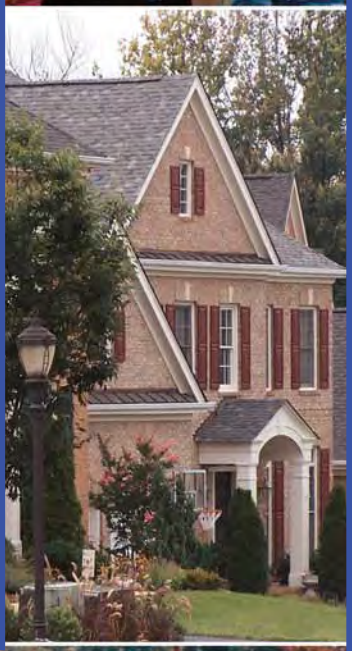
Comprehensive Plan

City of Fairfax, Virginia

Adopted by City Council
April 10, 2012



Comprehensive Plan of the City of Fairfax

Adopted April 10, 2012

Amendments

May 2013

November 2013

September 2015

City of Fairfax
Department of Community Development and Planning
Planning Division
10455 Armstrong Street
Fairfax, VA 22030
703-385-7930

RESOLUTION NO. R-12-13

A RESOLUTION APPROVING AND ADOPTING AMENDMENTS TO THE CITY OF FAIRFAX COMPREHENSIVE PLAN

WHEREAS, § 15.2-2223 of the Code of Virginia requires the City Council to adopt a comprehensive plan for the physical development of the territory within the jurisdiction of the City of Fairfax; and

WHEREAS, the City Council adopted the existing *City of Fairfax Comprehensive Plan* on July 27, 2004 and it was determined that some of its contents and recommendations were now out of date; and

WHEREAS, the Planning Commission prepared amendments to update the Plan following study of existing conditions and trends of growth and the probable future requirements of the territory and the inhabitants of the City of Fairfax; and

WHEREAS, the City Council held discussions with the Planning Commission to review the amendments prepared and suggest additional amendments to the comprehensive plan; and

WHEREAS, the City Council conducted a joint public outreach session with the Planning Commission on February 28, 2012; and

WHEREAS, the Planning Commission held a public hearing, and on March 26, 2012, approved the amendments to the comprehensive plan and recommended the approval and adoption to City Council; and

WHEREAS, in accordance with § 15.2-2226 of the Code of Virginia, the City Council held a public hearing on April 10, 2012 for the purpose of receiving public comment relative to the amendments to the comprehensive plan; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Fairfax hereby approves the amendments to the *City of Fairfax Comprehensive Plan* and adopts the draft dated March 26, 2012, which will supersede the previous comprehensive plan and all amendments thereto.

Adopted this 10th day of April, 2012.

Mayor

ATTEST:

City Clerk

The vote on the motion to approve was recorded as follows:

VOTE:

Councilman Drummond	Aye
Councilman Greenfield	Aye
Councilman Meyer	Aye
Councilmember Schmidt	Aye
Councilman Silverthorne	Aye
Councilman Stombres	Aye

Resolution No. PC-12-02

City of Fairfax, Virginia Planning Commission
Approving and Recommending Adoption of Amendments
to the *City of Fairfax Comprehensive Plan*

WHEREAS, § 2-227 of the Code of the City of Fairfax charges the Planning Commission with the responsibility of planning for the future development of the city so that residential areas may be provided with healthy surroundings, so that the needs of industry and business may be recognized and so that transportation systems, highway, utility, health, educational and recreational facilities and the city itself all may grow in a manner consonant with the efficient and economical use of public funds; and

WHEREAS, § 15.2-2223 of the Code of Virginia authorizes the Planning Commission to prepare and recommend to City Council a comprehensive plan for the physical development of the territory within the jurisdiction of the City of Fairfax; and

WHEREAS, in accordance with § 15.2-2230 of the Code of Virginia, the Planning Commission reviewed the comprehensive plan to determine whether it was advisable to amend the plan; and

WHEREAS, through the review process the Planning Commission determined that some of the contents and recommendations in the comprehensive plan approved and adopted by City Council on July 27, 2004 were out of date; and

WHEREAS, the Planning Commission maintains that while drafting a new plan is warranted in order to reconsider the underlying vision, goals, and strategies that would direct the City's development pattern over the next fifteen to twenty years, it recognizes that amendments are appropriate at this time to update the existing comprehensive plan, and the process to develop a new plan should commence following the adoption of amendments; and

WHEREAS, the Planning Commission has prepared amendments to update the comprehensive plan with the purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the City of Fairfax; and

WHEREAS, in preparing the amendments to the comprehensive plan the Planning Commission made careful and comprehensive surveys and studies of the existing conditions and trends of growth, and of the probable future requirements of the territory and inhabitants of the City of Fairfax; and

WHEREAS, the Planning Commission held a joint public outreach session with City Council on February 28, 2012 and conducted a public hearing on March 12, 2012, for the purpose of receiving public comment relative to the amendments to the comprehensive plan; and

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Fairfax hereby approves the amendments to the *City of Fairfax Comprehensive Plan* in the draft dated January 24, 2012, as subsequently revised by the Commission, which will supersede the previous comprehensive plan.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Fairfax forwards this document to City Council with the recommendation to approve and adopt.

Adopted this 26th day of March 2012.

Chair

ATTEST:

Secretary

The vote to approve was recorded as follows:

Commissioner/Chair Cate	Aye
Commissioner Berenbaum	Aye
Commissioner Cunningham	Absent
Commissioner Landis	Aye
Commissioner Passey	Aye
Commissioner Scibilia	Absent
Commissioner Stambaugh	Absent

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Highlighted sections have been amended

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Introduction

The City of Fairfax has a strong sense of community and an attractive small town atmosphere. This Comprehensive Plan, as the City's official guide to future development, seeks to protect and enhance those distinctive qualities of the City.

The City of Fairfax is valued by its residents, business owners, and employees for its sense of community and its attractive small town atmosphere. It is a place where citizens take pride in participating in their local government – a place where the individual's opinion is still important. However, because of regional influences and other strong pressures to change, the City faces the considerable task of protecting and enhancing its identity and distinctive character.

Several elements combine to formulate that character. Most notably, Fairfax is a city predominantly composed of neighborhoods and is generally perceived as a residential community. In addition, the large amount of parkland and open space located throughout the City contributes to that character. Old Town Fairfax provides an interesting historic and urban focal point at the City's center. Principal entryways are located at Kamp Washington, Fairfax Circle, Northfax (at Fairfax Boulevard and Chain Bridge Road), Main Street (at Pickett Road), and the Southern Gateway on Chain Bridge Road near School Street. These features combine to define an environment very different from the remainder of Northern Virginia – an environment in which tradition, quality of life and livability are emphasized amidst concentrated urban development.

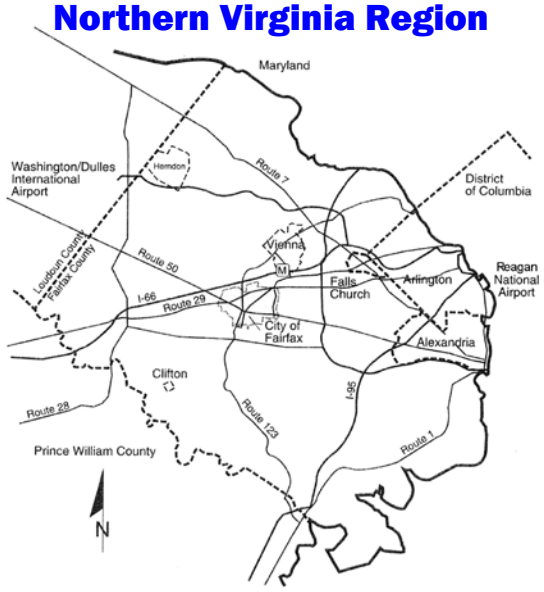
Because of its central location within the Northern Virginia region, however, the City is experiencing pressures from the intense development now underway immediately outside its boundaries (see Map INTRO-1). Between 250,000 and 300,000 vehicles travel through the City each day, far more than double the numbers seen in the 1980s. Many of those vehicles intrude onto neighborhood streets to seek relief from congested roadways, disturbing residential tranquility and creating safety hazards. In addition, portions of the City's commercial strips have become cluttered with signage, traffic conflicts, and unsightly development. These intrusions detract from the very qualities that make the City a desirable place to live and work.

Recent and projected changes in the composition of the population in and around the City have affected the need for public and private services and housing. This is particularly poignant because a large proportion of students in City schools (particularly Lanier Middle School and Fairfax High School) are residents of Fairfax County. City and nearby county growth combine to affect attendance projections; current attendance projections estimate that enrollment growth in City schools at their current boundaries will outpace the overall rate of student enrollment growth throughout the Fairfax County Public Schools system. The City made key changes affecting its public school facilities. Two elementary schools were closed, while all four remaining public schools were renovated and modernized, positioning them for effective long-term use.

Within the City itself, the composition of households is changing, and family size, while having increased over the last two decades, remains at lower levels than during the high-growth era after World War II. Recent housing development has addressed many of these trends as have renovation-oriented City programs. In addition, the population in the City and region continues to grow older, underscoring the demand for specialized housing to meet the needs of the elderly.

Map INTRO-1

Northern Virginia Region



Source: City of Fairfax

George Mason University (GMU), situated at the City's southern border, has experienced tremendous growth in recent years and rising enrollment and on-campus housing levels are expected to continue into the foreseeable future. The proximity and the rising regional and national profile of GMU will have a profound impact upon the future evolution of the City. If properly addressed, the demand for housing, goods and services related to the academic community, and the range of GMU's cultural and educational offerings, can result in mutually beneficial opportunities for both the City and the University.

Many contrasting factors must be properly managed to result in a positive future for the City. Even though the City is nearly fully developed, significant changes will likely occur in the upcoming years as new development and substantial redevelopment occur. This Comprehensive Plan examines current conditions and offers direction to enhance the City's function, appearance, and livability. This Plan also seeks to provide the opportunity to examine the various forces affecting the City – such as redevelopment of commercial areas, aging residential neighborhoods and the desire to protect open space – that, if creatively guided, can support the important and unique assets to its citizens and the region. This plan seeks to address issues from the perspective of the common good, rather than for the benefit or detriment of any one sector of the City. All who contributed to the preparation of this Plan hope that it will succeed in maintaining and improving a high quality of life while responsibly managing and planning for the changes that inevitably lie ahead.

Purpose of the Plan

The Comprehensive Plan is the City's official policy guide for future development-related decisions. This Plan is general and long-range in nature, and provides a picture of how the community wishes to develop over the next 15 to 20 years. As a policy document, the Plan provides a framework for the City's residents and policy makers to conceptualize how the City should look and function, and the best methods or strategies for achieving those ideals.

Authority for the Plan

The Commonwealth of Virginia requires that every local governing body adopt a comprehensive plan. Section 15.2-2223 of the Code of Virginia states in part that the local planning commission must prepare a plan which "shall be general in nature..." and "... shall show the locality's long-range recommendations for the general development of the territory covered by the plan." The plan must recommend methods of implementation such as a zoning ordinance or zoning district map, a subdivision ordinance, and a capital improvements program. In addition, the comprehensive plan may include, but is not limited to, the designation of land use, transportation systems, public facilities and services, historic areas, ground water protection measures, and areas for urban renewal and development of affordable housing.

State law requires that the plan be reviewed by the planning commission at least once every five years to determine whether it should be amended.

The Planning Process

The Comprehensive Plan is developed as a logically calculated series of events and actions, and is the result of a process that blends technical input with community ideals. The process used in developing this Plan is summarized below and in Figure INTRO-1.

The last major update of the City's Comprehensive Plan occurred in 2002-04, and was adopted by the City Council in July, 2004. The public input process implemented at that time included the following:

- Information pertaining to the City's historic resources, public facilities, population, environment, economy, housing, transportation and land use was collected and analyzed. This information included the report of the Fairfax 2020 Commission, the previous 1997 Comprehensive Plan, and all policy documents prepared after March 25, 1997. The elements were combined to produce a solid base upon which to construct the revised Comprehensive Plan.

- Citizen opinions on issues facing the City were ascertained in a variety of ways. Four "Open Mic" sessions were held in 2002, at which members of the City Council, the Planning Commission and City staff displayed background information for each section of the Comprehensive Plan and solicited public input in an informal exchange of ideas.

- Civic associations, City boards and commissions and citizen and business associations were invited to present their views in a special meeting with the Planning Commission during the Comprehensive Plan revision process.

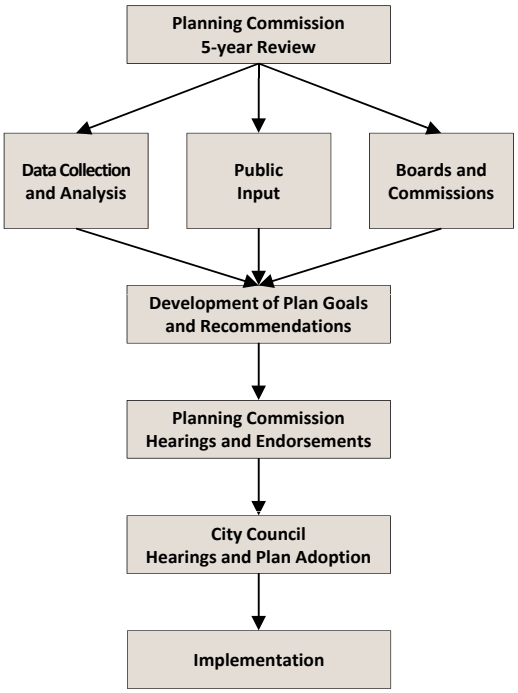
- Monthly articles in the CityScene newsletter from the summer of 2002 through public hearings in 2003 informed City residents that the Plan update process was underway and invited public participation. Finally, the draft Plan revision was circulated to all City civic associations, boards and commissions for comment prior to public hearings.

- The Planning Commission and Community Development and Planning staff developed a vision to be integrated into the overall strategic plan.
- Using the background information acquired earlier, input from the Open Mic Sessions, other citizen comments and 2020 Commission recommendations, the Planning Commission developed a set of goals.
- Various alternatives were then identified and evaluated, and recommendations were developed. The actual plan for the City's future takes the form of goals, objectives and strategies that were developed to carry out those goals, and the recommendations for the City's transportation system and future land use.
- As required by State law, the Planning Commission held public hearings and certified the recommended Comprehensive Plan for City Council consideration.
- The City Council held the required public hearings and adopted the Plan.

As noted above, the last major update of the City of Fairfax Comprehensive Plan was adopted in 2004, and the Code of Virginia requires that the plan be reviewed by the Planning Commission at least once every five years (§15.2-2230). The City of Fairfax Planning Commission conducted an extensive review of potential revisions to the existing Plan from November, 2008 through September, 2010. After that review, it was determined that a complete update resulting in a new Plan was appropriate. In order to address items that require more immediate attention and allow adequate time for a thorough evaluation of the Plan, the update is to be conducted as a two-step process, including: 1) amending the existing Plan, and 2) drafting a new Plan.

Figure INTRO-1

Development of the Comprehensive Plan



The revisions in this first step have included bringing data and other information up to date, as well as incorporating revisions discussed by the Planning Commission and City Council over the last few years. This document includes amendments to the existing Plan. The second step will involve a reconsideration of the entire document, including the vision, goals, and objectives that the City will pursue into the future. The drafting of an entirely new Plan, which will commence in the future, will also include a process designed to encourage thoughtful public input and involvement. A significant level of public participation will be critical during the second step to ensure that community ideals are reflected in what will be a new Plan for the future of the City.

Furthermore, with all reviews or revisions of the Comprehensive Plan – whether five-year reviews or full-scale rewrites – it is critical that discussions between the Planning Commission and City Council occur to ensure that the public bodies tasked with the review have a consistent goal and a unified purpose.

The City's planning process does not end with the adoption of any Comprehensive Plan. The recommendations contained in a Plan must be implemented through the use of the tools described in the Implementation section. Most importantly, the Comprehensive Plan is intended to be a living document, evolving with important changes the City may undergo. Rather than remaining finalized between review periods, the plan may be updated to reflect events that may require new policies to be forged.

Previous Planning Efforts

The City's efforts at comprehensive planning date back to the 1950s. In April 1955, the then Town of Fairfax was presented with the "Master Plan Report," which had been prepared by a consultant under the direction of the Fairfax County Board of Supervisors. Although the Town did not take action on the plan, the report was an important first step towards assessing the City's future needs.

In June 1968, the "Comprehensive Development Plan" became the City's first adopted comprehensive plan. That plan was amended in October 1971 and again in May 1973. A new comprehensive plan was adopted in October 1975, and another new plan was adopted in June 1982. The 1982 plan was amended in February 1983, and remained in effect

until the adoption of a new plan in 1988. The 1988 plan was reviewed in 1991, 1993, and 1997 and remained in effect until the adoption of the 2004 plan, which was active until the approval of this amended version of the plan.

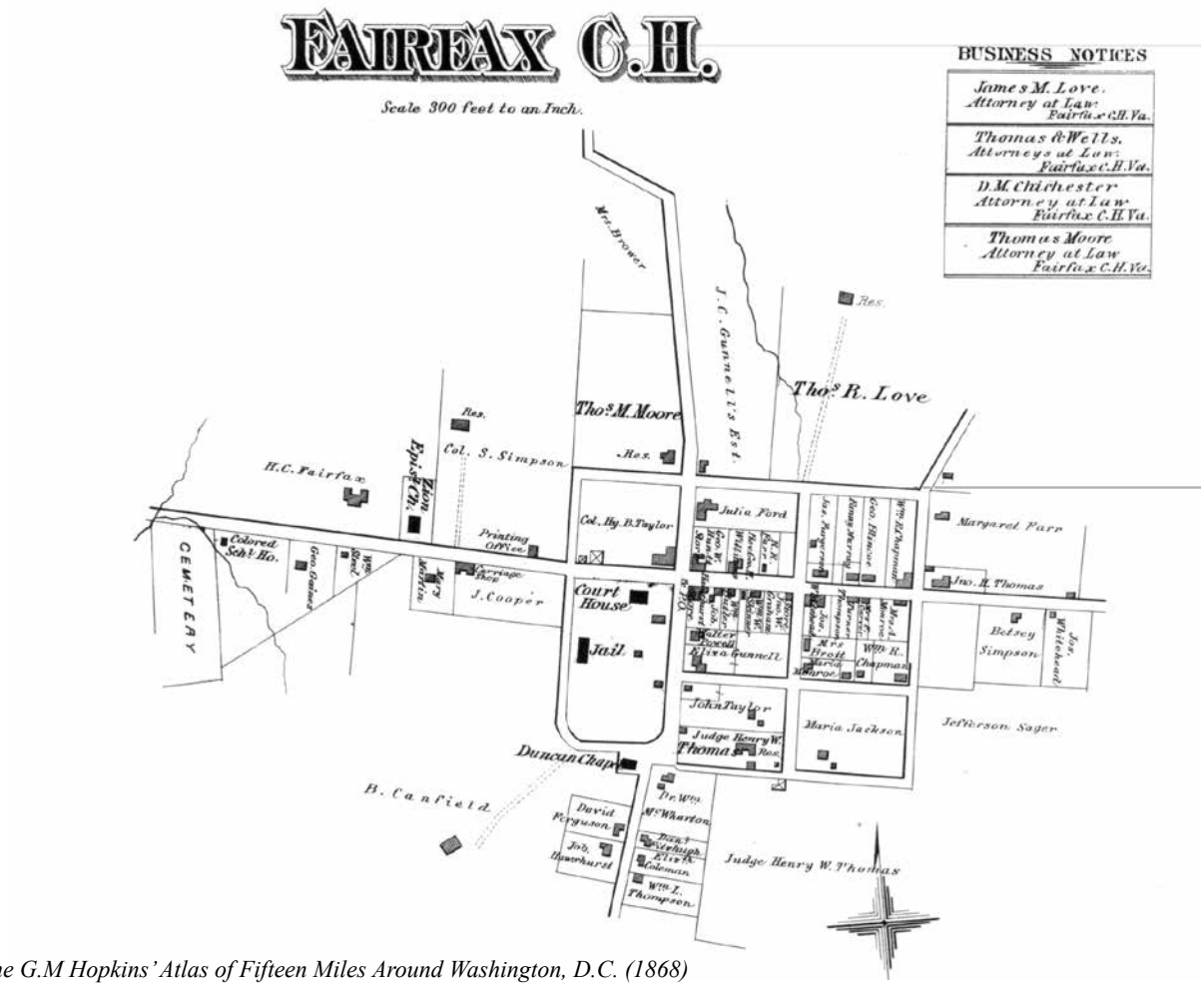
Using This Plan

This Plan is divided into sections that address the People; the Economy; the Environment; Housing; Public Facilities and Services; Parks, Recreation and Open Space; Community Appearance; Historic Resources; Cultural Resources; Transportation; Land Use and Implementation. Each of these sections contains background information on the referenced subject. In addition, some sections discuss projected or anticipated conditions. With the exception of People (demographics) and Implementation, each section includes a goal, objectives and strategies, all of which provide a framework for future actions. Also, a Plan component is included in both the Transportation and Land Use sections to provide more specific recommendations to guide future transportation and land use decisions. Finally, the Implementation section describes the means by which the recommendations contained in the various sections of this Plan may be realized.

Before describing the basics of each of the plan's elements (chapters), it is necessary to have an understanding of the City's history and present-day organizational structure. Additionally, it is important to understand the vision that has been created to sustain the City's character well into the future. These details are described in the sections that follow.

The City—Past and Present—A Brief History

The area that now comprises the City of Fairfax was first settled in the early-to-mid-1700s by farmers pushing out from the Tidewater region of Virginia and by Marylanders crossing the Potomac into Virginia for economic and religious reasons. Initially it was a part of Truro Parish, and became a part of Fairfax County when the County was established in 1742.



From the G.M Hopkins' Atlas of Fifteen Miles Around Washington, D.C. (1868)

When Fairfax County was first formed, a court was established at a place called Freedom Hill near the present-day Tyson's Corner. The court remained there for only ten years, and was relocated to Alexandria in 1752 because of the growing importance of Alexandria as a port city and for protection from Indian raids. In 1800, it became necessary once again to relocate the County court due to congressional legislation that proposed to include Alexandria in the new Federal capital.

A site at the junction of Ox Road and Little River Turnpike was selected as the location for the new County courthouse. Ox Road had originally been an Indian trail that was widened by King Carter's men in order to gain easier access to copper deposits found in the northern regions of the County. Little River Turnpike was a private venture of the Little River Turnpike Company, which was authorized by turnpike charter to build and operate for profit a road from Alexandria to the ford of the Little River in Aldie, Virginia.

Thus, in 1799 the Fairfax County Court was moved from Alexandria and established at this site, then known as Earp's Corner. A new courthouse was built on a two-acre parcel of land conveyed to the Court by Richard Ratcliffe, a prosperous resident of the area, for the sum of one dollar. Completed in 1800, that courthouse remains today as the north wing of the historic Fairfax County Courthouse complex.

A small village soon grew up around the courthouse and, by an Act of the Virginia legislature in 1805, the village was incorporated as the Town of Providence – even though it was generally referred to as Fairfax Court House. The original town consisted of 14 acres of land subdivided into one-half acre lots. The lots were then sold at a public auction with the stipulation that a house at least 16 feet square with a brick or stone chimney be built and ready for habitation within seven years from the date of sale.

Throughout the early 1800s, the town remained small, but it prospered due to the presence of the court and to the heavy traffic along Ox Road and Little River Turnpike. By 1835, the Town of Providence consisted of approximately 50 houses, the county buildings, three mercantile stores, four taverns, and one common school. In 1850, the name of "Fairfax," a name abandoned by the renamed Town of Culpeper, was selected for the town, although this action was not ratified by the General Assembly until 1874.

Fairfax was the scene of several notable events during the Civil War. Captain John Quincy Marr, the first officer fatality of the Confederacy, was killed at Fairfax Court House on June 1, 1861. By late 1862, the town was occupied by Union forces commanded by Brigadier General Edwin H. Stoughton. In a daring raid led by Confederate Lieutenant (later Colonel) John S. Mosby in March 1863, General Stoughton was captured while he slept in a house that is the present-day rectory of Truro Church. Also in 1863, Antonia Ford, whose girlhood home was the Ford Building on Chain Bridge Road, was imprisoned as a spy for aiding Confederate General J.E.B. Stuart.

After 1865, Fairfax and the rest of Northern Virginia set about repairing the ravages of war. The Town of Fairfax continued to serve as the governmental seat of Fairfax County, which had become an area of prosperous farms and estates. Several of the homes that were part of nearby farms or country estates are now within the boundaries of the present City of Fairfax.

In 1900, the Town of Fairfax was a community of farms and small estates with a total population of about 400 persons. It contained one bank, a hotel, a drug store, a carriage and wagon factory, a newspaper office and several general stores. These businesses were concentrated primarily on Main Street between what is now Chain Bridge Road and East Street. In addition, the Town included several churches, a school and lodges.

In 1904, the Washington, Arlington and Falls Church electric railway was completed. Its terminus was located at the abandoned Wilcoxen Hotel on Main Street near the County Courthouse. The advent of this important transportation link helped to revive the economy of Fairfax both in terms of new commercial development in the downtown area and as a quick and convenient means for transporting dairy products to distribution centers in Washington. It also brought about the first wave of suburbanization as more county residents were able to work in Washington while residing in the suburbs.

Other transportation improvements continued to fuel the suburbanization of the County. After World War I, bus lines were established and automobiles became an increasingly popular means of transportation. As a result, new and better roads were being demanded. In 1935, Lee Highway was extended westward from Fairfax Circle to Kamp Washington.

In the 1930s and 1940s, the growth of employment opportunities with the Federal Government, coupled with improvements to the area's transportation system, further reinforced the suburbanization trend. Even with the closing of the electric railway in 1939, the Town continued to grow. Between 1940 and 1950, the Town's population doubled to almost 2,000 persons.

In the 1950s, the population of the Washington metropolitan area began growing rapidly and the movement of this population to the suburbs accelerated. This was also a significant period in the history of the City's planning and growth. Between 1955 and 1960, the Town of Fairfax annexed land to the east, north and west, expanding its boundaries from 2.5 square miles to approximately six square miles. Consequently, the number of housing units in the Town increased from approximately 1,400 to 3,700.

In 1961, under a charter granted by the Virginia General Assembly, the Town incorporated as an independent city. This action was sought by the Town in response to the then-pending incorporation of Fairfax County as an independent city, an action that would have deprived the Town of its autonomy. At that time, the City contained 3,688 housing units and a population of 14,434 persons.

Despite the City's independent status, it elected to enter into a number of contracts with Fairfax County for the provision of public services, including education. In addition, a 1965 agreement established a 50-acre "County enclave" surrounded by the City, which included the County Courthouse/Massey Building area.

During the 1960s, many of the City's larger properties, including some farms near Main Street, were developed or redeveloped. One large dairy farm on Pickett Road was sold for use as an oil tank farm, which continues to be the single largest industrial development in the City.

New types of housing were built for the first time in the City in the 1960s. Between 1960 and 1966, 16 apartment complexes were built containing a total of 2,000 units. In the late 1960s, four residential townhouse developments were built in the City with a total of 355 units. Nonetheless, single-family residences remained the City's predominant land use.

The City also experienced rapid growth in commercial development in the 1960s. During that time, seven small office buildings were constructed in the City's downtown area and some older downtown residences were converted to office uses. The City Hall was also built during that period, as was the controversial 12-story Massey Building in the County's governmental complex.

Transportation improvements had a profound impact on development patterns. Both the completion of the Capital Beltway (I-495) and the widening of Little River Turnpike from two lanes to four lanes reinforced the movement of retail commercial development to suburban locations with good automobile access. This trend was evident in the City as retail activity shifted from the downtown area to larger vacant parcels along the City's major east-west highways. In total, nine shopping centers were constructed during the 1960s as well as numerous individual retail businesses.

In the early 1970s, the portion of Main Street west of the City's downtown was widened to four lanes with a median containing turn lanes. The City's largest shopping center, Fair City Mall, was constructed in 1974 near the intersection of Main Street and Pickett Road. That same year, construction began on the Comstock townhouse development adjacent to the Fair City Mall. The completion of both this townhouse development, and Great Oaks, a residential planned development, was the last major residential activity of the 1970s. Meanwhile, however, significant residential growth was taking place in nearby sections of Fairfax County.

By this time, one-tenth of the developed land in the City was being used for retail or office purposes. The City contained many "suburban" shopping centers, typically composed of supermarkets, drug stores and a range of smaller shops – but none large enough to function as a regional shopping center.

Also during the 1970s, several office buildings were completed in and near the City's downtown area. Office buildings constituted the largest percentage of new construction during the late 1970s, and total office supply in the City increased dramatically. Much of the new office and retail space was built in the western part of the City. Along Lee Highway, offices and restaurants replaced old motels, trailer parks and automobile service stations, while other development was taking place on vacant land.

Declining household size from 1970 to 1980 resulted in a slight decline in total City population. This trend of declining population and household size stabilized, however, in the 1980s. Boundary adjustments in 1992 and 1994 and new residential development within the City added several hundred new residents to the relatively static population, bringing the total to more than 20,000 residents.

The major forces shaping development in the City in the 1980s were an office construction boom in the Washington area and the continuing growth and dispersion of employment centers and residential communities throughout the suburbs. The rapid emergence of the suburb first as a place to live, then as a place to live and shop, and finally as a place in which to work, as well, occurred without an adequate transportation system in place. The

provision of an adequate and responsive transportation system became and continues to be essential to ensure the quality of life in the City and region.

The early 1990s presented a series of challenges to the City, the region, and the nation as a whole. A widespread economic recession in the mid to late-1980s severely limited new construction and brought about declining employment and rising office vacancy rates. To meet these challenges, the City began a series of economic development initiatives including creation of the Economic Development Office, tasked with implementation of a marketing campaign to promote the City, and the Economic Development Authority that began work on a series of site-specific analyses to examine ways in which the City might attract quality future development projects to expand the City's tax base and serve its residents and workers.

In the mid-1990s, the City began a major program of investment in upgrading both an aging infrastructure, particularly through planned improvements to the storm water management system, and aging residential neighborhoods. Several new housing developments, primarily upscale residential, were completed in the late 1990s and early 2000s, adding a much-needed element to the City's housing stock. Supporting community upgrade efforts, approving new development and transportation projects, maintaining a high quality of life defined by its unique "small town" character, and seeking to accommodate new technologies are underlying principles that this Comprehensive Plan establishes to carry the City forward into the next two decades and beyond.

Governmental Structure

The City's governmental structure is composed of elected officials and appointed boards, commissions, authorities and committees as well as administrative operations.

Mayor and Council

The City has a Council-Manager form of government. Under this structure, legislative functions are performed by the elected body composed of a Mayor and six Council members. The Mayor and Council are elected on an at-large, non-partisan basis for concurrent two-year terms. The Mayor presides over Council meetings, casts the deciding vote in the event of a tie, and represents the City in a ceremonial capacity.

The City Council is responsible for establishing and appointing members to boards and commissions, and charging them with specific responsibilities. Many of the City's boards and commissions provide recommendations to the Council to assist in its decision making. Those bodies directly concerned with planning-related issues are identified in the Boards and Commissions section below.

School Board

Elected school boards are authorized by Section 22.1-57.3 of the Code of Virginia. The City's five-member school board, elected at-large every two years, executes the school tuition contract with the County, implements the annual operating budget and develops the school facilities improvement program. City schools are operated through a contractual agreement with the Fairfax County Public School System and are administered as a separate district by the City School Board and its Superintendent.

Treasurer & Commissioner of the Revenue

The voters elect a Treasurer and Commissioner of the Revenue to four-year terms. The Treasurer provides for the collection of all City revenues, the disbursement of all City funds and the investment of City funds. The Commissioner of the Revenue provides personal property and business tax assessments and Virginia income tax administration.

Boards and Commissions

The City has numerous boards, commissions, authorities and committees that perform valuable services to the community. Table INTRO-1 provides a brief description of each of these predominantly volunteer organizations that are appointed by City Council and the Circuit Court.

City Administration

The administration of City operations is performed under the direction of the City Manager. The Manager, who serves at the pleasure of the Council, is also responsible for appointing the City's department heads. The department heads are responsible for the operations of the various departments, which are listed below.

- City Manager (including Historic Resources, Community Relations, Personnel and Human Services)

Table INTRO-1

City Boards, Commissions, Committees, and Authorities

(Boards serve three-year terms unless otherwise noted)

NAME	RESPONSIBILITIES
Planning Commission (4-year terms)	Plans for the future development of the City and hears applications for zoning changes, planned developments and subdivisions; provides recommendations to City Council on the Comprehensive Plan and Capital Improvements Program.
Board of Zoning Appeals (5-year terms)	Decides appeals of Zoning Administrator's opinions as well as specific variances and special use permit requests.
Board of Architectural Review	Reviews and approves exterior architectural features and landscaping throughout the City, with additional responsibilities in historic overlay districts.
Electoral Board	Oversees voting machines, election materials, and officers of elections and certifies election results.
Board of Equalization of Real Estate Assessments	Hears appeals of assessed value of real estate.
Parks and Recreation Advisory Board	Studies and makes recommendations on park and recreation facilities and programs.
Community Appearance Committee	Develops, promotes and coordinates voluntary efforts to improve the City's appearance.
City University Coordinating Committee	Reports and makes recommendations on the relationships and roles of business, the community and the University. (Currently inactive).
Commission on the Arts	Encourages and provides opportunities for artistic expression.
Human Services Committee (term length coincides with members of their representative boards)	Deals with matters relating to emerging trends and unmet needs for human services in the City.
Board of Building Code Appeals	Hears appeals to the BOCA code and health officer and makes recommendations for code changes to the state board.
Personnel Advisory Board	Hears grievances of City employees.
Economic Development Authority (4-year terms)	Promotes redevelopment and actively markets the City's commercial areas and engages in site-specific studies; encompasses work previously covered by the Industrial Development Authority.
Board of Electrical Examiners	Meets on demand to hear appeals of City inspectors.
Board of Plumbing Examiners	Meets on demand to hear appeals of City inspectors.
Board of Refrigeration, Heating & Air Conditioning Examiners	Meets on demand to hear appeals of City inspectors.
Historic Fairfax City, Inc. (5-year terms)	A nonprofit organization concerned with promoting interest in and preserving the City's history; provides recommendations and advice to City Council and Board of Architectural Review; administers the Fairfax Museum and Visitor Center.
Commission for Women	Keeps current on all issues concerning women and investigates human resources needs of the community (open to men and women).

- Community Development and Planning (including Economic Development Office)
- Finance
- Fire & Rescue Services (including Building and Fire Code Administration)
- Parks and Recreation
- Police
- Public Works (including Transportation)
- Utilities
- Information Technology

Regional Liaison

As a component of the Washington Metropolitan Region, issues with region-wide implications including transportation, air quality, water supply and social issues all affect the City. The City participates in regional approaches to these and other issues through the Metropolitan Washington Council of Governments, the Washington Metropolitan Area Transit Authority, the Northern Virginia Regional Commission, the Fairfax-Falls Church Community Services Board, the Northern Virginia Transportation Commission, the Northern Virginia Transportation Authority, and the Northern Virginia Regional Park Authority. Major regional boards to which the City belongs are described in Table INTRO-2.

Table INTRO-2

Regional Boards, Commissions, Committees, and Authorities

NAME	RESPONSIBILITIES
Metropolitan Washington Council of Governments	Addresses regional problems in the areas of transportation, housing, air and water pollution, water supply, economic development, recycling, public health, public safety, foster and child care, and the elderly.
Northern Virginia Planning District Commission	Promotes orderly development of the district's physical, social, and economic requirements by planning and helping governmental subdivisions to plan for the future.
Fairfax County Commission on Aging	Informs the community of the needs of the elderly and makes legislative and budgetary recommendations on issues faced by the elderly.
Fairfax County Project Selection Committee	Makes recommendations on applications from local jurisdictions and nonprofit organizations for Federal support of projects via Community Development Block Grant funds.
Fairfax-Falls Church Community Services Board	Oversees the mental-health, mental retardation and substance-abuse treatment services of the cities of Fairfax and Falls Church and the county of Fairfax.
Fairfax Area Disability Services Board	Advises local governments relating to the service needs of persons with physical and sensory disabilities and implements the Americans with Disabilities Act.
Northern Virginia Community College Board	Provides local leadership and approves items to be recommended to the state community college board.
Northern Virginia Transportation Commission	Provides an avenue for interjurisdictional cooperation in long-range transportation efforts for Northern Virginia.
Northern Virginia Regional Park Authority	Plans for, acquires, develops, constructs, operates and maintains a system of regional parks, in cooperation between the cities of Alexandria, Fairfax and Falls Church and the counties of Arlington, Fairfax and Loudoun.
Woodburn Center for Community Mental Health Advisory Board	Provides policy planning and guidance for the Center and serves as an avenue for communications with the community.

The Vision—Building on Our Respected Traditions; Addressing Our Pressing Concerns

The Comprehensive Plan is a collective vision of the future of the City of Fairfax. Our community's vision evolved from the examination of current policy documents in the City from the perspective of citizen input during "Open Mic" Sessions, public hearings and work sessions, meetings with Civic Associations, Business Groups and other interested parties, as well as input from all City boards and commissions.

The Open Mic public input sessions revealed a wide variety of important opportunities and concerns. These opportunities and concerns led to a vision of the future for the City of Fairfax involving nearly every aspect of City life. The sum of the input sources led to the following components of the community's vision, summarized below and articulated fully within the Comprehensive Plan's chapters.

Guiding Principles

The City of Fairfax places a high priority on certain principles that go beyond the more traditional aspirations of community development and planning found in many other localities.

As a compact municipality within a large metropolitan region, the City has a diverse population that participates in all aspects of community life and enjoys the unique, small-town qualities that the City is in a unique position to offer. Being cognizant of this reality, the Comprehensive Plan should:

- Protect, sustain, and enhance the desirable qualities of:
  - — The City's residential neighborhoods;
  - — The City's centers of commerce; and
  - — The "small town character" in Old Town and throughout the City of Fairfax

by:

- Promoting revitalization in declining neighborhoods and commercial properties;
- Promoting the replacement of facilities that are beyond reasonable repair;
- Promoting attractive, traditional design in all new and revitalized facilities; and
- Assuring efficient movement of traffic along safely designed streets.

Protect the Residential Neighborhoods

Many of the concerns raised during the Comprehensive Plan review related to the effects of new development, redevelopment, or traffic on existing residential neighborhoods. Most residents of the City of Fairfax live in well-defined neighborhoods of homes with similar characteristics, protected from many contradictory effects of nearby non-residential uses. Recent economic conditions that affect land development create pressure for expansion or redevelopment of nearby commercial land, as well as redevelopment of individual residential lots within neighborhoods. While both commercial and residential development are essential to the City's continuing prosperity, both must be carried out in a sensitive manner to assure that redevelopment does not lead to the degradation of the neighborhoods.

Promote the Centers of Commerce

A large number of issues discussed during the input sessions revolved around the need to assure that the City's downtown core and the commercial corridors will continue to be good locations for business. Most participants recognize that the jobs and taxes generated by businesses in these areas are of vital importance to the City of Fairfax and that the revitalization of these areas is necessary to assure that they remain desirable locations.

Protect the Small Town Atmosphere

Many of the concerns identified through public input relate to the effect of future changes on our "small town atmosphere." Most residents of the City of Fairfax value its existing small town atmosphere as a desirable and rarely achieved quality in the Metropolitan Washington region. Residents mention features such as the height and width of buildings, the close-knit community, and personalized government services as contributing to this atmosphere, particularly in relation to Old Town Fairfax. Due to the complex nature of "atmosphere," close attention must be given to protect this resource.

Ensure Safe and Efficient Movement of Traffic

One of the most commonly discussed concerns in the City of Fairfax is traffic, with two particular issues ranking higher than others. The large volume of through traffic on the corridors and the increasing frequency of shortcuts through the neighborhoods cause concern for safety while adding significantly to the time required for residents to travel from one part of the city to another. Any changes to traffic patterns must be carefully adjusted, recognizing that safe and convenient residential access contributes greatly to the City's quality of life, while non-residential traffic using City corridors also makes significant contributions to the City's economy.

Application of Guiding Principles to Plan Elements

Awareness of the principles above should inform all actions related to the City's growth and development. With careful vigilance, the enactment of these goals should lead to tangible changes in the City. The principles described above should bring to life a constantly improving City of Fairfax and relate to the following plan elements.

Housing and Neighborhoods

The City of Fairfax will offer a wide variety of housing types and costs for people of all backgrounds and ages, including special populations. Regardless their ages, sizes or costs, our houses will offer all of the function and facilities commensurate with modern life. Our yards and common lands will be noticeably well-attended, owing largely to increased civic pride and a high level of participation in active civic associations and homeowners' associations. Entire neighborhoods will be revitalized as a result of the City's residential incentive programs. All neighborhoods will be buffered from commercial areas in ways that minimize negative impacts while allowing convenient access to shops and restaurants. Gateways and entrances to neighborhoods from the most highly traveled streets will demonstrate the renewed vitality of the housing as well as the civic pride of the residents.

Economy

The City of Fairfax aspires to a balance of business types with the desire of producing a strong Citywide economic base. A primary objective will be the development and promotion of retail, office, restaurants and entertainment that fit well into the City's character. An important measure for any given project's efficacy will be business tax revenues that outweigh the City's cost of providing public safety, education, public works, transportation, and business incentives.

Transportation

All neighborhoods and commercial centers will be served by a fast and efficient public transit system that connects them not only to one another, but also to Metrorail, George Mason University and points throughout the Washington region. The locations and designs of major highways and local streets will minimize both the amount and the negative aspects of through-traffic so that traffic on the corridors and cut-through traffic is no longer considered problematic. Clustering of "the right mix" of businesses and careful design of individual sites and commercial centers will promote pedestrian access and assure adequate parking. An expanded trail system will provide convenient pedestrian and bicycle access to centers of activity throughout the City of Fairfax.

History, the Arts, and Community Appearance

The City will become a regional destination for those interested in the visual and performing arts, while it serves as a national destination for those interested in American history and urban design. The City's gateways, streets, buildings and public places will be attractively designed and landscaped, offering beautiful views in all directions. A harmonious mixture of traditional architecture, with an emphasis on the use of brick and other natural materials, will give the City a distinct identity that is universally attractive. New public plazas, public art, pedestrian facilities and renewed civic pride will lead to a high level of outdoor activity throughout the City of Fairfax.

Government

The City of Fairfax will make important decisions using a process that maximizes opportunities for participation, equally accommodates the diverse citizenry, and leads to an increasingly more livable city with increased financial strength, responsible decisions, accessible officials, and

civic pride. The City will provide government services responsively, on a personal level, and in a fair and highly efficient manner that maintains highly competitive real estate tax rates. The City's use of the best modern technology will continue to make city government more convenient and efficient, while enhancing citizen participation. Public safety facilities and services will assure that the City of Fairfax remains a very safe place in which to live and work.

Education

Close collaboration among public and private schools, universities, preschools, senior services and other organizations will assure that the highest quality of education services, facilities and supporting resources are provided to people of all backgrounds, ages and education levels. Modern facilities, dedicated educators, and convenient courses based on the interests of the City's residents will create a high demand for learning services, leading to a highly knowledgeable population in the City.

Environment

The environment of the City of Fairfax will be an ecologically balanced system that is managed to assure preservation of our most valued natural resources and conservation of other valued resources. Mature forests and trees will be prominent throughout the city; tree cover will be maximized on open space lands that are held for purposes other than recreation. A stream valley open space system with generous buffers throughout the watershed will protect the quality of water in the streams of the City of Fairfax. Streambeds will be relatively stable, carrying all storm flows without incurring unnatural erosion rates. Some parkland will be held strictly as nature preserves. City decisions regarding development, provision of services and maintenance practices will consider effects on City lands and on environmental processes.

Parks and Recreation

The City of Fairfax will accommodate the recreation needs of all of its residents, primarily by providing recreation facilities within the city parks, but also through cooperative agreements with neighboring jurisdictions. In addition to citywide recreational areas, open space and natural areas, the City will provide a system of neighborhood parks and open space to encourage neighborhood activities and civic pride. An extensive pedestrian trail system will connect all parks with all neighborhoods of the City. Some of our facilities will be recognized regionally as the best of their kind.

Open Space

The City of Fairfax will designate and preserve adequate open space to facilitate natural features preservation, conserve land for its scenic or buffering value and augment the City's recreational facilities. To accomplish this goal, the City will use a combination of land purchases, conservation easements and environmentally based land development restrictions.

Land Use

All land in the City will be planned with designated land use categories, and with all land areas organized into:

- Residential neighborhoods;
- Major or minor commercial corridors;
- Carefully planned mixed-use centers;
- Industrial or institutional centers; or
- Open space areas.

Housing will lie within clearly defined residential neighborhoods or mixed-use centers, while commercial, industrial, and institutional properties will lie within centers having clearly defined boundaries. New development will honor and reinforce this overall organization of land uses in the City.

The People — Our Demographics

Although the total number of people in the City is relatively stable, the characteristics of the population are undergoing change. The most significant changes are the overall aging of the population, the increased share of households that include foreign-born individuals, and the composition of the City's households.

