumption.

ENERGY EFFICIENCY: The incorporation of design and/or technological measures that serve to reduce energy use while attaining ~~a~~ similar energy levels.

ENERGY RESOURCE AND RECOVERY FACILITY: A mass burn disposal facility that burns solid waste to create steam for electric power generation.

ENHANCED PUBLIC TRANSPORTATION CORRIDOR (EPTC): Major public transportation facilities (such as rail transit, bus rapid transit (BRT), or high occupancy vehicle lanes) will be provided in these corridors, based upon the results of a comprehensive alternatives analysis. Final facility locations are subject to the completion of the Area Plans and/or other appropriate studies. See the Transportation Plan Map for identification of the corridors.

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ENVIRONMENTAL QUALITY CORRIDORS (EQCs): An open space system designed to link and preserve natural resource areas and provide passive recreation. The system includes stream valleys, wildlife habitats, and wetlands.

EQUITABLE DEVELOPMENT: Fairfax County is a place where all people live in communities of opportunity with the ability to engage fully in decisions that affect their lives and neighborhoods.

FAIR SHARE FORMULA: A system developed by the Metropolitan Washington Council of Governments which is used to make recommendations to the U.S. Department of Housing and Urban Development on the allocation of federal housing assistance within the Washington region.

FAR: Floor Area Ratio. An expression of the amount of development (typically non-residential uses) allowed on a specific parcel of land. FAR is determined by dividing the total square footage of buildings on a site by the amount of site square footage. Thus, a permitted floor area ratio of 3.0 on a 10,000 square foot lot would allow a building whose total floor area is 30,000 square feet.

FASTRAN: A county sponsored transportation service contracted by the Department of Transportation for eligible community members with mobility challenges, older adults, and low-income Fairfax County community members.

FECAL COLIFORM: A harmless bacteria originating in the intestinal tracts of warm-blooded animals that is measured in surface water and groundwater as an indicator of fecal contamination and of the possible presence of pathogenic organisms.

FETCH: The distance that the wind blows across the tidal body of water before it hits land. The fetch affects the momentum of wave action from a constant direction. The greater the fetch, the greater the potential force of wave action on the shoreline.

FIELD SURVEY: A systematic examination of a land area to gather information about environmental and heritage resources that may be present.

FIRST- AND LAST- MILE CONNECTIVITY: For people who live outside transit corridors and rely on traditional fixed route services, this phrase is meant to connect users from their starting point to the nearest transit option (e.g., bus, BRT, rail) and from the transit option to their destination. It is intended to fill the gaps around transit system options to make a trip convenient and accessible.

FLOODPLAIN: Those land areas in and adjacent to streams and watercourses subject to periodic inundation from flood events. For instance, the 100-year flood frequency event has a one percent chance of occurrence in any given year.

FREEWAYS AND EXPRESSWAYS: Controlled access highways providing for high-volume travel. The concept of service to abutting land is subordinate to accommodating the through movement of vehicles.

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FUNCTIONAL CLASSIFICATION: A system for classifying the transportation system in terms of the character of service that individual facilities are providing or are intended to provide, ranging from travel mobility to land access. Roadway functional classification elements include Freeways or Expressways, Other Principal (or Major) Arterials, Minor Arterials, Collector Streets, and Local Streets. Transit system elements include line-haul, collection and distribution, and specialized or community-oriented transit services.

GEOMETRIC STANDARDS: Roadway design criteria for road construction.

GREEN BUILDING: Structures and their associated landscapes that are located, designed, constructed, operated and dismantled in an environmentally responsible manner to minimize short- and long-term negative impacts on the environment and building occupants.

GROIN: A shore protection structure built usually perpendicular to shoreline to trap sand moving along the shoreline in order to accrete sand and thus retard erosion of the shore.

GROUNDWATER RESOURCES: Subsurface sources of water in usable quantities for wells.

GROUP HOMES: Homes in which moderate amounts of support services are provided and appropriate for persons with physical, mental, emotional, familial or social difficulties who are somewhat self-sufficient but who benefit from living in groups of five to eight persons.

HAZARDOUS MATERIALS: Substances that are harmful to human and environmental health and/or safety in relatively small quantities. Such materials include flammable, combustible, corrosive, reactive, and toxic substances as well as any other substance defined as "hazardous" by the state or federal government.