Population

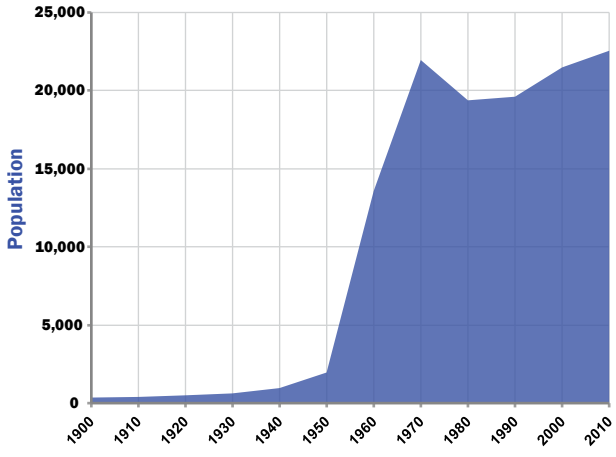
The number of City residents, which had stabilized and then slightly decreased in the 1990s and early 2000s, has once again begun to increase. The City's population reached 22,565 in the 2010 Census.

From 1900 to 1950, growth in the then Town of Fairfax was slow but steady (see Figure PEO-1). Between 1950 and 1960, however, the population grew by almost 600 percent, from 1,946 to 13,385. This was the result of the Town's incorporation of several large tracts of land, the baby boom, the expansion of the Federal government and the national trend to suburbanization.

From 1960 to 1970, the City (chartered in 1961) again experienced a 67 percent increase in population. Of this growth, 36 percent was due to natural increase (births minus deaths) and 64 percent was due to net migration (arrivals minus departures). Rapid population increase in the 1960s was also experienced in Fairfax, Loudoun and Prince William Counties, while Falls Church and the "central jurisdictions" of Arlington and Alexandria grew very little.

Figure PEO-1

Town/City of Fairfax Population



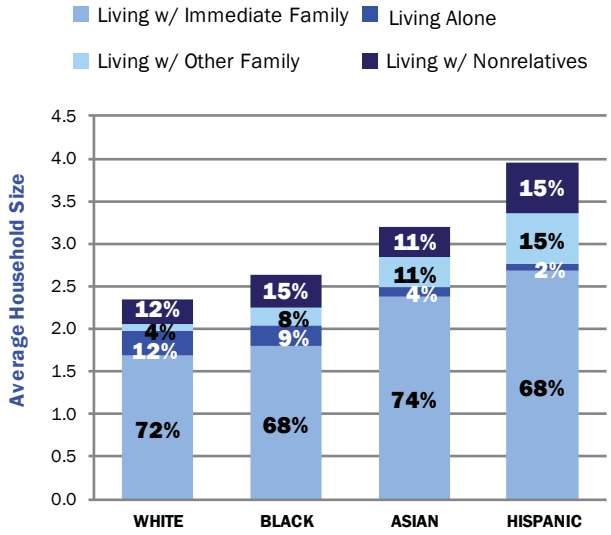
Source: U.S. Census Bureau.

From 1970 to 1980, the population of the City decreased by nearly 12 percent to 19,390, primarily due to the decrease in average household size from 3.53 to 2.75 persons. More people left the City than arrived during that time, and the average household size decreased further between 1980 and 1990, from 2.75 to 2.60 persons.

The City's average household size did not continue to shrink during the 1990s, as had been anticipated by local and regional forecasters and reflected in earlier projections. Instead, the average grew slightly to 2.61 in 2000 and to 2.64 in 2010, reflecting a change in the City's ethnic composition (discussed later in this chapter). Asian and Hispanic households, representing the groups with the largest percentage gains in the City's population during this period, have significantly higher average sizes than the Citywide figure (see Figure PEO-2). The average size in 2010 for Hispanic households was 3.96, while the figure for Asian households was 3.20, but significantly higher than the average size of White or African-American households, which measure 2.35 and 2.64 respectively.

Figure PEO-2

Residents of Households by Relation, 2010



Source: U.S. Census Bureau.

The increased representation of these groups and their larger households within the City helped offset the drop in average White household size. The addition of new housing units combined with the steadying of household size to produce a 2010 Census population figure of 22,565.

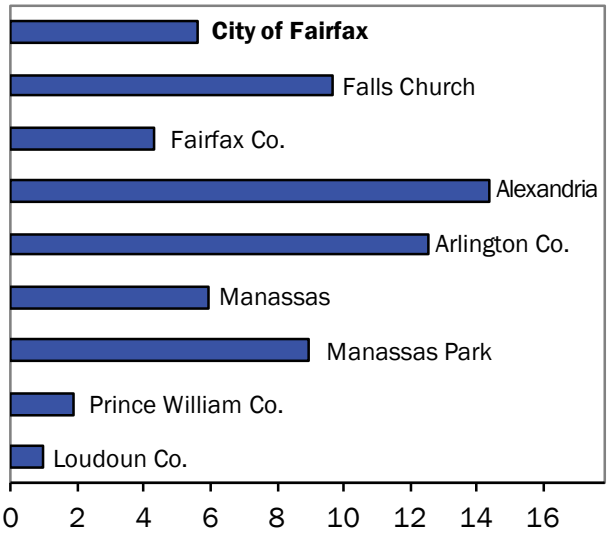
At the regional level, between 1990 and 2000, the population of Northern Virginia grew 23.7 percent, and then increased further between 2000 and 2010 by a rate of 22.9 percent. The population of Falls Church and the "central jurisdictions" of Arlington and Alexandria increased by 12.5 percent between 1990 and 2000, and 9.7 percent between 2000 and 2010. Meanwhile, the outlying jurisdictions (Fairfax City and County, Loudoun County, Prince William County and Manassas and Manassas Park) grew 26.5 percent between 1990 and 2000, and 25.8 percent between 2000 and 2010.

Within the Northern Virginia region, the population is clustered in higher densities in the eastern portion of the region and is more dispersed in the western area, for an estimated 2010 overall density of 2.65 persons per acre. Recent development has generated greater average densities in all areas of Northern Virginia, including the already-dense central jurisdictions. The City of Fairfax has largely not participated in the trend towards greater density, only increasing from 4.95 persons per acre in 1990 to 5.59 persons per acre in 2010 (see Figure PEO-3). This figure, a 13 percent increase, represents a significantly smaller increase than that experienced by other Northern Virginia jurisdictions, particularly those that saw extensive housing development over the period. For example, Prince William County's density increased by 86 percent between 1990 and 2010, while Loudoun County's density increased by 263 percent.

Based on an analysis of the Capital region's projected growth trends over the next several decades, the Washington Metropolitan Council of Governments (MWCOG) estimates the City's population could grow by as much as 22 percent between 2010 and 2040. However, because the majority of that growth is projected to come from new households (rather than from more residents in existing households), it should be noted that actual rates of growth in the City will depend largely on policy decisions related to permitted levels and intensities of new residential development.

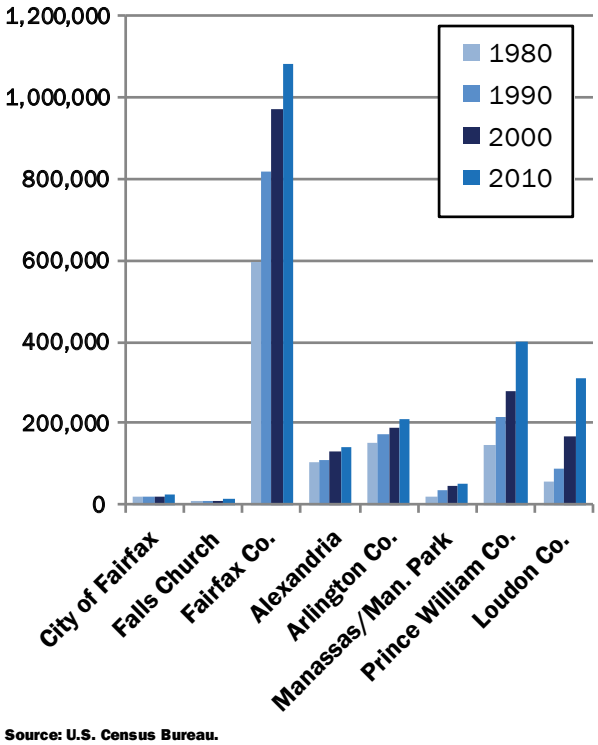
For the same 2010-2040 period, MWCOG projects Northern Virginia population as a whole to grow by 30 percent. Growth is not projected to be uniform throughout the region however, with slower growth forecast for jurisdictions such as Alexandria, Arlington and Fairfax County, while continued faster growth is projected for Loudoun and Prince William Counties. This represents a general continuation of the growth patterns seen over the last several decades within Northern Virginia (see Figure PEO-4).

Figure PEO-3
Population by Acre, 2010



Source: U.S. Census Bureau.

Figure PEO-4
Northern Virginia Population



Source: U.S. Census Bureau.

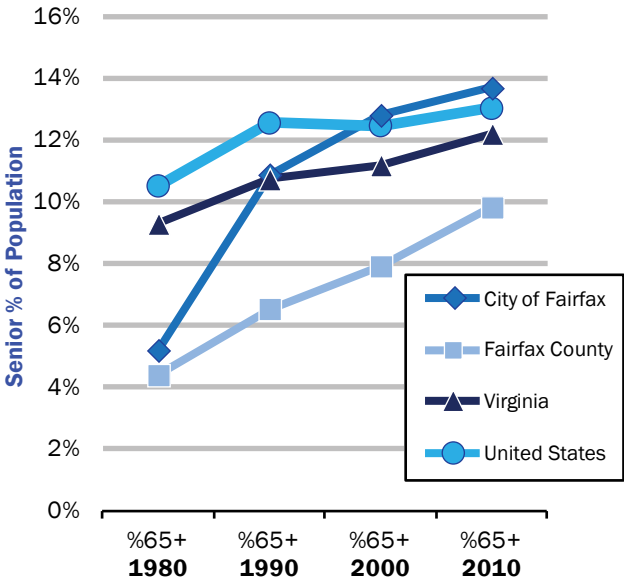
Age

The median age of City residents increased from 30.8 years in 1980 to 39.1 years in 2010 (by comparison, the nation's median age in 2010 was 37.2.) This general "aging" of the population is both a regional and national trend. This trend can be attributed primarily to the aging of the largest segment of the City's population – the baby boom generation (those born between 1946 and 1964). Other contributing factors are the increased longevity of the population and a stabilization in the proportion of households without children (see Figures PEO-5, PEO-6 and PEO-7).

The City has witnessed a steady increase in the percentage of elderly persons. In 1970, those 65 and over constituted 4.4 percent of the population; by 1990 they composed 10.9 percent and in 2000 represented 12.8 percent of the population. This figure increased to 13.7 percent in 2010 – far greater than neighboring Fairfax County's proportion of 9.8 percent. This increase can be directly attributed to residents remaining in the City as they move into the 'elderly' age group and increased longevity as a result of medical advances. While an increase in the City's elderly population has long been forecast, the proportion is smaller than what was previously expected (in the early 2000s, regional forecasts estimated that the City's 65+ population would exceed 18 percent),

Figure PEO-6

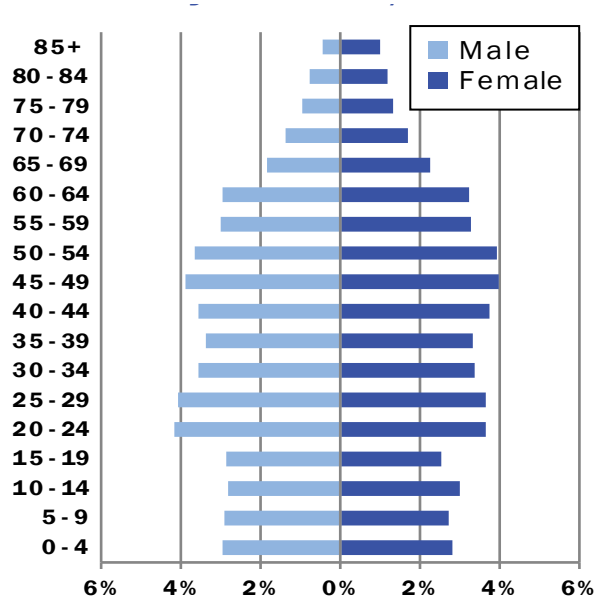
Senior Component of the Population



Source: U.S. Census Bureau.

Figure PEO-5

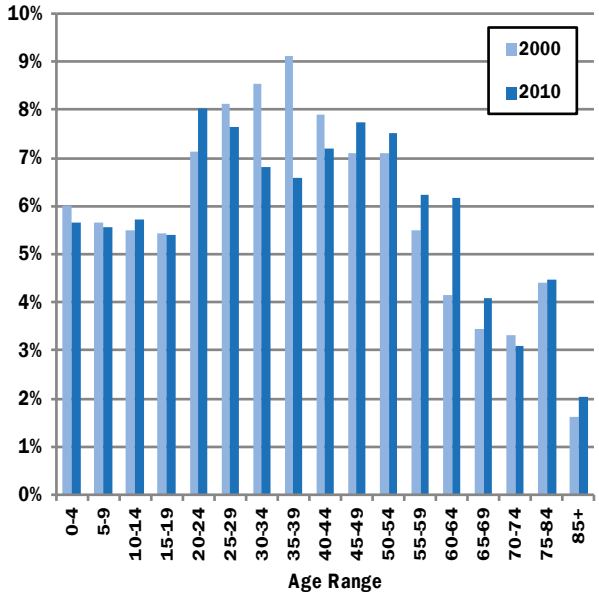
Age-Gender Distribution Population in Households City of Fairfax, 2010



Source: U.S. Census Bureau.

Figure PEO-7

Comparison of 2000 and 2010 Age Distribution, City of Fairfax



Source: U.S. Census Bureau.

The number and percentage of children under age 18 has markedly decreased since 1970. While that group constituted 40.6 percent of the City's population in 1970, it constituted only 19.2 percent in 1990. Since 1990, rates of children living in Fairfax rose to 20.4 percent in 2010 (having added more than 800 individuals in the under-18 age range between 1990 and 2010). Like the figures for average household size discussed above, the rise in the percentage of children under the age of 18 has represented an exception to an anticipated pattern of continuous decline.

Figure PEO-8 shows the City's 2010 household population broken down into 18 separate age ranges – each shown by the proportion of that age range in relation to the average proportion for all Northern Virginia jurisdictions. The figure shows that Fairfax has a smaller proportion of children and young adults than regional averages (with the notable exception of the 20-24 age range, which is likely attributable to George Mason University students who live off-campus within the City). Meanwhile, the City has a significantly higher concentration of all age groups above 60. One noteworthy feature of this age distribution is that while all of the under-20 age ranges are less than regional averages, that differential gradually diminishes in the age ranges for older children, suggesting that the City is considered a destination for relocating families.

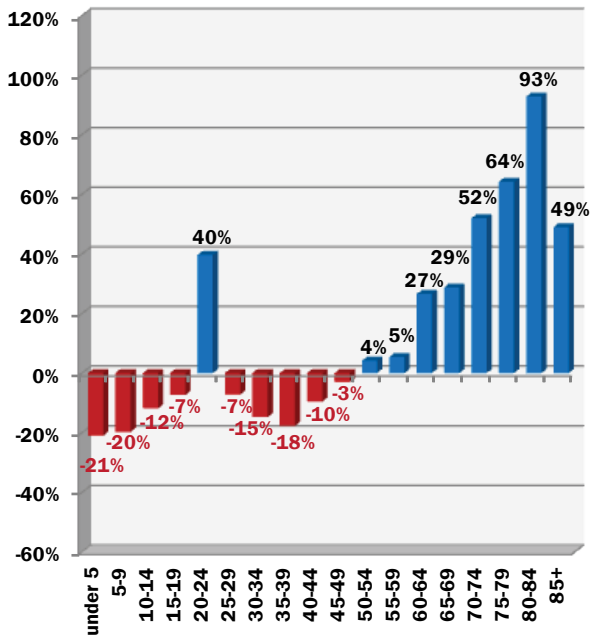
Given the potential for older age ranges to be replaced in the coming years with younger residents, it appears likely that the proportion of children will increase over the next decade, assuming a stabilization in the City's housing stock.

Race and Ethnicity

In 2010, approximately 61 percent of the City population was White, a significant drop from the 82 percent reported in the 1990 Census. In 2010, 15 percent of City residents were Asian and 5 percent were African-American. Additionally, people identifying themselves as Hispanic constituted 16 percent of the population (note that the Census Bureau defines Hispanic origin as an ethnic classification, not a racial category). These figures represent a significant increase in minority populations since 1980, with the largest increase occurring in the category "of Hispanic descent," from 2.5 to 15.8 percent of the total population (see Figure PEO-9). The City has a similar overall percentage of racial minorities in comparison with the Northern Virginia region as a whole, in which 55 percent of the population was White, 16 percent was Hispanic, 13 percent Asian, and 11 percent of the population was African-American as of 2010.

Figure PEO-8

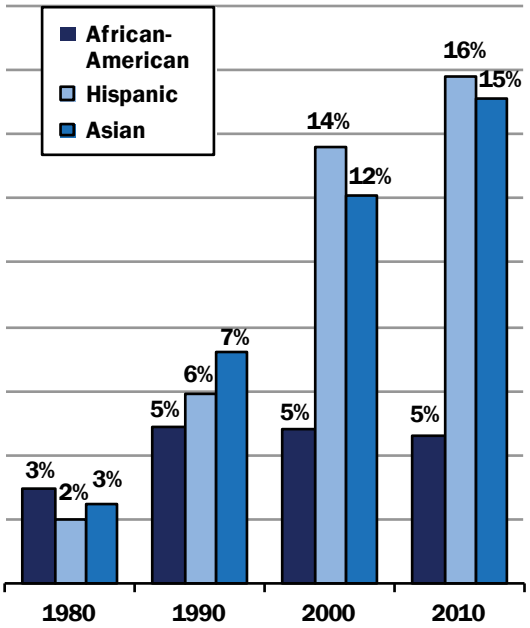
Fairfax Age Range Proportions Compared to Regional Averages, 2010



Source: U.S. Census Bureau.

Figure PEO-9

City of Fairfax Ethnic Minorities



Source: U.S. Census Bureau.

The City's racial and ethnic minority population is disproportionately younger than the City's white population. Whereas the median age for White, non-Hispanic residents was 44.2 years as measured by the 2010 Census, the figure for Hispanic residents was 30.5. Other racial groups also had significantly lower median ages, such as Asian, with an average of 35.5 and African-American, with an average of 33.8. Of the City's population age 65 or older in 2010, 82.0 percent were White.

Disability Status

Among the City's non-institutionalized population ages 5 or older in 2000 (the latest year for which such data are available), Census figures indicate 2,351 of 19,735 residents as having one or more disabilities. This gives the City an overall rate of individuals with disabilities of 11.9 percent. Residents' disabilities included 1,106 sensory disabilities (5.6 percent of the population); 1,268 physical disabilities (6.4 percent of the population); 1,196 mental disabilities (6.1 percent of the population); 1,194 self-care disabilities (6.1 percent of the population); 1,299 go-outside-home disabilities (6.6 percent of the population); and 1,172 employment disabilities (5.9 percent of the population). The total number of disability items reported, 7,235, reflects the fact that disabled people commonly have more than one disability.

The City's rate of 11.9 percent of the non-institutionalized population having one or more disabilities is nearly even with the rate for Fairfax County (11.6%), and significantly lower than the rates for the Washington, D.C. metropolitan area (13.9%), the Commonwealth of Virginia (14.4%), and the United States (15.1%).

Marital Status

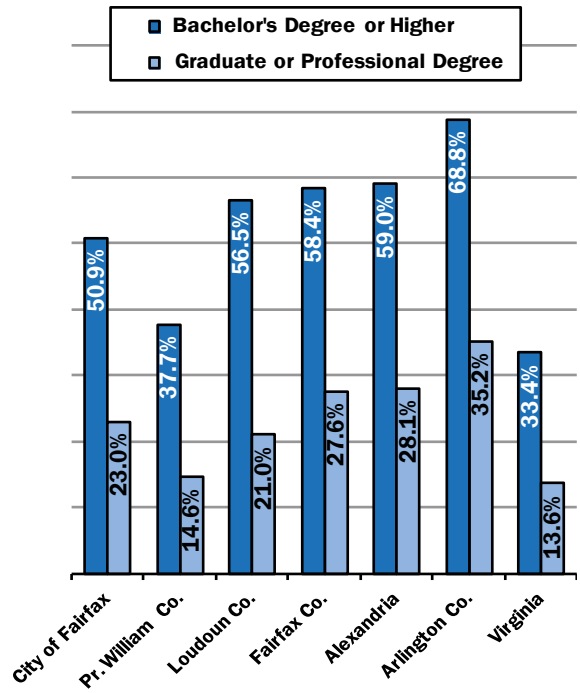
In 2007 (all statistics labeled "2007" in this chapter are derived from the Census Bureau's 2005-2007 American Community Survey), married persons composed 49.2 percent of the over-15 population; never-married persons composed 32.9 percent; divorced persons 8.2 percent and widowed persons 7.2 percent. The City's proportion of married residents is less than both the national average and of neighboring Fairfax County (the national average in 2007 was 50.3% and Fairfax County's was 57.4%). Part of this is attributed to the City's older population – the City's rate of widowed residents is 82 percent higher than the County's and 14 percent higher than the nation's. However, part is also attributed to more people who have never been married. The City's never-married population increased by 26 percent between 2000 and 2007.

Educational Attainment

The City's adult population has achieved a high degree of education. In 2007, 93.2 percent of residents over the age of 25 were at least high school graduates and 50.9 percent had completed a bachelors degree or higher. Additionally, 23.0 percent of adult City residents have achieved a graduate or professional degree. Although high in comparison with Virginia averages, the City's educational completion figures are lower than many other Northern Virginia localities, especially the core jurisdictions and inner suburbs (see Figure PEO-10).

Figure PEO-10

Educational Attainment, 2009



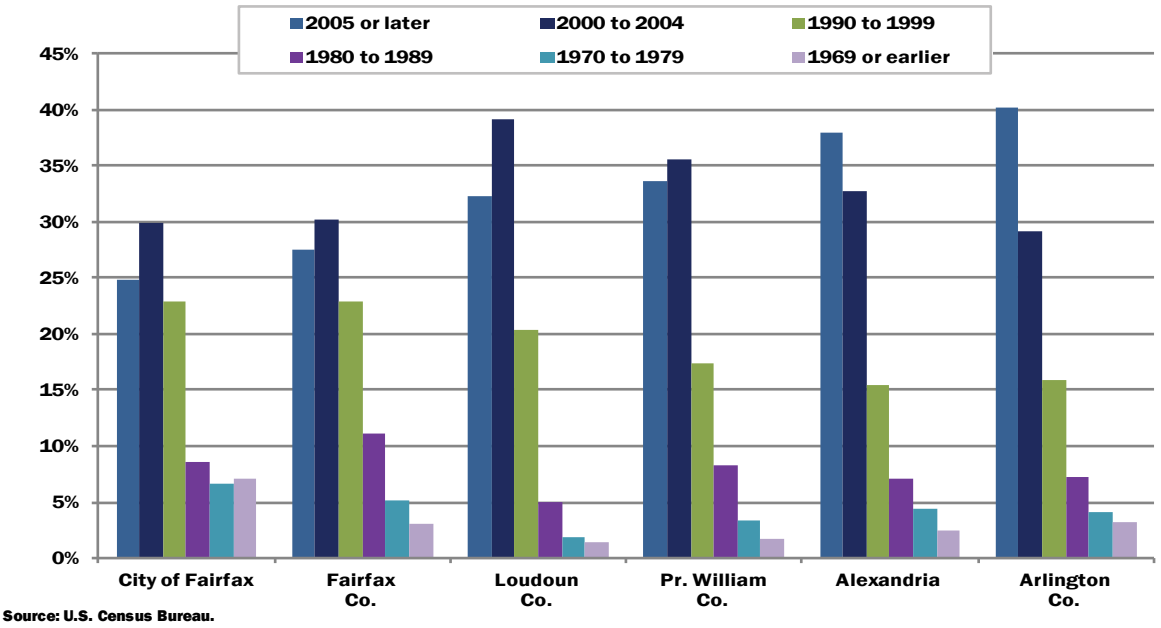
Source: U.S. Census Bureau.

Mobility

City residents are likely to have exhibited patterns of high mobility in recent years, however in many respects the City is less transient than most of Northern Virginia. As of 2007, more than half (54.7%) of City residents had moved into their current housing unit since 2000 (see Figure PEO-11). While this may appear like a high degree of mobility, it is actually less than Northern Virginia's average of 63.8 percent. The regional average is high due largely to the inner jurisdictions, which have a greater proportion of young adults (who are more likely to move often) and a preponderance of rental housing (which attracts more transient residents). 7.1 percent

Figure PEO-11

Residential Mobility: Year Moved Into Unit (2009)



Source: U.S. Census Bureau.

of Fairfax residents have lived in the same housing unit since 1969 or earlier – a figure that is more than twice the equivalent rate in the whole of Northern Virginia.

As of 2007, approximately 16.3 percent of City residents moved in the last year alone. Of those City residents that did not live in the same residence as the previous year, approximately one-quarter lived elsewhere in the City and 47.5 percent lived elsewhere in Virginia. Eleven percent of individuals who relocated during the previous year moved to the City from a foreign country.

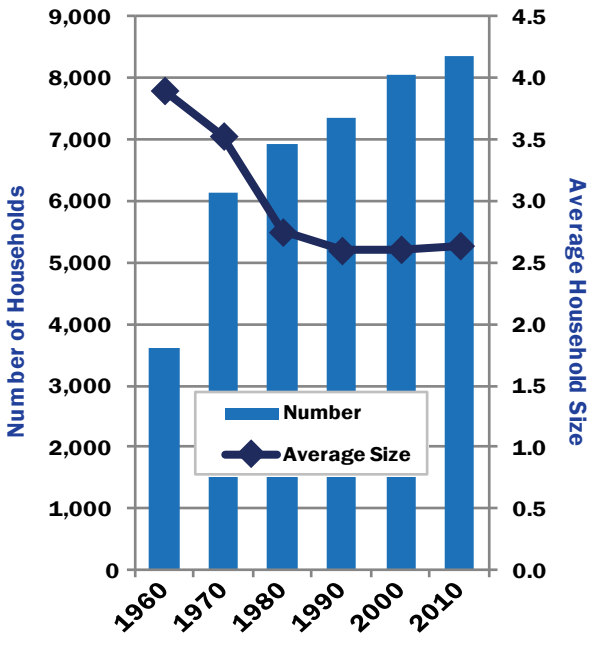
Households

A household consists of all persons occupying a single housing unit. Among the types of housing units represented in the City are single-family houses, townhouses, condominiums and individual apartment units. Not included in the household category are group quarters, such as nursing homes college residence facilities or homeless shelters. Also not included in the household category are housing units that are not currently occupied by any residents. In 2010, 22,044 City residents lived in households while the remaining 521 lived in group quarter institutions.

The number of households in the City continues to increase (see Figure PEO-12). Households increased from 6.909 in 1980, to 7,362 in 1990, to 8,035 in 2000 and finally to 8,347 in 2010. The average size of the City's households had decreased markedly from 1970 to 1990, but that trend stalled as average household size rose slightly, from 2.60 to 2.64 between 1990 and 2010. The increase in the number of households, combined with the steadying and then increase of the average household size, has allowed for growth in

Figure PEO-12

City of Fairfax Households



Source: U.S. Census Bureau.

the City's population. The number of housing units is expected to increase to around 10,500 by 2030, according to a Metropolitan Washington Council of Governments report issued in the fall of 2007. However, this figure is highly dependent on future land use decisions, such as redeveloping existing commercial sites for mixed-use projects that include residential components, and the potential approval of new multifamily housing complexes.

The decreasing size of the average household had been both a national and a regional trend. Smaller households can be attributed to many factors – the aging of the population, the declining number of children per family, the increase in divorces (causing the formation of two smaller households) and the increase in one-person households. The number of one-person households in the City increased significantly from 8.1 percent in 1970 to 20.1 percent in 1990 and 24.0 percent in 2010.

The recent stabilization of average household size is attributable to recent changes in the ethnic composition of City residents. The 2007 statistics from the Census Bureau's American Community Survey reported that 26.1 percent of the City's population had been born outside the United States. Slightly over one-quarter of these individuals had entered the United States since 2000. These immigrants, as well as others from their ethnic groups, are more likely than their U.S.-born counterparts to live in extended family arrangements, causing average household size patterns to change. It remains to be seen what the long-term implications of the demographic shift towards a larger immigrant population base will be, however, in the short run this shift has reversed several demographic trends that had seemed to be fairly predictable, such as the long-predicted decline in the proportion of children living in the City.

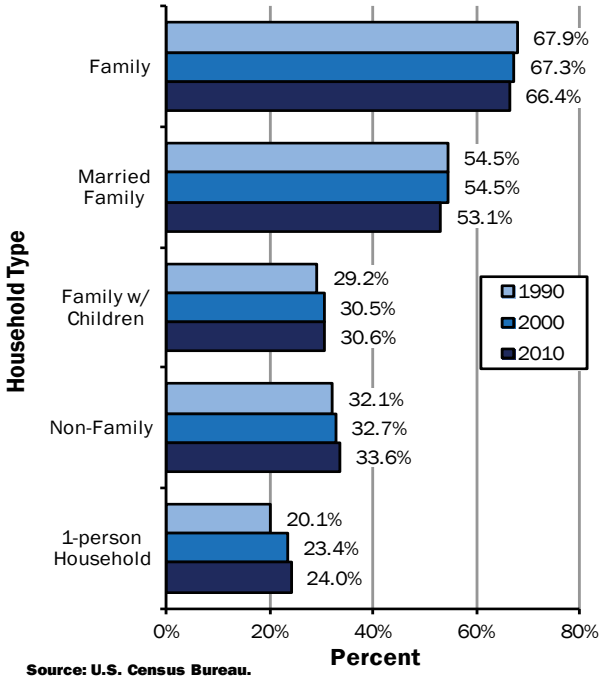
Families

Historically, families have composed the majority of the City's households (see Figure PEO-13). Under U.S. Census definitions, a family consists of two or more people who are related by birth, marriage or adoption and who live together in one household. In 2000, 67.3 percent of City households met this definition of family, down from 67.9 percent in 1990 and 78.4 percent in 1980. In 1980, 82 percent of family households were composed of married couple families. This figure stayed relatively constant to include 81 percent of family households in 1990 and in 2000.

However, both of these figures have declined slightly since the 2000 Census. The most recent estimates, from 2010, place the percentage of family households in the City at 66.4 percent, while 53.1 percent of households are estimated

Figure PEO-13

City of Fairfax Household Types, 1990-2010



Source: U.S. Census Bureau.

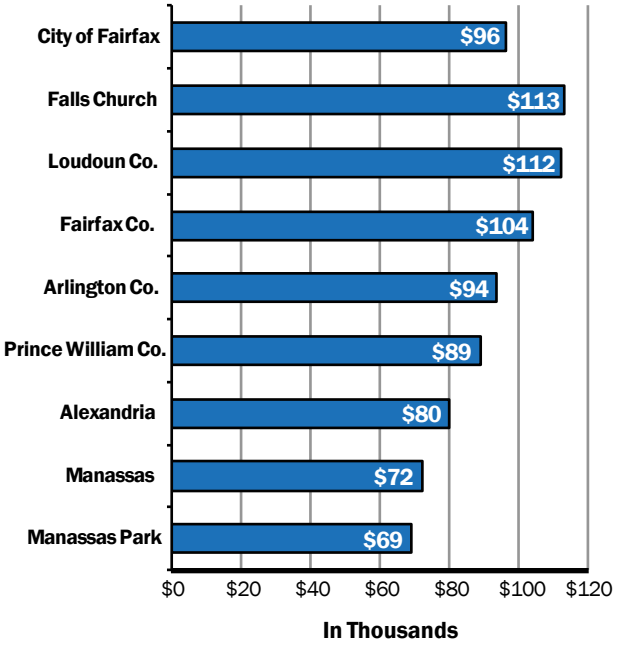
to consist of a married couple. The main reason for this decline appears to be the growth in non-family households (including single-person households and other non-families, such as households consisting exclusively of roommates). The percentage of non-family households increased from 32.7 percent to 33.6 percent between 2000 and 2010; the share of one-person households increased from 23.4 percent to 24.0 percent over the same period.

As noted above in the Population section, the larger family types and sizes of recent immigrant groups have helped push the City's average household size slightly upward. Much of this household size growth is attributable to family households that include a higher average number of children and often include "non-nuclear" family members such as the parents or siblings of the head of household, as well as nonrelatives who may be living with another family.

Income

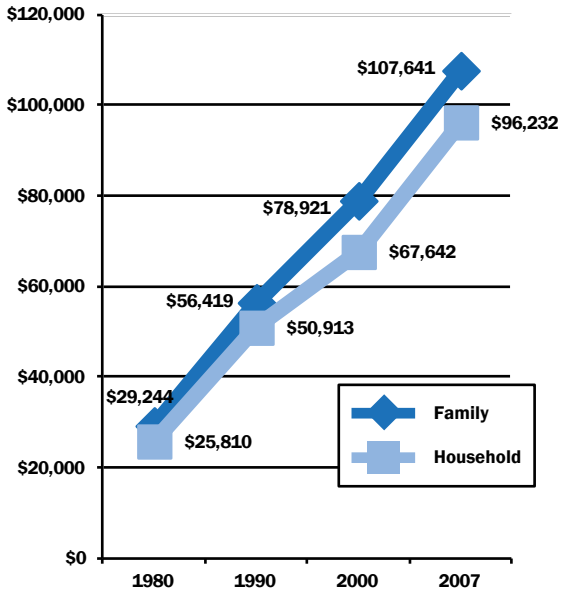
The Northern Virginia region is one of the most affluent in the United States. Within this region, City residents had one of the higher median household incomes ($96,232) in 2007, according to the Census Bureau's American Community Survey (see Figure PEO-14). Although the City's median income was lower than some other Northern Virginia jurisdictions (Falls Church's figure of $113,313 is among

Figure PEO-14
Median Household Incomes (2009)



Source: U.S. Census Bureau.

Figure PEO-15
City of Fairfax Median Income



the nation's highest), the City's median household income was approximately 60 percent higher than that of the state ($60,316).

The City's median household income rose dramatically from 1980 to 2007, increasing by about 273 percent (see Figure PEO-15). Even when adjusted for inflation, the increase in family and household income has been dramatic. The City's average household income in 1980 was $25,810 – which equates to $39,000 in 2007 dollars. Therefore the "real" growth in income over that period equates to 147 percent, which is a sizable gain. Much of the gain may be attributable to the growth of high-paying jobs in the Washington region as well as greater workforce participation rates by women, both significant economic trends over the past three decades.

In 2007, 3.8 percent of all City residents were living in households with incomes below the poverty line, a decrease from the 2000 rate of 5.7 percent. This rate was lower than the overall Northern Virginia rate, which was approximately 5.2 percent, and much lower than the Virginia and national figures, which stood at 10.1 and 13.5 percent respectively. The poverty line is a national index that provides a range of income limits related to family size. For example, the poverty line for a family of four in 2007 was $21,203.

In 2007, 1.9 percent of the children under 18 and 2.2 percent of the people over 65 were in poverty. These numbers were lower than Northern Virginia, as well as state and national levels.

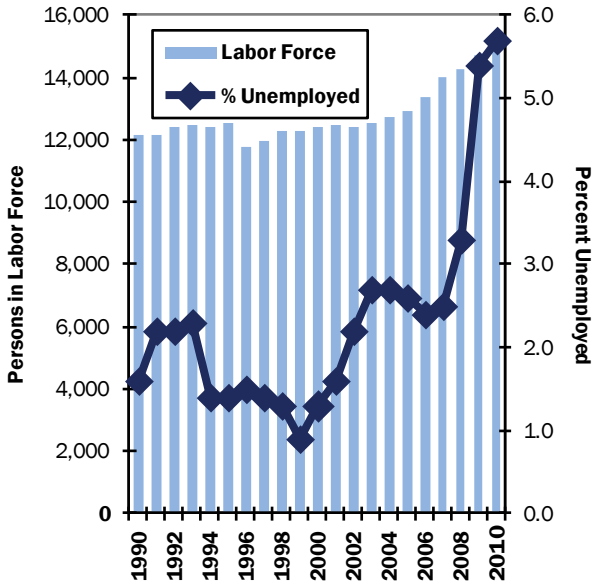
Resident Labor Force

The resident labor force consists of those employed, those unemployed but looking for work, and those temporarily laid off from a job. In 2010, 14,894 City residents were in the labor force (Figure PEO-16).

Unemployment in the City has been extremely low in recent years. The City's 2010 annual rate of 5.7 percent was slightly higher than the overall Northern Virginia unemployment rate of 5.0 percent. Among other Northern Virginia localities, Arlington County was the lowest in 2010 at 4.2 percent, while Alexandria, Fairfax County and Loudoun County all had similar rates of 4.8 or 4.9 percent. Prince William County's unemployment rate was similar to the City of Fairfax's, at 5.8 percent. However, these local areas all have significantly lower unemployment rates than the Commonwealth of Virginia as a whole, which had an annual 2010 unemployment rate of 6.9 percent.

The composition of the City's resident labor force has changed over the last several decades. In 1970, 57 percent

Figure PEO-16
City of Fairfax
Resident Labor Force



Source: U.S. Census Bureau.

of the civilian labor force worked in private industry and 38 percent worked in federal, state or local government. By 2000, 75 percent worked in private industry and only 21 percent held government jobs. The 2005-2009 American Community Survey shows a continuation of these trends, with the percentage of the City's labor force in private industry holding at 74 percent, with those in government positions at 20 percent. This is consistent with regional trends – the level of government employment has stabilized, while employment in private industry, particularly that related to government-sponsored federal contracting or outsourcing, has expanded. The number of self-employed people increased from 4 percent in 1980 to 5 percent in 2000 and then to 6 percent in 2007. This is consistent with regional and national trends showing the increasing desirability of part-time or flex-time work, combined with a growing feasibility of self-employment due to technological advances that make self-employment a more attractive and stable workforce option.

In 2007, most City residents had white-collar occupations. Managerial and professional positions constituted 54 percent of the workforce, a rise from 40 percent in 1990. Technical, sales and administrative support positions constituted 24 percent and service positions constituted 12 percent. Approximately 10 percent of the City resident labor force is employed in blue-collar occupations such as construction, maintenance/repair, or transportation.

Future Trends

Early in the 21st century, the City's total population level will most likely remain relatively stable, while the region as a whole should experience significant population growth. Other trends expected to continue are higher levels of educational attainment and increasing proportions of racial and ethnic minorities. As the number of the City's children whose primary language in the home is not English rises (primarily in Asian and Hispanic households), the City will need to continue to address the emerging educational and social needs of non-English speaking families. Further, such trends at opposite ends of the age spectrum (such as the increasing numbers of both the elderly and young children in the population) will require the adaptation of the City's facilities and services to meet the future needs of City residents.

Opportunities and Challenges

The changing composition of the City of Fairfax presents several opportunities and challenges for residents and officials to face. The evolving age structure in the City will present a challenge to meeting the needs of senior citizen households wanting to choose from a range of suitable housing options. The presence of larger numbers of senior citizens may also cause a renewed emphasis to be placed on issues of pedestrian mobility and transportation for special needs populations. As long-term homeowners seek senior housing options many issues will arise as their long-time homes are inhabited or reworked by a succeeding generation. Additionally, the larger household sizes typical of many of the City's newest residents will likely create a need for houses with larger floor plans than many of the existing single-family units offer.

Aside from housing concerns, the City's diversification of residents will also increase pressure to provide additional government services and extra effort to maintain a high level of citizen participation in government. The citizen participation process that the City has long used, which has met the needs of a largely native-born population, may not be suitable for encouraging participation among citizens new to the ways of local government in the United States. To ensure the City government remains representative of its citizens with high rates of participation, the City may need to utilize innovative means of attracting citizen interest. The emerging diversity will also likely present some of the greatest opportunities for the City. The mix of ethnicities and cultures that the City is developing will help its residents, especially its children, become better prepared for the increasingly globalized areas of business, government, education and other fields where enhanced cultural knowledge puts individuals at a distinct advantage.

The Environment—Our Natural Features & Resources

In recognition of the global environmental impact of local actions, the residents of the City of Fairfax place great importance on the preservation and restoration of the natural environment. Preserving and restoring local ecosystems and habitats as well as open space; minimizing pollution and mitigating its effects are priorities for the City.

Natural Features—A Site Analysis

The planning, development and use of any property is strongly affected by the characteristics of the land, including the local geology, climate, soils, topography and streams. From the area's earliest developments through the most recent projects, these characteristics remain an important part of life in the City of Fairfax.

Geology

The City lies in the Piedmont Province underlain primarily by crystalline rock. A thick layer of this rock beneath the topsoil is weathered into a fine clay-rich material. Bedrock levels vary from near the surface to 150 feet below the surface.

With the exception of areas underlain by mafic rocks in the western portion of the City and floodplains, most areas of the City are generally suitable for development purposes if the site is properly engineered. Developers should confirm the suitability of soils through a geological study of the property and design the site to meet the requirements set forth in the geotechnical report.

Climate

The City has a continental, humid, temperate climate. Precipitation is generally ample and occurs mainly in the summer and spring.

Soils

According to the Soil Survey of Fairfax County, Virginia (1963), most of the City falls into the Fairfax-Beltsville-Glenelg and the Glenelg-Elioak-Manor soil associations. Most of the soils in the Fairfax-Beltsville-Glenelg association are well suited as material for home sites. With some exceptions, the soils of the Glenelg-Elioak-Manor association are also well suited for urban development purposes. Much of the land within the City's floodplain falls into the Chewacla-Wehadkee association. These soils are poorly drained, subject to flooding, and not suitable for urban development.

A fourth association, the Orange-Bremo-Elbert, is found in the western portion of the City near Jermantown Road. Soils in the Orange series, which compose 65 percent of the association, are poorly drained with massive bedrock two to five feet below the surface. Because of the high shrink-swell potential and beds of hard rock found close to the surface, the construction of buildings and improvements on these soils is unusually difficult. The Soil Survey of Fairfax County, Virginia notes that the Orange soils are among the poorest materials in the County for housing developments. Another feature of the Orange series is the presence of asbestos. The asbestos is found in several forms, including the fibrous form, which, when airborne, can cause lung diseases. The presence of asbestos fibers in the air during construction can be a hazard to construction workers. This problem is mitigated with the replacement of topsoil following construction.

Topography

Any development or redevelopment within the City must take topographic constraints into consideration. Steep slopes in excess of 15 percent and slopes located along streams are susceptible to erosion and, therefore, particular care must be taken when planning to develop a site with these characteristics. In some instances, special engineering may be required to stabilize slopes. Where development is proposed on or adjacent to areas designated on the City's Chesapeake Bay Resource Protection Area map (see Map ENV-2), the City's Chesapeake Bay Preservation regulations specify allowable uses and requirements for protection of sensitive areas.

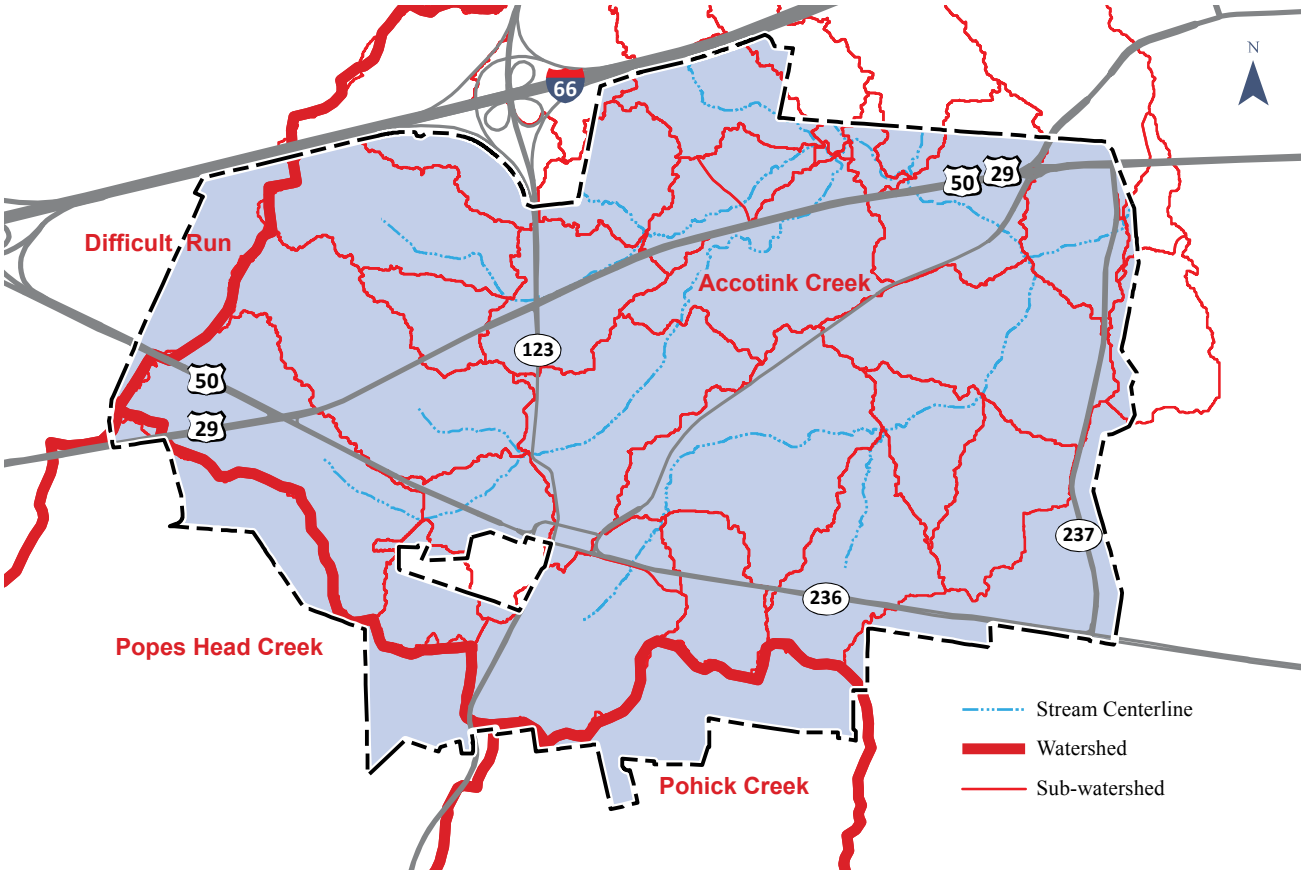
Only a very small portion of the City's land area has slopes of greater than 15 percent. These areas are primarily associated with reaches of Accotink Creek and Daniels Run and lie within the City-owned Van Dyck and Daniels Run Parks and in the Army Navy Country Club property.