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

HIGH OCCUPANCY TOLL (HOT) LANE: A High Occupancy Toll (HOT) lane is a toll enacted on vehicles accessing road facilities designated for the use of high occupancy vehicles (HOVs). Tolls for HOVs may be reduced or free. Implementation of HOT lanes should ensure adequate capacity to accommodate HOV traffic. High Occupancy Tolls are a form of road pricing. Variable tolls are often used depending on congestion levels in the HOT lane.

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HIGH OCCUPANCY VEHICLE (HOV) LANES or FACILITIES: Roadways or roadway elements that are restricted to use by carpools, vanpools, transit or other High Occupancy Vehicles during certain time periods. HOV facilities may consist of designated lanes, or exclusive facilities separated from conventional traffic by barriers. Policies on the minimum number of passengers using HOV lanes or facilities should be generally determined by travel characteristics of individual corridors, capacity and traffic volume of HOV lanes, and other operational considerations

HIGHWAY CAPACITY: The maximum flow in vehicles per hour that can be reasonably expected on a particular segment of highway during a given time period under prevailing roadway, traffic, and control conditions.

HISTORIC OVERLAY DISTRICTS: A zoning tool used to regulate architecture in areas containing heritage resources to ensure compatibility with the resources. Site design, facades, and building materials must be reviewed and approved by an Architectural Review Board.

HOMESHARING: The shared occupancy of a house or apartment by two or more unrelated persons.

HOUSING TRUST FUND: A fund created by the Fairfax County Board of Supervisors to facilitate the creation of affordable housing within the county.

HYDROCARBON RUNOFF: The entrainment and transport by stormwater runoff of petroleum products, such as motor oil, originally deposited onto impervious surfaces by motor vehicles.

INDEPENDENT LIVING FACILITY: a residential development that is limited to occupancy by older adults and/or persons with disabilities. Such a facility shall provide: (a) dwelling units withcomplete kitchen facilities, (b) supportive services such as meals, personal emergency response systems, recreation and transportation services, and (c) design features, such as wider doorways and hallways, accessible-ready bathrooms and lower light switches.

INDUSTRIAL AREAS: The types of uses intended for industrial areas are generally regulated more strictly due to their anticipated impacts to adjacent areas. This category is not appropriate for residential uses and limits future office uses to those which are ancillary to industrial use.

INFILL: Development on vacant or underused sites within an established development pattern.

INFRASTRUCTURE: The network of vital systems that comprises the improvements and publicly funded facilities added to the built environment to support new development and growth. Such systems include transportation, sanitary sewer, communications, stormwater, solid waste disposal, and water treatment and distribution.

INTENSITY: See Development Intensity.

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INVENTORY OF HISTORIC SITES: Properties included in the Inventory must meet certain eligibility criteria and are officially designated by the county's History Commission. Inclusion in the Inventory is primarily a way of publicly recognizing the significance of a property, although it does not legally protect a property from demolition or inappropriate change. Owners of properties included in the Inventory may meet with the county's Architectural Review Board (ARB) on a voluntary basis to review proposed changes to their properties.

LARGE INSTITUTIONAL LAND AREAS: The Land Classification System category that includes publicly-owned state or federal land holdings that are not subject to the normal county development review processes. The county should encourage state and federal agencies to develop or redevelop their holdings only when plans are coordinated with the county.

LIVE/WORK UNITS: A unit consisting of both a commercial/office and a residential component, or, alternatively, units within the same building that are convertible to either a commercial/office use, residential use, or both.

LIVING SHORELINE: A "living shoreline" is a shoreline management practice that provides erosion control and water quality benefits; protects, restores, or enhances natural shoreline habitat; and maintains coastal processes through the strategic placement of plants, stone, sand fill, and other structural and organic materials. When practicable, a living shoreline may enhance coastal resilience and attenuation of wave energy and storm surge.

LOCAL PARKS: Parks that serve local, or nearby community members, communities and workers; are easily accessible; and offer active and/or passive recreational facilities. The character, location, and access of local parks will vary depending upon the context; for example, whether the park is in a suburban neighborhood, a mixed use development, or an urban center.

LOCAL STREET: A street which is primarily intended to provide direct access to properties abutting the roadway and within the immediate vicinity. A Local Street offers the lowest level of mobility and usually does not serve a bus route. Overall operating speeds are low in order to permit frequent stops or turning movements to be made with maximum safety. Through traffic movement is deliberately discouraged. Parking should be accommodated and active transportation facilities should be provided.