Major Streams and Watersheds

The City of Fairfax is located at the confluence of four major drainage divides and includes portions of the Accotink Creek, Pohick Creek, Pope's Head Creek, and Difficult Run watersheds (see Map ENV-1). As a unique consequence, practically all watercourses within the City (with the exception of a few tributaries to Accotink Creek in the northeastern portion of the City) originate within its boundaries and are not directly affected by activities from neighboring jurisdictions. This provides a considerable level of control to the City over the water quality of its streams. Major perennial streams that flow through the City include Accotink Creek (north and central forks) and Daniel's Run (also known as the south fork of Accotink Creek), all of which drain to Accotink Creek within the City. Many smaller tributaries drain to Accotink Creek and Daniels Run in a roughly dendritic (branched) pattern that has been substantially modified by development and channelization.

Map ENV-1

Drainage Basins



In 1994, City voters approved bond funding for stormwater improvements to address stream erosion occurring as a result of increased stormwater runoff resulting from land development. Prior to the adoption of stormwater regulations in 1978, developers were not required to provide on-site stormwater detention. While regulations are now in place they are not able to address all of the uncontrolled development that occurred. To restore the stream channels and keep them from eroding, the stormwater funds were used to restore the channels and design them to handle the higher storm flows. Stream erosion continues to be an issue the City will need to monitor and address.

Natural Resources — To Use and Protect

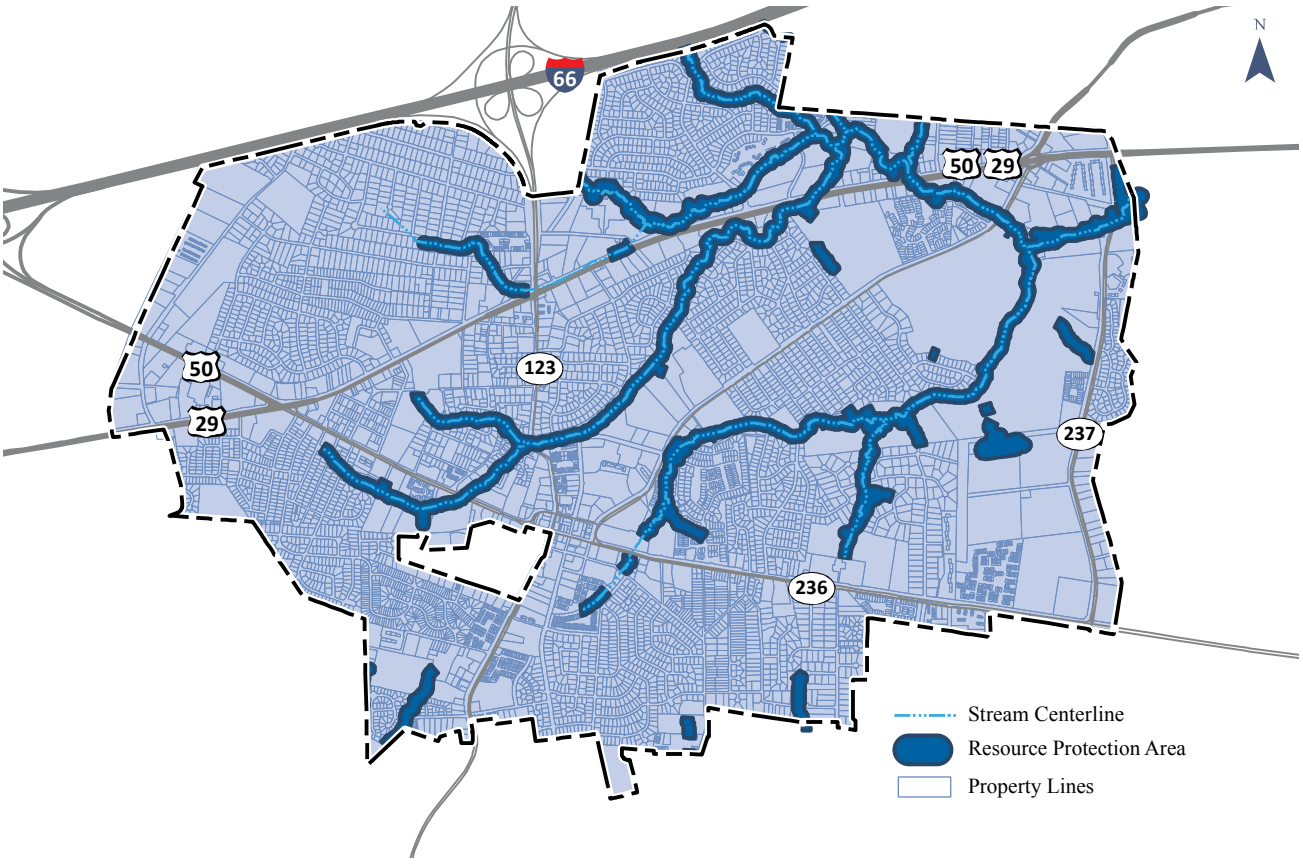
The City has several categories of natural resources that are easily impaired by urban land uses. Of particular concern are water quality, riparian and floodplain areas, and open space. These are covered in separate subsections below or in the case of open space, in a subsequent chapter. There are no known agriculture operations in the City of Fairfax, with the exception of small family gardens and the new City community gardens, which are scattered throughout sections of the City.

Stream Water Quality

When it rains, stormwater is channeled to the City's streams either overland or through the City's network of stormwater pipes. As water flows over varying land types and streets, sediments and pollutants are transported to the City's streams where they eventually flow to the Chesapeake Bay. Since the City first adopted a Chesapeake Bay Ordinance in 1990, new and redevelopment projects have had to meet requirements to reduce nonpoint source pollution in accordance with the requirements in the Ordinance. Furthermore, the City has adopted a Chesapeake Bay Resource Project Map (see Map ENV-2) that is used to confirm if a property is located in a resource protection area. For properties located in these areas, there are limitations on development and special requirements to ensure water quality is protected. The City continues to work closely with the Virginia Department

Map ENV-2

Chesapeake Bay Resource Protecton Area



of Conservation and Recreation to ensure the Ordinance meets all of the latest requirements. The Ordinance was last amended in 2003.

As a result of pollutant levels in the local streams, Total Maximum Daily Loads (TMDLs) have been established for both Accotink Creek and the Chesapeake Bay. TMDLs refer to the maximum amount of a pollutant that a waterbody can receive and still safely meet water quality standards. As the City is located in both of these watersheds, new stormwater requirements will be established to meet the new load requirements.

To address water quality, quantity and local stormwater management program criteria the Virginia General Assembly stipulated that amended stormwater regulations become effective within 280 days after EPA established the Chesapeake Bay TMDL or no later than December 1, 2011. The proposed new regulations amend the technical criteria for stormwater discharges and establish minimum criteria for locality administered stormwater management programs. The proposed regulations include new phosphorus standards for both new and redevelopment projects. The effective date of the new regulations was September 13, 2011. The City shall be required to adopt the new regulation no sooner than 15 months and not more than 21 months following the effective date of the regulation.

Development projects in the City will need to comply with the new stormwater regulations and the Accotink and Chesapeake Bay TMDL requirements. Furthermore, it will be necessary for the City to implement new measures to meet the TMDL requirements. While the exact cost of improvements and associated maintenance is unknown at this time, substantial investments in stormwater infrastructure are anticipated.

Floodplain Areas

Floodplain areas include land adjacent and along a natural drainage way that is subject to continuous or periodic inundation or flooding. In addition to providing areas of overland relief for flood waters, these areas are also important in providing a buffer that is capable of filtering pollutants from stormwater prior to entering the stream. Any development in the floodplain must comply with the floodplain section of the City's Zoning Ordinance. Floodplain areas are also generally within areas designated on the City's Chesapeake Bay Resource Protection Area map. For the purpose of protecting the general public from the hazards of flooding, the City of Fairfax, like most other jurisdictions, establishes and regulates an official 100-year floodplain and participates in the National Flood Insurance Program (NFIP) through the Federal Emergency Management Agency (FEMA).

Tree Cover & Significant Woodlands

Because the City is almost entirely developed, few significant forested areas remain. Those that still exist, whether public or private, deserve specific attention so that their aesthetic and ecological benefits to the City are not lost. In addition to these areas, City streets are lined with trees planted and maintained by the Public Works Department. Street trees provide both the aesthetic benefits of a canopy and the framing of streets as well as a cooling of microclimates.

One of the City's most significant stands of vegetation is located in Daniels Run Park. The park covers 45 acres, most of which is covered in native vegetation. It contains deciduous vegetation with an oak canopy and a beech understory. Other tree types found there are hickory, sycamore, tulip poplar and holly. The 13-acre Van Dyck Park is partially wooded, as is the 7.5-acre Ranger Road Park. Providence Park, covering 17 acres, has significant wooded areas, and contains many of these same tree types. In addition, using funds approved by voters in the November 2000 referendum, the City has acquired additional open space including the Stafford, Grefe, Jester, Rebel Run and Ashby Road properties. These properties are now used for a variety of active and passive activities, and have added several acres of tree cover on City-owned property.

No large privately owned tracts of land in the City remain heavily wooded. The last two such tracts were the Farr property, located between Old Lee Highway and Main Street, developed between 1997 and 2002, and the Pickett's Reserve property, located east of Pickett Road. The eastern portion of the 234-acre Army Navy Country Club along Pickett Road is also substantially wooded, despite recent golf course additions. The Country Club property is expected to remain as privately owned recreational land; however, no mechanism is in place to assure the retention of this open space.

For the protection of trees citywide, the City adopted a tree preservation ordinance in 1989 to ensure the proper planting and care of trees throughout the City, to preserve existing trees and tree stock, and to provide for appropriate screening and landscaping. The tree preservation regulations also address the removal of mature trees on public and private property within the City. The City may designate "special trees" (heritage, memorial, or specimen trees) and provide that such trees may not be removed or destroyed.

Although the development of property generally requires the removal of a proportion of the site's tree cover, it is often possible to designate areas of tree protection that may include clusters of trees or individual trees of significance. Developers should provide the appropriate measures for protecting clusters and individual trees throughout the development. Particular attention should be given to native species, such as yellow poplar, white oak, and southern red oak.

Saving mature trees to minimize net loss of tree cover as the City reaches build-out is important to the health of the City's urban forest. Where feasible, developers should seek to transplant trees that are removed during the development process. These trees should be transplanted on the development site or in public areas or rights-of-way, at the City's discretion. The goal is to preserve a mix of older and specimen trees along with planted or saved saplings to ensure an abundance of healthy and valuable trees. The City continues to support the planting of street trees in medians of the arterial highways, as well as in available tree lawns in the rights-of-way of collector and local streets.

Several trees in the City have been identified by arborists as being noteworthy due to size, age, and significance of species. The most important is a White Oak on Brookwood Drive. In 1987, this tree was officially commemorated as a U.S. Constitution Bicentennial tree in a program sponsored jointly by the National Arborist Association and the International Society of Arboriculture. The other noteworthy trees include a Southern Red Oak on Randolph Street and a White Oak at Farrcroft. The combination of poor air quality and unstable levels of groundwater have placed significantly more stress on the City's trees over recent years. In addition, many other trees were removed in association with the development of Farrcroft, Pickett's Reserve, Chancery Park and Providence Square. These included one large American elm at Farrcroft.

The City's concern for trees is reflected in its Arbor Day tree planting and community appearance activities, and its continuing designation as a Tree City by the National Arbor Day Foundation each year since 1987. The City provides funding to plant new trees and shrubs in the City right-of-way on a continuing basis. The City also seeks grants, on an ongoing basis, to supplement City funding of landscape planting and maintenance efforts.

Wildlife

Throughout the City of Fairfax, many of the native trees and shrubs have continued to thrive through two hundred years of increasingly intense use of the land. The tree canopies of many of the residential neighborhoods in the City support many species of birds and other animals. A walk down the trails along Daniels Run reveals even more variety of wildlife. Altogether, a wide variety of wildlife remains in the City.

The variety of species that remain in the City is perhaps misleading. Much of the wildlife that once existed in the City no longer finds a habitat here. The varied requirements that are necessary to support all of the activities through the life cycle of many plants and animals native to the area are not currently supported by the City's environment. Many species are struggling to maintain a foothold against the pressures of invasive species and the pressures caused by nearby human activities.

Maintaining wildlife habitat in open space corridors throughout the City will help to preserve the diversity of life while providing animal species with more desirable alternatives than invading human living spaces. Through the development and maintenance of City properties and by working with developers and homeowners' associations, the City should encourage contiguous open space and the use of native plant materials while discouraging the use of invasive species.

Natural Ecosystems

The preservation of natural ecosystems is important with regards to local, regional and global environmental needs. Because the City has very little land that has not been actively appropriated for human use in recent times, the small amount of natural area that remains is all the more important to the City. Over recent years the City has placed—and increased—restrictions on the use and maintenance of Daniels Run Park.

Human Habitats—Places to Live, Work and Visit

The City of Fairfax is home to its residents, workers, and students; it is also an important neighbor to many shoppers. The quality of our immediate environment affects many aspects of the everyday life of all who spend time in the City. Clean, safe and healthful surroundings are necessities for enjoying the high quality of life that we have come to expect in the City. In future planning, the City should continue its efforts to protect the natural environment while also incorporating sustainability practices to address the regional goals to lower greenhouse gas emissions and protect water quality.

Water Supply Protection

The City's water supply system consists of two water reservoirs (Beaverdam Creek and Goose Creek) and a water treatment plant on Goose Creek in Loudoun County. The treatment plant is linked to the City by a 25-mile transmission line that also serves part of eastern Loudoun County and parts of Fairfax County. A further description of the City's water utility is provided in the Public Facilities and Services section of this Plan.

Clean Water Act

The main objective of the federal Clean Water Act is to "restore and maintain the chemical, physical, and biological integrity of the nation's waters." Nonpoint-source pollution is a major and extremely difficult problem, often starting far from the waters that are eventually contaminated. It begins when rainwater and melting snow run over the land and carry pollutants that may occur naturally or are caused by human effects on surface water or ground water. These pollutants are then concentrated in local drainage basins and transported to larger tributaries.

Section 303(d) of the Clean Water Act requires Total Maximum Daily Loads (TMDLs) to be established for impaired waters. The section of Accotink Creek in the City of Fairfax is on Virginia's 2008 303(d) list of impaired waters for failing to attain the aquatic life designated use due to poor health in the benthic biological community. Since Accotink Creek flows to the Chesapeake Bay, the City must also comply with the Chesapeake Bay-wide TMDL for nutrients and sediment.

Under Section 402 of the Clean Water Act, pollutant discharges into stream, rivers and bays are regulated under the National Pollutant Discharge Elimination System (NPDES). To meet this requirement in Virginia, the City is required to have a permit for the municipal storm sewer system. Based on the City's population, the City is considered a phase II MS-4. All new or revised NPDES permits must be consistent with any TMDLs established within the City's boundaries.

With respect to local government land use regulations, the City has a Chesapeake Bay Preservation Ordinance that was last amended in November of 2003 that meets Virginia's requirements under the Code of Virginia (Section 10.1-2100). The regulations establish criteria for use in approving, denying or modifying requests to rezone, subdivide, use and develop land in the areas designated on the City's Chesapeake Bay Resource Protection Area map. In addition, Section 404 of the Clean Water Act requires a permit to be obtained from the Army Corps of Engineers for any dredging or filling of wetlands. This includes building roads and placing public utilities as well as private development.

Air Quality

The air quality in the region is determined through measurement of pollutants including sulfur dioxide (SO2), nitrogen dioxide (NO2), hydrocarbons (HC), lead (Pb), carbon monoxide (CO) and suspended particulates. Sulfur dioxides, nitrogen oxides, hydrocarbon and carbon monoxide are all a direct result of reactions caused by combustion engines. Lead in air pollution results primarily from the burning of leaded fuels. (The incidence of lead in the air dropped significantly since 1975 with the introduction of unleaded gasoline.) Suspended particulates consist of dust, smoke and other solid and liquid particles small enough to suspend readily in the air and are generated through industrial, incineration and construction point sources, as well as vehicle exhaust.

Ground-level ozone is a colorless gas formed by a chemical reaction between Volatile Organic Compounds (VOCs) and oxides of nitrogen in the presence of sunlight. The Washington Metropolitan region, based on the 1990 Clean Air Act, is classified as a "serious non-attainment area" with respect to ozone pollution. On average, the region violates the federal ozone standard four times each summer. The Metropolitan Washington Council of Governments (MWCOG) declares air pollution alerts, particularly in response to accelerated ozone levels. These alerts are directed toward the young, the elderly, and those segments of the population with respiratory disorders.

Because many of these pollutants have a common source, vehicle exhaust, vehicle trip management and methods to reduce traffic congestion have been targeted in reducing pollutants. The City has a coordinated traffic signal system that is programmed to increase the efficiency of traffic flow thereby reducing congestion. While continuing to seek efficiencies, ultimately a reduction in vehicle miles traveled (VMT) is needed to have long lasting impacts on automobile emissions.

The Clean Air Act Amendments (CAAA), adopted by Congress on November 15, 1990, call for integration of transportation, land use and air quality planning within individual jurisdictions and coordination of planning between jurisdictions. The City, as a member of MWCOG, integrates its planning efforts with regional planning efforts through membership on various subcommittees. Recommendations and information emanating from these subcommittees are

then transferred to a separate committee, the Metropolitan Washington Air Quality Committee (MWAQC), which develops regional strategies to control ozone.

While local jurisdictions are cooperating to control ozone, the Commonwealth of Virginia is required to develop control strategies for regions with non-attainment status. The federally mandated State Implementation Plan (SIP) for the Northern Virginia region (to be reviewed by the EPA) includes more stringent vehicle emissions inspections, requires Stage II vapor recovery nozzles at gasoline pumps, and clean fleet standards for both public and private vehicle fleets. Failure to meet EPA approval for the SIP and its implementation could result in the loss of federal transportation funds for roads and highways.

The Safe, Accountable, Flexible, and Efficient Transportation Act: A legacy for Users (SAFETEA-LU) and legislation following it provide funding sources to state and local government for implementing measures to develop an economically efficient and environmentally sound national transportation system. As part of the coordinating responsibilities, the City encourages land use and transportation planning supportive of regional efforts to combat ozone pollution.

The City-owned and operated CUE bus system, with service to and from the Vienna/Fairfax-GMU Metro station and George Mason University, is an important link in regional mass transit. The City has incorporated six hybrid diesel electric buses into the fleet resulting in approximately a thirty percent fuel savings over traditional diesel buses. The City bike and trail system is connected to county and regional trails providing further alternatives to automobile travel. Land use planning that provides higher densities along transit routes while preserving significant open space, mitigates congestion and provides easier access to mass transit.

Solid Waste Management

A balanced and integrated system of environmentally sound waste disposal is a major challenge. With the disposal of solid wastes in landfill sites becoming increasingly difficult and expensive, the City adopted a Solid Waste Management Plan in 1991, based on Virginia Department of Waste Management (DWM) guidelines, which promotes source reduction, reuse, and recycling of solid waste as the preferred methods of waste management.

The City maintains an aggressive recycling program, through its curbside multi-material recycling program in single-family neighborhoods. The combined recycling rate for residential and commercial properties for 2010 was 52 percent. In 2009, the City started requiring commercial and multifamily properties to submit annual recycling reports with the type and weight/volume of each material reported (City Code Sec. 74-9). The City continues to promote policies and programs to increase the annual recycling rate.

Asbestos

As discussed under the Soils heading of this section, the Orange soil series, found along the western boundary of the City, includes a fibrous form of asbestos. Areas containing soils of the Orange series should be carefully monitored to prevent asbestos fibers from becoming airborne. Monitoring is most needed during construction and maintenance operations; during all other times, ground cover should be in place to prevent wind and water from causing fibers to become airborne.

Radon

Radon is a colorless, odorless radioactive gas produced by the natural decay of uranium and radium in rocks and soils. Only recently have scientists discovered that significant amounts of radon can accumulate in buildings from underground rocks and soils. Research has shown a link between lung cancer and high levels of exposure to radon.

A 1988 study by the U.S. Geological Survey examined the rocks and soils in the City and rated their radon potential. Areas were rated on a scale of 1 (low) to 5 (high) based on the likelihood that the radon level exceeded 4 picocuries per liter (the EPA-designated level requiring remedial action).

In 1991-1992, the Commonwealth of Virginia, in conjunction with the EPA, conducted a residential radon survey for all the localities within the state. Of the 21 samples taken in the City, only two houses showed concentrations greater than the established limit of 4 picocuries per liter. The average concentration was 2.1 picocuries per liter with a maximum of 8.5.

Noise

City residents are increasingly aware of noise as an unwanted intrusion. Noise in the City is primarily produced by surface vehicles and, to a lesser degree, by airplanes. Consequently, noise pollution is most concentrated along the City's main roads and along Route 66. In response to requests from residents along the northern border of the City at Route 66, the Virginia Department of Transportation installed highway noise barriers roughly from Marilta Court to Plantation Parkway.

In addition, the City Code and Zoning Ordinance identify noise-related regulations, which are enforced by the Police Department. Examples of noise violations include excessive volumes of radios, loudspeakers and voices as well as construction related or automotive noises. While incidents of loudspeakers and radios from stationary sources remain rare, complaints of traffic noise (particularly from trucks and motorcycles) have increased over recent years. Over the past several years the City has taken an active role in amending its noise ordinance and working with businesses to find ways to contain and minimize noises found to be particularly objectionable to neighbors in certain areas.

Abating Hazards and Preventing Pollution

Environmental pollution over the past 150 years has dramatically altered the local, regional and global environments. At all three scales, the solutions require local action. One of the most recent significant concerns relates to greenhouse gas emissions. There are regional efforts underway to develop greenhouse gas inventories in an effort to target reductions to reduce energy use and lower greenhouse gas emissions. In addition, stream water quality, toxic substance spills, and leaking underground storage tanks are issues the City continues to monitor.

Chesapeake Bay Preservation

The City adopted Chesapeake Bay Preservation regulations in 1990 to implement the Chesapeake Bay Preservation Act (CBPA). The Virginia General Assembly adopted the Act in 1989 (amended in November 1990) to protect and improve the water quality of the Chesapeake Bay, its tributaries and other state waters. The City's Ordinance was last amended in November 2003.

The City's Chesapeake Bay Preservation program was initially found "provisionally consistent" on August 21, 1991. Since that time, the City's Department of Community Development and Planning and Department of Public Works have cooperatively implemented these regulations and adopted amendments to meet any new requirements. As part of the most recent Ordinance amendment in 2003, a new Chesapeake Bay Resource Protection Area Map was adopted depicting all areas that require special review to protect water quality (See Map ENV-2). The City's Chesapeake Bay Ordinance requires the protection of sensitive environmental lands, safeguarding the quality of state waters, preventing further increase in pollution of state waters, reducing pollution of state waters and promoting water resource conservation in order to provide for the health, safety and welfare of the present and future citizens of the City. All site plans, development plans and land disturbances undergo review for Chesapeake Bay Ordinance compliance. The City's website has also been updated to include a webpage on the Chesapeake Bay Ordinance with information on the City's Ordinance as well as links that provide additional information and requirements.

Storm Water Management

The purpose of stormwater management is to reduce the adverse effects of urban runoff by reducing flow velocities and enhancing water quality. The City's storm water management system is composed of natural drainage ways (streams, creeks and ditches) and manmade structures (storm drains, on-site detention systems, low impact development and best management measures) in both public and private ownership.

Erosion of stream channels is a natural process. However, changes in flow rates resulting from urban development have accelerated this process in the Accotink Creek basin watershed, and the resulting streambed erosion is endangering the stability of sanitary sewer pipes crossing under streams in the City. Deposition of this eroded material endangers the flood control capabilities of the storm water management system.

The City's erosion and sediment control regulations address the prevention of soil erosion into the City's tributaries during construction. These regulations prevent the degradation of properties, stream channels, waters, and other natural resources by providing that adequate soil erosion and sediment control measures are taken before, during, and after development. The City's Erosion and Sediment Control regulations implement the Virginia Erosion and Sediment Control Law (§10.1-560 et seq., Code of Virginia (1950)) as well as the Chesapeake Bay Preservation Act. Land owners proposing land disturbing activity of greater than 2,500 square feet must take steps to ensure that sediment associated with development does not leave the site. This is accomplished through the installation of silt fences, sediment traps, and similar structures.

The City's largest investment in stormwater improvement projects was funded through a voter approved bond in 1994. The majority of the 2 million dollars in funding was for stream restoration. Since this time, the City has restored over 4 miles of streams in the City. Additional stormwater projects have been funded by the City Council through either the Capital Improvement Program or in some cases a dedicated portion of the real estate tax.

Environmental Hazard Abatement

The City has a Hazardous Material Emergency Response Plan (HMERP) that is prepared and updated annually by the Fairfax Joint Local Emergency Planning Commission (FJLEPC). The Commission, which is composed of emergency response officials from the City, Fairfax County, and the towns of Herndon and Vienna, annually submits a new response plan to be reviewed by the Virginia Emergency Response Council (VERC). The HMERP identifies Critical Hazard Facilities (CHFs), determines available emergency response resources on site, specifies evacuation plans and identifies emergency response procedures.

Within the City of Fairfax, the 1995 HMERP identifies two CHFs. The first is Verizon, which operates a telephone switching facility on the south side of Fairfax Boulevard west of the intersection with University Drive. This relatively small facility has no prior incidents involving the release of hazardous materials. The second CHF is the petroleum bulk storage facilities located on Colonial Avenue in the Pickett Industrial Park (also known as "the tank farm"). This facility is composed of four commercial storage facilities (Buckeye Pipeline, TransMontaigne, Citgo Petroleum Corporation, and Motiva) and an underground pipeline station operated by Colonial Pipeline. The bulk facilities store large quantities of gasoline and fuel oil in above-ground storage tanks (ASTs) supplied through the pipeline. Ethanol for blending with gasoline is transported into the facility by truck and is stored in AST's. The products are dispensed to tank trucks through bottom-fed loading racks. Most of the ASTs are equipped with piping for the application of fire fighting foam in the event of a tank fire and all loading racks have automatic fire suppression systems in case a fire or explosion occurs during loading operations. The City's Fire Department has developed an extensive plan to respond to and control any incident at the Pickett Road facility.

While no major accidents have occurred in the history of this facility, there have been several spills and detections of underground contamination. The largest such contamination, discovered in the fall of 1990, consisted of a large plume of hydrocarbons in the subsurface extending from the facility into a residential community east of Pickett Road in Fairfax County. As a result of this discovery, the United States Environmental Protection Agency (EPA) took full authority over the site remediation process. The first phase consisted of emergency response and containment. As of the beginning of 1993, the resultant plume had been stabilized and contained. Phase II, initiated in 1995, consisted of a Corrective Action Plan (CAP). Under the CAP, a series of pilot studies determined appropriate technology for remediation. As part of this phase, a Risk Assessment determined the acceptable levels of contamination to be attained. Phase II was completed in 1997. The final phase applied the technology identified in phase II to remediate he site. The offsite portions of the equipment used in this phase have been shut down for over two years to determine whether natural attenuation is effective as active remediation at this point in the process. It is anticipated that the operators will petition for a permanent shutdown and removal of the offsite equipment in the spring of 2012.

While the contaminated soil will never regain its original condition, this incident has served to create greater cooperation between the City and the bulk storage facilities. The City's Office of Code Administration supplements its annual inspection with an additional 5 hours per week of scheduled inspections at that site. Also, the facilities themselves have spent millions of dollars retrofitting the existing equipment to comply with more stringent AST standards initiated by the Virginia Department of Environmental Quality (DEQ) and as part of a consent order entered into with EPA. The City was instrumental in the support of HB 2103 which requires owners of tank farm facilities having an aggregate capacity of one million gallons and greater in the City of Fairfax to meet new performance standards by July 1, 2021. The new performance standards will require installation of proven methods to contain oil discharges from tanks and related piping to reduce the potential for future leaks.

Environmental Sustainability—What Can We Do?

To address regional concerns for the environment, the City supports programs and policies that reduce energy consumption through LEED or other green building rating systems, reduce stormwater flows and improve water quality, increase recycling and reuse of materials, reduce water use, protect and preserve open space, promote sustainable development and support transportation policies that promote the use of public and alternative modes of transportation. To become more sustainable will require reducing the use of non-renewable resources and the development and use of renewable sources of energy. In addition, the City encourages private property owners to incorporate sustainable measures, particularly commercial offices which could also enhance building class designation and attractiveness to potential lessees through these types of improvements.

Over the past few years, much planning attention has been focused on the issues of environmental sustainability. Both research efforts and available solutions fall into three logical categories of scale-local, regional and global. While the local scale is most applicable to the City's planning efforts, the regional and global also depend on local action. Following are lists of actions that the City can undertake to promote environmental sustainability:

At the ***Local*** scale:

- Preserve mature ecosystems, streams, stream buffers and forests
- Minimize impervious cover and input of hydrocarbons and toxins to streams
- Maximize tree canopy and infiltration of rain water
- Maintain stream flows and low summertime stream temperatures
- Minimize the cost of meeting environmental objectives

At the ***Regional*** scale:

- All local level actions
- Minimize input of phosphorus, nitrogen and sediment to streams

At the ***Global*** scale:

- Minimize transportation requirements
- Maximize heating and cooling efficiency of human habitats through site planning and architectural design
- Maximize global forest cover and tree cover.

In 2009, the City Council adopted a Resolution recommending the incorporation of green building practices and climate protection strategies for development and operations in the City. Through this resolution the City resolved to support green building and the use- of LEED or a similar rating system. In addition, goals were included to establish LEED silver as the standard for all City facilities and to encourage LEED certified rating for private development. In 2009, the City Council also passed a Resolution establishing an Environmental Sustainability Committee. The committee serves an advisory role to the City Council and Boards and Commissions on environmental issues. The committee is committed to guiding the City to become an environmentally sustainable "green city" and as part of that process will identify and recommend programs and policies that will engage residents and local businesses in this effort.

The Environment— Goal, Objectives & Strategies

Goal: Enhance the quality of life through policies and programs that respect the natural environment and protect the City's citizens from environmental hazards.

Objective ENV-1 Encourage the preservation of tree canopy and other natural features.

Strategies

ENV-1.1 Continue to enforce and refine the City's regulations that require new development to preserve existing natural features to the extent practical.

Special protection is provided for trees, floodplains, and watersheds through zoning regulations. Although it is not possible to develop wooded property without removing trees, significant stands of trees should receive considerable attention in the development review process to ensure that all practical and reasonable attempts at preservation have been made. Through the review of development plans and in the process of negotiated rezoning, special use permit and special exception requests, the City can ensure that natural resources are protected.

NV-1.2 Encourage planned development that maximizes the retention of natural features.

Conventional development often results in the destruction of a site's natural features. Sites are often completely denuded of tree cover, the topography is leveled, and streams are piped and covered. Planned developments, however, can be used to encourage buildings, roads and utilities to be arranged in clusters, resulting in the preservation of significant natural features.

ENV-1.3 Support efforts to create green spaces and tree cover throughout the City.

The City should extend its existing program of planting street trees in the street rights-of-way by planting additional trees on properties held by the City for open space purposes. These would include the rights-of-way originally acquired by the City for the possible future extension of streets, unused or excess land on properties that house specific City functions, and parkland. The City should acquire additional land and easements for the expansion of existing street rights-of-way to allow for tree-lined streets. This could be achieved through development proffers as well as through the establishment of a trust fund into which funds and donations may be placed for future acquisition. The City should continue to seek alternative funding sources for tree plantings and emphasize the use of native species.

ENV-1.4 Support the recognition and preservation of historic and significant tree specimens.

The City should designate special trees for preservation and protection. Preservation of significant specimens on private property should be done in cooperation with the property owner and include provisions for routine maintenance. The City should also institute a Champion Tree program for the recognition of the largest tree of a species within the City. Such a program could be operated with the help of interested volunteers or students and be part of an educational effort on tree preservation.

ENV-1.5 Preserve stream corridors in a natural state.

Land located along streams that serves to provide a substantial habitat for wildlife, mitigates the impact of floods, or serves as a recreational area should be retained and restored (where necessary) to the extent possible. Where appropriate, such areas may be considered for future improvements to the City's storm water management system and recreational facilities.

ENV-1.6 Encourage and support a system of trails that links City residents to open space areas.

Through the local development review process, use of trust funds and grants, regional cooperation and strong public leadership, the City should continue to seek completion and maintenance of an integrated citywide trail system.

Objective ENV-2 Protect air and water quality by preventing pollution and preserving natural resources.

Strategies

ENV-2.1 Assure that the City's water supply and surface water quality comply with all state and federal standards and requirements.

The City should continue to monitor development in eastern Loudoun County so that proper buffers and Best Management Practices (BMPs) will be utilized to protect the City's potable water supply reservoirs.

The City should enhance surface water quality by financing and implementing mitigation projects, and by identifying and mitigating those sources most likely to contribute to stream contamination. Mitigation projects should be carefully designed to minimize destruction of riparian habitat and vegetated stream banks.

ENV-2.2 Seek to improve the City's air quality through regional cooperation and the promotion of innovative technologies.

Although air quality is a regional problem, the City should strive to comply with State and Federal air quality standards by participating in land use strategies and regional initiatives aimed at reducing air pollutants in the Washington area. The City should promote the use of mass transit, walking, and biking by planning for higher densities and mixed-use development/redevelopment at the City's commercial centers and along transit routes and by providing for easy access to mass transit. Traffic signals should be carefully engineered to minimize wait times to help relieve traffic congestion.

ENV-2.3 Sponsor programs and demonstration projects to promote air and water quality and pollution prevention through wise maintenance of real estate.

The City should start a "Natural Lawnscaping Program" utilizing native plants to reduce water use and pollution from mowing and to enhance wildlife habitat, utilizing City properties to support demonstration projects. In developing City properties, apply building and site designs such as green roofs and rain gardens that reduce energy use while reducing runoff and pollution.

Objective ENV-3 Monitor and abate environmental hazards to the maximum extent possible.

Strategies

ENV-3.1 Provide assistance to citizens and businesses seeking to reduce radon and asbestos hazards in their homes or businesses.

The City should gather and disseminate information on radon and asbestos hazards to City residents and businesses by working closely with the Fairfax County Health Department. The City should also provide information to low income homeowners on potential sources of funding to assist them in reducing high radon levels in their homes.

ENV-3.2 Encourage the continued identification, testing and containment of potentially hazardous materials, and increase public awareness of these hazards.

The existence of leaking underground storage tanks (LUSTs) and the presence of bulk petroleum facilities make it imperative for the City to work closely with property owners in mitigating environmental hazards. The City should continue its efforts with the Fairfax Joint Local Emergency Planning Commission (FJLEPC) in identifying the existence of hazardous materials within its borders. Also, the City should work closely with the Virginia Department of Environmental Quality (DEQ) in identifying and mitigating the hazards of LUSTs. Further, the City should pursue options for relocating the Tank Farm from the City.

The City should initiate a long-term environmental monitoring program and further develop the staff expertise necessary to address environmental issues.

Objective ENV-4 Protect the Chesapeake Bay and water resources of the City from the adverse effects of pollution, and improve water quality currently adversely affected by pollution.

Strategies

ENV-4.1 Use the provisions of the state's Chesapeake Bay Preservation statutes to require that development projects control runoff from impervious areas as far upstream as possible and utilize low impact development approach to reduce the input of pollutants to the City's stream system.

The Chesapeake Bay provisions of the state code allow the City to require removal of all types of pollutants from the waters entering the City's streams from development sites. Requirements for maintenance of storm water facilities assure that pollutant removal continues throughout the life of the developed project. The City should require that public and private development projects be planned to minimize impervious cover. The City should continue to work with the Chesapeake Bay Local Assistance Board to refine City regulations, as necessary, to ensure full consistency with the requirements of the Chesapeake Bay Protection Act. The City will further these efforts through the Total Maximum Daily Load (TMDL) requirements that have been set for both Accotink Creek and the Chesapeake Bay.

Map ENV-3

Chesapeake Bay Watershed

ENV-4.2 Carefully monitor the maintenance of soil erosion and sediment control practices during each construction project to assure that all devices continue to serve their purposes throughout the life of the project.

The soil erosion and sediment control provisions of the City's zoning ordinance require the installation of sediment control devices during all land disturbance activities. During construction, these devices often fail to perform their design functions. Only through careful monitoring and enforcement can the City be assured that the soil erosion and sediment control program is successful.

Objective ENV-5 Provide public education and encourage public involvement in environmental protection.

Strategies

ENV-5.1 Develop handbooks, brochures or workshops and otherwise encourage residents and business owners to become environmentally responsible.

The City currently distributes literature on recycling, tree planting, composting, hazardous waste disposal and similar environmental subjects through the Department of Public Works and the Community Relations Office. The City's cable TV channel, CityScreen, advertises workshops and schedules information sessions on environmental concerns. The City should continue to develop additional educational tools to inform and involve the public in environmental protection. An emphasis on the concepts of sustainability and its local, regional and global components should be stressed in all educational efforts. In particular, the City should provide environmental interpretation trails and work with its schools to assure that local examples of environmental issues are worked into the curriculum.

ENV-5.2 Maximize the use of regional and local standing committees to advise Council and educate citizens on environmental protection.

The City has established various committees and ad hoc groups to advise Council and educate citizens on specific local environmental matters. More specifically, the City Council passed a resolution in 2009 establishing an Environmental Sustainability Committee. In addition, the City is represented on

committees of regional organizations such as the Metropolitan Washington Council of Governments and the Northern Virginia Planning District Commission, and benefits from planning and implementation activities of statewide organizations such as the Chesapeake Bay Local Assistance Board. Efforts to protect and improve the environment are generally coordinated at the regional level where policies and programs that transcend jurisdictional boundaries and that impact neighboring jurisdictions are addressed.

ENV-5.3 Refine the City's excellent recycling program to expand materials collected and use additional recycled materials.

As technological advancements in recycling occur, the City should take advantage of economically sound opportunities to expand the materials collected from City offices and residences for recycling.

Objective ENV-6 Preserve natural areas and provide trail linkages to open spaces and natural areas.

Strategies

ENV-6.1 Identify important lands that should be preserved in a natural state; establish a program to preserve these lands by acquiring fee simple ownership or conservation easements, as appropriate.

Beginning with Daniels Run Park, the City should formally establish open space preservation areas where the land will be left in a "natural" condition and where access and use of the land is limited. A citywide survey of existing open space would help identify other areas that remain in a "natural" condition and that should be managed in a manner similar to Daniels Run Park.

ENV-6.2 Identify lands that contain important resources that should be conserved; establish a program to conserve these lands by acquiring conservation easements.

With the development and redevelopment of property along the City's streams, the City's Chesapeake Bay Preservation requirements assure that streams and adjacent buffers are protected during construction. These are not well protected after construction, and lands that were developed before the City initially adopted the Chesapeake Bay Preservation requirements are protected only from redevelopment. Some of these areas contain particularly important resources that could be protected through the acquisition of conservation easements.

ENV-6.3 Provide access to open spaces and natural areas by constructing trails and making trail connections as appropriate to the intended use of the land.

Locate all appropriate trail connections necessary to allow access to the City's important open spaces and natural areas; fund the construction of important trail connections through the development proffer system, where applicable. Limit access to preservation areas.

Objective ENV-7 Protect and enhance the City's wildlife habitat to the extent that it is compatible with human and nearby urban conditions.

Strategy

ENV-7.1 Prepare an urban wildlife management plan describing appropriate steps that the City, its businesses and its residents should take to manage wildlife.

In cooperation with local naturalists, the City should undertake a study of the existing wildlife within the boundaries of the City and identify measures that the City can take to assure protection of the City's wildlife while protecting residents from the effects of pestilent populations. This study should identify steps to take during construction of projects adjacent to natural areas and important considerations for ongoing maintenance of properties throughout the City.

The Economy—Our Livelihood

As a testament to the City's high quality of life, Forbes magazine ranked Fairfax as number 3 on its 2009 list of the top 25 places to live in the United States. The City of Fairfax has a strong local economy in a crossroads location, with a substantial retail base and a growing office market. The concentration of the City's economy, especially in the retail sector, has perhaps been the main ingredient in its continued success. Proactive measures to strengthen the City's economy within the region should continue.

Economic Engines and Centers

The City has a strong economy, resulting from several contributing elements, most prominently the City's location at the intersection of three major thoroughfares within Fairfax County and near Interstate 66. This setting makes the City an ideal location for both retail and office establishments. The presence of large-scale governmental facilities and institutions also provides needed customer traffic, and workers to spend money while in the City. A third major element in the City's economic strength is its strong residential base that includes surrounding areas, effectively more than doubling the official City population as a primary trade area.

The City has a substantial economic core of small retail businesses. Despite their small size, many of these businesses are important well beyond the City limits due to the specialization of their merchandise. In many cases a number of these specialized businesses exist close to other stores of their type, leading the City to be a major regional center for shopping for certain types of goods. Thanks both to these regional stores, and to the locally-oriented ones, retail sales taxes are responsible for a significant portion of the City's total annual revenues. However, it is important that the buildings and centers that house the City's retail activity remain productively used and up-to-date. The retention, expansion and upgrading of this retail infrastructure is the focus of the City's economic development program. This approach will inevitably lead to long-term economic growth and reinforce the City's market niche.

The City's retail sales activity is mostly carried out in three main areas. Foremost in terms of sales and activity is the Fairfax Boulevard Corridor, which includes focal points such as Fairfax Circle, Northfax and Kamp Washington. In addition to these high profile centers, the entire length of the corridor has a high level of retail activity combined with several of the City's largest office buildings. The second largest retail area is located at the intersection of Main Street and Pickett Road. This intersection houses three shopping centers: Fair City Mall, Pickett Shopping Center and Turnpike Shopping Center. Although none of these shopping centers is individually of great size, the combination of the three produces a scope, scale and convenience to give the area high presence and importance in the Central Fairfax area, including substantial territory outside the City limits. The third major retail area is Old Town Fairfax, the City's historic center. This area, now containing a sizable number of retail and shops and office facilities, is becoming a feature attraction that can draw shoppers, tourists and other crucial visitors in a manner that rivals other historic downtown areas in Northern Virginia.

George Mason University (GMU), with a potential billion-dollar impact on the local economy and an enrollment projected to grow to 30,000 students at its Fairfax campus alone by 2020, is an important element of the City's economic base. In addition to the student body, the university boasts a $300 million payroll and employs 3,400 full-time equivalent faculty and staff among its various Northern Virginia campuses. The City has formed a partnership with the University to identify and realize mutual goals by expanding the facilities and services in the City that support the activities of university students, faculty and staff. Such efforts benefit the City through additional retail sales and enhanced cultural opportunities.

Building on its sense of history, central location and strong business climate, the City is planning for its economic future. Optimum use of technology, entrepreneurial leadership, promotion of tourism, economic infrastructure development, and formulation of partnerships with private businesses, George Mason University and other local jurisdictions will further strengthen the City's economic base well into the 21st Century.

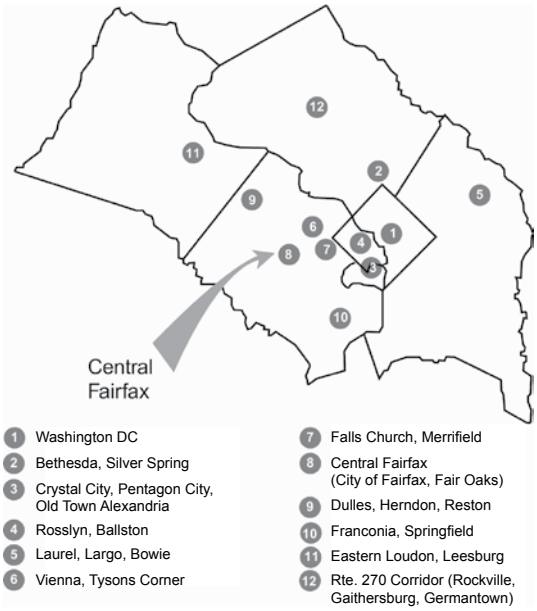
The Regional Context

The City of Fairfax has emerged as a major economic hub in Northern Virginia and stands poised to lead economic development activities in the Central Fairfax market area of the Washington region (see Map ECO-1). Building on its prime location and excellent business climate, the City is maintaining its efforts to broaden its economic base to include a variety of specialty retail businesses as well as research and development firms, businesses in emerging market sectors, association and corporate headquarters and similar office uses. This will strengthen the City's tax base and allow citizens and businesses to continue enjoying the high quality of life they have come to expect in the City.

Despite the favorable conditions of its economic base, the City is also highly dependent on the fortunes of the regional economy. Office vacancy rates throughout Northern Virginia generally increased throughout the 2000-2010 decade – first due to the rapid expansion of the region's office market in the early 2000s, combined with the failure of many internet-based industries. In the late 2000s, national recessionary pressures contributed once again to falling demand for office space. This trend will slow the development of new office space regardless of the City's office space needs. Additionally, the recent dip in regional employment rates has caused a slowing down in the rate of consumer spending. Such changes can greatly affect the City's economy, especially in that many local retail establishments sell goods that may be viewed as luxuries during a slow economy.

Map ECO-1

Economic Engines and Centers



Source: City of Fairfax

Economic Indicators

The City of Fairfax is one of the largest per capita contributors to the Virginia sales tax of any jurisdiction in the Commonwealth (see Figure ECO-1). This fact indicates the presence of vigorous retail sales activity in the local economy.

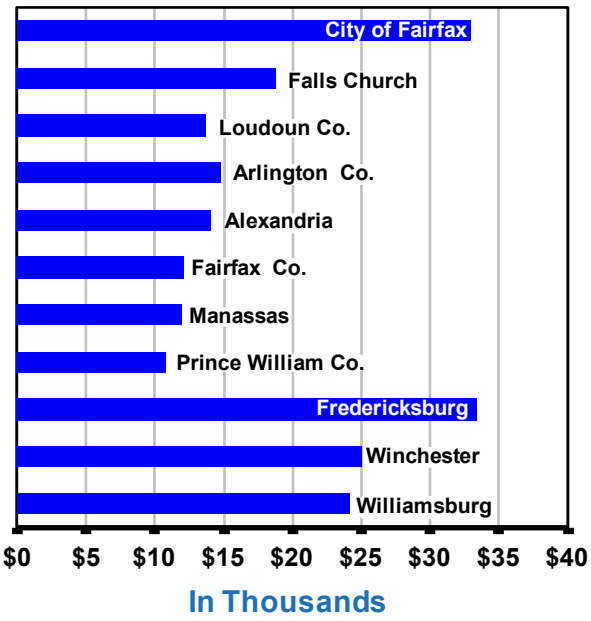
Retail and restaurant sales represent a substantial component of the City's economy, generating taxes (both sales and meals taxes) responsible for 13 percent of the City's gross revenues in 2011 (see Figure ECO-2).

The City has one of the lowest overall local tax rates in Northern Virginia. As shown in Figure ECO-3, approximately 53 percent of the City's 2011-12 general fund revenues were generated by the commercial sector. Consequently, any changes in commercial revenues have a significant impact on the City's overall revenue picture.

Economic development efforts in the City focus on three principal areas – Old Town Fairfax, the Fairfax Boulevard Corridor and the Pickett Road/Main Street shopping centers. These areas compose the majority of the City's commercial development and offer the greatest potential for expanding and enhancing the economic base.

Figure ECO-1

Retail Sales Per Capita, 2010



Source: Virginia Department of Taxation

Office Space Profile

Various types of office space are found in the City, ranging from mid-rise office buildings (up to 5 stories) to townhouse-style offices and small offices in converted dwellings. The majority of the City's office space is located along the commercial corridors.

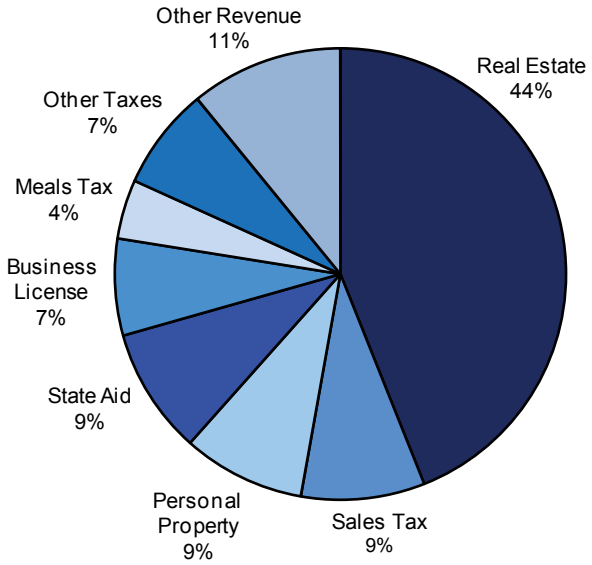
In the Old Town area, several residential and commercial structures dating back to the early nineteenth century are now used as offices. A substantial amount of newer office development is also located within Old Town Fairfax and the immediately surrounding areas.

Historically, office development in the City has been stable and has generally reflected regional trends. At of the end of 2010, the City's supply of office space stood at over 4.7 million square feet of rentable area, with a vacancy rate at 12.0 percent (see Figure ECO-4). This compared favorably with both the Northern Virginia and Washington, D.C. submarkets, which had vacancy rates of 15.7 percent and 13.3 percent, respectively, at that time.

Between 1993 and 2000, the City's office vacancy rate steadily declined, to a low of 1.2 percent. In the aftermath of the technology industry "bust" of the early 2000s, City vacancy rates rose again, up to over 7 percent in 2003 before once again falling between 2004 and 2006. However, since 2006, both City and regional office vacancy rates have

Figure ECO-2

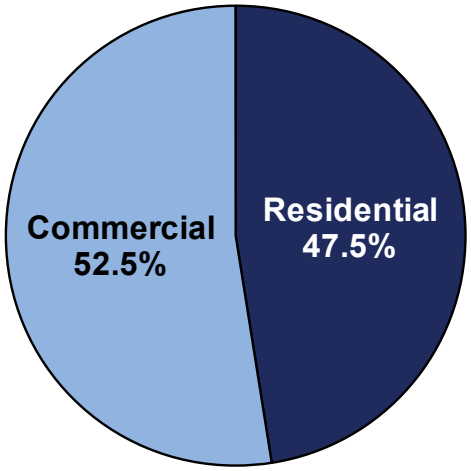
City of Fairfax General Fund Revenues, Fiscal Year 2011-2012



Source: City of Fairfax Budget, Fiscal Year 2011–2012

Figure ECO-3

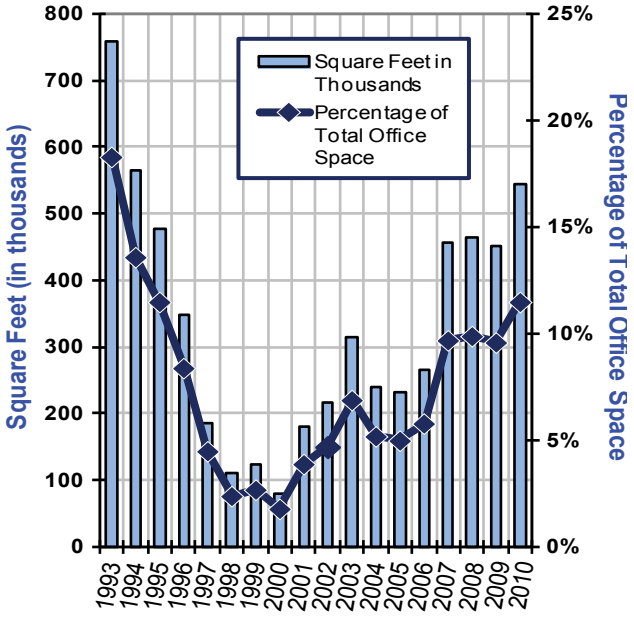
City of Fairfax Gross Revenues Fiscal Year 2011-2012



Source: City of Fairfax Budget, Fiscal Year 2011-2012

Figure ECO-4

Office Vacancies, 1993-2010 Fiscal Year 2011-2012



Source: CoStar

generally increased. During this period, the City's vacancy rate has mostly been lower than that of Fairfax County; the City was not affected as dramatically by the technology bust and City office space has continued to be viewed as competitive in the regional market.

As of December, 2010, the vacancy level stood at approximately 544,000 square feet or 11.5 percent of available space. Likewise, rates for office space were strong, having remained relatively stable since 2008 – even in a period of economic uncertainty. For large office tenants – over 30,000 square feet – there was essentially no available space in the City. Consequently, there is some pressure for office construction to provide for this size tenant. There also existed demand pressure for small office buildings – 10,000 to 30,000 square feet in size – for purchase as owner-occupied space. Due to the demand for the types of office spaces, it is anticipated that a healthy rate of absorption will continue through the early 2010s as vacancies in the County are stabilized.

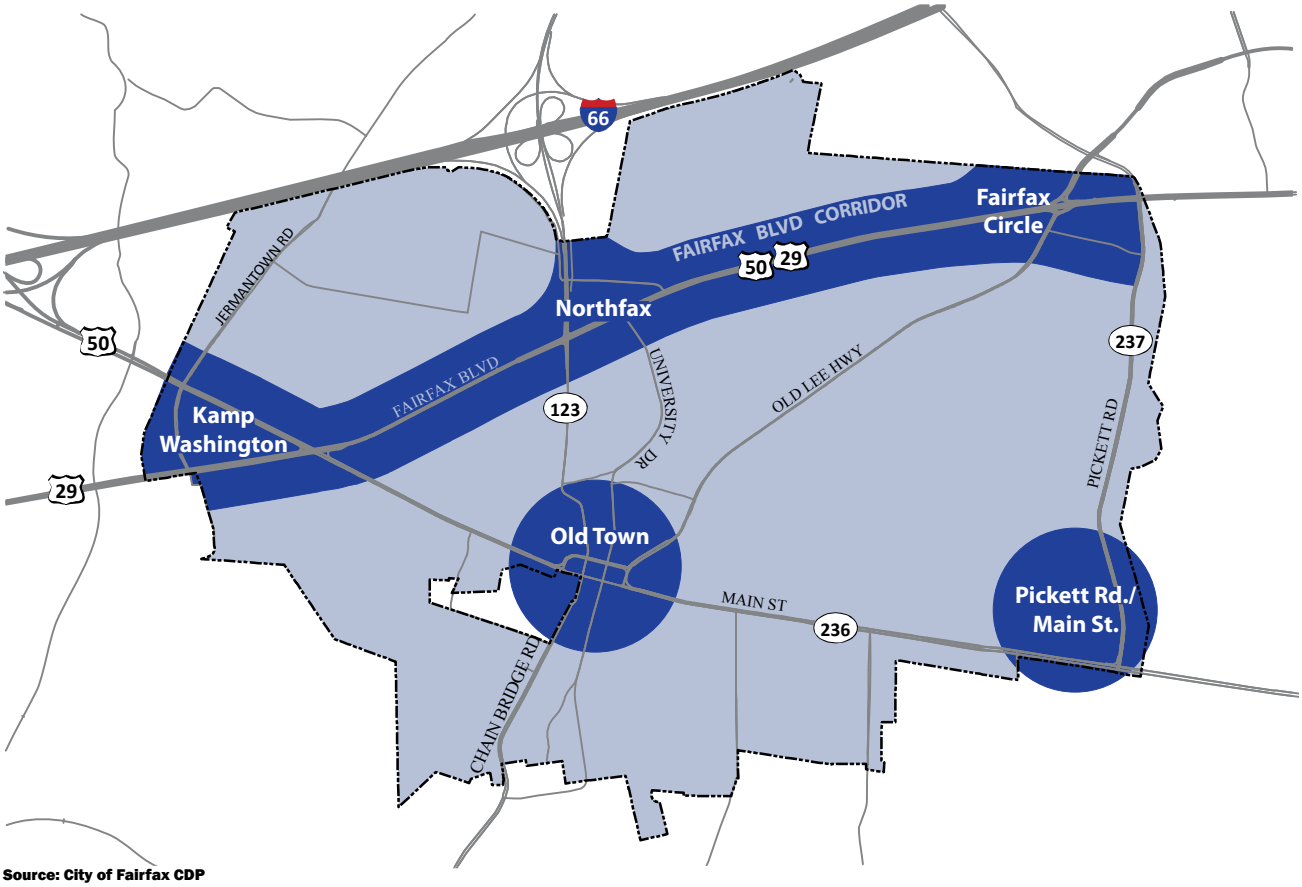
The vacancy rate in Fairfax County in December, 2010 was 14.3 percent, representing 15.8 million square feet. This figure, while still higher than the City's vacancy rate, is more robust than in the early 2000s, when the vacancy rate held above 15 percent for several consecutive quarters, due largely to new construction in certain County sub-markets that was never occupied. In the County sub-markets nearest to the City – Fairfax Center, Merrifield, Annandale and Vienna – the vacancy rates in December, 2010 were generally lower than Countywide averages, between 12 and 14 percent.

Within the next 2 to 4 years, the demand for new office space in the City and these other Central Fairfax markets is projected to increase, especially for Class A office space. Due to the City's location and office lease rates, this trend should reinforce the City's efforts to encourage redevelopment along Fairfax Boulevard, and to provide acceptable access to and from Metrorail.

The City is positioning itself to attract some of the demand by implementing policies and programs designed to attract office development. This effort includes developing an inventory of preferred sites for office development, providing improvements and streetscape enhancements

Map ECO-2

Primary Commercial Areas



Source: City of Fairfax CDP

that will improve the visual appeal of City locations, and pursuing the types of related business services that typically complement office development.

Retail Space Profile

The City's retail base is composed of a mix of freestanding establishments and shopping centers. More than half of the City's shopping centers, and many of the freestanding stores outside of Old Town were built prior to 1980 – in fact, 81 percent of the City's shopping center floor area is contained in centers built before 1980. Most of the City's retail businesses are located in the City's primary commercial areas of Kamp Washington, Fairfax Circle and Pickett Road/ Main Street (see Map ECO-2).

Commercial development along the Fairfax Boulevard corridor is responsible for much of the local retail economy. This commercial corridor extends for approximately three and one half miles from Fairfax Circle to beyond Kamp Washington and contains a mix of shopping centers, free-standing restaurants, shops and services, and office buildings.

Many of the City's older shopping centers and free-standing establishments have been refurbished and renovated in recent years, such as Fairfax Marketplace (replacing the former Frank's Nursery site), Boulevard Shopping Center (renovated with additional retail space), Fair City Mall (renovated with new tenants and facades), and numerous stand-alone retail sites. These areas have helped to update and change the face of the City's commercial corridors and enhance the City's economy.

Old Town Fairfax is another well-defined retail area that contributes substantially to the City's retail economy. The Historic and Transition districts contain shopping centers and small retail shops that are a combination of destination shopping and retail oriented towards local clients. Old Town has a distinctive environment of small structures located adjacent to the streets. Many of the buildings located within the Old Town Fairfax Historic District were constructed around the turn of the 20th century. These historic buildings, containing a variety of small businesses, combine to create a distinctive business environment.

The Pickett Road/Main Street area also contains a concentration of retail establishments that generate significant retail sales. Fair City Mall and the Turnpike and Pickett Shopping Centers contain more than half a million square feet of retail development and are responsible for more than one-fourth of all retail sales in the City.

The City's retail businesses serve not only those who live or work in the City but also those who visit the City for business or pleasure. Old Town Fairfax experiences a higher percentage of tourist-related sales because it serves both the local area residential market, nearby office workers, as well as a broader market of visitors seeking specialty goods and services in a traditional commercial district.

As of the summer of 2011, the City of Fairfax retail market was in a very strong position. The vacancy rate as reported by the real estate data firm CoStar was approximately 5 percent, with about 150,000 square feet of space available for new tenants. This rate is unusually low given the age of the City's retail properties, the small size of many tenant businesses, and the competitiveness of retail development to the west of the City. Furthermore, roughly 45,000 sq. ft. of reported vacant space can be considered "planned vacancies," as the given sites await refurbishment or planned re-tenanting. While a low vacancy rate reflects a thriving retail base, it also constrains the opportunity for businesses to expand in the City and indicates limited options for locating new businesses.

Rental rates remained relatively low when compared to other Northern Virginia locations due to the age of many of the properties in the City, a fact that has contributed to the strong occupancy levels. To increase the City's market share into the future, new retail buildings are needed that will provide for additional retail businesses. To some small extent, an upgrade of current retail properties and retail businesses could increase the City's market share as well.

The City's trade area has undergone many changes since 2000. In addition to a general increase in household incomes in the trade area, there has been an explosion of new residential projects primarily to the south and west of the City along Route 29 (Lee Highway) and Braddock Road. There has also been an increase in retail construction in the Route 29 Corridor alongside several of these residential developments. City businesses will not be the only businesses to share in this market increase. In summary, both the market population and regional median incomes have increased, and will increase more in the next two to five years as the City's trade area continues to make room for further growth.

Employment

According to the Metropolitan Washington Council of Governments (MWCOG), the number of jobs in the Washington metropolitan region has risen to over 3.2 million during 2010, with 1.2 million jobs in Northern Virginia alone. This regional total is forecast to increase to

3.7 million (with 1.6 million in Northern Virginia) by 2020. These figures, particularly in light of the ongoing national recession, shows that the area's job creation has been as strong as its population growth.

The service sector, including business, health, legal and other services is the core of the region's job market. Roughly two-thirds of all new jobs in the region are in the service sector. Professional and business service jobs have led the region in new positions, followed by positions in education and health services, and then by retail trade.

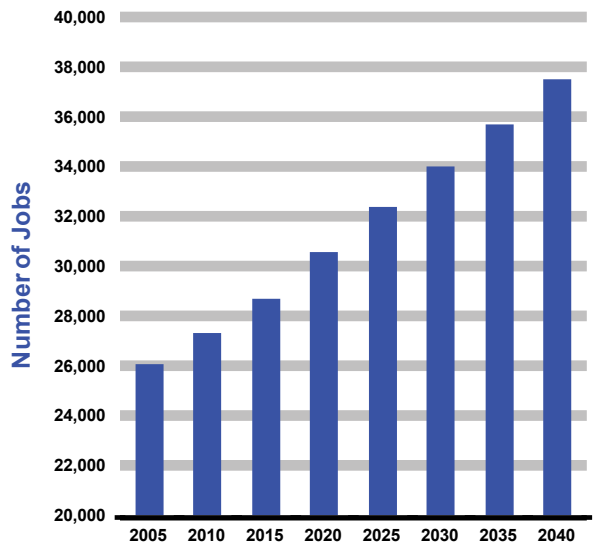
MWCOG projects that by 2040, 45 percent of the region's jobs will be located in Northern Virginia (compared to 41 percent in 2005). In its 2010 Growth Trends report, the Council of Governments estimated that as of 2010, 27,300 jobs were located within the City of Fairfax, or about 2.1 percent of all jobs in Northern Virginia. By 2040, City employment is forecast to grow to 37,500 (see Figure ECO-5) – although this will account for a slightly smaller share of the regional market due to stronger forecast job growth in the outer suburbs. This represents a marked rebound from the early 1990s, when the number of jobs in the City declined to 26,900 due to the effects of the recession and the relocation of County employees.

In 2010, most of the jobs in the City were concentrated in four sectors: services, trade, financial services, and government (see Figure ECO-6). The largest employment sector, the services sector, supplied approximately 54 percent of the jobs in the City. The four leading services within this sector are professional and technical services (41 percent), health care (25 percent), administrative services (12 percent), and education (4 percent). The second largest employment sector, the trade sector, contained 26 percent of the jobs in the City with approximately 97 percent of those jobs in retail/restaurant trade and 3 percent in wholesale trade. Financial services (consisting of finance, insurance and real estate) provided approximately 5 percent of the City's employment base. The government sector, including both federal and local agencies, constituted nearly 7 percent of the City's total employment (not including employees within the Fairfax County Courthouse complex). Construction, manufacturing, transportation, communication and public utilities composed the remaining 8 percent of the City's employment base.

Major private employers in the City include Verizon Wireless, Fairfax Nursing Center, Home Depot, Fairfax Volkswagen/Honda and Zeta Associates. The largest public employers in the City include the Federal Acquisition Service (a division of the General Services Administration) with 350 employees, as well as the City of Fairfax, Fairfax County, and Fairfax County Public Schools.

Figure ECO-5

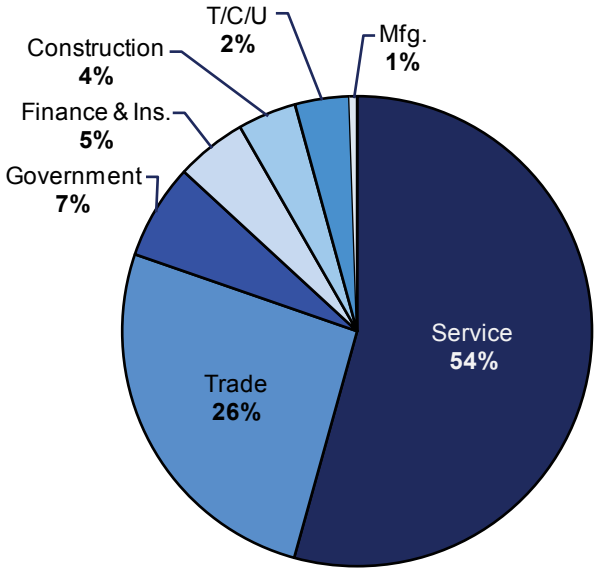
City of Fairfax Employment Projections



Source: Metropolitan Washington Council of Governments, Round 7.0a Cooperative Forecasting. Does not include Fairfax Co. Public Safety Center.

Figure ECO-6

City of Fairfax Employment by Industry, 2010



Source: Virginia Employment Commission

Economic Development Initiatives

The City has developed an aggressive economic development program utilizing innovative and comprehensive strategies to address issues such as:

- The aging of the City's infrastructure and business corridors;
- The effect of rapid commercial and residential development to the west of the City;
- The creation of an adequate supply of modern office space; and
- The desire of residents to retain the prevailing sense of community and enhance the attractiveness of the City's small town atmosphere.

Recent advances in the City's economic development efforts include:

- Creation of the Economic Development Office in 1990 with the following goals:
  - Encourage office development;
  - Encourage retail development;
  - Revitalize the historic district;
  - Redevelop the Fairfax Boulevard corridor; and
  - Develop services and facilities to support tourism within the City of Fairfax.
- Creation of the Economic Development Authority (EDA) in 1994 to market the City's commercial areas. The redevelopment of Lee Highway (Fairfax Boulevard), the City's major commercial corridor, was established as one of the EDA's first priorities.
- Support of economic development groups such as the Downtown Fairfax Coalition, Inc. and the Central Fairfax Chamber of Commerce. These associations encourage members of the business community to participate in organized events and activities that help promote the City and attract new customers and businesses.
- Creation of the Fairfax Innovation Center (FIC), a cooperative venture in economic development that supports the start-up of new businesses by providing small office space and shared office services such as a receptionist, secretarial services, a reception area, conference rooms and office equipment facilities. This helps businesses reduce their overhead costs during the critical first few years. The FIC was established in 1995 as a joint effort between the City of Fairfax and George Mason University's Small Business Development Center and is located in Old Town Fairfax. Over the Center's first 15 years, nearly half of the FIC's 31 "graduates" remained in the City after the firms moved into their own space.
- Implementation of a marketing campaign to promote the City as a modern community with a 200-year heritage of hometown charm and convenient access to other key locations in the Washington Metropolitan Area. Promotional advertisements have been printed in leading business and travel/tourism magazines and have been presented at various trade shows.
- Preparation of planning and engineering studies for the Fairfax Boulevard Corridor Revitalization and the Northfax Gateway project. These projects have extensive economic development implications, and such implications must be considered at the forefront while planning for the future redevelopment of these areas.
- Upgrading of the City's bond rating to AAA – the highest available rating – by Standard & Poor's and Moody's. One of only five cities in Virginia to achieve AAA status, and by far the smallest, Fairfax was praised by Standard & Poor's for having an "economic base that has remained strong throughout the current recession." This achievement strengthens the City's financial position and affirms the solid management and development practices that have enabled the City to reach this goal.

Fairfax Boulevard (Route 50/29) Corridor

This corridor, as the location of the majority of the City's retail establishments and office space, is of unequalled importance to the City's economic well being. However, the corridor is in an uneven condition due to the number of aging and functionally obsolete buildings and sites that detract from the corridor's potential. In an effort to address the challenges and promote new investment in this

corridor, the City Council has initiated several studies of this portion of the City during the past decade, culminating in the Fairfax Boulevard Master Plan, which resulted in the Summary that appears in Appendix D of this Plan. The Summary recommends enhanced architecture and site design throughout the corridor, complemented by an urban-style, mixed-use approach to the three activity centers.

The summary contained in Appendix D is the culmination of many years worth of planning efforts aimed at increasing the economic competitiveness of the Fairfax Boulevard Corridor. City Council established the 50/29 Corridor Task Force in 2003, which analyzed the previous studies that had been performed for the Corridor, solicited and received input from property and business owners, and issued a report containing a set of recommendations to address existing conditions and promote new investment.

To further assist providing transportation solutions along the Corridor, City Council authorized an additional tax on commercial and industrial properties in 2009 (the tax rate stood at 5.5¢ per $100 in valuation in fiscal year 2012). Revenues from this tax are to be used exclusively for transportation projects. City Council must reapprove this commercial transportation tax annually through the City's budget process.

Central to the City's strategy to revitalize this area is the transformation of the Corridor into a business boulevard. The boulevard will have three centers of more concentrated, mixed-use development (Fairfax Circle, Northfax, and Kamp Washington), connected by the East Connector (Mosby Parkway) and the West Connector (see Map ECO-2). Due to the complexity associated with the assemblage of properties in portions of the centers, public-private partnerships should be established to revitalize the area.

The preparation and adoption of the Fairfax Boulevard Master Plan, and its summary contained in Appendix D, has served to refine the City's vision for this area and establish more specific parameters for redevelopment. More detail, such as architectural guidelines, as well as detailed conceptual plans for each of the Centers, will be forthcoming in future and ongoing planning efforts, and will provide further guidance to the community and to potential developers.

In support of this effort for promoting and distinguishing the City's main commercial corridor, the City Council authorized the renaming of portions of the 50/29 Corridor from Lee Highway to Fairfax Boulevard to support the efforts to establish a distinctive image and identity for this area within the Northern Virginia region. The City Council also continues to evaluate additional refinements to zoning and development codes, to address impediments to – and provide incentives for – corridor revitalization.

Downtown Redevelopment

Old Town Fairfax has long served as a major regional employment center due to the long-standing presence of Fairfax County government facilities, especially the courthouse. Despite the continued presence of County court facilities, the City Government and the nearby location of George Mason University, Old Town Fairfax has retained the character of its small town roots amidst the surroundings of a rapidly growing suburban area. Despite the persistence of buildings and the scale of development indicative of Fairfax's past, Old Town Fairfax has some flaws that many in the community have wanted to address. Among these flaws are a limited selection of retail shopping opportunities, the high visibility of surface parking lots and the presence of buildings that do not contribute to the character that distinguishes Old Town's core from the rest of the Central Fairfax area.

Recent efforts to improve the appearance and performance of Old Town have focused on two significant redevelopment projects: the mixed-use Old Town Village development and the construction of a new City of Fairfax Regional Library at North Street and Old Lee Highway.

While not wanting to compromise the essential character of Old Town, Old Town Village (currently marketed by the developer as Old Town Plaza), presented an opportunity to strategically add complementary mixed-use buildings that extend the feel of the core area of Old Town. Furthermore, Old Town Village debuted a style of development that features an integrated parking deck on the interior of the building site – providing ample parking, but out of sight of the nearby streetscape. This is a model of development that would be appropriate in other City locations seeking to maximize the traditional character of new development. The Old Town Village development consists of restaurants, retail shops, and office space; construction was completed in 2007.

The Library, a 50,000-square foot traditionally-styled brick building with an integrated parking garage, is a civic focal point of the City, adding vitality and visitors to the Old Town area. This building, completed in 2008, includes not only traditional library resources but also significant meeting and conference facilities, further adding to the potential draw for patrons of nearby Old Town stores and restaurants.

Additional refinement of the vision for the City's downtown will be provided by two nearby projects. One is the

residential townhouse development known as Madison Mews, constructed on two acres at the southeast corner of Chain Bridge Road and Whitehead Street. This development, which includes 26 townhouses, began construction in 2011, and will add a residential component immediately adjacent to Old Town Village.

Through the implementation of these economic development initiatives, the City will realize an expanded tax base, enhanced by attractive development in the context of "small town" community, while capitalizing on the advantages of co-location with a major university.

Opportunities for High Performance

Based in a central location of a rapidly growing region with high levels of retail sales, strong office occupancy and the tax receipts that accompany such activities, the future of Fairfax's economy is in a very desirable position. Furthermore, entrepreneurship in the City is strong, with the high rates of small business creation a major factor in Forbes magazine's ranking of Fairfax as number 3 on its list of the country's top 25 places to live well. However, to ensure that the local economy remains strong and performs to its highest potential, proactive measures are required. Perhaps most important is that the City works to maintain a balance between different sectors of its economy, avoiding relying too much upon retail, or any other economic sector. Additionally, retail and restaurant uses should ideally represent a balanced mix of offerings, seeking to take advantage of any gaps in the regional marketplace to ensure that City residents have the broadest possible range of shopping and dining options within the City itself.

The City's economy should be based upon a mix of retail and office with an increasing emphasis on activities that take advantage of the proximity of GMU. Areas such as biotechnology, information technology, and professional services should develop as a means of taking advantage of the emerging economic opportunities that a location near a large university creates. Ideally GMU should create some formal mechanism for spinning off university research and expertise into entrepreneurial activities.

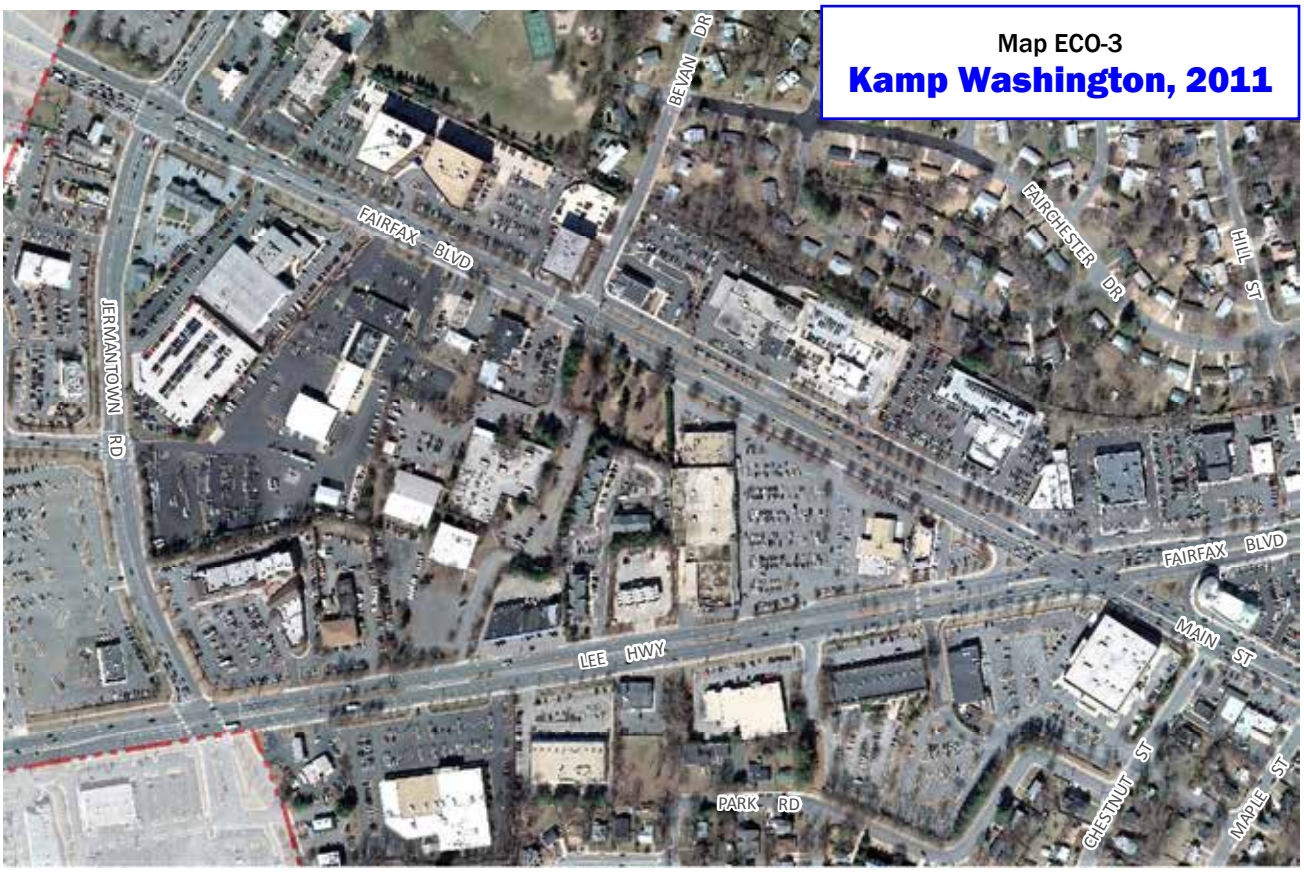
WillowWood office park on Eaton Place.

The City's economy should benefit in related areas outside the dynamics of office space, sales tax receipts and employment. A strong economy that remains contemporary would create a desire for housing in the City for workers wanting to be near both their jobs and the City's convenient shopping. Such demand will especially assist the ongoing efforts to modernize the City's aging housing stock. Importantly, the strengthening of the local housing stock should reinforce the local retail economy, creating a synergy that mutually advances the City.

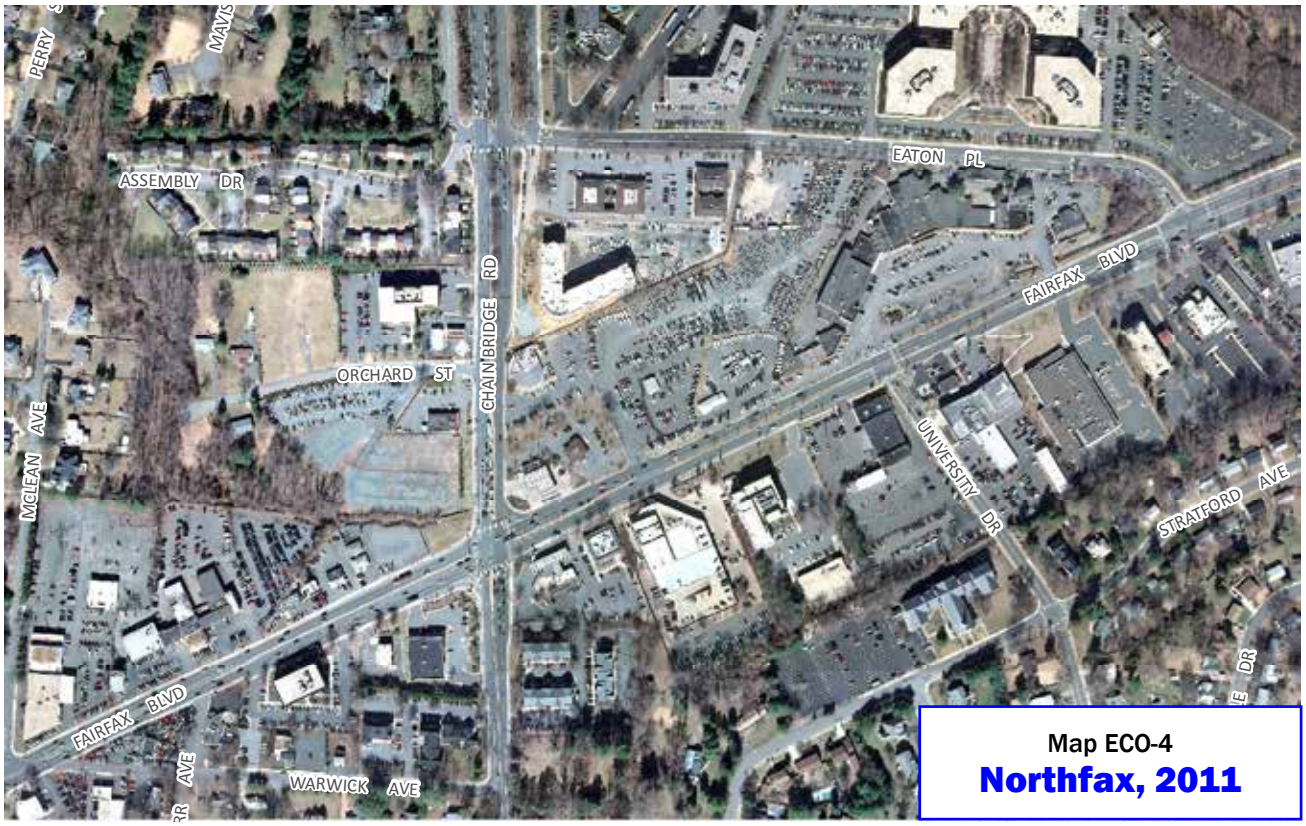
Other opportunities for long-term strengthening of the local economy should include properly locating new retail to maximize the effects of proximity to new office development. This should be done in order to create convenience for office workers, ensure beneficial mixes and concentrations of uses such as currently exist in the City and reduce travel along the City's already busy commercial corridors.

Several impediments exist that may slow down attempts to extract the highest performance from the City Corridor. Perhaps the foremost obstacle, and one that is by no means unique to the City, is the local traffic situation. Should it become difficult to access the City's main commercial areas from elsewhere in the region, the geographic reach of the City's economy could be diminished, relegating the City to the less desirable role of serving only the needs of local residents. Clearly, this outcome would be detrimental to the long-range plans for the City to emerge as a regional economic force. To help address this issue, the City has made significant investments to address known traffic bottlenecks; these include recent improvements to the Kamp Washington and Pickett Road/Main Street intersections, and along Jermantown Road.

Other potential impediments to the economic advancement of the City include a large number of outdated retail buildings and centers, a lack of tourist traffic in Old Town, and the reliance of most City residents upon motorized transportation for conducting their daily business. Some of these impediments can have relatively simple remedies. For example, outdated commercial buildings can be made to appear more modern and welcoming with straightforward renovations such as updated facades, landscaping, signage or better vehicle and pedestrian circulation. Such improvements can greatly benefit both the City and property owners by increasing commercial properties' desirability and competitiveness at a reasonable cost and effort.

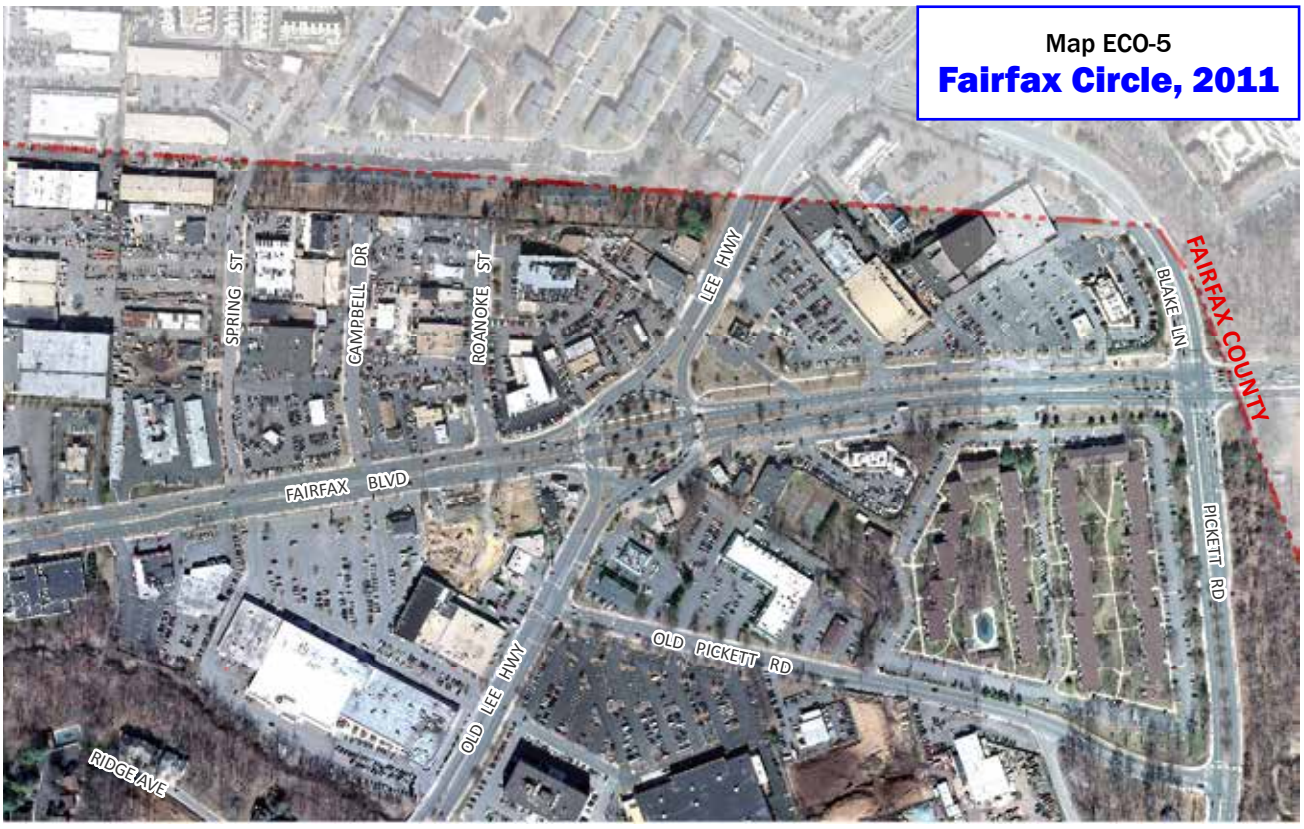


Aerial view of Kamp Washington.



Map ECO-4
Northfax, 2011

Aerial view of Chain Bridge Road and Fairfax Boulevard.



Map ECO-5
Fairfax Circle, 2011

Aerial view of Fairfax Circle.

The Economy— Goal, Objectives & Strategies

Goal: Cultivate a diverse economy within the City that capitalizes on the City's assets, enhances its small-town character, and expands and strengthens the City's tax base.

Objective EC-1 Provide entrepreneurial leadership to stimulate a climate of businesses complementary to the economic, residential and aesthetic interests of the City.

Strategies

EC-1.1 Encourage the establishment of business sectors that are desirable and appropriate and that are currently underrepresented in the City.

A diversified economy is generally able to weather economic downturns and is viewed as being more stable than an economy heavily concentrated in one or two sectors. Although it is reasonably diversified, the City's economy would benefit from less dependence on heavily represented sectors.

This strategy should be accomplished, in large part, through the consolidation and redevelopment of existing commercial parcels that are under-utilized or contain obsolete forms of development (deteriorating structures, insufficient parking, outdated architecture and deficient site areas). These consolidated redevelopment parcels would most appropriately be developed as small to medium-sized office uses or as enhanced retail areas.

Also appropriate in various commercial areas of the City are businesses in emerging industries, such as technology service providers, environmental services companies, or certain retail merchants. Due to the rapidly changing nature of some of these industries, the City should seek to accommodate these types of uses as they develop, thereby helping to ensure a balanced and leading-edge economic base. While certain segments of this business group are easily accommodated within existing buildings on available sites, some emerging industries or market sectors may have space or development needs that differ from those of existing City businesses. The City's development and zoning regulations should be examined and amended, if necessary, to support the policy of encouraging the location of emerging technology-related uses within commercial areas of the City.

The City is geographically well-situated within the region with respect to its proximity to GMU, Washington, D.C., both Dulles and Reagan Airports, and other points of regional, national and international interest. The CUE Bus system, Metrorail, and I-66 provide convenient access to these points. As a result, opportunity exists to enhance the tourism segment of the City's economy, particularly with the location of additional hotels, conference facilities, retail establishments, and quality restaurants. These uses are particularly appropriate along the Fairfax Boulevard corridor and within Old Town Fairfax.

The implementation of this strategy will depend upon the extent to which the City can provide the appropriate business climate. This involves evaluating the current package of economic incentives offered by the City and refining those incentives to support the most effective program possible. The objectives and strategies detailed below provide further recommendations for business development, recruitment and retention.

EC-1.2 Update the Community Appearance Plan to improve the appearance of public properties and rights-of-way.

As stated in the Community Appearance chapter of this Plan, the City should update its Community Appearance Plan, which was last revised in 1994; public improvements should reflect the values of this updated appearance plan. A quality environment provides the setting for quality development. Investment in aesthetics by the public sector often acts as a catalyst for private aesthetic improvements, and recent public construction and renovations in the City (Sherwood Community Center, Police Station, new school construction, etc.) convey an image that the City would like to see replicated in private sector construction as well. If quality redevelopment is to be achieved,

particularly along the City's commercial corridors, public investment in aesthetic improvements should be initiated as funding becomes available. Grants and community investment should be examined as possible sources to provide or supplement these improvements.

EC-1.3 Create recreational, cultural, aesthetic, shopping and other leisure-time amenities to attract workers and visitors as well as residents.

Arts and cultural events are heavily linked to economic development due to their ability to attract visitors – both for the events themselves and also to establish the City in people's minds as a first-class destination for regional trips and shopping excursions. Activities such as public concerts, sidewalk art shows and nature walks sponsored by private and public groups should be considered to add interest to commercial areas of the City and enhance the desirability and uniqueness of the City's retail environment. Details of such events held and planned by the City may be found in the Cultural Resources chapter of this Plan.

EC-1.4 Transform the Fairfax Boulevard Corridor into a business boulevard that is distinctive within the region for its superior urban design quality and business environment.