LOW DENSITY RESIDENTIAL AREAS: The primary purpose of Low Density Residential Areas is to ensure the preservation of environmental resources by limiting development primarily tolow density, large lot residential and open space uses. The rapidly decreasing supply of land in the county, coupled with the loss of natural habitat, plus the vital role that portions of these areas serve in protecting water quality dictates that development in these areas be minimized.

LOW IMPACT DEVELOPMENT (LID): The use of site and subdivision design techniques in coordination with stormwater management engineering to mimic the hydrologic conditions associated with an undeveloped site to the greatest extent practicable.

MAKERSPACE: Community workshop facilities that integrate multiple uses at a single site, and may include a retail component. The multifunctional nature of the space, with its emphasis on technology and creation, aligned with a spirit of community education and engagement, creates a culture of discovery and innovation for makers of all ages. Typical uses could include computing and technology as well as artisans such as woodworkers, tailors, metalsmithing, or bakers.

MANUFACTURED HOUSING: Homes built in a factory to federal standards and inspected by federally-certified agencies. These homes are often assembled on-site.

MARINE CLAY SOILS: Soils that occur in widespread areas of the county east of Interstate 95. Because of the abundance of shrink-swell clays in these soils, they tend to be highly unstable. Many areas of slope failure are evident on natural slopes. Construction on these soils may initiate or accelerate slope movement.

MARKET AFFORDABLE MULTIFAMILY RENTAL HOUSING: Multifamily rental housing properties (four or more units) containing units with market rents that are affordable to lower-income households, with a primary focus on rents generally considered to be affordable to households earning 60 percent of the Area Median Income (AMI) and below. Rents are set by private property owners and not regulated by covenants, agreements, or other restrictions.

MASS TRANSIT: A term used to describe public transportation facilities and vehicles such as rapid rail, bus rapid transit (BRT), and bus services.

METRORAIL STATION: Facility where passengers may board Metrorail trains. Facility typically includes passenger waiting areas, ticketing and information areas, commuter parking, as well as connecting bus areas. All Metrorail stations in Fairfax County are encompassed by a small area planning boundary.

MINOR ARTERIAL: A roadway that carries a mix of local and through traffic. It links Collectors, and sometimes Local Streets, with Principal Arterials. Minor arterials may carry local bus routes, and are designed with greater emphasis on traffic movement than on providing access to abutting land. Minor Arterials are divided into two categories: Type A Minor Arterials and Type B Minor Arterials. See Transportation Element, Appendix 1.

MICROMOBILITY: Provides low-speed transportation options designed for short distances including, but not limited to, bicycles, e-bikes, scooters, and e-scooters. This service is often referred to as "last mile," due to the popularity of use in urban areas to connect users to their destination and is often only used for trips that are less than five miles.

MICROTRANSIT: Is a flexible, on demand, dynamic service that operates similarly to traditional public transit but with more adaptability to individual needs using smaller vehicles including, but not limited to, vans, shuttles, or minibuses. This service often bridges the gap between existing transit options and Single Occupancy Vehicle use, providing a viable alternative where the transportation network is inadequate.

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MIXED-USE: A designation that permits a combination of uses within a single development or district. The development may contain a mix of office buildings, retail establishments, hotels, housing, and related uses.

MIXED-USE AREA: A specified area which includes three or more different types of uses within its boundaries. Generally, these uses are on separate but interrelated sites.

MIXED-USE CENTERS: Tysons Urban Center, Suburban Centers, Transit Station Areas, and Community Business Centers.

MIXED-USE PROJECT: A development that includes two or more physically integrated uses on one site or within one structure.

MODE: A means of travel. Transportation modes include vehicle, rail, bus, bus rapid transit (BRT), or active transportation. In some cases, subsections of the above might also be considered modes, as for example, single-occupancy vehicles, or vehicles with two or more passengers.

MULTIFAMILY HOUSING: Structures designed to accommodate several unrelated households. Multifamily residences include garden apartments, mid-rise and high-rise apartment buildings, and residential condominiums.

MWCOG: Metropolitan Washington Council of Governments (MWCOG) is a regional organization composed of 20 local governments of the Washington Capital area. MWCOG develops coordinated regional responses and actions to issues on the environment, affordable housing, economic development, health and family concerns, human services, population growth, public safety, and transportation.

NATIONAL AMBIENT AIR QUALITY: The Clean Air Act requires the Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards for pollutants considered harmful to public health and the environment.

NATIONAL REGISTER OF HISTORIC PLACES: The official federal register of historic sites. Individual buildings, structures, objects, sites or districts that meet certain criteria of significance may be listed in the register. As with the Fairfax County Inventory of Historic Sites and Virginia Landmarks Register, this designation is primarily a way of officially recognizing significant historic properties. While it does not legally protect a property from demolition or inappropriate change, federally funded or sanctioned actions must be reviewed for their effects on listed properties.

NATURAL LANDSCAPING: A landscaping approach through which the aesthetic and ecological functions of landscapes installed in the built environment are improved, and through which natural areas are restored by preserving and recreating land and water features and native plant communities. Sustainable landscapes are formed by protecting and restoring natural ecosystem components; maximizing the use of native plants; controlling invasive plant species; reducing areas of

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unnecessary mowing; reducing or eliminating synthetic fertilizers; protecting, creating, and maintaining healthy soils; and retaining rainwater on-site through low impact development practices. In natural areas, only locally native plant species are used to provide the greatest possible ecological benefits. In built landscapes, most of the plant cover is composed of native plant species that support wildlife and improve environmental conditions, although non-invasive non-native plants may be selectively used where appropriate.

NEIGHBORHOOD SHOPPING CENTERS: Centers that range in size between 80,000 and 125,000 square feet. They serve an area within three to five minutes driving time and generally have a supermarket as the anchor store. To support a center with a supermarket anchor, a population of 10,000 or more is desirable.

NEIGHBORHOOD (MINI AND PORTABLE) LIBRARIES: Small facilities that provide popular titles and the most essential services. Monthly circulation level is 4,000 to 10,000 volumes.

NITROGEN: A nutrient, which when released into surface water, may stimulate the growth of aquatic organisms. Such organisms, upon decomposition, can adversely affect the ecological quality of a surface water body by depleting its supply of dissolved oxygen.

OPEN SPACE: The Virginia Open Space Land Act defines "open-space land" as "any land which is provided or preserved for (i) park or recreation purposes, (ii) conservation of land or other natural resources, (iii) historic or scenic purposes, (iv) assisting in the shaping of the character, direction, and timing of community development, or (v) wetlands as defined in §28.2-1300. [The Virginia Open Space Land Act, Va. Code Ann. §§ 10.1-1700 through -1705 (Michie 1998)]. In addition to the definition provided by the Virginia Open Space Land Act (Va. Code Ann. § 10.1-1700 et seq.), the Comprehensive Plan considers open space to be land that is not intensely developed that provides the public with social, recreational, physical and mental health benefits; promotes environmental sustainability and/or heritage resource stewardship; helps to address equity and environmental justice concerns; or provides a tangible economic benefit to the surrounding area.

OPEN SPACE EASEMENT: A legal mechanism whereby a landowner retains ownership of land, but grants some right(s) to the land to a public body, such as the Board of Supervisors. The Code of Virginia, Virginia Open Space Land Act, § 10.1-1700, authorizes public bodies to hold easements and also defines the purpose of open-space easements to include retaining or protecting the property value of natural or open space, assuring the availability of open space for agricultural, forestal, recreational, or open space use; protecting natural resources; maintaining or enhancing air or water quality; or preserving historical, architectural or archeological resources.

The Virginia Open Space Land Act, as paraphrased, defines "public body" as any state agency, county, municipality, park authority, public recreational facilities authority, soil and water conservation district, and community development authority having authority under the Code of Virginia to acquire land for public use.

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OZONE: An air pollutant that forms from the interactions of oxides of nitrogen and volatile organic compounds with sunlight. High ozone concentrations can adversely affect human health. Motor vehicles are the major source of oxides of nitrogen and volatile organic compounds in the Washington metropolitan area.

PARATRANSIT: Is a shared ride service without a fixed route, for people with disabilities who are unable to use public transportation, including bus or transit, due to their disability, including older adults, individuals with physical disabilities and/or mobility challenges.

PERMEABLE HARDSCAPES: Are porous or pervious surfaces that allow rainwater or stormwater to penetrate through them into the soil below, rather than running off into storm drains or causing flooding.

PHOSPHORUS: A nutrient, which when released into surface water, may stimulate the growth of aquatic organisms. Such organisms, upon decomposition, can adversely affect the ecological quality of a surface water body by depleting its supply of dissolved oxygen.

PLACEMAKING: Placemaking refers to a collaborative community process by which the public realm is shaped to strengthen the connection between people and places. More than promoting better urban design, placemaking facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution for the benefit of all. Intentionally shaping open spaces and streets capitalizes on a local community's assets, inspiration, and the potential to improve vitality, while creating accessible, safe places.