A master planning process was conducted to create a vision and framework for the future of the Fairfax Boulevard Corridor. This process, known as the Fairfax Boulevard Master Plan, created a multifaceted set of recommendations that are essential to enhancing the Corridor's physical and economic environment.

Many of these strategies, central to which is the creation of an overall atmosphere that encourages and directly facilitates appropriate development and revitalization along the Corridor, have been detailed in a four-page summary of the master planning process that is intended to condense the major points of a very detailed process into an easy-to-understand format. This summary features a conceptual illustration of a future development scenario, as well as a listing of "Big Moves" of major focus areas and several points of an anticipated implementation strategy. Details of this planning strategy can be found in the Land Use chapter of this Plan.

This strategy envisions a mixture of complementary land uses along the Corridor's "centers" and "connectors," with integrated mixed-use developments viewed as viable and desirable uses within "centers," thereby developing an enhanced retail presence. Open space segments that exist throughout the Corridor should be retained and enhanced, as they contribute greatly to the character of the area.

Among the highlights of the Fairfax Boulevard strategy is that new residential development is appropriate within the Corridor under certain circumstances to address strategic land use objectives; however, as the Corridor is the City's "economic engine," the establishment of new residential uses should be examined on a case-by-case basis to support the creation of high-quality, mixed-use business centers.

Critical to the success of this effort will be the City's ability to refine, communicate, and implement a vision for the Corridor that will create a distinctive place within the region. The City Council's authorization to change the name of a substantial portion of Route 50/29 to "Fairfax Boulevard" was a significant first step toward establishing a separate identity for this area. Future development and public and private improvements should be guided by the principles stated in the Fairfax Boulevard Master Plan to ensure a consistent appearance and appropriate quality.

From the perspective of the City's regulatory processes, efforts should be made to reduce the reliance upon discretionary land use approvals, as this introduces a high degree of uncertainty into the process, takes a substantial amount of time to navigate the process, and ultimately serves as a disincentive to investment and revitalization. Rather, the City's expectations should be clearly defined in a planning process such as that discussed above.

As the development of the Fairfax Boulevard Master Plan has helped to refine the City's vision of this corridor, it should result in changes to the development regulations that control the layout of buildings and sites, such as building height, floor-area ratio, minimum and maximum setbacks, and angle of bulk plane.

Finally, efforts should continue to improve traffic flow and circulation within the Corridor. The City's CUE Bus service should be evaluated for the desirability and feasibility of a loop route within the Corridor, as well as direct routes between the Vienna/Fairfax Metro station and the Corridor's centers as they redevelop. Traffic flow should continue to be optimized by evaluating and implementing, where appropriate, improvements such as consolidation of entrances, requirements for interparcel connections, reconsideration of existing service drives, intersection improvements, and sequencing of traffic signals.

EC-1.5 Reinforce Old Town Fairfax as an economic and cultural focal point.

Old Town Fairfax is the historic and cultural core of the City. Composed of an historic commercial core and a surrounding Transition District, Old Town Fairfax is the City's oldest commercial center. Retail businesses and restaurants are appropriate for first floor spaces of many existing Old Town office buildings and should be prominently located in future Old Town development. Among the desired retail businesses are specialty shops including antique shops, gift shops, craft shops, specialty food establishments, and restaurants for formal and casual dining. Cultural activities such as art exhibits, theater performances and other special events should also be held in the Old Town area after business hours.

In addition to capturing university-oriented business, a more intense local market within walking distance of Old Town must be cultivated to assure continuous activity – especially during evenings and weekends. The establishment of additional residential uses near, and to a limited extent within Old Town will help develop this market. Extended pedestrian improvements such as brick sidewalks and crosswalks can serve as identifying features linking the historic downtown with the surrounding Transition District, and decorative gas lights and the undergrounding of utility lines will emphasize and improve the distinctive character of Old Town.

Future economic development in the historic commercial core will emphasize the placement of a critical mass of appropriately scaled retail, restaurant and residential uses that will reinforce the existing businesses and create new customers. This has been accomplished in part with the redevelopment of the Old Town Village site, and the goals will project forward to other potential redevelopment.

Within the Transition District, economic development efforts will focus on the establishment of uses that complement the historic core and contribute to the "Old Town" concept. Quality restaurant, retail, and residential uses are preferred land uses in the Transition District. Conversely, automobile-oriented uses such as gas stations and restaurants with drive-through facilities should be discouraged in this area. The physical environment should also reinforce the "Old Town" concept through development that is complementary in scale and character while emphasizing pedestrian access between the historic core and the Transition District.

Keeping the above qualities in mind, future Old Town redevelopment will need to offer parking and signage sufficient to make the new structures convenient and easily accessible to potential patrons. The redevelopment of the Main Street Marketplace has been critical to providing a more appropriate entrance to the historic area, and future redevelopment can use many of the same features to accentuate the connection with the historic core.

These features, together with continuous street-level retail and personal/professional service shops in the core area, will help draw shoppers to Old Town Fairfax. With well-advertised, relatively uniform business hours (including evenings), businesses should flourish in this refined atmosphere if pedestrians can be given safer, more convenient access to their downtown destinations. In conjunction with an overall program to enhance the vitality of Old Town, means of diverting traffic around the core area and improving traffic management should be identified and implemented.

Objective EC-2 Maximize economic development opportunities created by the proximity of George Mason University (GMU).

Strategies

EC-2.1 Facilitate enhanced land use and transportation between GMU and adjacent portions of the City.

Through land use planning and cooperation with Fairfax County and GMU, the City should ensure that commercial redevelopment in the City adjacent to GMU (particularly along School Street) capitalizes on the market created by the University and is accomplished in a manner sensitive to the nearby residential areas. The recent completion of George Mason Boulevard improves access to the University and the School Street area to support this redevelopment. Any such development should also incorporate an enhanced pedestrian/bicycle trail system that is safe, attractive, and convenient for City residents and University students, staff and faculty. The development of an enhanced trail system will help to make businesses located in Old Town Fairfax more accessible to the University market.

EC-2.2 Make the City of Fairfax a positive element in the GMU experience and campus environment.

The ongoing expansion of enrollment and residential living at GMU presents an opportunity for the expansion of the local economy as well. Using well-planned additions of retail space, pedestrian amenities and cultural facilities, Old Town Fairfax can capture the spending power of local college students and staff while enhancing the environment that City residents already enjoy. Emphasis should be placed on mixed-use centers, while attracting retailers that will add to the entertainment, dining and shopping options for both City residents and GMU students and staff.

Objective EC-3 Initiate and refine programs and policies that support high occupancy rates of office space in the City

Strategies

EC-3.1 Develop a strong base of office uses.

The substantial redevelopment envisioned in the Land Use Plan will provide opportunities for large office users to locate within the City. A greater amount of larger Class A office space will strengthen the City's office market by diversifying office stock that is now dominated by smaller, Class B space. The City has been successful in developing a niche in the regional office market that is defined by small business. Because the majority of existing office space in the City is composed of relatively small spaces, a variety of small business and professional office uses must continue to be the focus of the recruitment effort.

EC-3.2 Maintain a proactive approach to filling vacant office space.

The City has established an aggressive economic outreach program to pursue new users for City office space. Efforts such as these are necessary to ensure that the City remains competitive in the regional office market.

EC-3.3 Support a strong business retention program.

A business retention program assists existing City businesses with problems. A significant part of this program is assistance provided by the Economic Development Office in facilitating communication between businesses and the City government. The Office also encourages the Economic Development Authority and the Small Business Development Center to assist existing or potential City businesses through activities such as training and education classes for small business entrepreneurs.

Objective EC-4 Improve tourism services and increase the number and quality of City attractions

Strategies

EC-4.1 Improve the coordination of City services with George Mason University.

Tourism services increase City tax revenues and provide customers for existing businesses. Tourism in the City would be enhanced through coordination of the many events that occur at George Mason University (cultural, athletic, educational and conference), with City businesses such as restaurants, lodging and shopping.

EC-4.2 Establish new City events and expand existing events to encourage overnight stays.

Most City events are either one-day events or of predominantly regional interest, so that few visitors stay overnight. These City events should be evaluated for expansion to two or more days, or repackaged to offer activities that entice visitors from outside of the region. In addition, new events should be added which appeal to a wide variety of interests. To support these events, additional bed and breakfast and limited hotel lodging should be actively encouraged.

Objective EC-5 Increase the City's economic status in the Metropolitan Washington region

Strategies

EC-5.1 Define and enhance the City's role as the core of the Central Fairfax market area.

The City should continue to establish itself as a unique place for business and tourism in the heart of Central Fairfax. Within the context of the larger regional economy, the City should contribute substantially to the economic status of Central Fairfax, sharing opportunities and constraints for increasing regional market share with nearby Fairfax Center and Fair Lakes.

The implementation of the strategies described above will result in an enhanced business boulevard on Fairfax Boulevard, as well as development of specific policies to support the redevelopment necessary to elevate the City's economic position within the greater Washington region.

EC-5.2 Continue to maintain low tax rates and superior services.

The City's combination of low property tax rates and excellent services and responsiveness creates an attractive selling point to both individuals and businesses seeking to locate in Northern Virginia. The City should continue to pursue policies that support these qualities, which combined, offer a competitive advantage over other locales in the region.

EC-5.3 Continue to support regional marketing organizations.

The City should continue to support and participate in regional organizations (such as the Greater Washington Initiative and the Northern Virginia Economic Development Coalition) to coordinate sales promotions, recruit complementary retailers, advocate for public improvements and sustain efforts to improve the retail area.

EC-5.4 Develop the unique identities of the City's major commercial areas.

The City should encourage policies and guidelines that create distinguishable characteristics for major commercial areas, such as the three Fairfax Boulevard Centers (Kamp Washington, Northfax and Fairfax Circle), and the Pickett Road/Main Street area. By creating a unique identity for each of its commercial areas, the City will help to distinguish itself from nearby competitive areas throughout Metropolitan Washington.

Housing—Our Homes and Neighborhoods

Protecting existing neighborhoods is the primary housing goal of the City. The City places high priority on maintaining a wide variety of housing types and price ranges with a long-term focus on the modernization and redevelopment of the City's housing stock. Strong emphasis is also placed on creating a more balanced mixture of housing types, allowing families and individuals to move within the City as their housing needs change.

In the late 1980s, the City began a program of directing growth to reposition itself within the regional housing market. The significant disparity between a high median family income and a lower median housing value (See Figure HOU-1), combined with a limited supply of developable land, created a primary focus on new upscale development, concurrent with efforts to encourage significant residential rehabilitation. Complementary measures to preserve and improve the quality of the City's older neighborhoods include strengthened community appearance standards, traffic calming devices to reduce cut-through traffic, and an increased emphasis on maintenance with aggressive building code enforcement.

Figure HOU-1

U.S. Ranking Among Counties and Cities

Median Family Income	Northern Virginia Jurisdictions	Median Housing Value
1st	Falls Church city	11th
2nd	Loudoun County	32nd
3rd	Arlington County	23rd
4th	Fairfax County	30th
13th	Fairfax city	35th
15th	Alexandria city	38th
29th	Prince William County	76th
140th	Manassas city	106th

Source: U.S. Census Bureau ACS, 2005-09.

Neighborhood Organization

An analysis of the City's residential organization identified 34 distinct neighborhood areas. The identification of these areas was based on proximity, origin in a common subdivision, similar lot sizes, predominant type of housing units and the age of residential structures. Most areas identified as neighborhoods shared several, but not necessarily all, of these identifying elements. The resulting neighborhoods range from areas dominated by multifamily units or townhouses to places composed solely of single-family houses on lots larger than half an acre. Although not universally true, most of the identified neighborhoods include the areas covered by more than one of the civic associations or homeowners' associations described later in this chapter.

An intended product of the categorization of the City's neighborhoods is an analysis of whether the current system will preserve the character of existing neighborhoods when some areas undergo extensive redevelopment. The overall goal of the study is to create a system that can preserve the desirable characteristics of existing neighborhoods while allowing for the positive changes that redevelopment may bring. Especially important is allowing for the expansion and redevelopment of existing homes and construction of "infill" housing in ways that are respectful of the features, dimensions and scale of the neighborhoods while avoiding the negative consequences that infill housing or "teardowns" (replacement of existing houses with newer, larger houses) have had elsewhere.

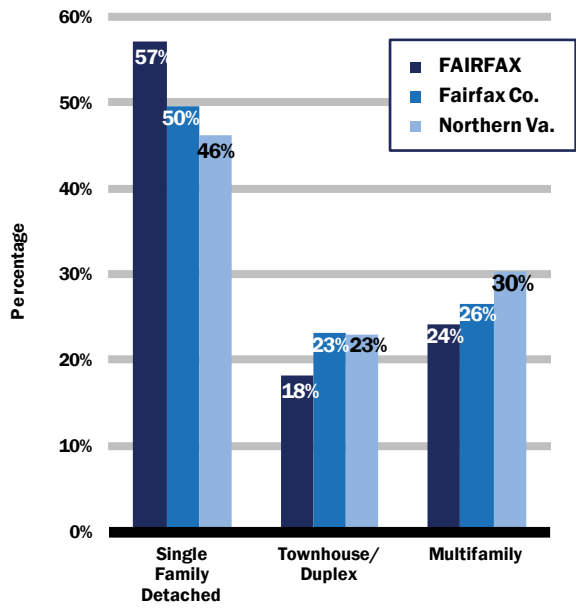
One recommendation that emerged from this analysis was that a change in the comprehensive plan map be made creating a long-term designation of Very Low Density Residential. That addition was made in the Map at the time of the 2004 Plan adoption.

Also recommended was an analysis of zoning to see if the current system will protect existing neighborhoods. At issue is not simply whether a certain neighborhood has been included in the correct zones, but also whether the existing zoning categories are organized in a manner that best serves the City's neighborhoods. Other measurements needed to complete the study in addition to the lot size and predominant unit type information include average lot coverage, average setback, and other factors that contribute to neighborhood character. Such an analysis is still recommended to examine whether residential zoning may be more properly aligned with existing patterns of development.

Housing Mix

The City of Fairfax has a higher proportion of single-family detached housing units in its housing mix than most Northern Virginia jurisdictions (see Figure HOU-2). Fifty-seven percent of City housing units are detached houses, slightly higher than the figure of 50 percent in Fairfax County and higher than the overall 46 percent figure for Northern Virginia. Within Northern Virginia, there is a large division in the types of housing units between the inner jurisdictions of Arlington and Alexandria, and the outer jurisdictions. The inner jurisdictions have the majority of their housing units in multifamily structures while the outer jurisdictions have far larger proportions of detached houses and townhouses.

Figure HOU-2
Housing Mix, 2010



Source: U.S. Census Bureau.

Because most of the homes in single-family neighborhoods in the City were built in large subdivisions during the 1950s and 1960s, they are predominantly small ramblers or split levels in established neighborhoods.

The second most common type of housing unit is the multifamily unit, which consists predominantly of garden-style apartments and condominiums. Because of height limitations in multifamily residential districts, there are no high-rise multifamily buildings in the City. There is, however, one recent condominium development, Providence Square, which could be seen as falling into the mid-rise category. Attached units, including townhouses and semi-detached dwellings, compose the remaining portion of the City's housing mix.

Ownership and Occupancy Patterns

In 2010, just under three-quarters of all occupied City housing units were owner occupied. The City's owner-occupier rate of 71.0 percent was slightly higher than that of Fairfax County, and significantly higher than the overall Northern Virginia rate of 65.7 percent. Among Northern Virginia jurisdictions, only Loudoun and Prince William Counties have higher owner-occupier rates, while the inner jurisdictions of Arlington and Alexandria have rates at around 43 percent, due to the prevalence of large apartment buildings in those jurisdictions.

Approximately 20 percent of the City's housing stock, or 1,500 units, is comprised of commercial rental apartment units, with no new units added since 1990.

The Rental Housing Occupancy Permit Program, which requires the inspection of privately-owned rental properties by the City's Code Administration department, allows the department to assess patterns of private rental property distribution throughout the City and to more easily enforce occupancy and health regulations. These regulations, which had previously only applied to single-family detached and attached housing units, now include provisions for the inspection of a percentage of units in apartment buildings. As of October 2011, the owners of 502 single-family homes, townhouses and condominium units had complied with the program requirements by notifying the City that the homes were rented.

Of the City's owner-occupied housing units, more than 26 percent are owned by persons age 65 years or older. In general, family households (with or without children) compose 72 percent of owner-occupiers in the City (as

opposed to 54 percent of renters), but households with children are slightly more likely to live in a rented property than an owner-occupied property. A higher percentage (31.4) of rented housing units contain children under 18 years old than do owned units (30.2). The reason for this is uncertain; however, the region's high cost of living may make rental properties more attractive to families with children, particularly in difficult economic times.

More than three-quarters (77 percent) of all City households are composed of three or less persons, with more than half (63 percent) composed of one or two persons. In 2010, the average number of persons per household (2.64) and persons per family (3.11) in the City were slightly lower than the comparable figures for Fairfax County (2.74 and 3.22 respectively – with the City generally having a smaller average household size than Loudoun and Prince William as well, but a significantly larger household size than Arlington or Alexandria. The City's relatively large proportion of older householders and of individuals living alone partly account for the smaller household size when compared to some surrounding jurisdictions.

Cost

In 2010, the median sale price of a housing unit in the City of Fairfax was $390,000 for all types of resold residential property (excepting new construction). This can be broken down as follows: $430,000 for single-family detached homes, $390,000 for townhouses, $230,000 for semidetached dwellings, and $150,000 for condominiums. The median value of new homes sold in 2010 (all single-family detached homes) was $748,750.

Furthermore, housing costs throughout the entire region have fluctuated dramatically in recent years as a result of substantial instability within the real estate market. These regional trends first manifested themselves locally as a significant appreciation in the value of most homes in the City, but then values fell from their highs, as they did in most of Northern Virginia. The City's monthly median sales peaked in July, 2006 at $512,500 – approximately 131 percent of the equivalent from just two years before (the July, 2004 figure was $390,000). Since then City median sales have fallen to a low of $305,000 in April, 2009 before rebounding to the middle $400,000 range by the end of 2011. The median sales figure for the month of August 2011 was $440,000.

In 2010, the City saw 153 single-family homes sold through regular sales (excluding foreclosures and short sales), with the average sale price being $494,000. Newer subdivisions had the highest average sale prices (Farrcroft at $860,000 and Chancery Park at $741,000), while smaller-lot older subdivisions (Fairchester, Westmore and Fairview, for example) had average sale prices in the upper-$300,000 range). Single-family homes in mid-price range subdivisions (Old Lee Hills, Mosby Woods, Cobbdale) had an average sale price in the upper $400,000s.

Townhouse developments follow the same pattern as single-family detached homes – although at lower price points – with newer, larger homes selling for significantly higher than homes in established subdivisions. In 2010, the City saw 36 townhouses sold through regular sales, with the average sale price being $444,000. Townhouses in newer subdivisions (Chancery Square, Crestmont) averaged sale prices in the upper $500,000 range, while those in older subdivisions (Comstock, Cambridge Station, The Assembly) averaged sale prices in the upper $300,000 range.

Among condominium units in 2010, the City saw 28 condos sold through regular sales, with the average sale price being $202,000. The City's newer condominium complexes (Providence Square and The Crossings) saw a combined average sale price of $370,000 while the City's older condos saw average sale prices of $157,000.

The median contract rent of renter-occupied housing according to the 2007 American Community Survey was $1,558. This figure is greater than the Northern Virginia average of $1,418 for monthly rent, and was also slightly greater than Fairfax County's median rent of $1,479. Rental rate statistics are not disaggregated by unit type in the Census.

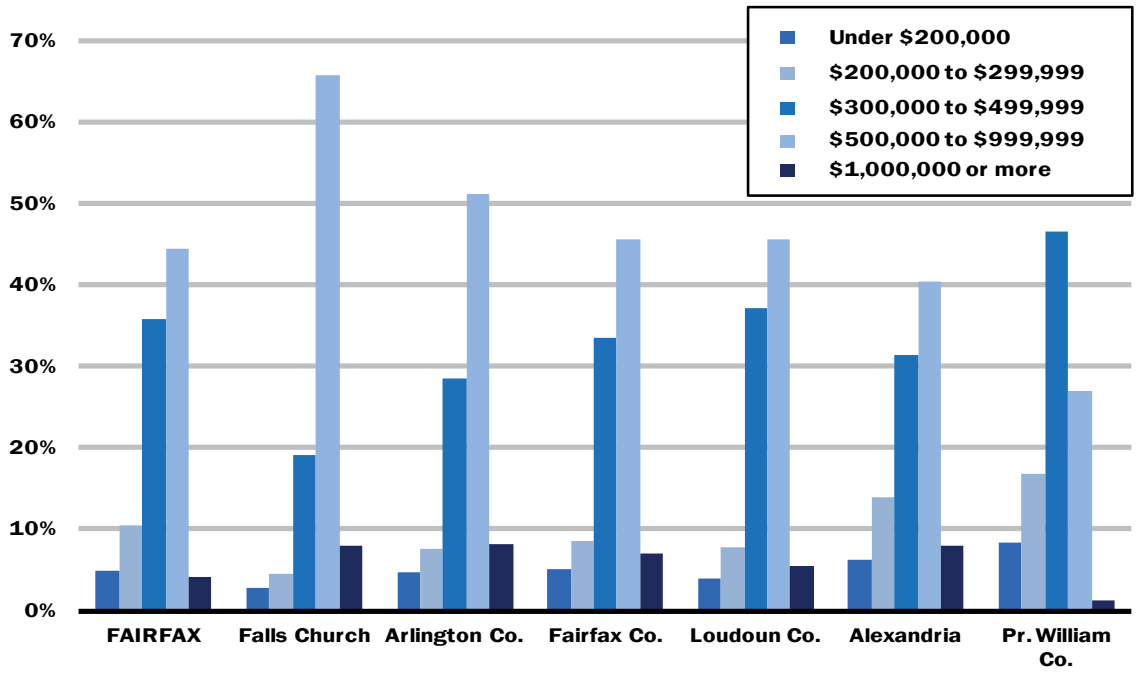
Housing Affordability

The City of Fairfax is in a unique position in the metropolitan area in regard to housing affordability. The relative affordability of housing can be assessed by comparing areas to regional averages, and this can be accomplished by examining Census or real estate industry statistics. Figures HOU-3 and HOU-4 both show the value of Fairfax homes as they relate to the value of homes in other Northern Virginia jurisdictions. However, since these data come from sources other than the City itself, the numbers differ slightly from the City-generated figures discussed in the paragraphs above.

Figure HOU-3 illustrates the range value of owner-occupied housing units from the 2007 American Community Survey for jurisdictions in Northern Virginia. Approximately 11 percent of the City's housing was valued below $300,000 according to the Census, compared to 9 percent for the surrounding county. For the same year, the median family income in the City was $111,555, which was more than adequate to afford the majority of the City's owner-occupied housing.

Figure HOU-3

Value of Owner-Occupied Housing Units, 2010



Source: U.S. Census Bureau.

Figure HOU-4 examines data from the real estate industry on the prices of housing sales for detached, attached, and condominium units. Generally, the inner jurisdictions commanded higher average prices for all types of units, while outer jurisdictions offered more affordable housing. Fairfax, in the middle both geographically and economically, offers housing that is considered relatively affordable by regional standards. In 2010, the average detached housing unit sold in Fairfax was $489,000 – a figure that is 7 percent lower than the regional average for all of Northern Virginia. Townhouses in Fairfax tend to average higher sale prices than regionwide norms due to the larger mix of newer townhouses offered in the City as compared to many other jurisdictions. For example, in 2010, the average sale price of an attached house (townhouses and duplexes) in the City was $454,000 – a full 39 percent more than the regional average of $327,000. Conversely, Fairfax condominiums tend to have lower sale prices than the regional averages, with the City's $173,000 average sale price being 67 percent of the regional average of $258,000.

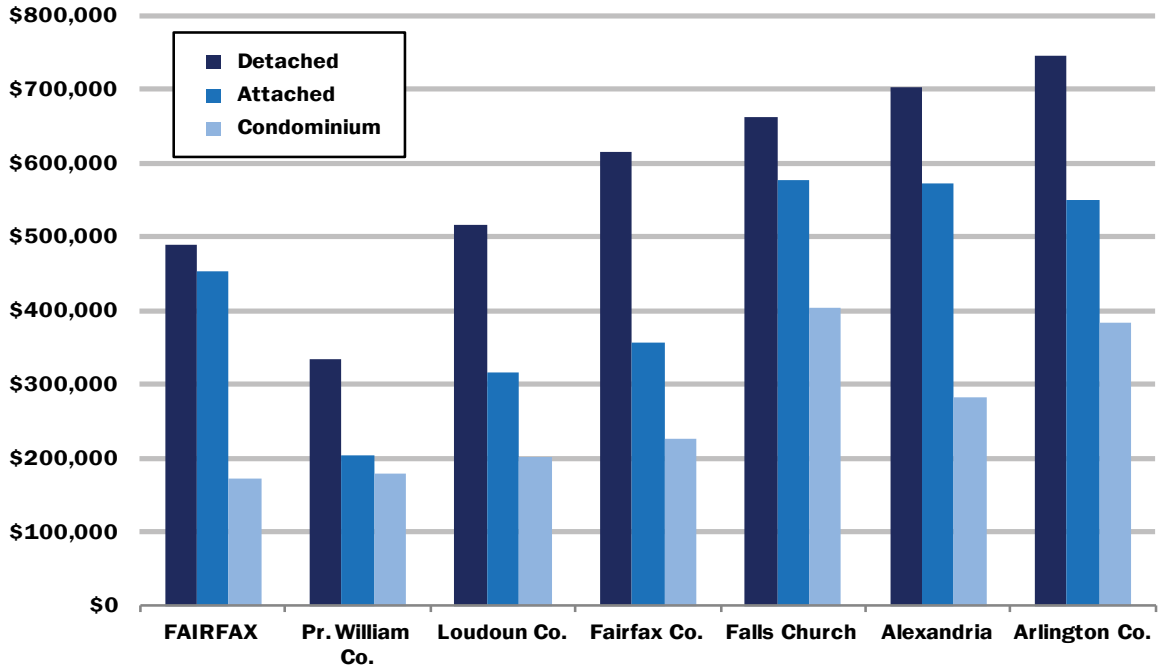
For quite some time, analyses of the City's housing stock relative to regional income have indicated that the most deficient component of the City's housing stock is "move-up" housing – housing that would be appropriate for current City homeowners as they reach their peak earning years. While the need for such housing has partially been satisfied by recently built developments such as Farrcroft, Pickett's Reserve and others, the need for move-up housing is still a priority for the City and an aim to providing a more balanced set of housing options.

In addition, changing market forces have exacerbated a need at the other end of the housing spectrum – for housing that is affordable to those earning less than the region's median income. Much of the City's stock of for-sale housing that was once considered affordable has become less affordable in recent years. This is a result of City properties following a regional trend of price escalation that has significantly outpaced wage growth. Additionally, almost all new housing construction within the past three decades has added stock to the upper housing price ranges, altering the balance of housing units at various price points.

While changes to the City's housing composition in recent decades has been largely limited to for-sale housing, that is changing as new rental apartment complexes are built, and existing rental complexes (which currently contain a high share of the City's affordable housing stock) are upgraded or redeveloped. A significant decline in the proportion of economical housing options would have a negative effect on Fairfax's residents and quality of life. As a result, the provision and maintenance of affordable housing is a priority for the City.

Figure HOU-4

Average Sale Price of Housing Units by Type, 2010



Source: Real Estate Business Intelligence.

Housing Assistance and Home Improvement Programs

By cooperative agreement with the Fairfax County Redevelopment and Housing Authority, the City participates in several federal, state and local housing assistance programs.

The Housing Choice Voucher Program (previously known as Section 8), funded through the U.S. Department of Housing and Urban Development, offers rental housing subsidies to low-income citizens, as well as the elderly and disabled. The Voucher Housing waiting list is maintained and administered by the Fairfax County Department of Housing and Community Development for the City. While income restrictions for housing vouchers vary based on household size, three-quarters of new program recipients must earn less than 30 percent of the region's median household income (for 2011, the 30 percent threshold was $22,500 for an individual and $31,850 for a family of four).

The Home Repair for the Elderly Program, financed through a combination of Community Development Block Grant funds and state weatherization funds (in addition to leveraged private funding), provides free minor repairs such as accessibility improvements, painting, plumbing, electrical and guttering work for either elderly or disabled residents. Funded work may involve a maximum expenditure of $500 in materials per household. Up to a week's worth of labor is provided in addition to the materials cost to effect repairs. Approximately two to four eligible households in the City receive assistance every year.

The City's own tax and rent relief programs, administered through the Finance Department, are available to City residents who meet income requirements and are over 65 years of age or are disabled. The programs provide partial and full tax exemptions for homeowners who qualify, as well as renter grants for qualifying residents who do not own their own homes. Approximately 250 homeowners and ten renters utilize the programs annually.

The predominance of mature neighborhoods in the City implies the potential for structural and functional obsolescence and increased maintenance and rehabilitation requirements. As a result, programs such as Tax Relief and Home Repair for the Elderly are significant to the maintenance of healthy and attractive neighborhoods.

The City's Human Services Offices serves as the first point of contact for City residents to access the Home Repair for the Elderly Program, and the office's Coordinator also monitors the Housing Choice Vouchers waiting list. Requests

for emergency shelter are also received by the City's Human Services Coordinator and provided by contact with Fairfax County.

Neighborhood Renaissance

The Neighborhood Renaissance program is a public-private effort to encourage and support the improvement of residential property throughout the City. Financing for home improvements is available through a partnership with the local lending community, with simplified application procedures, and favorable interest rates and fees. Administration, marketing and coordination of the program are performed by the City's Department of Community Development and Planning.

In 1991 and 2002, the City made several changes to its residential zoning regulations to introduce flexibility into the development process for upgrading single-family homes. These changes included relaxation of setback requirements and creation of a special exception mechanism for permitting minor deviations from the standard regulations to accommodate quality improvements and administrative approvals of limited deviations from certain standards.

State enabling legislation passed in 1996 facilitates local adoption of active spot blight abatement programs. The City is actively using the provisions of the spot blight program to require improvements and maintenance of older structures. This program is useful in improving the appearance and stability of the City's older neighborhoods and business districts.

In addition to the Neighborhood Renaissance low-interest loan program mentioned above, owners of homes that are over 15 years old and who undertake improvements that increase the assessed value of their homes by more than 15 percent may be eligible, through the City's Real Estate Tax Exemption Program, to exempt the full value of the difference in taxes between the new value and the previous value for five years with diminishing exemptions through years six through ten.

The Neighborhood Renaissance program and residential tax incentives have spurred residential upgrades in the City. Since 2002, Neighborhood Renaissance received 318 projects applications, of which 180 received loans.

Senior Housing and Care

Three senior care facilities – offering short-term, long-term and rehabilitative care – currently exist within the City. Two of these are nursing homes: the 250-bed Fairfax Nursing Center on Main Street and the 143-bed Commonwealth Health & Rehab Center on Chain Bridge Road. There is, however, a strong likelihood that the Health & Rehab Center may relocate out of the City by 2015. The facility was purchased by a healthcare company that announced plans to build a new facility in Oakton, and as of late 2011, plans were to keep the current facility open only until the new facility is operational. The Chain Bridge Road facility expanded in 1995 to include a center for assisted living, now called Sunrise of George Mason, located on George Mason Boulevard. The facility houses 70 persons in single and double suites, and provides daily assistance for seniors who require medical care.

The Human Services Office maintains a list of additional senior housing opportunities in Northern Virginia. Nearest to the City are Little River Glen, a Fairfax County elderly rental community located at the City's southeastern boundary, as well as private care retirement communities The Virginian and Sunrise to the northeast and The Woodlands and Gardens to the west.

The number of City of residents over 65 years of age has nearly tripled since 1980. According to the 2010 Census, about 25 percent of City households contain at least one person over the age of 65, and among those households, approximately one-third of them consist of an individual living alone.

A full range of options for senior citizens is necessary, including assisted living, independent living and nursing care facilities. In addition to housing units designed for care-dependent residents, the provision of housing for independent, mobile senior citizens is also important. Provisions for easing the process of residents "aging in place" – living independently in their existing homes – would greatly benefit the City's livability. Actions such as encouraging the provision of universal design elements in new construction, or assisting homeowners in retrofitting homes with accessible features should be explored as ways to help achieve this goal.

Furthermore, consideration should be given to promoting housing units that may be appropriate for aging in place. Generally, townhouses are not easily accessible for the elderly. Patio homes and two-story homes with first-floor bedrooms, as well as one-story condominiums in multistory buildings, should be considered appropriate for future

senior housing. Additionally, City legislative efforts have enabled the building of accessory units for senior citizen use, using family member restrictions to prevent the units from becoming rental properties.

Additional housing options designed for senior citizens would be warranted in Fairfax. Among the locations that may be suitable for new senior housing is the current Commonwealth Health & Rehab Center property, should that site become available for development due to the Rehab Center's planned departure.

Community Pride and Involvement

The main form of organization of the City's neighborhoods is through the City's numerous civic and homeowners associations. These associations are generally organized around a residential area that was either created by the division of a single piece of land or conceived and built as a single development. The types of communities the civic associations represent range from subdivisions composed entirely of single-family lots to townhouse developments and condominium complexes. Currently the City has 49 civic associations or homeowners' associations in existence, although their duties and capabilities vary.

While the City's civic and homeowners' associations as a group provide a good vehicle for organizing residents' viewpoints for presentation to City officials, not every association is fully active. Although most newer communities have homeowners' associations, where membership is mandatory, most older neighborhoods in the City have voluntary civic associations. Civic associations depend on dedicated resident volunteers to keep them active, and if that interest trails off, the association may become inactive. Issues that can hinder the effectiveness of some civic associations in organizing City residents include absentee or non-resident owners of rental units, transient tenant populations such as students, and non-representative leadership. To encourage active participation of civic and homeowners' associations, the City offers low-cost but effective support, such as complimentary usage of city meeting space, access to photocopying for announcements and newsletters, and coordination with Citywide neighborhood events such as Spring Cleanup Month. Efforts such as these should continue as cost-effective methods to promote community pride and involvement through established neighborhood organizations.

Beyond neighborhood organizations, the City maintains more than a dozen boards and commissions to which residents are appointed. These boards and commissions examine a myriad of topics related to City operations and future goals, yielding a highly effective way for residents to become involved in matters that interest and affect their neighborhoods.

Between neighborhood organizations and boards and commissions, the City deeply values community participation and should support efforts to maintain active participation in the future.

Housing Trends

Future development patterns in the City will be defined by the location and character of vacant residential land and potential redevelopment areas, economic conditions, and zoning and subdivision regulations, as well as by redevelopment opportunities and incentives. Little vacant land remains in the City in areas identified as residential on the Future Land Use Map. Because much of the City's housing stock is aging, the potential for rehabilitation or redevelopment exists concurrently with infill development opportunities citywide. Approximately 25 vacant, residentially zoned and subdivided lots (excluding unbuildable outlots) are scattered throughout the City, evenly distributed between the City's four quadrants.

Between 2003 and 2010, approximately 200 homes were been built in Fairfax, all but 26 of them being single-family detached homes (those being ten townhouses in the Fairfax Gateway development as well as the first phases of the Main Street Residences and Madison Mews developments). With the exception of Pickett's Reserve, all of the recent detached residential construction has been in either smaller developments (of under ten units) or scattered infill construction.

Upcoming subdivisions include the completion of the Main Street Residences/Cameron Glen and Madison Mews townhouse subdivisions as well as three additional townhouse developments bordering Chain Bridge Road near the City's southern limits.

The recent wave of housing construction activity has done much to reposition the City's housing market within the larger regional context. With an emphasis on higher-end single-family detached and townhouse units, the City's housing stock has come closer to matching the high-income profile of the region's residents. Additionally, the infusion of newer units has greatly worked towards the goal of updating the City's housing stock. These new units, combined with a strong push to modernize existing residences, should allow the City to remain competitive in the regional housing market.

Housing—Goal, Objectives & Strategies

Goal: Promote a sound and diverse City housing stock that meets the evolving needs of residents in attractive, well-maintained neighborhoods.

Objective HOU-1 Encourage the provision of a wide range of housing types and costs.

Strategies

HOU-1.1 Provide for move-up housing within the City.

"Move-up" housing is the single most deficient component of the City's housing stock. The term "move-up" refers primarily to new single-family detached housing that is substantially larger than the majority of the City's existing housing, with higher value and more contemporary floor plans and amenities.

Compared with the remainder of Northern Virginia, the City has a relatively high percentage of its housing stock in the lower value ranges and a low percentage in the higher value ranges. This fact has persisted despite the recent completion of several new high-end housing developments. Consequently, few opportunities exist for families in the City to move to larger, modern single-family housing without leaving the City.

While much of the City's existing housing stock satisfies the demand for regionally affordable housing, and newly-developed single-family housing in the City satisfies a portion of the demand for move-up housing, there are still proportionately few home sales in the City that are at the high end of the Northern Virginia market. This lack of high-end housing product has placed the City at a competitive disadvantage in the regional housing market. Where feasible, future residential development and redevelopment should be designed to address this need while ensuring the desirable characteristics of the City's established neighborhoods persevere.

HOU-1.2 Promote the appropriate development of senior housing to meet the needs of City residents.

Census figures demonstrate that growth in the elderly population has been more dramatic in the City than elsewhere in Northern Virginia. The development of additional senior housing in or near the City is necessary to meet the housing needs of the increased elderly population.

Housing for senior citizens can include either assisted-living units or independent-living units, or developments that offer a mix of both types. Independent-living units can be of either detached or multifamily styles, but with features such as main-floor bedrooms and accessible design features that cater specifically to the needs of older adults. While the City currently has some assisted-living facilities among nursing centers, there are presently no age-restricted developments designed specifically for seniors.

Senior citizen housing may be encouraged within the City through zoning mechanisms imposing certain specialized housing, occupancy and transportation conditions in exchange for a density bonus. Negative impacts of such a development would be mitigated by the generally smaller dwelling sizes and the relatively limited mobility of elderly households. However, proposals for senior citizen housing developments with added density should be carefully evaluated for transportation impacts, suitable site design, proximity to appropriate amenities and visual compatibility with adjacent neighborhoods.

A range of senior housing types is needed including independent and assisted living opportunities, rental and purchase options, and styles from one floor units with covered parking available to cottages in small-lot communities. The City should work with potential developers of senior housing to meet those needs. In addition, the necessary zoning and planning mechanisms should be evaluated to ensure that senior housing options are adequately addressed.

HOU-1.3 Monitor the adequacy of subsidized housing units in the City and seek access to additional affordable housing opportunities.

One privately-owned, HUD Section 236-financed apartment complex, West Wood Oaks, is located in the City. The City should continue to monitor the status of these existing subsidized housing units as well as other affordable housing programs and opportunities now available to City residents by contract with the Fairfax County Redevelopment and Housing Authority.

HOU-1.4 Encourage the provision of affordable housing units in the development approval process for new residential construction.

When the City considers land use actions for significant new residential development, provisions shall be made for affordable housing, with a priority on the provision of affordable housing units. These units should, to the maximum extent possible, include appropriate floor plans for a variety of household types, including families, seniors, and individuals living alone. The provision of new dedicated affordable units contained within the proposed development shall be an important consideration in evaluating the merits of the greater proposal.

HOU-1.5 Articulate a Housing Affordability Strategy.

Recognizing that every person has the right to decent, safe, and sanitary housing, the City recognizes the need for community-wide housing affordability. This issue needs to be comprehensively examined to determine what the City can best, and most effectively, do in order to increase housing opportunities for residents of all income levels. Given the size and nature of the City, it is in its best interest to provide for flexibility in the options it has to preserve and increase affordable housing options. In addition to prioritizing affordable units in new construction as described in Strategy HOU-1.4, the City may consider the applicability of other options to promote housing affordability, including the provision of affordable units for new for-sale developments, the establishment of a housing trust fund, a plan for the preservation of existing affordable housing units, and other options that could promote housing affordability for a large range of residents.

HOU-1.6 Seek and publicize opportunities for the City's renters to become homeowners.

The City should work with regional consortia and federal, state and local governments and private organizations to identify and make available technical and funding assistance for homeownership.

HOU-1.7 Encourage the implementation of universal design components into new construction in order to avoid the need for costly retrofitting to be undertaken by elderly and disabled residents.

Industry studies have shown that residences that have been built with universal design elements initially included are much less costly to adapt for disabled occupants than are housing units not incorporating universal design. The provision of universal design components in initial construction of a residence should greatly reduce retrofitting costs allowing homes to remain habitable for aging residents or residents who may become disabled.

Objective HOU-2 Preserve and enhance the City's existing housing stock. Analyze the City's residential neighborhood patterns and ensure that traditional neighborhood characteristics are respected as these neighborhoods undergo change.

Strategies

HOU-2.1 Monitor the overall stability of neighborhoods on a periodic basis.

Much of the City's housing stock is more than 40 years old, which increases its susceptibility to deterioration. The City should periodically survey housing conditions to keep abreast of subtle changes in residential areas that, unchecked, could lead to the gradual deterioration of neighborhoods. In addition, the City should seek additional federal funding for City residents to access these programs.


Westmore


Mosby Woods

HOU-2.2 Identify areas that would benefit from rehabilitation assistance or conservation measures.

Using neighborhood stability indicators, the City should identify neighborhoods that would receive the greatest benefit from neighborhood improvements and housing rehabilitation assistance. In addition to local regulatory enforcement and incentive programs, the City should identify and seek federal and state funding sources to address the problem of neighborhood deterioration in identified target areas.

HOU-2.3 Actively promote existing housing preservation programs, particularly in neighborhoods identified for improvements.

The City should actively promote these programs to encourage greater participation, which will ultimately result in the preservation of housing units and contribute to the stabilization of neighborhoods. In addition, the City should seek additional federal funding for City residents to access these programs.

HOU-2.4 Aggressively pursue activities that will result in the improvement of the City's neighborhoods.

The City should assert leadership in a continuous effort to improve the existing housing stock. Because many of the City's neighborhoods were developed in the 1950s and 1960s, they have aged to the point where positive action is necessary to ensure that they remain appealing places to live. It is because of these factors that the previously-described Neighborhood Renaissance program was established. The Neighborhood Renaissance program is available to residential property owners in the City to facilitate upgrading older homes. This is accomplished by assisting homeowners in locating favorable financing, locating contractors, taking advantage of real estate tax incentives and acquiring information. The Neighborhood Renaissance program is a substantial part of what should be a larger effort to improve City neighborhoods. While the focus of Neighborhood Renaissance is primarily assistance to individual homeowners, this larger effort should focus more on the neighborhoods. The following should be considered in the implementation of this effort:

- Working with professional designers to develop prototype renovations of existing "typical" houses within neighborhoods.
- Working with representatives from the construction, development and remodeling industries to ascertain the feasibility and desirability of redevelopment and remodeling at a large scale.
- Working with the mortgage lending community to develop aggressive strategies to leverage private investment in neighborhoods.
- Ascertaining the extent to which direct City investment in neighborhoods is practical and desirable.
- Developing an extension of the City's website to provide the public with up-to-date information on the Neighborhood Renaissance program and a listing of public and private resources available to homeowners.
- Examining the zoning regulations to ensure that appropriate improvements in residential districts are not unnecessarily restricted.

In addition to the City-sponsored activities described above, Fairfax County administers two federally assisted housing programs in which the City participates. While it is desirable to continue this arrangement, the City should take a more active role in the management and utilization of these programs. Further, the City should keep abreast of new programs and changes in the existing programs to ensure the appropriate degree of participation.

HOU-2.5 Prepare plans and development guidelines specific to each neighborhood in the City.

In addition to the citywide Community Appearance Plan, individual Neighborhood Plans should be prepared to outline existing development patterns and to offer guidelines for future infill, redevelopment, maintenance and enhancement.

Objective HOU-3 Promote affirmative maintenance initiatives throughout the City's residential neighborhoods and adopt residential community appearance guidelines.

Strategies

HOU-3.1 Review the housing-related sections of the City Code, as well as other City policy addressing housing and neighborhoods, to ensure that they adequately address contemporary issues and offer the appropriate degree of protection for occupants and neighbors.

Economic and demographic conditions within the City have resulted in some challenging conditions that affect the appearance and serenity of some of the City's neighborhoods. These conditions include overcrowding of houses, excessive number of vehicles, parking on lawns, lack of home maintenance, and noise. The City should continue to review and amend, as appropriate, its policies and regulations that address these neighborhood quality-of-life issues. Also, preparation and adoption of residential appearance standards would assist in this effort (see HOU-3.2).

HOU-3.2 Adopt community appearance guidelines for residential neighborhoods.

The Community Appearance Plan (CAP) should be expanded to provide guidelines for property maintenance and enhancement in residential neighborhoods. As a policy document, the CAP should highlight the responsibility of the individual property owner to take pride in home ownership and contribute to the overall appearance of the neighborhood.

HOU-3.3 Publicize affirmative maintenance initiatives and solicit active citizen participation.

The cooperation and participation of homeowners, residents and civic and community associations, as well as the continued enforcement of the City Code and continued publicity campaigns such as the Neighborhood Renaissance program will help promote affirmative maintenance initiatives.

Objective HOU-4 Encourage the development of housing on appropriate remaining vacant property and promote upgrading of existing residential development.

Strategies

HOU-4.1 Ensure that the City's land use and zoning mechanisms continue to reflect the importance of residential land use in the City.