PRICE-APPROPRIATE HOUSING: Price-appropriate housing is defined as housing that costs approximately 30 percent of a household's annual income or less, and enables the household to afford other essentials such as food, medical expenses and transportation.

PRIMARY STATE HIGHWAY SYSTEM: All Virginia non-Interstate highways with route numbers between 1 and 599, generally serving more than one jurisdiction and therefore relatively more of statewide significance.

PRINCIPAL ARTERIAL: A highway that serves main travel corridors. Significant intra-area travel and important intra-urban and intercity bus services are served by this class of street. Some access is provided to abutting land, but the primary function of a Principal Arterial roadway is to carry through traffic.

PROFFER: A development plan and/or written condition, which, when offered voluntarily by an owner and accepted by the Board of Supervisors, becomes a legally binding part of the regulations of the zoning district pertaining to the property in question. Proffers, or proffered conditions, must be considered by the Planning Commission and submitted by an owner in writing prior to the Board of Supervisors public hearing on a rezoning application, and thereafter may be modified only by an application and hearing process similar to that required of a rezoning application.

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PUBLIC FACILITIES: Facilities that are required to support the services and functions provided by the county government or public utility companies. Such facilities are essential to support the community and its development and to enhance the overall quality of life. Public facilities include such necessities as water and sewer lines, drainage and stormwater management facilities, and police and fire protection, as well as educational, recreational and cultural services.

PUBLIC TRANSPORTATION TRANSFER POINT: Facilities designated on the Transportation Plan Map where transfers between various modes of transportation (e.g., vehicular, bus, rail, microtransit, and active transportation) are expected to occur. Examples include park-and-ride lots, transit transfer centers or stations, or future Metrorail Station and bus rapid transit (BRT) locations. The design, function and exact location of such facilities are contingent upon future studies.

RAIL STATION: Facility where passengers may board a type of rail service which may be Metrorail, light rail, commuter rail, or some other form of rail passenger service. Facility typically includes passenger waiting, ticketing and information areas. Rail stations also designated as a transit transfer center or station will not have commuter parking while those also designated as a commuter parking lot will have commuter parking.

REDEVELOPMENT: Development activity generally characterized by clearance of existing structures and new construction. The new development may be the same type of land use, or a new type, but it is usually at a higher level of intensity or density than that it replaces.

REGIONAL LIBRARIES: Large facilities offering a comprehensive collection of materials and a variety of services and programs. Such facilities are the foundation of the county's library system and are supported by the other two facility categories. Monthly circulation level is at least 50,000 volumes.

REGIONAL PARKS: Parks that are distinguished from, yet supplement and enhance county and municipal park systems, and seek to preserve and protect regionally-significant areas of particular ecological, scenic or historic value and provide recreational facilities to serve users throughout the Northern Virginia area.

REGIONAL STORMWATER MANAGEMENT FACILITIES: A regional stormwater management facility is defined as a facility that provides detention of stormwater runoff typically for the entire upstream watershed and provides water quality benefits for the entire upstream watershed in accordance with the Public Facilities Manual. Generally, for a stormwater detention facility to qualify as a regional facility, it must provide detention benefits for a watershed area of greater than 100 acres.

REPURPOSING: See Building Repurposing.

RESOURCE-BASED PARKS: Parks that primarily preserve, protect and interpret significant or exemplary environmental, ecological, cultural and/or scenic resources and areas for public education, enjoyment, and use consistent with resource protection and stewardship needs.

RESOURCE MANAGEMENT AREA (RMA): An area designated pursuant to the Chesapeake Bay Preservation Ordinance (Chapter 118 of the Fairfax County Code) comprised of lands that, if improperly used or developed, have a potential for causing significant water quality degradation or for diminishing the functional value of the Resource Protection Area. RMAs include any such area that is not designated as an RPA.

RESOURCE PROTECTION AREA (RPA): An area designated pursuant to the Chesapeake Bay Preservation Ordinance (Chapter 118 of the Fairfax County Code) comprised of lands at or near the shoreline or water's edge that have an intrinsic water quality value due to the ecological and biological processes they perform or are sensitive to impacts which may result in significant degradation of the quality of state waters. In their natural condition, these lands provide for the removal, reduction, or assimilation of sediments, nutrients, and potentially harmful or toxic substances from runoff entering the Bay and its tributaries, and minimize the adverse effects of human activities on state waters and aquatic resources.

RETAIL TRADE AREA: The geographic area from which a retail business draws most of its customers. Trade areas may vary based on the type of retail center and/or customer base.

REVETMENT: A man-made slope that is constructed along a shoreline and protected through the placement of erosion-resistant materials, typically separate layers of stone or chunks of concrete (known as "riprap"), sometimes along with filter fabric that is effective in preventing erosion from occurring behind the riprap.

REVITALIZATION: The renewal and improvement of older commercial and residential areas through any of a series of actions or programs that encourage and facilitate private and public investment. This community investment can include (but is not limited to) activities and programs designed to improve neighborhoods; strengthen existing businesses; attract new businesses; encourage quality renovation and new construction; encourage repurposing of existing structures; enhance public spaces and pedestrian amenities; ensure safe, efficient and convenient traffic flow; and contribute to the social and economic vitality of the area.

RIDESHARING: Programs designed to increase the occupancy of automobiles, or other vehicles, and thereby reduce demand on the roadway system. Examples include carpool, vanpool, buspool, and promotion of the use of High Occupancy Vehicle (HOV) facilities.

RIGHT-OF-WAY: The area over which a legal right of passage exists; land used for public purposes in association with the construction or provision of public facilities, transportation projects, or other infrastructure.

ROADWAY CAPACITY: The maximum flow in vehicles per hour that can be reasonably expected on a particular segment of roadway during a given time period under prevailing roadway, traffic, and control conditions.

SCIENTIFIC RESEARCH, DEVELOPMENT AND TRAINING: Any structure wherein the primary use is the administration and conduct of investigation, examination, experimentation or training aimed at the discovery and interpretation of facts and/or the practical application of the above to products or processes. Establishments for scientific research, development and training shall include one or more of the following principal facilities and/or activities: laboratory facilities; pilot plants; prototype production; and/or the assembly, integration and testing of goods and products. An establishment for scientific research, development and training shall not be deemed an office.

SCREENING: Landscaping and/or physical barriers that are erected to mitigate potential incompatibilities between different types of land uses.

SEAWALL: A vertical structure or partition, usually running parallel to the shoreline, for the purpose of retaining upland soils while providing protection from severe wave action. Seawalls are often concrete structures poured in place.

SECONDARY ROADS SYSTEM: Non-Interstate and non-Primary roads in Virginia with route numbers of 600 or greater. Includes public roads, bridges, causeways, in the counties that are not included in the Primary State Highway System.

SHARED HOUSING: See Homesharing.

SHOULDER TREATMENT: Various design standards for the edges of roadways to accommodate stormwater runoff and mitigate safety problems.

SHRINK-SWELL CLAY SOILS: High clay content soils characterized by swelling when moistened and shrinking when dried. These soils have low load bearing values for foundation support.

SINGLE-FAMILY DETACHED DWELLING: A single family dwelling unit which is entirely surrounded by open space or yards on the same lot.

SINGLE-FAMILY RESIDENTIAL: Units designed to house one family per unit. Includes detached single family homes as well as townhouses.

SLIPPAGE SOILS: Marine or silty clay deposits that are plastic in nature with a high shrink-swell potential are generally unstable, particularly on steep slopes. Soil movement may result in damage to structures built on these deposits.

SMALL AREA PLAN: A geographic subcategory of the Comprehensive Plan. Small Area Plans provide recommendations for defined areas to accommodate and guide future growth consistent with the Concept for Future Development.

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SPECIAL EXCEPTION/SPECIAL PERMIT USES: Uses, which by their nature, can have an undue impact upon or can be incompatible with other uses. Such uses may be allowed to locate within given designated zoning districts only under special controls and limitations, and regulations.

STREAM VALLEY: An aggregation of features, produced by the physical action of flowing water, which includes intermittent or perennial streams, 100-year frequency floodplains, and adjacent slopes.

SUB-REGIONAL PLANNING PROCESS: A planning effort initiated by the Commonwealth of Virginia to address the overall transportation system in Northern Virginia from a regional perspective.

SUBURBAN CENTERS: 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.

SUBURBAN NEIGHBORHOODS: Suburban Neighborhoods contain a broad mix of allowable residential densities, styles and parks and open space. Where appropriate, supporting neighborhood- serving commercial services, public facilities, and institutional uses are encouraged provided that the proposed intensities and physical character are compatible with the surrounding area.

SUBURBAN VILLAGE CENTER: Suburban Village Centers are mixed-use community focal points within Suburban Neighborhoods located along arterial roadways. They are appropriate locations for medium density, multifamily and townhouses.