Where appropriate, remaining vacant property in the City should be developed residentially. As development and redevelopment occurs throughout the City, residential land uses of higher densities should be considered where graduated transitions between existing single-family detached neighborhoods and more intensive land uses on arterial streets may be created. Where that is not feasible, development should incorporate the necessary design features to ensure compatibility with nearby residential uses.

HOU-4.2 Provide for innovative design to make new residential development feasible.

Due to a combination of several factors, it is not feasible to develop certain sites in the City as conventional residential subdivisions. Included among those factors are: high land costs, small size of many of the remaining vacant sites (including infill sites) and natural site constraints such as the presence of floodplain and steep slopes. Appropriate development on these parcels must achieve the proper balance between density and design to ensure compatibility with adjacent neighborhoods.

HOU-4.3 Comprehensively examine and amend the residential sections of the zoning text in the City Code and amend the zoning map, as necessary, to facilitate upgrading of existing residential properties, more accurately reflect practical constraints of existing residential development, and to accommodate minor alterations to individual homes in planned developments.

Because so much of the City's residential development predates the current zoning regulations, there are many instances in which siting constraints – including overall lot size and shape, as well as required front, side and rear yard setbacks – make impractical or difficult the upgrading of residential properties. Although the zoning text has been amended in the past to address some of these difficulties, it remains unable to adequately support many appropriate residential improvement efforts. In addition, recent residential construction,

much of which is located in planned developments with proffered development plans, severely constrains future actions of individual homeowners to make minor alterations to their homes and properties.

A comprehensive revision of the residential sections of the zoning text is necessary to make it more flexible, practical and responsive to contemporary residential development.

Objective HOU-5 Encourage regional cooperation to manage the existing and anticipated housing needs generated by George Mason University, and monitor problems associated with student rental housing.

Strategies

HOU-5.1 Continue to collaborate on finding solutions to George Mason University's student housing problems including potential shortages, overcrowding, excessive parking demand, traffic and noise in residential neighborhoods.

An open exchange of ideas and concerns about student housing issues should occur. The City recognizes the need for additional student housing and encourages the University to add student residences to campus, as a more residential campus would benefit both the University and the City. Further, the City should assist in identifying and addressing student housing problems and possible solutions, with an emphasis placed on providing adequate on-campus housing.

HOU-5.2 Examine experiences of other areas similarly confronted with the issues associated with a large, expanding university.

The City should seek out other localities with similar problems, examine those localities' responses to the problems and determine whether such solutions would be applicable in the City of Fairfax.

Objective HOU-6 Encourage the establishment of additional limited residential uses in and near Old Town Fairfax.

Strategies

HOU-6.1 Promote appropriate residential uses in and near Old Town Fairfax.

The establishment of additional residential uses in and near Old Town Fairfax is essential to transform that area from a daytime business center into a more thriving, vital part of the community. Although this Plan generally encourages the development of residential uses within Old Town, it is essential that the design and construction of these residential developments is of such quality as to integrate into the fabric of Old Town. In addition, given the limited size of Old Town Fairfax, it is also essential that the number of residential projects is controlled so that efforts to develop a critical retail mass in this area are not compromised.

HOU-6.2 Encourage property owners to develop ancillary residential uses in the Old Town Fairfax Historic District.

The majority of land in Old Town Fairfax is zoned for commercial uses, and while certain residential uses are permitted, to date few have been built in conjunction with commercial projects. Part of the problem is the added cost of construction incurred when mixing residential and commercial uses in the same building.

Objective HOU-7 Analyze the City's residential neighborhood patterns, making any changes in zoning or comprehensive plan designations that will better allow the City's traditional neighborhood characteristics to persevere through redevelopment.

Strategy

HOU-7.1 Ensure that the current neighborhood classifications in the comprehensive plan and zoning ordinance are suitable for allowing neighborhoods to revitalize while maintaining their essential characteristics.

This entails a balancing act between attempting to spur renovation or replacement of the City's dated residential structures and trying to preserve the desirable characteristics that make many residents enjoy their neighborhoods.

Similarly, this analysis would also be conducted with the aim of preserving the City's existing single-family neighborhoods from becoming more dense due to subdivisions or infill based on zoning and comprehensive plan classifications. An example of action taken on this item is the creation of the "very low density residential" classification on the Future Land Use map – intended to protect some of these neighborhoods from undergoing long-term transformations to higher density levels.

Public Facilities and Services

As an independent jurisdiction in Virginia, the City is responsible for, and places major emphasis upon, providing quality public facilities and services.

Public Facilities

Public facilities include buildings, spaces, infrastructure, and equipment that are publicly owned or used for the government and administration of the City and by the public for various purposes such as education and recreation. Many of these facilities in the City are historic structures that have withstood years of service.

City Hall was built in 1962 as the central facility for the administration of the City's government. When built, City Hall replaced the former Town Hall, which still stands on the corner of University Drive and Main Street, as well as various other buildings in which Town offices had been spread out. The City Manager and most department offices are located in City Hall, although some municipal functions are located in other facilities. The School Board and General Registrar are located in the Sisson House, on the City Hall grounds. The Police Department is located in its own building on Old Lee Highway, and the Fire Department operates from two fire stations located on Fairfax Boulevard and University Drive. In addition, the City's property yard on Pickett Road contains numerous Public Works functions (see Map PFS-1). The City also owns and operates the Goose Creek Water Treatment Plant in Loudoun County. In addition to serving the City of Fairfax, the facility also services parts of Loudoun and Fairfax Counties.

A newly constructed City Hall annex, completed in 2007, was designed to improve the efficiency of services to citizens and provide for necessary office space to accommodate the new services that have been added since the building was constructed. The annex, a 30,500 square foot addition, doubled the size of City Hall, and added space for the Parks and Recreation Department and the City Credit Union. The Sisson House remains the headquarters for City Schools.

In addition to the City Hall annex, a new police station was also completed in 2007. The station, a 32,200-square foot building located on the grounds of the former station on Old Lee Highway, includes modern features and rooms needed for up-to-date police operations and technological requirements.

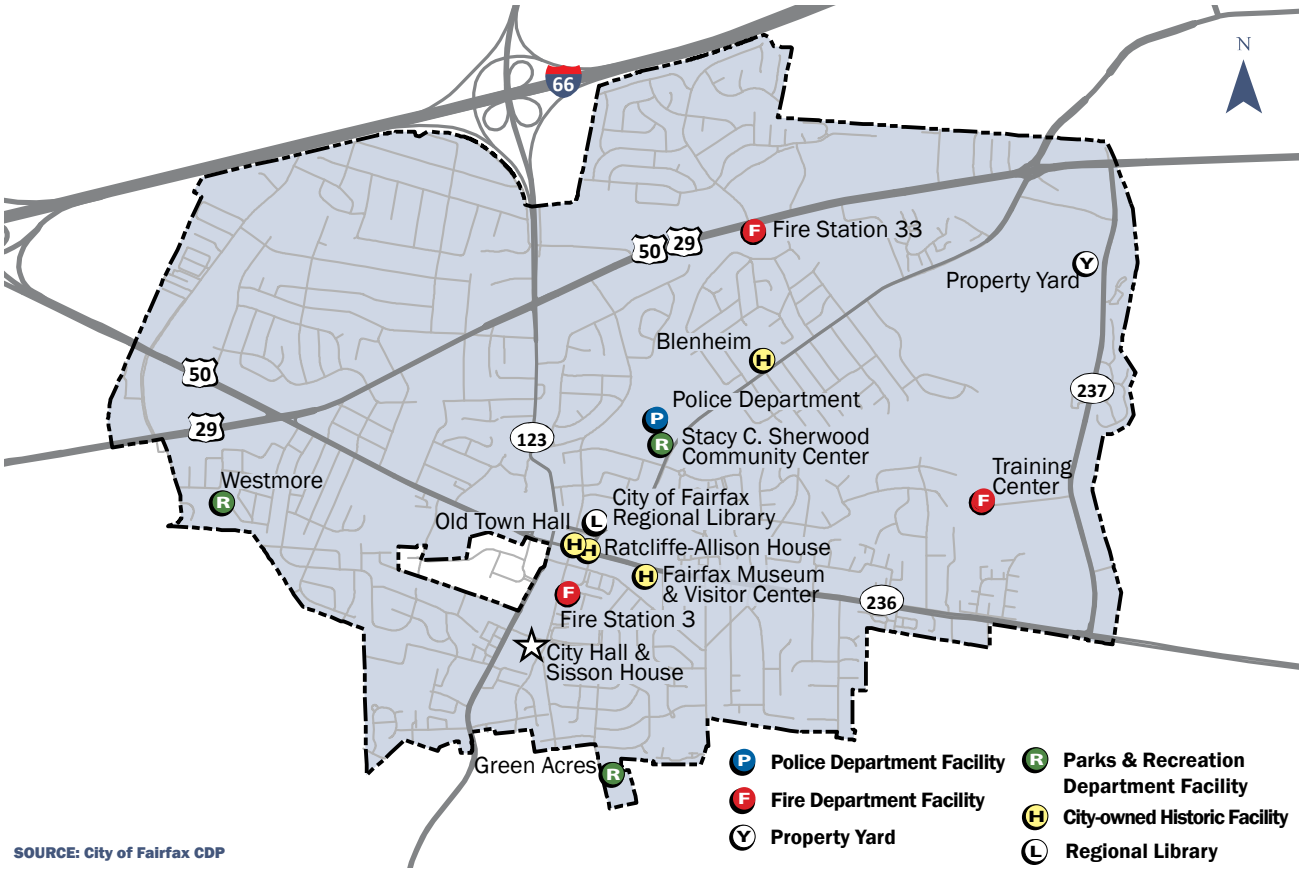
Fire Station #3, owned by the Fairfax Volunteer Fire Department, houses the Fire and Rescue Department. Additionally, Fire Station #33 on Fairfax Boulevard, the Property Yard on Pickett Road, a water treatment plant in eastern Loudoun County, three water towers, and four sewage pumping stations are under the City's ownership. The City also owns Green Acres, a former school, which now has a senior center and community classes offered through the Parks and Recreation Department. Part of the building is leased to a daycare center. The City School Board owns four properties currently used as schools: Fairfax High School, Lanier Middle School, Daniels Run Elementary School and Providence Elementary School, plus one additional property at the former Westmore Elementary School.

In 2011, the City opened the Stacy C. Sherwood Community Center. This new building has performance space and is used for many City cultural events and classes. Funding for this facility was provided by a donation from the Sherwood family. With the recent addition of several new facilities, the City has rental space available for private functions at several locations including the Sherwood Center, Old Town Hall and the Blenheim Interpretive Center.

The City also owns historic buildings that are popular facilities for social and educational use. The Fairfax Museum and Visitors Center is housed in the Old Fairfax Elementary School, which was originally constructed in 1873. Old Town Hall, built in 1900, has served the community as a popular social and meeting place throughout its history. Old Town Hall also houses the Huddleson Library on the second floor which displays a collection of Civil War works, Virginia history books, as well as paintings and photography from local artists. Old Town Hall also houses the Huddleson Library on the second floor which displays a collection of Civil War works, Virginia history books, as well as paintings and photography from local artists. The Ratcliffe-Allison House was built in 1812 with subsequent additions in the 1820s and 1920s. The Blenheim Estate, built around 1855, was used during the Civil War as a hospital; the attic of main building contains some of the best-preserved examples of Civil War graffiti in the nation, while the estate grounds are home to the annual Civil War Encampment. Blenheim is now home to the Civil War Interpretive Center at Historic

Map PFS-1

Public Facilities



SOURCE: City of Fairfax CDP

Blenheim, and includes educational space, an exhibition gallery, and a gift shop. Blenheim is also the location of Grandma's Cottage, a log-wall and hewn timber framed house which was once the home of the daughter of the owner of the Blenheim estate. The cottage was moved to its current location at Blenheim in 2001 after having already been moved once from its original location near the corner of Main Street and Old Lee Highway to Old Lee Highway near Layton Hall Drive in 1962. All of these historic sites have undergone repair and renovation and several are listed on the National Register of Historic Places.

In 2009, the City Council approved a resolution incorporating green building practices and climate protection strategies for development and operations in the City. As part of this resolution, the City Council committed to supporting green building practices using the U.S. Green Building Council's LEED program or a similar system and establishing LEED Silver or equivalent as the goal for all public facilities. In addition, to improve the efficiency of existing City facilities, the City Council has provided direction to conduct audits of all facilities to see if energy retrofits or new energy efficient systems can be funded through a performance contract. Through this state approved process, localities can fund energy retrofits through the utility savings achieved over a specified time period without any upfront costs. This work supports the City's efforts to reduce energy use and related greenhouse gas emissions.

City Schools

Administration and Enrollment

Since 1994, the voters in regular City elections have elected the City's School Board at large. The School Board has responsibility for the education of approximately 2,700 or 90% of all students living within the City of Fairfax. The Board monitors the implementation of the School Services Agreement between the City of Fairfax and Fairfax County Public Schools (FCPS). The Board acts as a "checks and balances" entity for ensuring equal distribution of educational opportunities for City students. This allows for the same pupil-teacher ratios, instructional support, supplies and textbooks, and program availability for all students including special education, English for Speakers of Other

Languages, Advanced Academic Programs, as well as equal access to the County's magnet programs such as Thomas Jefferson High School for Science and Technology.

Day-to-day operational oversight and minor maintenance of the City's schools is provided through the School Services Agreement. However, the School Board is totally responsible for the major maintenance, minor and major capital improvements, and new construction as they relate to the four City-owned facilities.

In 2010, Fairfax County residents accounted for 1 percent of Daniels Run's and 32 percent of Providence's enrollment, the City's elementary schools; 63 percent of intermediate school Lanier's enrollment; and 64 percent of Fairfax High School enrollment (see Figure PFS-1).

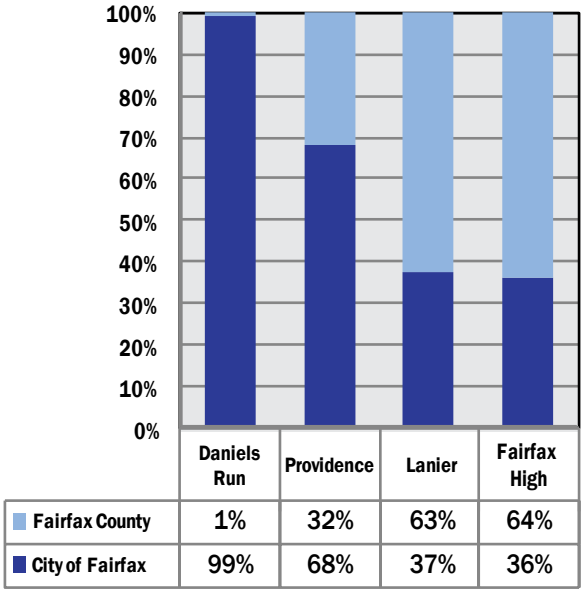
The City's four schools have all been renovated since 2000, but as of 2010, all exceeded 90 percent of enrollment capacity (see Table PFS-2). The reasons of this situation are complex, but a major factor has been a larger-than-anticipated growth in enrollment – particularly at the Elementary School level during the 2000s. In 2010, three of the four schools operated above 100 percent capacity; Daniels Run Elementary at 106 percent capacity; Providence Elementary at 110 percent; and Lanier Middle at 103 percent. As of 2010 enrollment data, Fairfax High School was operating at 99 percent of capacity; however, 2011 projected enrollment predicts the school will be operating over capacity at 108 percent.

With an overall population that is older than that of Fairfax County, the City of Fairfax has many housing units that are occupied by older residents without children. As those owners sell their houses, the new owners are much more likely to have children. A high rate of such types of property transfer would have the potential to rapidly increase the number of school enrollees without adding units to the City's housing stock. New construction has also played a role in the enrollment increase, with developments since 2004 adding 266 new homes to the City's housing stock.

Figure PFS-1

Student Enrollment in City Schools

September 2010



	Daniels Run	Providence	Lanier	Fairfax High
Fairfax County	1%	32%	63%	64%
City of Fairfax	99%	68%	37%	36%

Source: FY 2012-16 Capital Improvement Program, Office of Facilities Planning Services, Fairfax County Public Schools

Furthermore, demographic changes resulting from the real estate boom and bust of the last several years appear to have increased the number of school enrollment coming from multifamily housing. This phenomenon has occurred throughout Northern Virginia, and although the causes are elusive, it is clear that more families with children are living in multifamily complexes now than they were just a few years ago. However, the 2010 census showed a less-than-

Table PFS-2

City of Fairfax Schools Capacity/Enrollment

School	2010 Capacity	2005 Actual Enrollment	2010 Actual Enrollment	2010 Percentage of Capacity	2011 Projected Enrollment	2015 Projected Enrollment
Fairfax High	2,389	2,070	2,375	99%	2,580	2,797
Lanier Middle	1,200	979	1,236	103%	1,175	1,408
Daniels Run	742	767	783	106%	798	883
Providence	843	763	929	110%	916	925

Source: FY 2012-16 Capital Improvement Program, Office of Facilities Planning Services, Fairfax County Public Schools

expected growth in younger age ranges in the City, especially in the under-5 range.

City school enrollment over the last ten years has ranged from a decrease of 1.4% in 2005 to the largest overall student increase in 2009 of 4.4%. (see Figure PFS-3). Between the 2000 and 2010 school years elementary school enrollment increased 15.5%, middle school increased 18.2% and high school increased 2.8%.

When enrollment approaches a facility's capacity, there are several avenues of recourse, ranging from school boundary adjustments to installing temporary facilities at the schools to accommodate the increased enrollment. However, there is a large difference in facility needs when comparing a temporary enrollment jump to a permanent one – if it appears that the schools will see sustained enrollment increases in the coming years, then it may be necessary to plan for additional permanent capacity.

The City's School Board closely monitors current and projected enrollment trends along with FCPS. Both the City and County school administrations are committed to operating all of the City's schools with a sufficient student population that will assure a full and viable program of studies in each school.

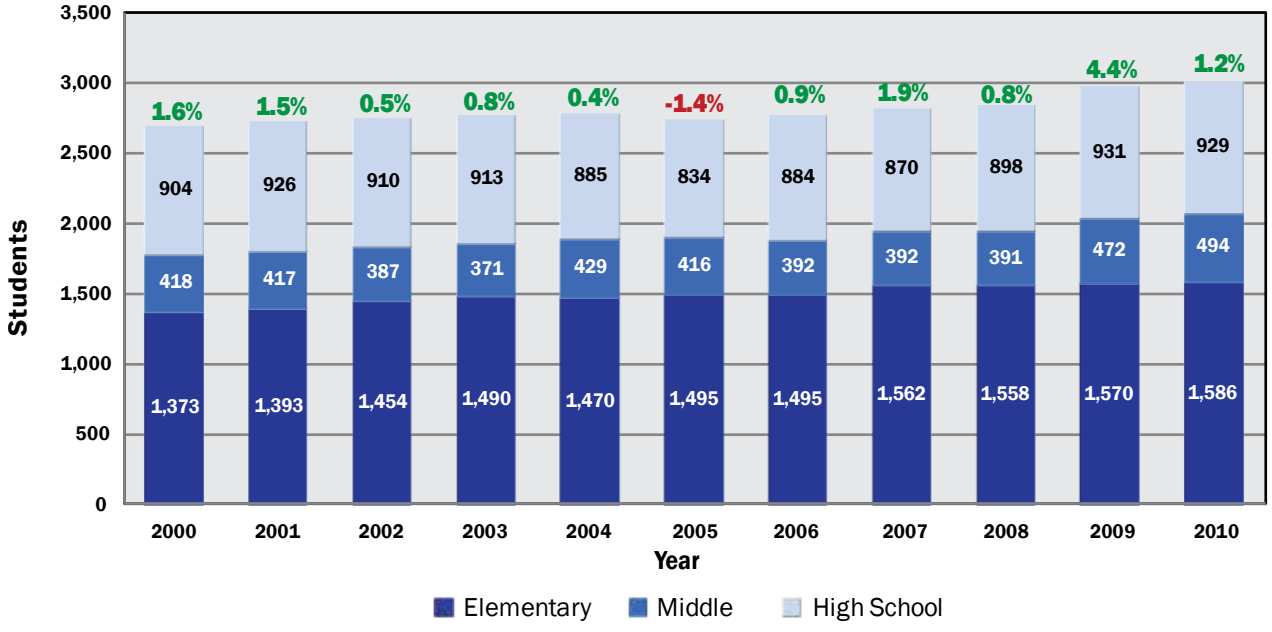
Programs

Students in City of Fairfax schools are afforded the same programs and opportunities offered through the Program of Studies implemented in all County schools. Daniels Run and Providence elementary schools are focus schools with strong emphases on mathematics, science, and technology, with labs and additional support staff to enhance the mission of the schools. In addition, as a result of the consolidation of the elementary schools, the elementary program has added full-day kindergarten, Latin, and reduced-ratio first grade, which enabled the City schools to offer programs that are only available in City Schools. Both Daniels Run and Providence Elementary are among the first in the region to offer world language instruction to all students. Students at Providence Elementary begin learning Chinese in the first grade and the Latin program begins in third grade at both elementary schools. Both elementary schools also have an on-site School Age Child Care (SACC) program that provides day care for children before and after school. Fairfax High School was identified as one of the "Top 100 U.S. Schools" based on the number of Advanced Placement (AP) and International baccalaureate (IB) tests taken by students in May 2003. Daniels Run, Lanier and Fairfax High all received 2011 Board of Education Excellence Awards. Daniels Run Elementary School

Figure PFS-3

City of Fairfax September Membership

School Years 2000 - 2010



Source: FY 2012-16 Capital Improvement Program, Office of Facilities Planning Services, Fairfax County Public Schools

also received the Virginia Naturally Schools designation for four consecutive years; a recognition by the Virginia Department of Education for efforts which have resulted in an increased environmental awareness and stewardship. Lanier Middle was awarded the Eco-Schools USA Silver Award from the National Wildlife Federation in 2010. The City of Fairfax takes pride in its commitment to community use for all the City schools facilities, which has resulted in extensive non-primary use of school facilities. For example, each of the City schools has a summer recreation program and provides space for multiple events and activities throughout the school year.

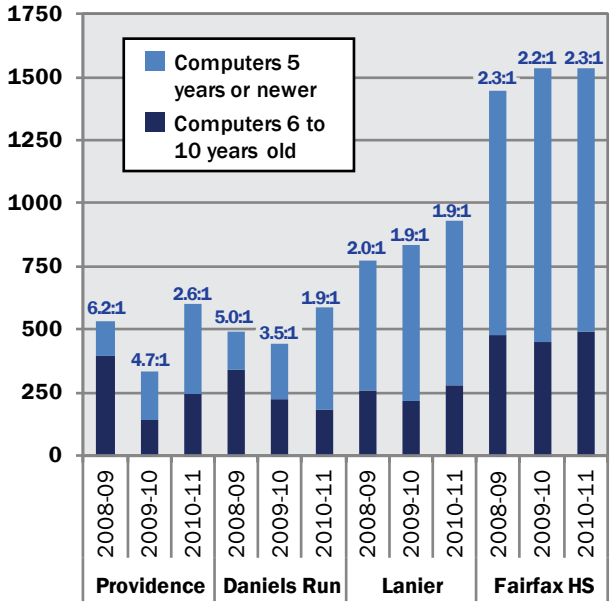
Students requiring special programs not available in City schools can enroll without additional cost in Fairfax County schools where those programs are offered. In addition, the pupil placement agreement between the City and Fairfax County allows for the enrollment of City students in County schools with special permission. Special programs available to students include professional technical studies, special education, Head Start, and the gifted and talented program. In the 2010-11 school year, 90 percent of City school children who attended public schools were enrolled in one of the four City schools; The majority of the City students enrolled in County-owned schools are accessing special programs such as Advanced Academic Programs and Thomas Jefferson High School.

Technology Programs

Upgrading technology and networking infrastructure in City of Fairfax Schools continues to be critical to enable information sharing, instructional delivery, and administrative support for student learning both in the classroom and beyond. The use of the Internet for student research and communications continues to grow exponentially and is an essential element of the instructional program. The use of wireless laptops has expanded in City schools due to increased flexibility and critical space shortages. Improving the wireless infrastructure will allow schools to take full advantage of this emerging technology. Growth in computer availability and use for students and teachers, along with new state-mandated programs for reporting and online assessment, has created new requirements for infrastructure and electrical upgrades to our networks. Nearly every classroom at all four City schools is equipped with a Smart Board and each school has computer labs with many classes incorporating laptops into lesson plans. Since 2008, the City schools have maintained an overall average of 1.6 student-to-computer for all computers up to ten years old and an average of 2.2 student-to- 5 years or newer computer in the 2010-11 school year (see Figure PFS-4). In order to meet these new and expanding instructional and administrative requirements, the City School Board will continue to offer support for additional funds to enable school to meet the requirements for the use of technology.

Figure PFS-4

School Computer Totals with Student-to-Computer (5 years or newer) Ratios



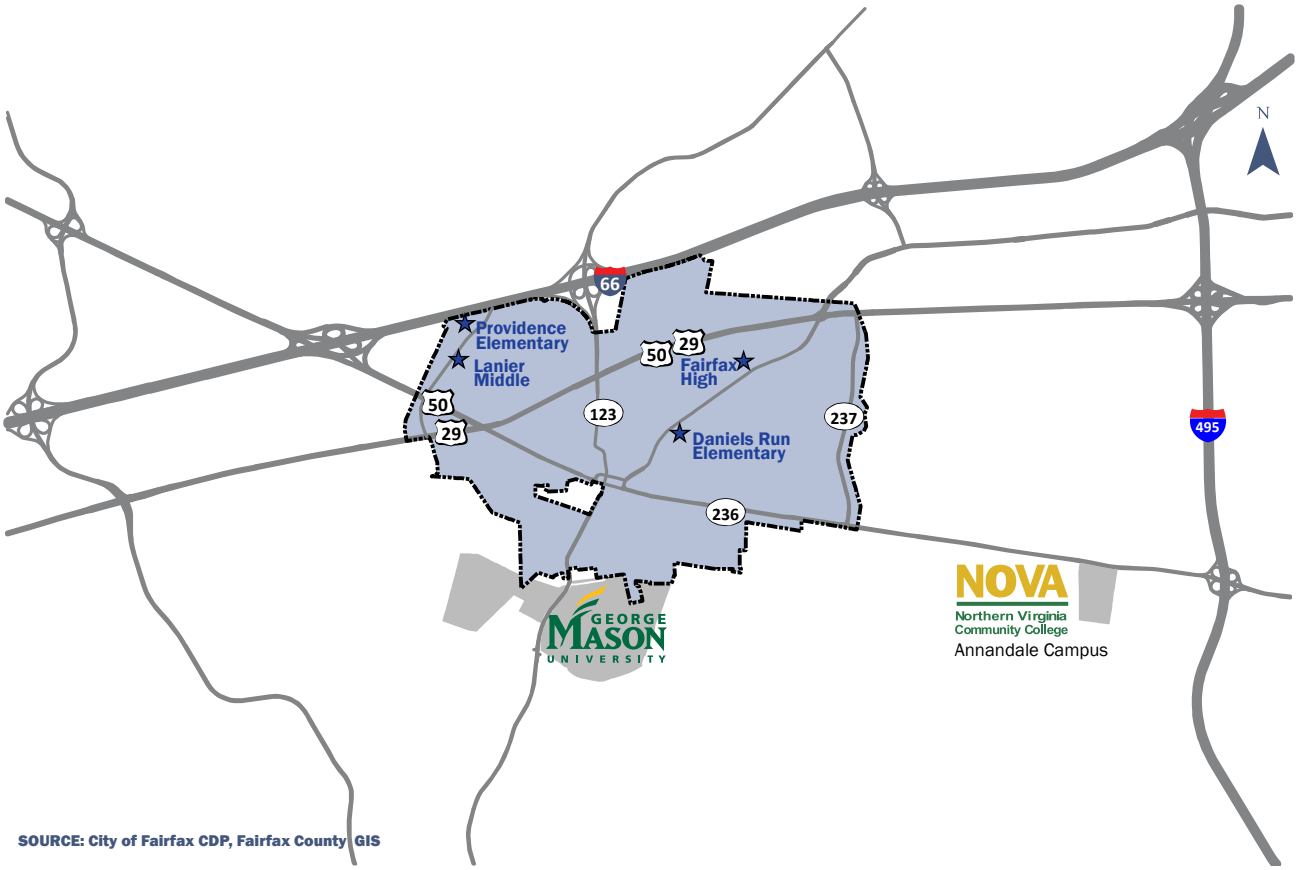
Source: Fairfax County Public Schools

School Facilities

The City owns all four of its schools including Providence and Daniels Run Elementary Schools serving grades K-6; Sidney Lanier Middle School, serving grades 7-8; and Fairfax High School, serving grades 9-12 (see Map PFS-2). A 1997 school bond referendum approved the consolidation of the four City-owned elementary schools into two – the current Daniels Run and Providence Elementary Schools. The consolidation and renovation of these two schools was completed in 2000. The two vacated schools remain in public ownership: Westmore and Green Acres, the latter of which serves as a community center operated by the Parks and Recreation Department. Staffing standards used for City and County schools are based upon the ratio of 26.25students per teacher for grades 1 through 6. State initiatives for kindergarten through third grade allow a maximum class size cap of 1 teacher for 22-24 students, depending on the percentage of students eligible for free meals. The average division wide middle school ratio (grades 7-8) is 1 teacher for 24.5 students and high school ratio (grades 9-12) is 1 teacher for 25.2 students.

Map PFS-2

City Public Schools and Local Colleges



SOURCE: City of Fairfax CDP, Fairfax County GIS

Improvement and expansion of school facilities are accomplished through the City's Capital Improvement Programming process. School projects completed recently include major reconstructions of the City's elementary schools; a 300-seat auditorium, full gymnasium, music room addition, and Home Economics Department renovation at Sidney Lanier Middle School; and a central air conditioning installation program for all City schools.

Previous studies of the facility needs of Sidney Lanier Middle School and Fairfax High School, constructed in 1962 and 1971 respectively, revealed that both of these schools also needed major renovations. As a result, City voters approved a 2004 school bond referendum to provide funds for capital improvement projects for the public school system, including the renovation of Sidney Lanier Middle School and Fairfax High School. The High School and Middle School renovations were completed in 2007 and 2008 respectively.

Because all four City Schools have been renovated within the last ten years, no major new facility improvements are foreseen in the near future; all schools meet current education specifications. Facility improvements in the coming years will likely be limited to maintenance and select improvements. Both elementary schools will likely see increased maintenance needs for grounds (paving, concrete), HVAC systems, and roofing maintenance. The School Board, through the superintendent's office, continues to evaluate all school facilities for current and future program needs.

Colleges and Universities

Two major schools of higher education are located near the City (see Map PFS-2). The Northern Virginia Community College (NOVA) Annandale Campus is located 2.5 miles east of the City on Little River Turnpike, and George Mason University (GMU) is located on the City's southern border.

Northern Virginia Community College, opened in 1964, is a two-year State-supported regional college with campuses in Alexandria, Annandale, Loudoun County, Manassas and Woodbridge. The main campus, located in nearby Annandale, is built on nearly 80 acres in addition to 8 other campus sites and educational centers in different localities.

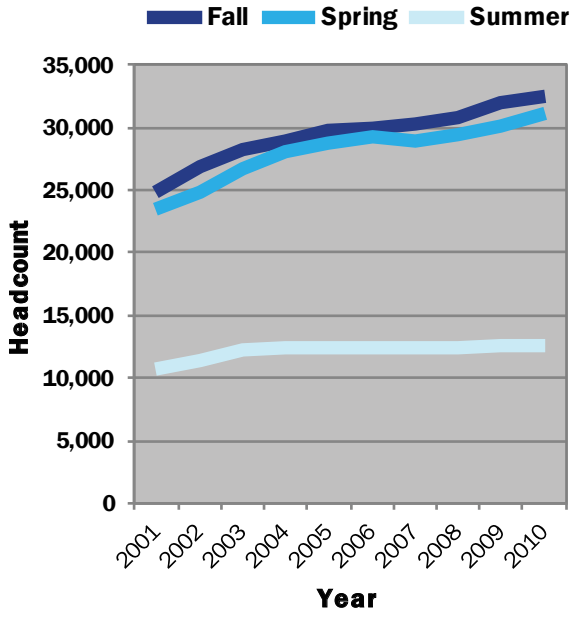
Enrollment at the nearby Annandale campus, the largest in the NVCC system, was 19,308 during the 2008-09 school year and served at total of 72,563 students for all five campuses in the 2009-10 academic year. The City provides its regional share of funding for the Community College through its annual budget.

The main George Mason University (GMU) campus is located at the City's southern boundary. In 1959, the City assisted in the establishment of the campus, originally a branch of the University of Virginia, with the donation of 137 acres of the now-600 acre campus. Enrollment at the GMU Fairfax Campus has increased quickly since the university was established. Founded in 1966, the 1980 enrollment was 12,785; by 1990 it was 20,224 and by the 2010 academic year, 32,432 students (23,989 full-time equivalent students) were enrolled at GMU's Fairfax campus (see Figure PFS-5).

The University projects enrollment at its Fairfax campus to stabilize as more students enroll at GMU's Prince William and Arlington campuses – at present 85 percent of GMU students are enrolled at Fairfax, but the University expects that number to decrease to 59 percent by 2020. Although the number of students at the Fairfax campus is expected to stabilize, the composition of those students will change, with a greater proportion of students attending full-time and living on campus. As of 2010, approximately 58 percent of Fairfax campus students attend full-time, and roughly 5,000 students live on campus. The university is expanding its residential enrollment, and expects full build out of its residential facilities to be completed by 2020 with a projected capacity of 6,500 students.

Figure PFS-5

GMU Enrollment, 2001 - 2010



Source: George Mason University Official Census Student Enrollment

The majority of the University's students and many faculty and staff live off-campus. As a result, University-related traffic and parking are critical concerns of the City. At present GMU offers approximately 12,200 parking spaces. Peak parking utilization typically occurs midday when 72 percent of capacity is occupied. In an effort to alleviate traffic congestion, the City-owned and operated CUE Bus Service provides transit service between George Mason University, the City of Fairfax, and the Vienna/Fairfax-GMU Metrorail Station. University faculty, staff and students ride the CUE buses free, and George Mason University contributes toward funding the system. Additionally, GMU operates its own "Mason to Metro" shuttle service as well as campus circulator and intercampus shuttles. Construction of on-campus housing for faculty, staff and full-time graduate students, a complex of 157 townhomes and apartments called Masonvale, was completed in 2010.

The University provides recreational and cultural facilities and programs for the entire Northern Virginia region. The most prominent of these is the Patriot Center, a 10,000-seat arena featuring sports, musical arts, theater and family shows. In addition, the University's Center for the Arts, a 2,000-seat facility housing musical and theatrical productions, was opened in 1990.

Libraries

Library Service is provided to the City by Fairfax County under a contractual arrangement based on population. City residents may use any of eight regional and fourteen community libraries that compose the library system. This system includes over 2.5 million items as of 2009. The City of Fairfax Regional Library, located on North Street, is used most frequently by City residents. This library is the largest in the County system, with a collection of 221,736 volumes including reference titles and a 2010 calendar year circulation of 916,563 items checked out. The library has three special collections — the Virginia Room, which contains materials for genealogy and state and local history, a large business collection and collection of Korean language materials.

The Library's current building, at the intersection of Old Lee Highway and North Street, was built in 2008, and replaced the smaller, 1962 library structure on Chain Bridge Road. At over 44,000 square feet, and with a 200-space

parking garage, the new building greatly enhances the public's access to the library's collections. In addition, the library has meeting rooms and conference rooms that are rented to private groups, making the library a premier community-based amenity for the City's downtown. The design and function of the new facility complements other redevelopment efforts and is a main component to the revitalization of Old Town.

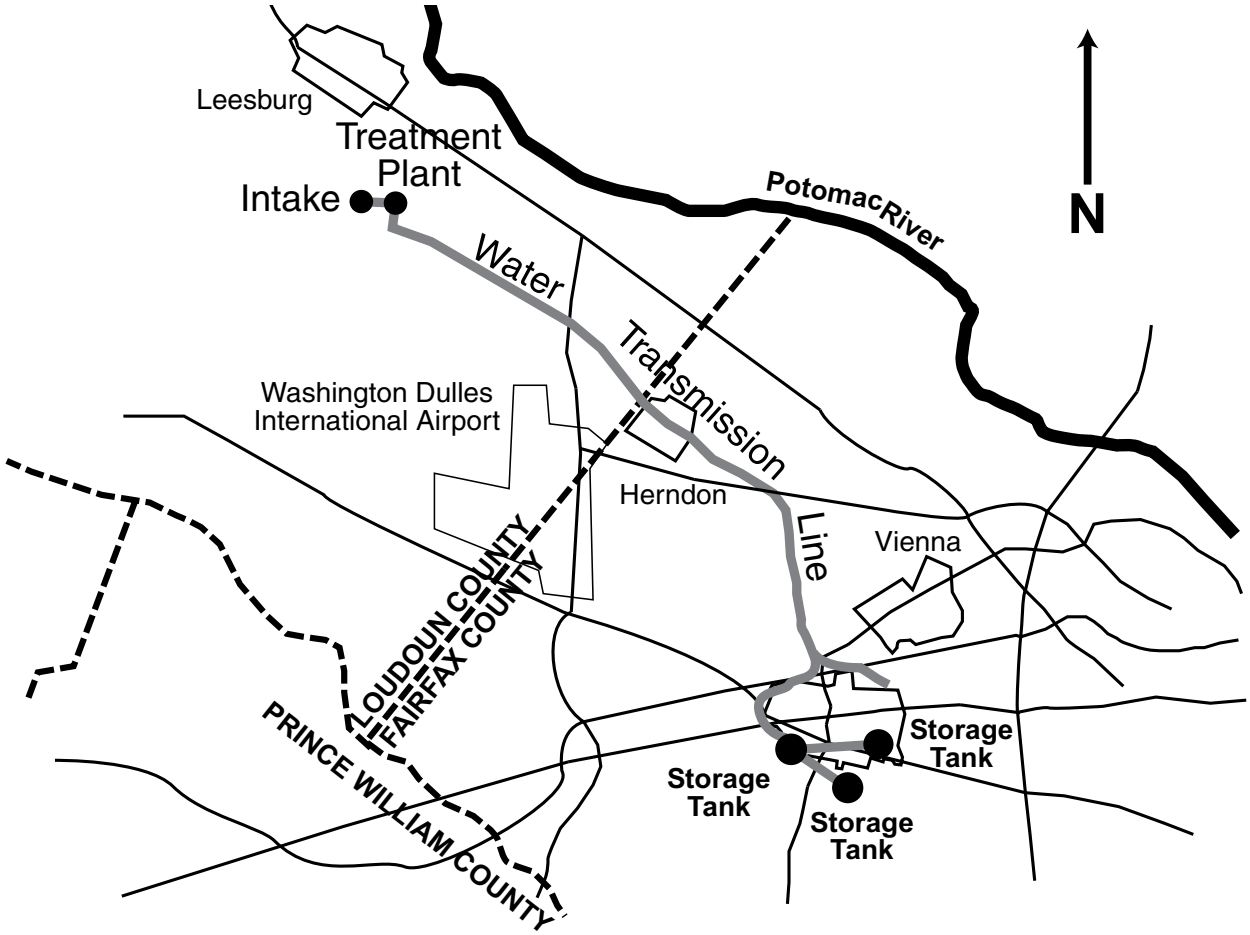
Public Utilities

Water System

The principal source of water for the City is Goose Creek in Loudoun County. The City owns and maintains two water reservoirs in Loudoun County, seven miles northwest of Sterling Park (see Map PFS-3). The smaller of the two reservoirs, located on Goose Creek, holds 200 million gallons of water. The second, Beaverdam Creek reservoir, is located two miles upstream and impounds 1.3 billion gallons of water. Together, these reservoirs ensure the City of a four-month supply of water against drought and low flow in Goose Creek. The combined safe yield from the two reservoirs is 12 million gallons per day (MGD). The safe yield of the system can be increased to 15 MGD by raising the overflow level of the spillway by five feet at the Beaverdam Creek Reservoir. The City is currently authorized to remove up to 15 MGD from Goose Creek. The Beaver Dam Creek Dam and Reservoir is aging and in need of refurbishment as well as process enhancements in order to meet stringent regulations of the Safe Drinking Water Act. As such, the 2011 Water Utility CIP included a two-year program which calls for a structural investigation and study

Map PFS-3

Water Transmission Lines



Source: City of Fairfax Utilities Department

to determine the most cost-effective method to pass 100 percent of Probable Maximum Flood (PMF), where it is currently designed to facilitate 75 percent of PMF.

Water withdrawn from Goose Creek Reservoir is pumped to the City-owned water treatment plant one-half mile east of the reservoir. The treatment plant has a rated capacity of 12 MGD volume and a peak capacity of 18 MGD. A 1992 study revealed the silt accumulation at the Goose Creek Reservoir had reduced available water capacity by 50 percent since its construction in the 1960s. In 1997, the City completed a dredging operation that successfully bought the reservoir back to full capacity. The treatment plant will be upgraded and refurbished by replacement of all raw and high service pumping equipment and motors; new chemical storage involving liquid chlorine and possibly liquid ammonia to suit Loudoun County's disinfection preference as detailed in the 2011 Water Utility CIP.

The City's main water transmission line extends 22 miles from the treatment plant along the Washington and Old Dominion (W&OD) bike path. Parallel mains run along Hunter Mill Road from the W&OD bike path to the distribution system at Blake Lane. The water is stored in three water storage tanks, one on William Place and one behind Lyndhurst Drive in the City, and one on the Fairfax Campus of George Mason University. The three storage tanks have a combined capacity of 8.9 million gallons.

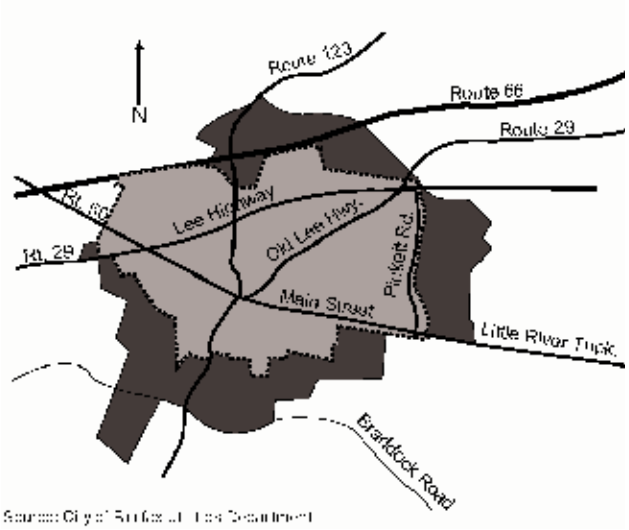
Maintenance of the water distribution system includes repairing water main breaks and periodic hydrant replacement and repair. The main transmission system is over 40 years old and is showing signs of deterioration at the joints. The City's 2009 CIP included a project for an engineering evaluation and phased design for rehabilitation of the joints of the transmission system.

The water distribution system serves not only the City, but also portions of Fairfax County immediately north, south and east of the City (see Map PFS-4). The City currently wholesales water to both Loudoun Water and Fairfax Water. Loudoun Water plans to build its own Potomac River water supply and treatment plant in the near future. It is projected that the City will no longer be wholesaling to Loudoun after 2017.

In 2010, the system-wide water demand averaged 12 MGD with a peak production of 18 MGD. The average demand has not significantly increased or decreased over the last ten years. The service area boundaries are fixed and the area is almost completely developed. The water system will, therefore, meet the City's needs into the foreseeable future.

Map PFS-4

Water Service Area



Sewer System

The City of Fairfax operates its own wastewater collection system. The waste collected is metered and discharged to the Norman M. Cole Pollution Control Plant owned and operated by Fairfax County under a contractual agreement. The City has contract rights to 6.7 percent of the plant's capacity; 4.2 million gallons per day (MGD). This plant is scheduled to be upgraded and refurbished by the County over the next ten years. The City maintains 100 miles of sewer lines, four sewage pumping stations, and one sewage meter vault. The sewer trunk system was replaced and enlarged in the 1970s to match the Fairfax County system. The life expectancy of the trunk system is estimated to be 50 to 100 years.

Maintenance of the system includes periodic video inspection of faulty sewage lines. The City employs a reactive maintenance detailed in the Capital Improvement Program (CIP). Of particular concern is the possibility of sewage leaks in pipes under the streams and groundwater. The City's ongoing program of replacement, lining or concrete encasement of these pipes helps to assure prevention of such leaks. In addition, the City's CIP carries an ongoing project for lining sewer manholes to correct damage to these manholes caused by hydrogen sulfide gas that emanates from the sewage. Altogether the City lines about 3,900 linear feet of sewer pipe per year.

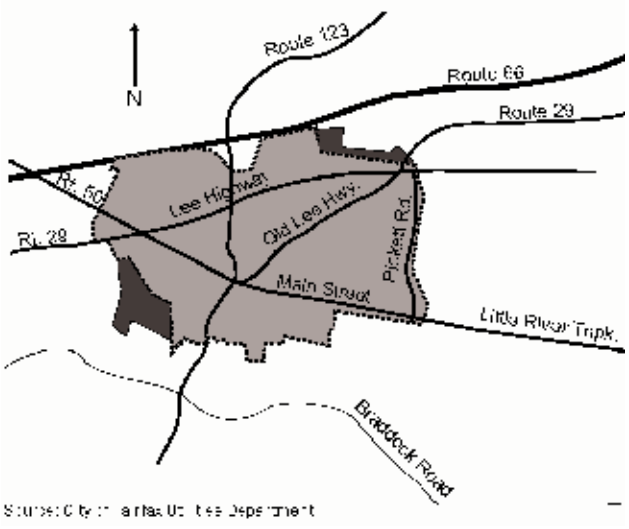
While most locations within the City are served by gravity sewerage, the system includes four sewage pumping stations. The City rehabilitated all four stations (at San Juan Drive,

Andes Drive, Byrd Drive and School Street) between 2002 and 2005; the meter vault located at the City property yard was renovated in 2009-10.

The City of Fairfax sewer service area includes the entire City as well as the Fairfax Villa and University Square subdivisions located southwest of the City and a small area north of the City (see Map PFS-5). In FY 2010, the City used an average of 3.9 MGD in sewage capacity, with a peak usage of 4.1 MGD. Since the City has the contract rights to 4.2 MGD, the City has adequate sewage capacity. Within the City, all areas are adequately served by sewer service. However, increased densities in certain areas of the City will require the addition of a pumping station and sewer lines.

Map PFS-5

Sewer Service Area



Stormwater System

The Public Works Department Storm Drainage Crew maintains the City's storm drain system which consists of approximately 60 miles of stormwater pipes, ditch lines and culverts. In fiscal year 2010-2011, the Public Works Department performed 7,540 man-hours of preventive maintenance to storm drainage system; replaced 114 linear feet of existing storm pipe; installed 120 linear ft of new storm pipe; and applied 2,500 man-hours toward infrastructure projects.

In order to reduce the flooding at the intersection of Fairfax Boulevard and Chain Bridge Road, a storm sewer system serving the Fairfax Boulevard corridor from the northwest corner of Fairfax Boulevard and Chain Bridge Road to Eaton Place will be replaced. The intersection of Fairfax Boulevard and Chain Bridge Road will also be improved. Other major projects included Hill Street storm system rehab; storm drainage improvements at dead-end of Fern Street; Trapp Road drainage ditch and storm structure improvements; Howerton Avenue and Estel Road driveway pipe improvements and replacement of V ditch; and installation of storm pipe and 5 catch basins on Berritt Street.

The City's current inventory of Stormwater Management Facilities includes 21 Dry Pond Systems, 1 Wet Pond System, 22 Filter Systems, 53 Underground Detention Systems, 23 Retention Systems and approximately 112 Oil/Grit Separators. The Department has begun mapping all known inlets and outfalls as part of a GIS system and overall Storm Sewer System Map.

Electric, Telephone and Cable Service

The City does not own or operate any electric, telephone or cable utilities. It does, however, own the rights-of-way where transmission lines are located. Approximately 67 miles of streets contain utility poles supporting overhead electric, telephone, and cable television wires. These overhead wires are a distracting element within the streetscape and present a maintenance concern. Trees must be trimmed away from the overhead lines on a regular basis, resulting in odd-shaped and unnatural-looking trees that cannot grow to their fullest potential.

The most significant obstacle to placing utilities underground is the construction cost. Although telephone and cable television lines can be buried for a reasonable cost, electric power lines can require special concrete-enclosed conduit and significant material and labor costs to locate underground. Local utilities (Dominion Virginia Power, Cox, and Verizon) operate within the City only through franchise agreements that are negotiated between the City and the utility companies. While the City can renegotiate these agreements, it cannot, at this time, require that the utility bear the cost of the conversion of overhead facilities to underground facilities. However, cooperative efforts between private and public organizations, particularly in redevelopment areas, will eventually accomplish undergrounding of utilities in accordance with the Community Appearance Plan.

The City encourages undergrounding utilities through redevelopment efforts. In 2006, the City undertook a multi-phased undergrounding utilities project in Old Town Village and the surrounding area. While there is significant public benefit from utility undergrounding, such benefit is realized more on larger projects such as Old Town than on smaller

ones. A small project that undergrounds only the utilities on one site, and leaves poles on adjacent sites standing does not necessarily provide benefit in proportion to the cost of moving the utilities underground. This is particularly true of projects in areas that are already mostly developed – i.e., where there are unlikely to be future redevelopments in proximity to the current site.

Telecommunications

A major trend in local and regional telecommunications infrastructure planning has been the proliferation of facilities and apparatus, particularly for wireless communications. As demand for these services has risen, so has the need for additional towers and building-mounted antennas to accommodate the increase in services. While necessary for effective and reliable communication, telecommunications facilities, particularly a proliferation of highly visible structures and towers, can create unattractive visual clutter. To ensure that telecommunications facilities are developed in the best possible manner – both in terms of communication performance and community appearance – the City has implemented a policy for the design and siting of telecommunications facilities.

This policy seeks to mitigate potential negative impacts of such facilities and to ensure compatibility with proximate land uses by establishing the following objectives:

- Require co-location of commercial telecommunication facilities on existing structures and towers;
- Attempt to ensure compatibility of telecommunication facilities with nearby land uses; and
- Establish siting and design criteria to mitigate negative impacts, such as by designing facilities to reduce their visual prominence.

Similar to how the Internet has become a critical element for business, it has also greatly improved how local governments can interact with and provide information to residents and businesses. The City's website is often the first stop for individuals seeking information about City services and activities. As such, all City departments prioritize website updates and improving access to relevant information and services. In addition to gaining information, individuals may pay taxes and utility charges online, access the CUE NextBus tracking system, and find links to new or major topics within City government. Furthermore, public access to government proceedings continues to improve with the ability to view government proceedings and public meetings online (live or archived) and to access the *CityScene* newsletter.

Public Services

Solid Waste

The City provides weekly refuse collection for residents in single-family homes (including townhouses). City businesses and residents of apartments and condominiums utilize private trash service. Weekly curbside recycling and yard waste pickup are also provided to private residences; participation in residential recycling is mandatory. Special pickup service is available for "white goods" (such as refrigerators, stoves and hot water heaters) and large brush and limbs and construction debris, upon request of the homeowner.

As of 2009, all City businesses have been required to implement a recycling program, including filing an annual report with the City, detailing the types of materials recycled and the estimated volume of each material.

All refuse from regular trash collection is taken to the Fairfax County transfer station located at the I-66 landfill. From there, the County hauls the refuse to the I-95 waste-to-energy facility. The County is under contract to accept all of the City's solid waste.

The City has implemented a "single-stream" curbside recycling program which allows all acceptable items to be placed in one container to be separated at the facility. The types of acceptable items has increased as well to allow newspapers, glass bottles, plastics, aluminum, cardboard, paperboard, magazines, and mixed paper including catalogs and phone books. In addition to the items collected curbside, motor oil and oil filters, household batteries and antifreeze are collected at the City's property yard, where they are picked up by private contractors who pay the City on a per-pound basis.

Fire and Rescue

The department of Fire and Rescue Services is organized into three divisions – Administration, Fire and EMS Operations and Code Administration. The Department includes 80 career fire fighters, paramedics and support staff and 40 volunteers in 2011.

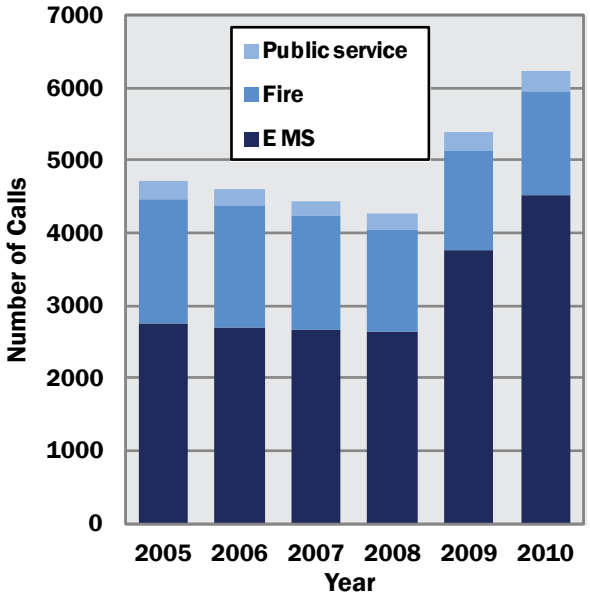
The Department furnishes fire suppression, rescue, emergency medical services and emergency transportation and health care facilities both within the City and in an approximately 14 square mile area of Fairfax County. In return, the County provides a computer-aided dispatch (CAD) service for all fire and rescue vehicles as well as "first due" engines and rescue

response in the area of the Pickett Road tank farm and backup in the rest of the City. In 2010, the Department responded to 1,426fire calls, 4,514 emergency medical calls and 292 public service calls. This represented an 18 percent decrease in fire calls, 64 percent increase in emergency medical calls and a 19 percent increase in public service calls since 2005 (see Figure PFS-6).

The Department of Fire and Rescue Services operates from three facilities. Station #3 is the main station and is owned by the Fairfax Volunteer Fire Department, which also owns all of the heavy equipment and light vehicles. The City maintains the vehicles, trains the volunteer firefighters, and pays a portion of the utilities. In return, Station #3, renovated by the City, provides living space for nine full-time firefighters at no cost and houses the City's Fire and Rescue Services administration and staff. Station #33 on Fairfax Boulevard is owned by the City. It also has living quarters and locker rooms for men and women. The Charles F "Chic" Seay Public Safety Training Center, located on Colonial Avenue off of Pickett Road, was opened in April 2006. The facility, named in honor and memory of a former City of Fairfax and Fairfax Volunteer Fire Department Chief, is situated on approximately 1.5 acres and is part of the Citgo Tank Farm Property. The facility is used to train volunteer and career staff, police officers, as well as tank farm employees and other City staff. Future plans include a propane fueled automobile simulator, a loading rack simulator and a single family dwelling to train for trapped or lost firefighters which is currently under construction.

Figure PFS-6

EMS, Fire and Public Service Calls, 2005-2010



Source: City of Fairfax Fire Department

The Office of Building and Fire Code Administration, within the Department of Fire and Rescue Services, is located in City Hall and is responsible for reviewing construction plans to ensure that fire safety code requirements are met and for investigating the causes of fires and damage caused by fires. Code Administration also inspects buildings after construction and occupancy and periodically inspects all public buildings. Programs have been instituted within the department to administer new environmental legislation pertaining to petroleum storage, new OSHA standards pertaining to infectious disease awareness, prevention and follow-up, and increased federal safety in operations standards.

Disaster Relief and Homeland Security

While the City of Fairfax maintains a combination of governmental and volunteer emergency services to respond to local emergencies, these organizations might not be adequate to deal with a major disaster. The proximity of the City of Fairfax to the Nation's Capital gives the City additional reason to coordinate closely with the U.S. Department of Homeland Security.

The City established the Office of Emergency Management by ordinance in 2008. Under the City's Code, the City Manager acts as the Director of Emergency Services and appoints a coordinator of emergency management with the consent of City Council. The Coordinator's duties include but are not limited to acting as liaison to all emergency response agencies, monitor for and alert of any impending natural or man-made safety issues, develop training schedules for emergency personnel and ensure that the Comprehensive Emergency Management Plan is kept current.

The State Code (§44-146.19 Emergency Services and Disaster Law) mandates the development of the Comprehensive Emergency Management Plan (CEMP). The CEMP establishes a framework through which the City prepares for, responds to, recovers from, and mitigates the impact of a wide variety of disasters that could adversely affect the health, safety and/or general welfare of the residents of the City. Last updated in 2009, the CEMP covers all disciplines and all potential hazards, natural and man-made.

The City is also included in the Northern Virginia Hazard Mitigation Plan, which covers Arlington County, Fairfax County, Loudoun County, Prince William County, five cities

and eleven towns. Last updated in 2010, the Plan provides risk identification and assessment to determine community vulnerabilities to natural hazards in the region and offers mitigation plans. The Plan is divided into four regions, of which the City of Fairfax is in Planning Area 2. According to the Plan, the City's location on the eastern edge of the Virginia Piedmont make it susceptible to natural hazards and risks, such as storm damage and winter weather. The Plan also notes the potential hazards that make the petroleum tank farm on Pickett Road vulnerable.

Police Services

The Police Department, the primary law-enforcement agency in the City, is responsible for protecting life and property, preventing crime, detecting and apprehending criminal suspects, and maintaining order. In 2010, the Department had an authorized strength of 66 sworn police officers, in addition to civilian personnel who provide a variety of support services (such as secretarial, records management and communications), and part time crossing guards. The Chief of Police oversees four divisions, Administrative Services, Patrol, Support Operations and Criminal Investigations. In an effort to achieve greater efficiencies, the Police Department consolidated two divisions into one Administrative Services Division and allocated additional staffing to core police services such as patrol and investigations. The Administrative Services Division is responsible for overseeing the Emergency Communications Center, the Property and Evidence Section, Records and Data Processing, and studying new technologies to meet the changing needs of the department and the community. The division is also responsible for developing appropriate policies and procedures, and conducting periodic inspections and audits to ensure compliance.

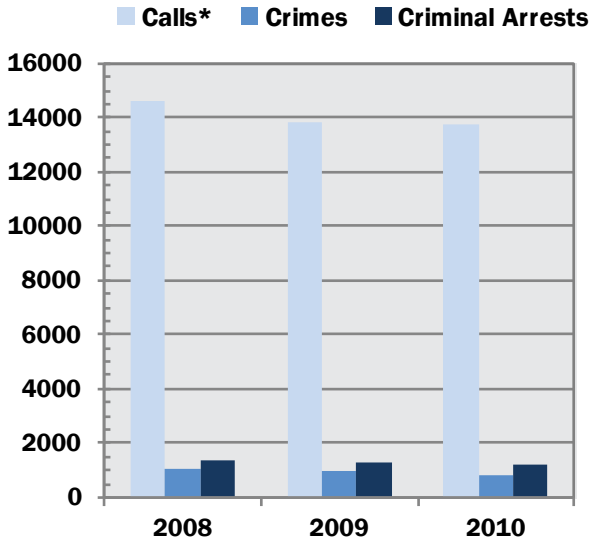
The Department offers a wide variety of community services from providing orientation materials and information to new residents to making public safety presentations to schools, civic associations and business groups. Progressive police activity, in conjunction with cooperation and coordination with residents through such programs as Block Watch, Operation ID, Citizen Orientation Program, and the Residential Patrol Program, has been a factor in the City's low crime rate. In addition to normal patrol squads, the department fields a uniformed bicycle patrol unit and a K-9 unit.

Police calls for service remain significant, but decreased by 74 calls or 0.5 percent in 2010. These numbers do not include the number of emails, telephone calls, or walk in complaints that are received by supervisors (see Figure PFS-7).

The Department's "Police Service Population" is not based solely on the City's resident population. The service population is a composite of 22,565 City residents, 20,071 City employees, City businesses including 4.7 million square feet of office space and 3.7 million square feet of retail/ industrial space, approximately 300,000 vehicles using the City's roadways daily for internal and external motor vehicle traffic, and those persons such as the George Mason students and employees in the surrounding area who travel to or through the City.

Figure PFS-7

Yearly Police Incidents, 2008 - 2010



** This total does not include the number of concerns that supervisors received by email, telephone or handled in person.*

Source: City of Fairfax Police Department 2010 Annual Report

Administration of Justice

Traffic law violations, misdemeanors and minor civil suits are tried in the General District Court located in City Hall. The General District Court also conducts preliminary hearings for felony cases and operates a small claims division. The court processed 12,563 cases in 2010 – 94 percent of which were for traffic violations.

Felonies and major civil suits are heard in Fairfax County Circuit Court, located within the County's Judicial Complex. The Juvenile and Domestic Relations Branch of the General District Court processes domestic and juvenile cases. All jail and custody service is provided through a contractual arrangement with Fairfax County.

Human Services

Health and Human Services are seamlessly provided to City residents through a variety of contractual agreements with Fairfax County and regional agencies. These services include environmental health, communicable disease and public health services. The Community Health Care Network offers comprehensive health services at three sites to persons whose income falls below 180 percent of the federal poverty guidelines. The Northern Virginia Dental Clinic offers comprehensive dental care to adults with limited income. Each of these programs has waiting lists to access services, however.

The Fairfax-Falls Church Community Services Board directly or contractually provides a wide range of mental health, intellectual disability and substance abuse services and programs. The Board also offers a single point of entry for persons who may have dual diagnoses.

The City also contracts with Fairfax County and various local human service agencies for the provision of basic social services. Programs administered for the City include Medicaid, Supplemental Nutrition Assistance, Temporary Assistance to Needy Families, the School Aged Child Care Program and subsidized child care services, Adult and Child Protective Services, help for seniors and persons with disabilities, employment services and legal services.

Non-profit agencies in the City offer services to persons who are homeless to assist with meeting basic needs and locating and supporting transitional housing opportunities.

Seniors in the City have access to a variety of programs that can enable them to age in place, consistent with their stated preference. These include Meals on Wheels, Volunteer Solutions, subsidized transportation, recreation programs, Home Repair for the Elderly, case management and Adult Day Health.

The City employs a part-time Human Services Coordinator to ensure that citizens know about and use the services provided by these various agencies. The Human Services Coordinator ensures delivery of services by monitoring City referrals and tracking performance of the contracted agencies.

Public Facilities and Services— Goal, Objectives & Strategies

GOAL: Provide well-maintained facilities and superior services for City residents and businesses.

Objective PF-1 Provide excellent facilities and services to accommodate present and future needs.

Strategies

PFS-1.1 Ensure the equitable and effective distribution of facilities and services in the City.

The majority of City facilities are already in place and, because there is little vacant land remaining in the City, the options for locating additional facilities are limited. Many future projects may provide public amenities as a part of conditioned proffer agreements. An example of this type of arrangement is the recent Old Town Village development that provides free public parking and a landscaped gathering plaza. Improvements to existing public facilities and location of new facilities throughout the City should emphasize accessibility and equitable distribution for all residents.

PFS-1.2 Assure that the public educational needs of City residents are met.

The City should continue to aggressively monitor the City-County school agreement to ensure that City students receive the highest possible quality education programs. City schools should have full access to advanced technology. Special attention should be given to the issue of school facility capacity, to ascertain whether recent trends of increasing enrollment in City schools are temporary or are likely to be sustained trends that may result in changing facility needs. Cooperative work should continue between the City and FCPS to monitor enrollment trends throughout the County to best determine whether City schools are facing enrollment changes similar to or different from other Northern Virginia areas. The City should ascertain the desirability and feasibility of adaptive reuse of former school facilities that have been retained by the City. Educational opportunities should be further expanded by cooperative development of programs with nearby colleges and universities.

PFS-1.3 Ensure that City residents and businesses have equitable access to advanced technologies in interactive communications.

Specific policies for siting telecommunication facilities should be reviewed and periodically updated to ensure that City policy remains applicable with fast-changing communication technologies. Efforts should be made to ensure that these policies ensure excellent communications coverage for the City and region, while protecting aesthetic values and community welfare.

PFS-1.4 Accurately assess existing conditions and periodically revise demographic projections to determine the City's present and future facility and service needs.

In order to successfully provide for the City's public facility and service needs, it is necessary to continually assess current and anticipated demand. The City should fully utilize available demographic, transportation and land use data to assess the adequacy of its public services and facilities and to anticipate future needs. The City should actively participate in the pre-census local review process to ensure accurate results for the decennial Census and other US Census Bureau estimates. In addition, the City should continue to work with the Metropolitan Washington Council of Governments (MWCOG) Cooperative Forecasting Subcommittee to ensure accuracy of intercensal estimates.

PFS-1.5 Ascertain citizen opinion on a regular basis to assess the degree of consumer satisfaction with City services and facilities.

Through the use of citizen task forces, coordination with citizen groups, and surveys, the City can periodically assess the amount of use and overall degree of satisfaction with City facilities or services. Regular, direct feedback by program users will provide useful input for program enhancements. Interactive communication through the Internet should also provide a

fast and efficient medium for citizen input, especially open-ended responses. Such feedback is imperative to successfully operate and adjust programs to meet community needs.

PFS-1.6 Continue to inform citizens on a regular and timely basis of the services, programs and facilities available to them.

Because the nature and scope of City services and programs are continually changing, updates of information should be distributed to citizens on a timely basis to promote maximum participation. The online monthly publication of CityScene, the availability of City meetings videos on the City's website, and local cable CityScreen programming are all effective means to distribute citizen information.

Objective PF-2 Maintain superior City facilities and services.

Strategies

PFS-2.1 Continue to maintain historic City-owned properties.

The City should maintain historic properties such as Old Town Hall, the Fairfax Museum and Visitors' Center, the Ratcliffe-Allison House and Historic Blenheim.

PFS-2.2 Plan and provide for investment in infrastructure improvements.

The City should plan for significant investment in infrastructure (such as stormwater management facilities, water and sewer plants and transmission lines, and trails) to keep pace with maintenance requirements in buildings such as schools and administrative buildings, and technological changes so that City facilities will continue to meet community needs and maintain a high quality of life for City residents. This investment should be carefully planned and anticipated through the CIP process.

PFS-2.3 Continue to improve the City's strong recycling program.

The City should strive to increase the types of material collected, reduce the volume of solid waste put out for disposal. In addition, the City should continue to promote the use of recycled materials in City operations.

PFS-2.4 Provide for well-trained and well-equipped police and fire/rescue departments to ensure the public safety, health, and welfare of City residents.

The City should evaluate the use of modern position-located devices, integrated voice data communications, and remote computer access to extend the coordination and reporting resources of a centralized command to mobile and on-foot personnel.

The Community-Involved-Policing program should be continued and strengthened in an effort to make police officers better known to citizens. Representatives of the police department should visit new property owners and offer to orient them to the City, its expectations, and its services. Training and recruitment programs should reflect the increasing need for foreign language skills among police department representatives.

PFS-2.5 Maintain a well-qualified and efficient City work force to provide excellent public service.

The City should continue to hire and retain well-qualified staff, encourage continuing education and training, and provide facilities and equipment to ensure an outstanding level of public service in all City departments and offices.

Parks, Recreation and Open Space

The City's diverse network of public parks and open lands are a viable resource benefiting human health, the traditional wooded residential character of the community, and the natural environment.

Parks and open space are commonly associated with fresh air, sun light and good health. The existence of these open spaces, both developed for recreation and undeveloped natural areas, have numerous environmental and community benefits, including preserving natural green space for active and passive enjoyment, creating a sense of community, supporting pedestrian movement and benefits to storm water management. Past losses of open space lands in the City of Fairfax have led to a heightened sensitivity to the need for open space throughout the community.

Over the past two hundred years, most of the pastoral open lands that now comprise the City of Fairfax have been developed for residential, commercial or other urban uses. During that same time, the importance of open space to the people of Fairfax has increased as open space lands became less common. With increasing demand for residential and commercial development, builders are now developing lands that they previously rejected. An important effect of this trend is the loss of privately owned vacant lands that have provided open space for many years without a cost to the City.

The City contains a diverse network of public parks and public open space areas, including recreation fields, natural areas, informal open spaces and a trail system. The City is dedicated to providing quality open space and recreation facilities for its residents, and visitors. As part of an open space fund approved by a bond referendum in 2000, the City purchased eight parcels totaling nearly 44 acres and costing $12.2 million between 2003 and 2008. These purchases increased the city's open space, park and field inventory by 24 percent.

In 2011 the City of Fairfax received the National Gold Medal Award by the American Academy for Park and Recreation Administration (AAPRA) and the National Recreation and Park Association (NRPA). The City was also a finalist for the Gold Medal in 2010. The Gold Medal Award honors communities throughout the United States that demonstrate excellence in long-range planning, resource management, volunteerism, environmental stewardship, program development, professional development and agency recognition. Each agency is judged on its ability to address the needs of those it serves through the collective energies of citizens, staff and elected officials. The City of Fairfax is one of only four agencies having won this award in Virginia, since its inception in 1965. The City has also been recognized by the Virginia Recreation and Park Society (VRPS) with awards for Stafford Drive Park for Best New Facility and Draper Drive Park for Best Renovation in 2009.

Parks and Recreation

City Parks

The City's twenty-four parks, located on approximately 200 acres of land, fall into four distinct categories: regional parks, community parks, neighborhood parks and vest pocket parks (see Map PRO-1 and Table PRO-1). The 2007 Virginia Outdoors Plan describes community parks as those designed to serve two or more neighborhoods and that provide facilities beyond capacity of neighborhood parks. Community parks provide close-to-home recreational facilities that require more space than can be accommodated at a neighborhood site. They provide a reasonable diversity of recreational opportunities for people of all ages including tot lots, a tennis complex, a swimming pool and lighted play fields. Open Space in community parks allow for picnic areas and walking and jogging trails, along with adequate parking and support facilities. Van Dyck Park, Daniels Run Park, and Providence Park are considered to be community parks.

Neighborhood parks are described by the Virginia Outdoors Plan as those that are located within reasonable walking distance of the principal users. These parks provide play apparatuses (including an area designed for preschool children); open play fields; multipurpose courts and strategically located quiet areas with benches. Shiloh Street Park, Ted Grefe Park and Westmore Park are examples of neighborhood parks.

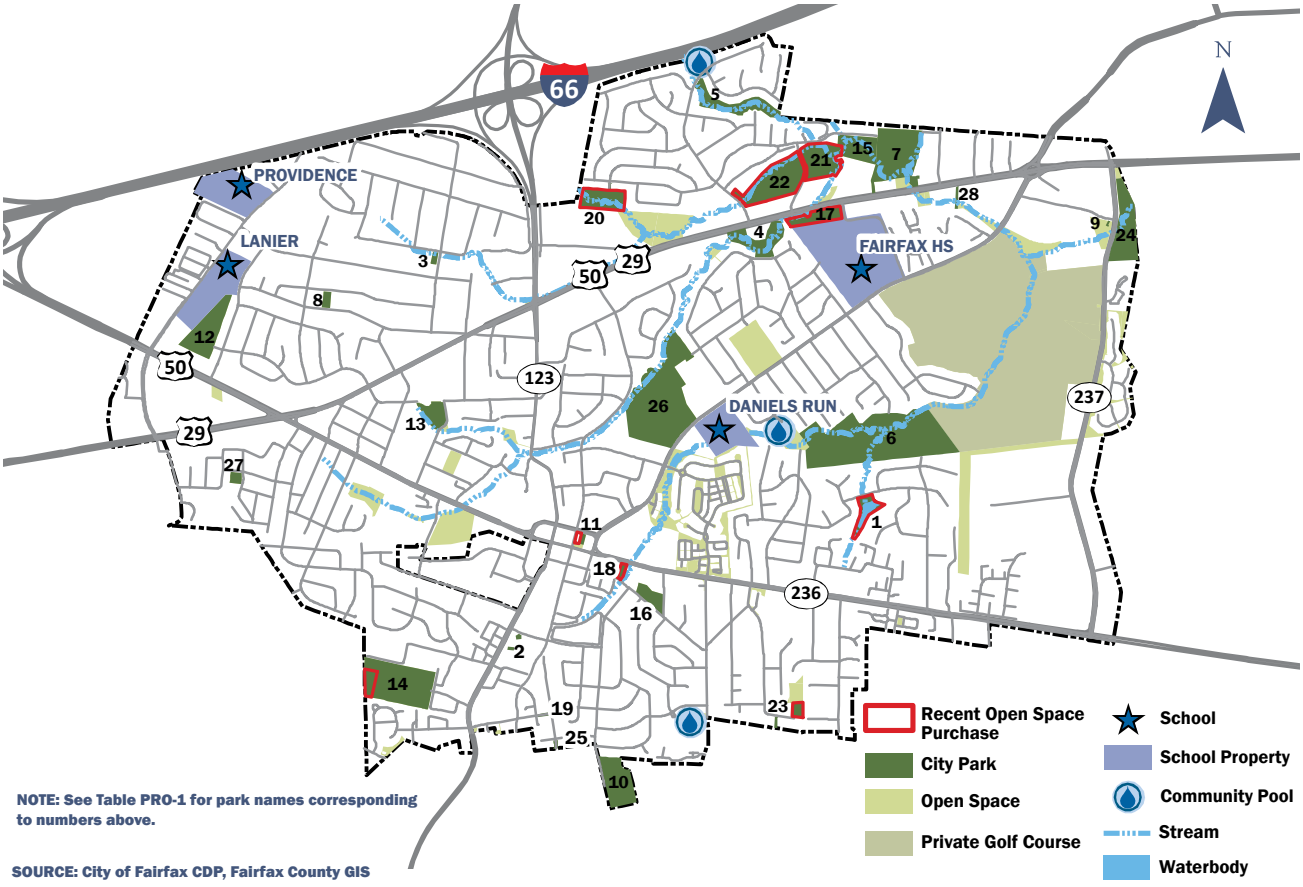
Table PRO-1

Parks and Recreation Inventory

	Location	Size	Amenities
Parks:			
1	Ashby Pond Conservatory Site	3.7 acres	gazebo, picnic tables, natural pond
2	City Hall Complex		Veterans Amphitheater, Community Garden
3	Cobbdale Park	0.5 acres	playground
4	Country Club Hills Commons	7.5 acres	picnic shelter
5	Dale Lestina Park	7.7 acres	playground
6	Daniels Run Park	47.7 acres	trail, picnic shelter, playground
7	Draper Drive Park	17.3 acres	2 synthetic multi-purpose fields, playground, trail
8	Fairchester Woods Park	1 acre	basketball court, playground
9	Gateway Regional Park	10 acres	trail, pavilion
10	Green Acres Center	9.5 acres	gymnasium, playground, basketball court, 2 soccer fields and 1 practice area, little league field
11	Kitty Pozer Garden	0.4 acres	public garden
12	Kutner Park	10.2 acres	soccer field, tennis courts, volleyball court, trails, horshoe pit, picnic pavilion, playground
13	Pat Rodio Park	4.1 acres	little league field, multipurpose field, playground
14	Providence Park	20.2 acres	soccer field, basketball court, trail, tennis court, picnic pavilion, playground
15	Ranger Road Park	18 acres	basketball court, trails, playground
16	Ratcliffe Park	6 acres	little league field, basketball court, multipurpose field, playground, picnic pavilion
17	Rebel Run Open Space	4.4 acres	undeveloped open space
18	Sager Trail (Cantone Easement)	0.33 acres	undeveloped open space, walking path
19	School Street Park	0.27 acres	walking path
20	Shiloh Street Park	6.6 acres	trail, playground
21	Stafford East Open Space	9.6 acres	undeveloped open space
22	Stafford Drive Park	14 acres	synthetic turf field, playground, trail
23	Ted Grefe Park	2.05 acres	undeveloped open space
24	Thaiss Memorial Park	11.4 acres	little league fields, playground, picnic shelter
25	University Drive Park	0.28 acres	walking path
26	Van Dyck Park	36 acres	basketball court, skate park, tennis courts with lights, volleyball sand court, multipurpose field,exercise trail, gazebo, picnic pavilions, playground
27	Westmore Park	1 acre	basketball court, practice tennis court, picnic pavilion, playground
28	Wilcoxon Park	0.5 acres	trail
Schools:			
	Fairfax High School	30.3 acres	baseball field, Softball field, Synthetic Multipurpose field, Tennis Courts, Track, Wrestling Room, Gymnasium
	Lanier Middle	12.3 acres	gymnasium, multipurpose field, track, wrestling room
	Providence Elementary	11 acres	baseball fields, gymnasium, softball field, playground
	Daniels Run Elementary	9 acres	gymnasium, softball diamond, 1 soccer field, 2 basketball courts

Map PRO-1

Parks, Recreation and Open Space



Vest Pocket Parks, also known as mini-parks, are actually a subcategory of neighborhood parks. These parks often take advantage of odd-sized parcels of land created by modifications to structures, building demolitions or street relocations. Vest pocket park sites vary in size and serve neighborhoods by providing open space and play areas. Veterans Amphitheater, University Park and Kitty Pozer Garden behind the Ratcliffe-Allison House are examples of vest pocket parks in the City.

In an effort to offer more leisure opportunities that connect with the natural environment and build community for city residents, a community garden was created on the grounds of City Hall. In May 2011 a grand opening ceremony welcomed residents to sign up for ten foot by ten foot full sized plots or five foot by ten foot half sized plots within the fenced garden. The Parks and Recreation Department is responsible for taking rental requests, assigning plots, enforcing rules of the community garden and maintaining the garden border fence and garden plot stakes.

District and Regional Parks

Although abundant throughout Fairfax County and the Northern Virginia area, there are no district parks by local park standards (see Table PRO-2) located in the City. District Parks, generally located on sites of at least 50 acres, are all-purpose facilities designed to accommodate a variety of day-use activities. In addition to the facilities usually found at community parks, district parks often provide opportunities for fishing, biking, picnicking and other natural open space oriented activities. Burke Lake Park, located on Ox Road (Route 123) south of the City, is an example a nearby district park.

Regional parks are usually associated with large natural resource features and are often provided through the cooperation of two or more jurisdictions. Typically located on sites of at least 100 acres, regional parks provide a wide variety of activity to afford recreational opportunities for all ages and interest groups. Gateway Regional Park, located

Table PRO-2

Park Area Standards

Class	Acres/ 1,000	Service Radius	Minimum Size (Acres)	City Need	City Supply
Community Park	3	1 Mile	20	67.5 acres	127.5 acres
Neighborhood Park	3	2 Miles	5	67.5 acres	94.2 acres
Playground or Playlot	-	2 Miles	-		15.6 acres
District Park	4	5 - 7 Miles	50	90 acres	-- [1]
Regional Park	*	25 Miles	100		0.1 acre[1]
State Park	10	1 Hour	600	225 acres	-- [1]

Total Recommended Acres/1,000 Population: 22.5

* Considered at a variable rate over and above local area standard.

[1] State, District and Regional Parks met through NVRPA and FCPA systems

Source: City of Fairfax Parks and Recreation, 2007 Virginia Outdoors Plan

near the intersection of Pickett Road and Old Pickett Road, serves as the nodal point for the City's trail system, the Cross County connector multi-use trail and the W & O D Trail. Maintained by the Northern Virginia Regional Park Authority, the park offers shelter, picnic tables, a water fountain and a display map of trails and local points of interest.

A cooperative agreement between the City and the County allows residents of both jurisdictions to use all parks and recreational facilities in either jurisdiction. The agreement allows City residents to use Fairfax County Park Authority parks at County rates and County residents to use the City's parks and programs at City rates. In addition, because the City is a contributing member of the Northern Virginia Regional Park Authority, City residents are entitled to use the extensive regional park facilities. Because of the City's central location, most of those facilities are easily accessible (within a one hour drive).

Recreational Facilities

A $5 million grant from Fairfax resident Geraldine Sherwood on behalf of herself and her late husband Stacy C. Sherwood enabled the City to construct its first purpose-built community center. Construction of this 12,000 square-foot facility adjacent to the current Police Station on Old Lee Highway was completed in 2011. The Stacy C. Sherwood Community Center has a focus on arts, classes and events with performance and rehearsal spaces, as well as rooms that are able to be rented for private or community functions.

Community centers – facilities used for social, cultural and recreation needs of individuals or groups – may have various focuses or serve different functions. In addition to the Sherwood center, other public facilities within the City serve community center needs. Some of these needs are met through the part-time use of facilities such as Fairfax High School, Lanier Middle School and Old Town Hall, as well as meeting spaces in City Hall, the City of Fairfax Regional Library, and Fire Station #3. However, use of Lanier, Fairfax High School and George Mason University is severely limited due to regular school use and extracurricular school activities. The Green Acres Center operates as an active recreation center as well as the City's Senior Center. The center serves over 1000 active senior members and offers numerous youth, adult and rental activities.

In 2007, the City of Fairfax worked with a consultant to conduct a Community Attitude and Interest Survey (CAIS)

Athletic Field at Stafford Drive Park

in order to establish priorities for the future improvement of parks and recreation facilities, programs, and services. Of primary interest from the CAIS results were small community parks, paved walking and biking trails, indoor recreation and historical sites and museums. The City has partially met these needs through the acquisition of Historic Blenheim and 44 acres of parkland. To accommodate the needs of the year-round sports leagues which serve 6,000 children regionally, the City invested funds to build two tennis courts at Providence Park, two synthetic turf fields at Draper Drive Park and one at Stafford Drive Park and converted two natural turf fields at Providence Elementary into the first 375-foot outfield baseball field with lighting in the City. In addition to the existing private community pool facilities in the City (see Map PRO-1), City residents also have access to Fairfax County's Oak Marr RECenter in Oakton and George Mason's Aquatic and Fitness Center.

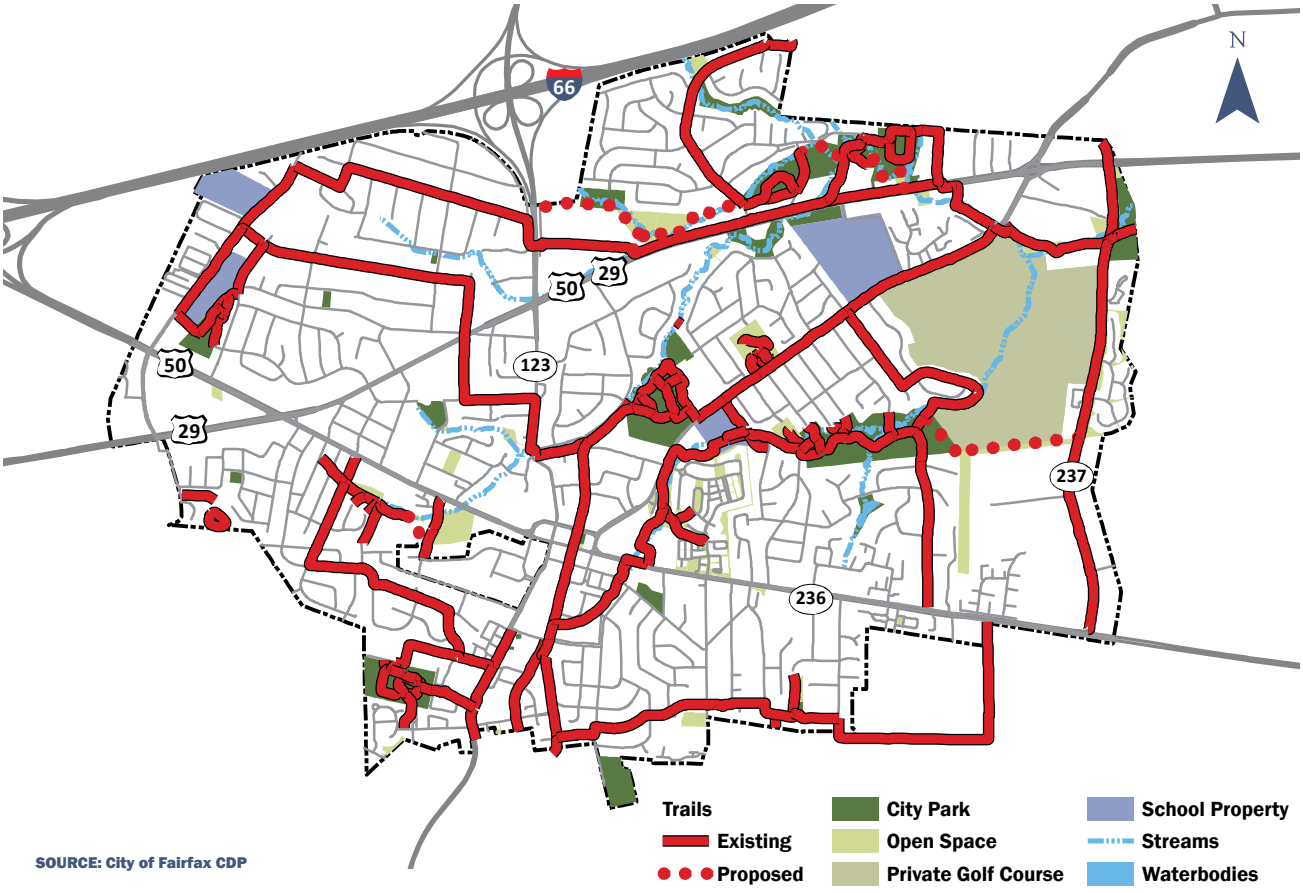
The City has taken an active role in making recreation accessible to everyone. Stafford Drive Park, completed in 2008, is the first in the City to feature a barrier-free playground. Barrier-free playgrounds offer a "sensory-rich" atmosphere designed to provide access to disabled or mobility-impaired children, parents, grandparents, and their family members while allowing free navigation and interaction in a park setting. It requires at least 70% of play activities to serve children with physical disabilities and address the children's intellectual, physical, emotional and social needs. The Draper Drive Park renovations also resulted in accessibility enhancements.

Trails

The majority of the trails in the City are multipurpose recreational trails serving the needs of pedestrians, joggers and bicyclists. The City's bikeways consist of various multipurpose trails, paved trails, sidewalks and shared roadways (see Map PRO-2). Trails serve multiple purposes; not just recreation, but also as a transportation route that can serve as an alternative to the City's roadways.

Map PRO-2

Trails Map



SOURCE: City of Fairfax CDP

In April 2011 the Parks and Recreation Advisory Board (PRAB) established a Trails Sub-Committee to remain active for a minimum of three years with the purpose of leading the development of a comprehensive plan to enhance the City's current trail system and recommend new trails and trail extensions. The sub-committee has recently begun an inventory of existing trails in the City, documenting existing conditions including width, surface type, incline and maintenance issues noticed on the trails. Other recent topics of discussion include the signage and designation of the George Snyder Trail and coordination with the Mason to Metro Study.

Park Standards

Based on the Virginia Outdoors Plan area standards, the supply of City parkland, as well as the distribution and range of park types, is more than adequate to meet the needs of City residents. Although there appears to be adequate park acreage to serve City residents, there may be a need for additional recreational facilities within those areas based on National Recreation and Park Association (NRPA) and Commonwealth of Virginia standards and usage data. The current and projected recreational facilities surplus or deficit is shown in Table PRO-3. These standards should be further

Table PRO-3

Recreation Standards

Activity and Type of Facility		Standard Units/ Population	City Need	City Supply	Surplus (Deficit)
Archery (Range)		1 per 50,000	--	--	--[1]
Baseball (Diamond)		1 per 6,000	4	15	11
Basketball (Court)		1 per 5,000	4.5	23	18.5
Community Center		1 per 25,000	1	2	1
Firearms (Shooting Range)		1 per 50,000	--	--	--
Football (Field)		1 per 10,000	2.3	2	--
Golf		9 holes per 25,000	9 holes	0[2]	9 holes
Hiking and Jogging Trails		2 miles per 1,000	45 miles	22.1 miles	(22.9 miles)
Hockey	Field	1 per 25,000	1	1	--
	Ice Rink	1 per 30, 000	1	1[3]	--
Horseshoes (Lanes)		1 per 10,000	2.3	1	(1.3)
Lacrosse (Field)		1 per 25,000	1	1	--
Outdoor Theatre		1 per 20,000	1	1	--
Racquetball		1 per 20,000	1	3	2
Soccer		1 per 5,000	10	7.5	(2.5)
Softball		1 per 3,000	7.5	2.5	(5.5)
Skateboard Park		1 per 25,000	1	1	--
Swimming Pool	25 meters (Jr. Olympic)	1 per 10,000	2	3 semi-private	1
	50 meters (Olympic)	1 per 20,000	1	0	(1)
Tennis (court)		1 per 2,000	11	12	1
Track (Quarter-mile)		1 per 20,000	1	1	--
Volleyball		1 per 1,000	22.5	2 outdoor	(21)

[1] Archery Ranges are accessible through Fairfax County system

[2] 18 holes in private course

[3] Privately-run, for profit facility open to the public

Source: City of Fairfax Parks and Recreation, 2002 & 2006 Virginia Outdoors Plan

reviewed in context of the City's needs and the availability of County recreational facilities for use by City residents.

The development of a strategic master plan has been proposed for future planning of the City's parks and trails through extensive community input related to passive and active needs for parks and recreation services, amenities, trails and facilities. This five year strategic plan would identify key focus areas for staff, PRAB and City Council to assist with decisions for project development and funding integrated with the City's comprehensive plan. The plan could also include discussion regarding including native species planting requirements for all parks and open space, especially along stream segments that run through these public lands.

The City of Fairfax has been a member of Tree City USA for 24 years, a program sponsored by the Arbor Day Foundation in cooperation with the USDA Forest Service. The Tree City USA program provides direction, technical assistance, public attention, and national recognition for urban and community forestry programs. Preference is sometimes given to Tree City USA communities over other communities when allocations of grant money are made for trees or forestry programs. Over 300 trees were planted at Stafford Drive and Draper Drive Parks.

Green and sustainability initiatives have been a key focus of the City's renovations at Stafford Drive and Draper Drive parks. Both spaces—a total of nearly 40 acres—feature innovative field technology, energy-conservative lighting, bio-retention rain gardens, protected woodland, open space, and LEED (Leadership in Energy and Environmental Design) constructed facilities that highlight the preservation of the City's natural resources.

Open Space

The term "open space" has different meanings to different people. Most of these meanings have in common the idea of lands that have not been intensively developed with structures. Common examples include forestlands, farmlands and open parklands. While most people consider these lands to be natural areas, many lands that today serve as open space have been subject to deforestation, earthwork grading and replanting at some point in the past. Some of these lands have a small portion of their surfaces covered with buildings such as barns or picnic shelters while serving an overall open space function. While man-made intrusions such as ball fields and trails can occur on open space lands, most people believe that development more intensive than park facilities invalidates the land's status as open space.

Important to open space planning is the distinction between lands that have been formally designated as open space through official acts and lands that provide the benefits of open space despite having no guarantees that the open nature will be retained on a permanent basis. The development of previously open lands often upsets and confuses nearby residents who were unaware that the lands were privately held and eligible for development.