TAX CREDITS: A program under Federal IRS regulations (Low Income Housing Tax Credit Program) which provides tax credits in return for investment in housing developments where a portion of the units are subject to rent limits for tenants who meet income eligibility requirements.

TIMED-TRANSFER CONCEPT: A concept of transit planning whereby public transportation services are scheduled so that transfer times are minimized at transfer points, typically park-and-ride lots, transit centers or stations, bus rapid transit (BRT) stations, and rail stations.

TRAILS: A pathway constructed of various materials such as asphalt, stone dust, or natural surface that is used for recreation, or as an alternative mode of non-motorized transportation, or both.

TRANSIT-ORIENTED DEVELOPMENT (TOD): Transit-oriented development (TOD) in Fairfax County is defined as compact, pedestrian- and biking-friendly, mixed-use development containing medium to high density residential, office and retail uses

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within walking distance of certain rail and bus rapid transit stations identified in the Area Plans. Well-planned TOD should incorporate good design principles and an appropriate mix of uses to build a healthy, multi-generational community and promote transit usage while creating vibrant neighborhood centers at these locations. TOD should create a high-quality public realm that includes attractive streetscape and a network of public spaces that integrate open and natural spaces within the built environments and work to conserve and protect natural resources.

TRANSIT READY DEVELOPMENT/COMMUNITIES: Are mixed-use areas with medium to high-intensity land use, planned and designed to support current and future transit facilities and service, and prioritize active transportation facilities.

TRANSIT STATION AREAS (TSAs): These areas encompass Metrorail or bus rapid transit (BRT) stations (where applicable, a TSA might also be adjacent to a rail or BRT station in a neighboring locality) and are directly influenced by the presence of access points to the rail, bus, or BRT system. Transit station areas promote a land use pattern that supports transit services by encouraging a mix of uses in a compact, pedestrian-friendly urban form within walking distance of the rail, bus, or BRT station. The transit-oriented development (TOD) area may be generally defined as a ¼-mile radius from the station platform or center of the site with a density and intensity tapering out to a ½-mile or a 5-10 minute walk. Within the region, Metrorail, bus, and BRT provide a vital public transportation choice that enhances accessibility and reduces the reliance upon single occupancy vehicle use. Transit Station Area boundaries are strongly influenced by the area's physical access characteristics and the relationship of the station to surrounding neighborhoods.

TRANSIT TRANSFER CENTER: Facility where public transportation services, usually bus services and sometimes rail service, are coordinated so that passenger transfers are facilitated. The facilities typically includes passenger waiting and information areas, bus parking areas, and does not including parking., unless it is co-located with a rail station parking facility or park-and-ride lot.

TRANSPORTATION DEMAND MANAGEMENT (TDM): Actions taken to reduce single occupant vehicle trips or actions taken to manage or reduce overall transportation demand.

TRANSPORTATION MANAGEMENT ASSOCIATIONS (TMAs): Groups of employers uniting together to work collectively to manage transportation demand in a particular area.

TRANSPORTATION SYSTEM MANAGEMENT (TSM) PROGRAMS: This term is used to describe a full spectrum of actions that may be applied to improve the overall efficiency of the transportation network. TSM programs usually consist of low-cost alternatives to major capital expenditures, and may include parking management measures, ridesharing programs, flexible or staggered work hours, transit promotion, or operational improvements to the existing roadway system. TSM includes Transportation Demand

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Management measures as well as HOV use and other strategies associated with the operation of the street and transit systems.

TRIBUTARY STREAM: Any perennial stream that is so depicted on the most recent U.S. Geological Survey 7 1/2 minute topographic quadrangle map (scale 1:24,000).

TYSONS URBAN CENTER: Tysons is a significant economic engine to the region. The vision for Tysons includes a dynamic urban center marked by the socioeconomic diversity of community members and workers; a wide range of opportunities and activities; the quality of buildings, aesthetics, and open spaces; and connections and accessibility for all. Tysons includes four transit- oriented development (TOD) areas surrounding four Metrorail stations.

UNIVERSAL DESIGN: The design of products and environments to be usable by people of all ages and abilities, to the greatest extent possible, without the need for significant adaptation or specialized design.

URBAN AGRICULTURE: The cultivation and distribution of food or other agricultural products in a densely populated area.

URBAN DESIGN: An aspect of urban or suburban planning that focuses on creating a desirable environment in which to live, work and play. Design analysis includes the relationship between buildings, streets, land use, open space, circulation, height, natural features and human activity. A well-designed urban or suburban environment demonstrates the four generally accepted principles of urban design: clearly identifiable function for the area; easily understood order; distinctive identity; and visual appeal.

URBAN PARKS: Public spaces in urban and mixed-use areas that offer the opportunity for passive and active recreation. Urban parks are defined by features that differentiate them from traditional suburban residential-serving parks. Specifically, urban parks can be qualified by their unique park elements, features, design, and means of implementation. Urban parks can be publicly or privately owned and managed, but should be publicly-accessible. Urban parks should be able to be accessed by any member of the public directly from the public realm without a need for permission, membership, keys, codes or access cards.

URBAN PLANNING: The discipline of distributing urban or suburban functions spatially, in terms of activity patterns of people in the physical setting. This includes the physical facilities or improvements to the land which are made to accommodate these activity patterns. Urban or suburban functions addressed in planning are broad, encompassing land use; transportation; housing; open space and recreation; public and human services; and conservation of environmental and heritage resources.

VDOT: Virginia Department of Transportation.

VDOT SIX-YEAR PROGRAM: The state's six-year Capital Improvement program for transportation. Each year, VDOT adopts a Primary and Secondary budget following public hearings throughout the state. Both budgets are derived from Six-Year Programs, which are updated annually, for the Interstate and Primary Systems, and bi-annually for the Secondary System, following public hearings in each case. Many projects appearing in the Six-Year Program are not fully funded within the Program.

VDRPT: Virginia Department of Rail and Public Transportation.

VHDA: Virginia Housing Development Authority. A state housing finance agency.

VIRGINIA BYWAY: A designation given by Virginia's Commonwealth Transportation Board to a roadway which is of historic significant and/or scenic interest or links areas of historic significant and/or scenic interest.

VIRGINIA LANDMARKS REGISTER: The official state register of historic sites. Individual buildings, structures, objects, sites or districts that meet certain criteria of significance may be listed in the register. As with the Fairfax County Inventory of Historic Sites, this designation is primarily a way of officially recognizing significant historic properties, although it does not legally protect a property from demolition or inappropriate change.

VIRGINIA RAILWAY EXPRESS (VRE): A joint project between the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission providing commuter rail service from the Fredericksburg and Manassas areas, to the northern Virginia suburbs and downtown Washington DC, along the I-66 and I-95 corridors, historically identified as ~~in~~ the Southern Railway and Richmond, Fredericksburg and Potomac Railroad.

VOLUME-TO-CAPACITY (V/C) RATIO: A ratio that assesses whether existing or future motorist demand for a roadway falls below, at, or above roadway capacity. It is calculated by dividing the volume of traffic (existing or future) by the capacity of a roadway or lane(s).

WASHINGTON METROPOLITAN STATISTICAL AREA (MSA): The Bureau of Census designation for the metropolitan region that includes Fairfax County. It also includes the District of Columbia; Montgomery, Prince George's, Charles, Calvert and Frederick Counties, Maryland; the Cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park; and, Arlington, Loudoun, Prince William and Stafford Counties, Virginia.

WASTE STREAM REDUCTION PROGRAMS: Programs that reduce the volume of waste through conservation and recycling efforts.

WETLANDS: Any land characterized by wetness for a portion of the growing season. Wetlands are generally delineated on the basis of physical characteristics such as soil properties indicative of wetness, the presence of vegetation with an unusually strong affinity for water, and the presence or evidence of surface wetness. Wetland environments provide water quality improvement benefits and, in most cases, are ecologically valuable.

WMATA: Washington Metropolitan Area Transit Authority.

WORKFORCE DWELLING UNIT (WDU): For-sale or rental units that serve households with income up to 100 percent (for-sale units) and 80 percent (rental units) of the AMI for the Washington Metropolitan Statistical Area, as determined annually by the U.S. Department of Housing and Urban Development. The intent of the WDUs is to encourage affordability in the county's planned Mixed-Use Centers of Tysons Urban Center, Suburban Centers, Community Business Centers and Transit Station Areas, and in mixed-use or residential development that is planned for a density of 8 du/ac, or above, outside of those areas. WDUs should be provided in accordance with the Guidelines for the Provision of Workforce Dwelling Units (WDU Policy) specified in the Policy Plan. In return for proffered WDUs, additional development density or intensity will be made available. WDUs are subject to administrative requirements that are set forth in the Board of Supervisors' Countywide and Tysons Urban Center WDU Administrative Policy Guide.

Board Agenda Item
November 18, 2025

4:30 p.m.

Public Comment on Issues of Concern