A purpose of open space planning and funding the purchase of lands for open space is to assure sufficient open space on a continuing basis by converting some privately held open lands into lands that are protected from development. Another benefit of open space acquisition is the reduction of the amount of impervious cover which contributes to the degradation of water resources. The developed paved areas increase the volume of surface runoff and prevent infiltration of rainfall into the soil surface. By preserving more natural areas for infiltration, the cost of storm water management is reduced by concentrating runoff in one area and reducing runoff volumes. In addition to volume control, the concentrated runoff in open areas filters the pollutants before reaching our water resources.

Designated Open Space

In addition to the recognition of traditional recreation-oriented uses of parks, citizen groups have placed considerable emphasis on both natural area preservation and undesignated open space. Reflecting this preference, both Daniels Run Park and Ashby Pond Conservancy are used for the purposes of preservation and/or conservation. These parks remain in their natural state, and serve as undeveloped habitat space as well as watershed buffer space. Other larger properties have likewise been acquired as undesignated open space, such as the 4½-acre Rebel Run Park, which was acquired in 2003. In total, the City has 44 acres set aside for open space/preservation.

Rights-of-way & Stub-streets

The use of rights-of-way for their open space value became a defined community preference in the late 1990s and early 2000s. The Community Appearance Committee (CAC) studied the many dead-end/stub streets in the City of Fairfax with the intent to blend these areas into the community, thus improving appearance and reducing maintenance. In addition to increasing the amount of open space in the City, the rehabilitation of these areas also provide opportunities to reduce impervious area and install low impact development measures to help capture and treat stormwater. Typically these stubs exist because original plans for subdivisions were

never completed or planned connections to adjacent parcels were abandoned in future developments of neighboring projects, leaving roads that led to nowhere. These dead-end areas often become areas for dumping trash or parking vehicles.

The CAC's 1999 survey found 30 candidates for renovation. The first renovation was completed in 2002 on Shiloh Street in the Mosby Woods subdivision. The second project was the east end of Ranger Road in the Cambridge Station neighborhood, completed in the fall of 2002. Between 2003 and 2005 four more stubs were renovated; St. Andrews Drive, Estel Road, Spring Lake Terrace and Dale Drive. The FY 2011 Capital Improvements Plan provides funds to be used to pay for concrete, asphalt, plant material, trees, etc. for Stanton Drive/Beaumont Street in 2012 and Ranger Road in 2013. A current action regarding a right-of-way being transformed into a park amenity is the former connection of School Street to University Drive, which was closed to traffic when George Mason Boulevard was completed in 2009; the site is currently planned for a mini-park.

Existing Inventory and Priority Needs

The City has a large park and open space system that is augmented by public school lands, homeowners' association properties, and other privately held open spaces. Combined, these spaces serve to provide recreational areas for citizens and area residents, protect neighborhoods from incompatible uses, and preserve the City's most sensitive natural features. Additional purchases of open space should further these ends, providing additional benefit to the community.

The former Weight Watchers site, which was purchased as part of the recent open space acquisitions, has been used as a gravel parking lot since the demolition of the building. Concepts for the entire block, referred to as George Mason Square, have been prepared and are under consideration. The proposed concept shows an expansion of the Kitty Pozer Garden including a gazebo, water features and an outdoor theater area with stepped seating.

One further item for future facility planning is the property located at 9999 Main St. This property, consisting of a 1920s-era house and roughly 3 acres of land, has been donated to the City for use as a park through a retained life estate – whereby the property may continue to be occupied for the current residents' lifetimes. When the City realizes full use of the property, the site is to be known as Katherine Barker Park. The City should undertake an initial assessment of potential uses for both the property and the existing structure in order to ensure a smooth transition to eventual City control.

Land Acquisition

In 2001 the Open Space Advisory Committee provided a report to City Council to assist in the selection process of how best to use the funds collected for open space acquisition. Although the report is now ten years old, many of the goals and objective remain relevant. Using a point-based ranking system, the committee ranked parcels in priority order based on a set of common goals at which the committee arrived through consensus-building discussions. These same criteria should be reviewed and used to assess all parcels in the City to identify those that should be considered for acquisition if the opportunity and funding arises.

The Committee's report also noted that the use of grants, donations, easements and other means of funding be used in conjunction with funds raised for purchasing parcels. The City should continue to research and pursue grant opportunities and proffers for future open space acquisition. City staff and officials should be cautious to weigh the benefits of a land purchase as either benefiting the entire City or satisfying the residents of an underserved area. Numerous stakeholder groups exist that will be affected by open space acquisitions. Among the groups that have a vested interest in the acquisition of open space are sports leagues, neighborhoods, environmental groups and historic preservation advocates. All of these groups have valid reasons to promote particular open space acquisition policies. While it is impossible to fully meet the needs of each of these groups, it is possible to strategically select parcels that serve to promote the goals of each group and the City as a whole.

Future Land Use Designations

The Land Use Plan describes the three main categories of Future Land Use for designation as open space. The three categories are Open Space—Recreation, Open Space—Conservation, and Open Space—Preservation. The primary differences among these categories are the purposes for open space designation. The Recreation category includes all lands used primarily for active recreation. The Conservation category includes primarily lands used for visual buffering and passive recreation. The Preservation category is reserved for lands that the City plans to keep—to the extent possible—in a natural state. These categories cover lands that both are currently in open space use as well as those lands that are desired for addition to the City's open space inventory. The characteristics of these designations can be seen in the Land Use chapter. The locations of lands designated for these uses can be seen in Future Land Use Map in the Land Use chapter.

Parks, Recreation and Open Space— Goal, Objectives & Strategies

Goal: Ensure, on a continuing basis, the provision of adequate open space for health, recreation, and environmental purposes.

Objective PRO-1 Acquire lands, development rights, or conservation easements as necessary to ensure adequate locations to support recreational activities.

Strategies

PRO-1.1 Identify lands based on input received in the Open Space Citizens' Advisory Committee Report, City organizations and citizen input that would enhance the parks and trails system.

The Open Space Citizens' Advisory Committee provided in its report a priority ranking list and correspondence from boards, commissions, civic associations and City residents. The City should consult the report as opportunities arise to incorporate additional property into the parks and trails system.

PRO-1.2 Assure the provision of lands for each of the types of open space, focusing on creating the maximum benefit to City residents.

Among the possible intended uses for open space are active recreation, public spaces, buffers between residential neighborhoods and adjacent incompatible uses, and natural area preservation. While all of these objectives are valid uses of open space funding, care should be taken to ensure that neither one of these goals, nor any of the groups that advances a particular goal, dominates the open space acquisition process.

PRO-1.3 Utilize outside funding, donations and grants to supplement and maximize open space funds.

The Open Space Citizens' Advisory Committee Report gave several examples of additional funding resources. The City should review these resources and research for new opportunities to assist in large purchases.

PRO-1.4 Wherever appropriate, obtain conservation easements and similar instruments on lands that the City will not actively utilize.

The use of conservation easements can bring desired lands into official open space status without requiring the City to buy the properties outright. Extensive use of conservation easements should save on the costs of maintaining these lands, most of which would be kept in their natural state.

Objective PRO-2 Obtain or otherwise gain designation of small parcels for use as vest pocket parks as public gathering spaces, open space buffers or neighborhood passive recreation areas.

Strategies

PRO-2.1 Wherever appropriate, convert excess rights-of-way and other City-owned properties to open space.

The City has long held rights-of-way, buffer strips and other vacant lands for their open space value on an informal basis. The City should continue to study which of these lands are suitable to be formally designated as open space.

PRO-2.2 Facilitate the creation of vest pocket parks in areas of high pedestrian traffic or visual interest.

One manner of enhancing the City's mixed-use areas, particularly Old Town and the three major centers along the Fairfax Boulevard corridor, is to create vest-pocket parks. These parks can serve two major functions: adding green space to relieve the congesting effects of intensive development and providing places for people to relax or visit near areas of employment or shopping. When possible, the City should encourage the inclusion of vest pocket parks during the processes of reviewing plans involving the redevelopment of focal areas within the City.

Objective PRO-3 Provide and maintain excellent facilities and services to accommodate present and future needs.

Strategies

PRO-3.1 Upgrade and maintain City parks, ball fields, and other recreational facilities.

City-owned recreational facilities and the City's recreational programs are important components of quality of life. Their enhancement and protection are vital for maintaining this quality of life for future generations. To avoid deterioration of these facilities, the City should continue to explore cost recovery methods to offset the operating costs of facilities and programs and other financing alternatives for facility replacement at the end of its useful life. Park projects should focus on maintaining current park assets, walking and biking trails, and fitness amenities.

PRO-3.2 Identify park properties that may benefit from expansion of active or passive facilities or equipment.

Park needs and uses change over time, and there may be park properties in the City that can benefit from new equipment and types of uses. Properties that may fit into this category include Ratcliffe Park and Daniels Run Park, and facilities include a sprayground (such as at Van Dyck Park), and amenities such as a dog park.

PRO-3.3 Provide a wide variety of recreational facilities and programs for all City residents.

Park facilities meet or surpass most state and national standards for a City of this size. Updating the community needs assessment (revising the Parks and Recreation Attitudes and Interest Survey every five years), identifying additional existing options to meet those needs, and building community support for new facilities are the next steps in assuring that recreational needs of the City residents are met.

PRO-3.4 Prioritize the renovation and expansion of the Green Acres Center.

Although the Sherwood Community Center will fulfill many of the City's cultural arts needs, the Green Acres Center will remain an active community center, serving various segments of the City's population from young children to seniors. The facility, a former elementary school built in 1961, needs renovations both to ensure continued operability, modern accessibility, and to make the facility better suited to the needs of a community center. The center should be renovated and expanded into a diverse recreation center, allowing for and expansion of the senior center, for many recreational activities, and a strong focus on fitness.

PRO-3.5 Plan for uses at the future Katherine Barker Park.

This property has been donated to the City for use as a future park, but is still occupied by the donors through a life estate. The City should begin to examine specific potential uses.

PRO-3.6 Reduce accessibility barriers and improve restroom facilities at parks.

Park athletic facilities, including rentable pavilion areas should be made accessible as per the Americans with Disabilities Act (ADA), playgrounds should be made barrier free, and permanent restrooms should be installed at heavily-used parks. Additionally, any future park facilities or any future renovations of park facilities should be developed with accessibility for the disabled population in mind. Consideration should also be given to the development of a playground, such as Hadley's Playground in Potomac, MD., or Clemyjontri Park in McLean, designed specifically for children with disabilities.

Objective PRO-4 Provide amenities and activities to attract workers, visitors and residents.

Strategies

PRO-4.1 Incorporate facilities such as trails and small parks or open space areas within and adjacent to residential and commercial developments.

Through the rezoning and special permit processes, the City should seek proffers to enhance connectivity through local trails and parks and to provide open space areas throughout the City. Where feasible, those proffers may also include maintenance and replacement funds when trail and park facilities are being proffered.

PRO-4.2 Improve the usability of the City's trail system by focusing on trail awareness, expansion and connectivity.

A well-defined, off-road trail system can not only provide important recreation outlets for walking and bicycling but also provide a means to encourage non-vehicle transportation through the community. The City trails map should be regularly updated to include recent improvements and recommended future improvements, particularly regarding trail connectivity. Special focus should be on connecting existing

trails in order to create better linkages between City neighborhoods and facilities. The City should seek funding through state and federal grants and cooperate with non-profit organizations to implement improvements to the system. Additionally, the City should continue to cooperate with and support the Northern Virginia Regional Park Authority, and work with the Authority to improve the city trail connection with the County Connector Trail.

Community Appearance

Community appearance-related issues are of fundamental importance. Improving the City's appearance is essential if the City is to maintain its unique identity within the region.

Community pride is projected through the development and maintenance of a distinctive, attractive image. This section of the plan has been developed to enhance the positive visual aspects of the built and natural environment and promote substantial improvements to the appearance of the City's entryways, business corridors, and neighborhoods.

Post-World War II development in the City occurred in a manner typical of many suburban communities. As a result, much of the commercial development in the City emphasized highway visibility and automobile access, with little attention afforded to pedestrians. The City's commercial "strips" are therefore characterized by aging commercial structures, vast parking lots, inadequate landscaping, obtrusive signage, utility poles with overhead wires and an overall state of visual confusion.

In contrast, the City's Historic Downtown area has retained some of its order and character that distinguishes it from the City's other commercial areas. The combination of the streetscape, building massing, brick sidewalks and overall scale in the historic downtown have resulted in an attractive, unique appearance.

The system of floodplain land that runs through the City provides natural open space that has a generally positive effect on the City's appearance. Floodplain land in the City is protected from development by its designation as Open Space Preservation in this plan, and by zoning mechanisms restricting its use. The Chesapeake Bay Preservation area regulations also restrict uses in certain environmentally sensitive areas.

In addition to floodplain and Chesapeake Bay preservation areas, the City also has a significant amount of open space in the form of parks and public sites including school grounds. Many of these spaces provide visual relief and buffering from developed areas.

One of the most appealing features of the City is the appearance of some of its residential neighborhoods. Many of the older neighborhoods contain large shade trees that provide natural canopy, helping to conceal overhead wires. Houses in the City are typically well maintained, and home improvement programs are made available for homeowners needing assistance. Programs also exist that are designed to help homeowners modernize the interiors and exteriors of the houses, helping keep houses visually attractive, both inside and out. In addition, the City emphasizes the maintenance of neighborhood streets and sidewalks to improve pedestrian connectivity and ease of use in its yearly Capital Improvements Program process. These factors combine to enhance the desirability of the City's neighborhoods.

Considered together, these factors compose much of the physical environment of the City of Fairfax and have a profound impact upon how the City is perceived by visitors and residents alike. The presence of a coherent pattern of physical development and the availability of well-conceived and appropriately maintained public spaces and open spaces are outward indications of community involvement and civic pride.

Sherwood Community Center Plaza

Community Appearance Opportunities

Enhanced community appearance can best be achieved through a process taking into account government efforts, community values and private development activities. A well- defined process is necessary to bring improved design quality, order and legibility to the City's appearance. In 1994, the City adopted a Community Appearance Plan that provided a vision to direct public and private improvements within the City of Fairfax.

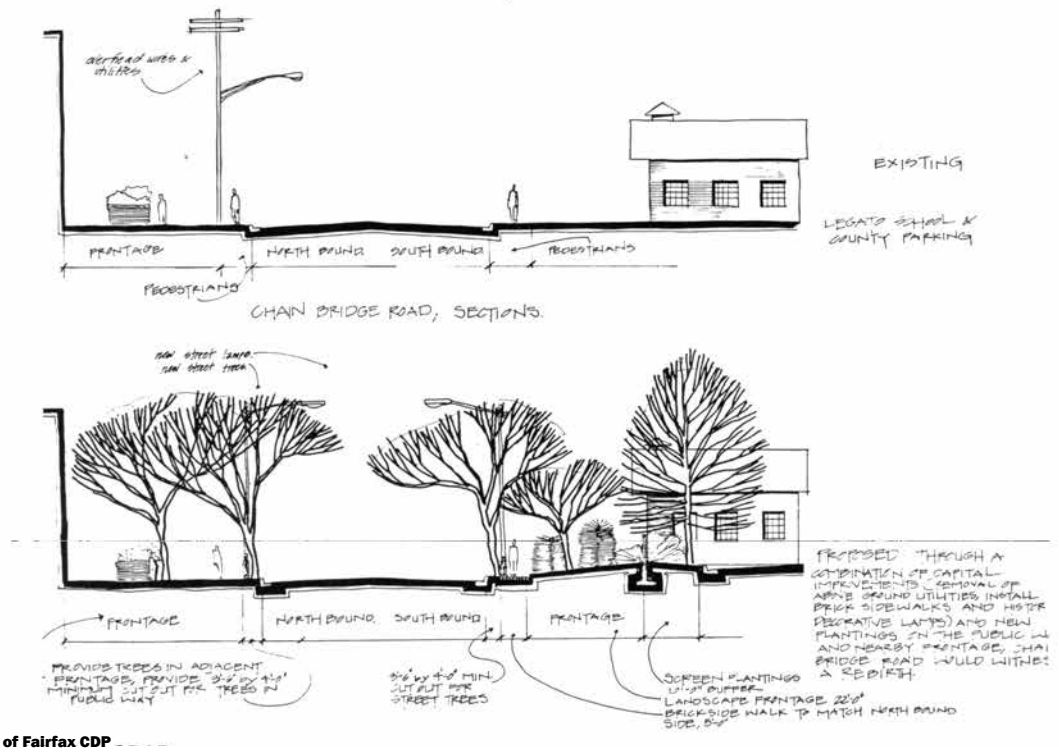
The Community Appearance Plan (CAP) emphasizes improving the City's appearance by applying aesthetic guidelines and improved landscape standards to public and private development. In addition, architectural and site design details such as lighting and public and commercial signage are discussed. Landscape planting, signage, site details and architecture are evaluated with regard for traditional townscape principles. The Historic District Guidelines, adopted in 1993 to ensure that infill development, redevelopment, landscaping and signage in Old Town Fairfax will be compatible with its existing character, are an appendix to the CAP.

The Old Town Fairfax component of the CAP presents broad recommendations for the improvement of the City's Historic Downtown and Transition Area. A particular emphasis of that component is the enhancement of the pedestrian environment. Through the use of text and graphics, recommendations are made for street frontage improvements, improved visual clarity, enhanced pedestrian circulation and the development of open space areas. Figure CA-1 illustrates measures that improve the context of the streetscape by use of plant materials and hardscaping. The CAP recommends the placement of utilities underground, a major capital improvement, to provide greater visual clarity to the downtown as illustrated in Figure CA-2. The undergrounding of utilities has been an ongoing project in Old Town since 2006.

The Corridors component of the CAP recommends a program of improvements concurrent with planned road widening, redevelopment and new development projects. By programming extensive planting of various species trees as well as installation of planted center medians, decorative light fixtures and interesting site details, the Community Appearance Plan seeks to spur the transformation of the City's corridors. The Fairfax Boulevard Master Plan addresses many of the concerns noted in the Corridors component regarding the Fairfax Boulevard corridor and its intersection with Chain Bridge Road in particular.

Figure CA–1

Streetscape Measures



Source: City of Fairfax CDP

Figure CA–2

Underground Utilities

Before utility lines were placed underground

After utility lines were placed underground

The implementation and maintenance of these design components will require extensive public investment. The City has been successful implementing features such as public landscape planting using native plants, brick walkway construction, and the development and enhancement of parks and open spaces by programming expenditures through the Capital Improvements Programming process. The placement of utilities underground has proven a particularly difficult task for the City, but has met with moderate success. Completion of these projects will require a commitment by the City, along with the assistance of the developers of adjacent properties that receive benefit from the project. Where appropriate, that funding may be supplemented with available state or federal resources and private sector participation.

To further advance the implementation of these recommendations, a creative public-private partnership should be nurtured. For example, the appropriate maintenance of private parcels and contributing actions by developers can greatly enhance the overall community appearance. These efforts should continue to be encouraged through vehicles such as beautification competitions, proffered development plans, and cooperative efforts between City staff and neighborhood organizations. In this way, demand on municipal budgets can be lessened, diffusing the responsibility for aesthetics throughout the community.

Community Appearance Efforts

In addition to directly funding public landscape planting and other beautification projects, the City is also involved in the following community appearance-related programs:

- Working with civic associations to acquire and plant street trees in residential areas;
- Designating a City clean-up month and day to encourage groups to remove litter from the City's most visible locations;
- Providing litter control and recycling literature to encourage citizen participation in those efforts;
- Developing and enforcing regulations to rid the City's neighborhoods of junk vehicles;
- Obtaining grants for extensive tree-planting efforts throughout the City;
- Implementing the Chain Bridge Road underground utility project;

Old Town Village

- Continued support of the Adopt-A-Spot volunteer maintenance and clean-up program and seasonal community clean-up campaigns;
- Providing weekend loans of City trucks for residents to remove yard and home debris from private clean-up efforts;
- Funding improvements to City-owned properties;
- Seeking developer commitments of quality architecture, landscape planting, lighting and signage during the redevelopment, rezoning and special use permitting process;
- Awarding residential and commercial Community Appearance Awards to recognize outstanding improvements and developments;
- Supporting the Fairfax Renaissance Housing Corporation that oversees the Neighborhood Renaissance program, which is designed to facilitate the home renovation process for residents to modernize and improve the appearance of the City's aging housing stock; and
- Providing grants for civic association efforts aimed at improving neighborhood appearance.

The City's Zoning Ordinance also supports improving the City's appearance. The most significant of these provisions are summarized below:

- The parking regulations require additional landscape plantings to break up large expanses of paving and to provide screening from the street.
- Single-family residential zoning codes place a limit on the percentage of residential front yards that can be paved for parking purposes.
- The commercial and residential district regulations incorporate minimum landscaped open space requirements.
- The sign regulations allow smaller and fewer commercial signs and encourage better design.
- The site plan regulations require improved screening and landscaping between different land uses and along street frontages.

Main Street Marketplace

- The floodplain regulations control the nature and extent of development in environmentally sensitive areas. The Chesapeake Bay regulations also establish appropriate criteria for development in resource areas.
- The Old Town Fairfax "Overlay" zoning district ensures that future development is sensitive to the distinctive character of the area.
- Tree preservation regulations protect trees throughout the development process and (on large lots) after construction is complete.

Future Efforts

The appearance of the City in future years will largely be determined by the decisions currently being made. Public expenditures, development regulations, development proposals and civic pride on the part of residential and business communities will all influence the future appearance of the City.

The remaining large-lot estates that tie the City to its rural past as well as the remaining buildings, such as the Farr Homeplace, the Ted Britt residence and the Mavis Cobb house serve to remind residents and visitors of the City's historic roots. These residences and the land upon which they stand serve to enhance the community's appearance through preservation of the houses, mature trees and open spaces. These estates should be top priorities for preservation.

The City has been a member of Tree City USA for over 20 years. Recent park developments have included substantial tree planting. While the City has consistently included new street trees in projects and worked to maintain existing tree cover throughout the City, damage does occur due to natural events such as storms and normal aging as well as impacts from human settlement. Growth patterns have been impacted by activities such as pruning to accommodate utility lines, passing of large buses and trucks and constrained root beds. The City should continue to work with Dominion Virginia Power to minimize the impact of regular tree trimming activities on the City's street trees.

Community Appearance— Goal, Objectives & Strategies

Goal: Establish and maintain an attractive, distinctive image for the City based on well-maintained buildings, green spaces and plantings.

Objective CA-1 Improve the appearance of the major commercial corridors.

Strategies

CA-1.1 Evaluate the Zoning regulations to ensure that future development reflects scale and character appropriate to the City.

The City's Zoning regulations currently permit a wide variety of development forms inside a broad envelope. These regulations should be reviewed and amended if necessary to ensure that the appropriate scale and character is reflected in their design. This effort should be undertaken following refinement of the Community Appearance Plan to reflect the City's design expectations.

CA-1.2 Establish and implement land use strategies to redevelop unsightly commercial areas and to encourage concentrated and unified future development.

Portions of the City's commercial corridors are composed of deteriorating and obsolete development characteristic of the commercial "strip." Therefore, the City should continue to use tools such as overlay and incentive zoning, capital improvement programming, the rezoning and special permit review process, and encouragement of private initiatives to improve the appearance and upgrade the quality of development in those corridors. In addition, the City should pursue the enactment of regulations requiring affirmative maintenance of blighted property.

CA-1.3 Implement design guidelines for major commercial areas.

The Community Appearance Plan, which outlines design guidelines for Old Town Fairfax and the Fairfax Boulevard and Main Street corridors, should be consistently and vigorously implemented. These guidelines establish the appropriate treatment and detailing of facades, the use of materials and color schemes, massing and scale of buildings, appropriate signage, and parking lot design, circulation and landscaping. The guidelines represent official City policy to guide the various boards and commissions in reviewing public and private development proposals. Special treatment should be applied at "crossroad intersections" in the City (e.g. Northfax, Kamp Washington, Fairfax Circle, Main Street (at Pickett Road)) to reinforce the landmark status of those areas.

CA-1.4 Reduce the visual dominance of the automobile by emphasizing pedestrian accessibility and significant landscaping.

The major commercial corridors cater to the automobile through the use of prominent signage and abundant, free parking. Asphalt and automobiles dominate that landscape. To provide visual relief and soften the appearance of those corridors, extensive landscape planting should be provided along medians, street edges and parking lots. Plantings also help to reduce climatic extremes and pollutants, physically separates sidewalks from streets and, to a lesser extent, provides a buffer from traffic noise, thereby making the environment more hospitable to people.

In addition, the provision of safe and attractive sidewalks and trails providing access to businesses along those corridors will further reduce the dominance of the automobile and increase pedestrian usage. All corridors should be functional and pleasant to use on foot or by bicycle. Each area of the City should foster mobility for residents and visitors, including pedestrians, with safety as the highest priority. Also, it is essential that appropriate crosswalks and pedestrian-scaled lighting be included as elements of any future pedestrian system.

CA-1.5 Provide superior maintenance of public rights-of- way and open space areas.

Efforts to enhance the appearance of the major commercial corridors through landscaping, signage and

roadway improvements constitute a substantial first step. Such improvements will not have a positive impact, however, if allowed to deteriorate or become unkempt. Personnel, equipment and materials (through public forces or private contractors) must be provided to assure that improvements are properly maintained so that they enhance rather than detract from the appearance of the major commercial corridors.

CA-1.6 Bring nonconforming signs into compliance with current regulations.

Although signs serve a useful purpose, they can quickly overpower and dominate an area if not controlled. In an effort to provide for signage that is adequate but not excessive, the City has amended its sign regulations on four occasions since 1987. However, because nonconforming signs are protected as "grandfathered," there is little incentive for sign owners to replace or upgrade nonconforming signs. Consequently, amortization and incentive programs are needed to achieve greater compliance.

Amortization provides for the termination of nonconforming signs after a specified period of time. Although it is authorized in some states, the Commonwealth of Virginia does not allow local jurisdictions to require the amortization of signs. The City should consider assisting other Virginia localities in pursuing enabling legislation to permit the amortization of nonconforming signs. A significant improvement in the appearance and safety of the City's commercial corridors would result from such an effort.

In addition to this legislative effort, the City should develop voluntary incentive programs to encourage the improvement of privately owned signs. Design assistance and financial participation by the City are examples of incentive programs that can be used to stimulate compliance with current sign regulations.

Provisions for special exceptions are included in the City's sign regulations. The City should evaluate each request for an exception from the sign regulations from a critical perspective, with an eye toward reducing visual clutter and improving the appearance of the City. Special exceptions should only be granted for unusual circumstances, and emerging patterns of granted exception requests should be monitored to aid in determining whether amendments to the sign regulations are indicated.

CA-1.7 Implement and facilitate improved lighting standards for outdoor areas.

Existing development regulations and the Community Appearance Plan address outdoor lighting height, sources, intensity, placement and style. These outdoor lighting standards result in protection from glare and visual distraction, and enhance the appearance of City roadways and businesses. The City should consider lighting improvements as part of the Capital Improvement Program and encourage all developers to provide quality lighting within developments and along City collector and arterial streets consistent with the CAP. For instance, existing conventional cobra head street lights should be retrofitted to reduce glare and light spillage off of the right of way area and therefore reduce light pollution.

CA-1.8 Eliminate distracting elements and visual clutter from the City's roadways.

Telephone and power poles, overhead wires, transformer boxes and signage clutter all blemish the City's landscape. As part of a long-range effort, the City should continue its program of placing utility lines and structures underground. In addition, the City's development regulations should ensure that utilities are placed underground in new developments. Further, the City should actively explore funding options and seek alternative approaches to accomplish the placement of utilities underground throughout the City. This ongoing effort will dramatically improve the appearance of the commercial corridors. In conjunction with this program, mast arm traffic signals should be installed to significantly reduce the visual clutter at major intersections, and public and private signs should be consolidated or eliminated where possible. A plan for directional signs in the commercial corridors should be developed and implemented, such as has been partially implemented in Old Town Fairfax. As a more immediate measure, the City should reduce the number of public signs by eliminating unnecessary ones.

A citywide plan should be prepared to control the location and design of the randomly scattered and uncoordinated mix of paper distribution boxes. The plan should designate specific locations, a standard design for the boxes, and direct their use to the specified locations and design.

CA-1.9 Establish a comprehensive planting and landscaping plan for parks, public schools, public sites and rights of way.

A coordinated urban forestry plan should be developed which details a regular maintenance and continuous planting program of native species plant materials. The City should consider setting aside funds collected as user fees from City facilities (including schools) for landscaping efforts on public properties.

Roadside and median landscape planting should be carefully designed to assure that these areas remain attractive year-round. Deciduous street trees should periodically be accented with evergreen trees and seasonal shrubbery and flowering plants to provide attractive vistas with minimal maintenance requirements.

Objective CA-2 Enhance the appearance of the City's mature neighborhoods.

Strategies

CA-2.1 Implement the housing objectives and strategies concerning the preservation of the existing housing stock.

Objectives and strategies contained in the Housing section stress the use of available housing programs for maintaining and upgrading housing units in mature neighborhoods. The Housing section also points to the development of new guidelines to ensure the redevelopment of neighborhoods is done in a manner that protects the City's character. The successful implementation of those policies will result in the improved appearance of not just individual units, but also entire neighborhoods.

CA-2.2 Target public capital improvements to neighborhoods identified for rehabilitation assistance.

The concentration of resources in specific identified neighborhoods to be determined will instill confidence in affected homeowners and encourage participation in available assistance programs. Scattering available capital improvement funds among various neighborhoods, while appearing to be equitable, does not create the concentration of funds necessary to create a catalyst to "turn a neighborhood around."

CA-2.3 Adopt a residential component to the Community Appearance Plan.

A draft Residential component of the Community Appearance Plan establishes guidelines to complement zoning, building and health code requirements to make City neighborhoods more attractive, livable and viable. The draft has been reviewed by the Council of Civic Associations, which recommended its adoption to the City Council to encourage community appearance initiatives in City neighborhoods. In addition, strategy HOU-2.5 of this plan recommends the preparation of individual plans describing guidelines for development in each of the City's residential neighborhoods.

Objective CA-3 Encourage exemplary site and building design, construction and maintenance.

Strategies

CA-3.1 Adopt standards for new forms of residential development to ensure appropriate design and compatibility with the City's character.

Contemporary forms of residential development, including zero lot line, cluster and small-lot residential infill, present design problems requiring specialized solutions. The provision of adequate landscaped parking, retention of open space and provision of privacy for individual residential units are problems that are especially pertinent to these types of development. Standards should be developed and adopted which address these and similar problems to ensure that alternatives to the conventional subdivision become and remain viable in the City.

CA-3.2 Incorporate design elements in public improvement projects that will set a positive example for the private sector.

Quality design in public improvement projects attracts superior private development. The City should exhibit the same quality of design and construction that it expects from private developers. Also, the City should encourage a similar philosophy in Fairfax County, State and Federal construction projects which are to be located in the City. The City Council has committed to establishing LEED Silver as the goal for all public facilities. Similarly, the City should also incorporate sustainable features in public improvement projects whenever possible.

CA-3.3 Encourage the incorporation of public art in both public and private sector development.

Art promotes better understanding of communities, reflects identity and origin and enriches lives. The City should encourage art in public areas including allocating City funds for art, encouraging public art through development requirements and hosting public art competitions. See also CR-2.1.

CA-3.4 Promote a public-private partnership for the enhancement of community appearance.

Working through existing City and community groups such as the Community Appearance Committee, civic associations and the Chamber of Commerce, ongoing public-private cooperation should be fostered. Using the Community Appearance Plan as a guide, efforts such as the City's residential and commercial award programs should be continued and enhanced. In addition to the aesthetic amenities offered by developers through the proffer system, aesthetic improvements should be sought from existing businesses and high-density residential communities. These improvements could be encouraged through offering public services such as technical expertise or planting assistance as an incentive. Annual "clean-up/fix-up" weeks, sponsored jointly by the City and private organizations, stimulate ongoing interest in improving and maintaining properties.

CA-3.5 Promote "Complete Streets" and "green" development in public and private projects throughout the City.

The unique feel and appearance of the City is vital to its success. By incorporating design standards that encourage non-motorized vehicle use and are environmentally friendly, the City can build upon its character and create an environment that will entice people to spend more time in the City rather than driving through. For example, Complete Streets is a program which promotes roads be designed and operated to create a safe environment for residents and visitors to cross the street, walk to shops, and bicycle to work. It encourages connectivity of all modes of transportation. Creating an atmosphere that supports walking and bicycling can also improve economic conditions for both business owners and residents.

Incorporating landscaping elements such as street trees, planters, bioswales and rain gardens not only improve the aesthetics of the City but also help curb stormwater runoff issues. Street trees provide shade, reduce the heat island effect and offset carbon dioxide. Protection of green spaces and open areas also offers the double benefit of protecting viewsheds and natural stormwater management.

Objective CA-4 Facilitate the transformation of the Old Town area into an attractive, inviting pedestrian-oriented environment.

Strategies

CA-4.1 Improve the aesthetics and pedestrian amenities in Old Town Fairfax.

With unique turn-of-the-century architectural features, brick sidewalks and street trees already in place, this area serves as a focal point for the City's business and cultural activities. To enhance this area, the recommendations contained in the City's Community Appearance Plan should be implemented. These include providing decorative lighting, developing mini parks, providing additional plantings and plazas and improving pedestrian walkways. In addition, the provision of brick crosswalks and additional pedestrian signals will encourage the use of existing and planned parking facilities in Old Town Fairfax.

CA-4.2 Maintain and enhance the City's publicly owned historic buildings and grounds.

City buildings and property should set the standard for excellence in both design and maintenance. The City should foster a program of regular maintenance, periodically monitor the condition of its properties and provide enhancements where necessary.

CA-4.3 Maintain the existing "small town" scale and character in future development.

New development in the Old Town area should be compatible with older, historic development so that the existing character is not eroded or transformed. To ensure compatibility, new development should complement the existing architecture in terms of scale, setback, use of materials and detailing. All new development and redevelopment should be consistent with the CAP (including the Old Town Fairfax Historic and Transition District Guidelines).

Historic Resources

As the City of Fairfax celebrated 50 years as an independent city and more than 200 years as the crossroads of Northern Virginia in 2011, we are reminded of the importance of the City's rich heritage, which continues to provide a sense of identity, stability and continuity.

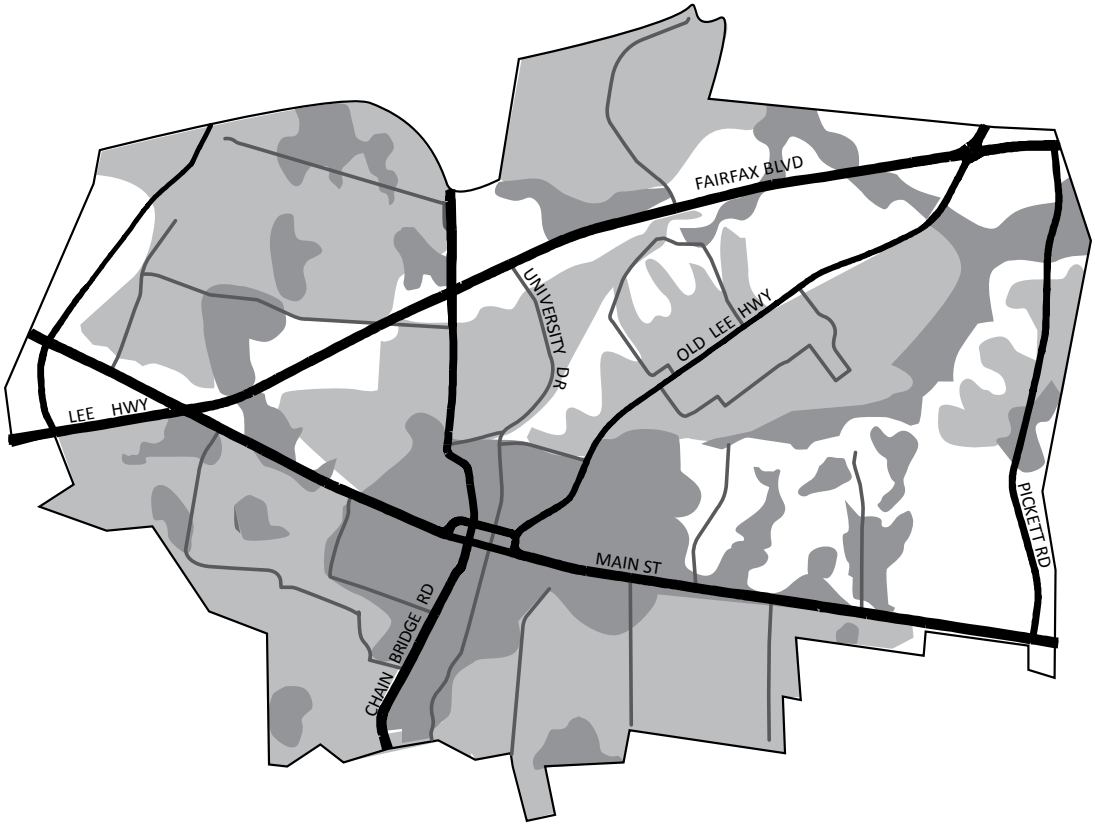
Historic and Archaeological Resources

The City's inventory of historic resources reflects the interplay of local growth patterns, public policies and private actions and continuing identification efforts. The majority of historic architectural resources are concentrated in Old Town Fairfax, the traditional core of the City. However, surveys conducted by the City since the late 1970s have identified a wide range of resources throughout the City, including commercial, institutional and residential structures, buildings and objects. Over 110 buildings and structures have been surveyed and documented, as well as six cemeteries and one archaeological site.

A citywide archaeological reconnaissance survey completed in early 1994 identified areas of high, medium and low potential for archaeological significance (see Map HSR–1). In 2008 the William and Mary Center for Archaeological Research at The College of William and Mary conducted a thematic survey of Civil War archaeological sites within

Map HSR–1

Potential Archaeological Resource Areas



Source: Garrow and Associates, Inc., 6/94

the City. The Center's findings, published as a complete report titled Comprehensive Report: Thematic Survey of Civil War Archaeological Resources in the City of Fairfax, Virginia and as summary booklet, identified 93 Civil War locations in total during the study with field inspection of 62 locations resulting in the identification of 25 newly recorded and three previously recorded archaeological sites, as well as four isolated finds.

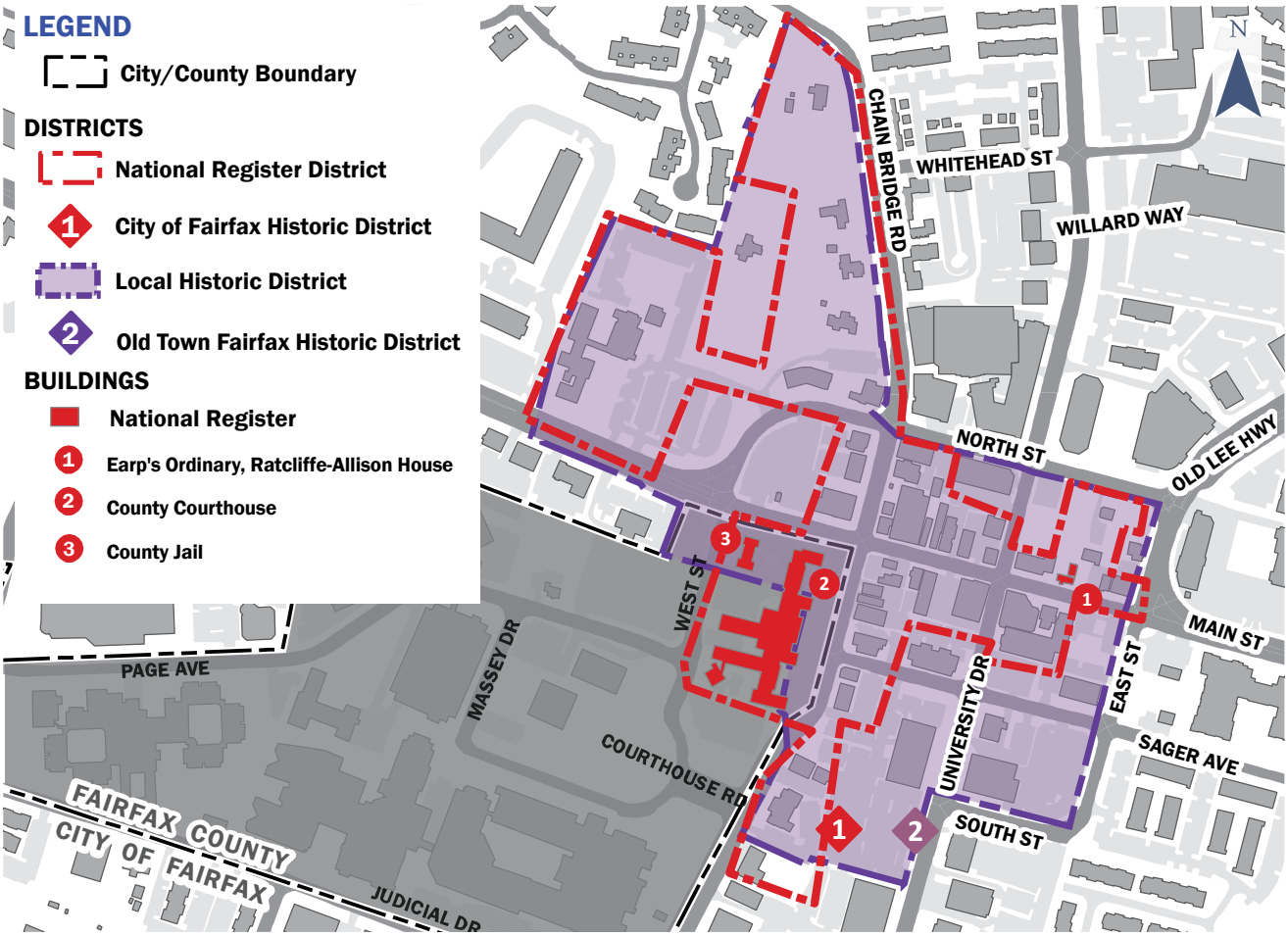
Among the City's most significant historic properties are a group of nineteenth and early twentieth century structures in the National Register City of Fairfax Historic District within Old Town Fairfax. By contrast, the Tastee 29 Diner, located on Fairfax Boulevard, erected in 1940, is nationally significant as an excellent example of "streamline moderne" roadside architecture.

Districts

The City has one National Register district, the City of Fairfax Historic District (see Map HSR–2). Within the National Register City of Fairfax Historic District, there are 52 buildings, 10 other structures and a monument, most of which are classified as "contributing" elements. Six of those buildings predate 1850, 14 were constructed around the turn of the 20th century and an additional 12 date from the 1920s and early 1930s. Approximately three-fourths of the buildings in the district are used for commercial purposes. Among the most notable historic buildings in Old Town Fairfax are the Fairfax County Courthouse, the William Gunnell House, the Ratcliffe-Allison House, Old Town Hall and the Ford Building. The second floor of Old Town Hall houses the Huddleson Library, a collection of Civil War works and Virginia history books. Many of the other downtown historic structures are former residences that have been converted into office or retail space.

Map HSR–2

National Register Historic District Map



Source: City of Fairfax CDP, 2011

The City has four local historic districts identified as zoning overlay districts (see Map HSR-3); Old Town Fairfax Historic District, Fairfax Public School Historic District, Blenheim Historic District and the John C. Wood House Historic District. The City's Old Town Fairfax District boundary does not exactly match the boundary of the National Register District and has a more than 10 acre larger area. The Fairfax Public School Historic District is comprised of the less than half acre property of the former Fairfax Elementary School listed on the National Register, now used as a Museum and Visitor's Center. The Blenheim Historic District is comprised of the 12 acres of the National Register listed Blenheim (Wilcoxon Place) Estate. The John C. Wood House Historic District was added in September 2010. The house on the property was the home of the City's first Mayor who was influential in the incorporation and later expansion of the City and location of George Mason University. The District is located in one of the oldest residential neighborhoods in the City.

Properties

The City has four individual properties on the National Register (see Map HSR-3): the Fairfax Public School (now the Fairfax Museum and Visitors Center), the Ratcliffe-Allison House on Main Street, Blenheim, and the Tastee 29 Diner on Fairfax Boulevard. The Tastee 29 Diner is also included in the multiple property Diners of Virginia, MPS district. In addition to the National Register Designation, these historic properties are also listed on the Virginia Landmarks Register.

There are many properties with historic characteristics that have not been designated at the State or National level. The Fairfax Boulevard corridor retains some excellent surviving examples of the architecture of the mid 20th Century. Significant properties also include a few surviving examples of large rural estates such as the Farr House, the Sisson House, Manassas Gap Railroad Bed as well as a grouping of historic residential properties in the Fairfax Triangle area, predominantly along Chain Bridge Road and Cedar Avenue.

Cemeteries

The Virginia Department of Historic Resources considers cemeteries or burial places to be historic if they meet, or are likely to meet, the criteria for inclusion in the National Register of Historic Places. Thus a cemetery would be considered historic if it is (A) associated with events that have made a significant contribution to the broad patterns of our history; (B) associated with the lives of persons significant in our past; (C) embodies distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or (D) have the potential to yield information important in prehistory or history.

The City of Fairfax has six identified cemeteries (see Map HSR-3); the largest of which is the City of Fairfax Cemetery at just under 10 acres. The City Cemetery has been in continual use since 1866 when the land was purchased by the Ladies Memorial Association as a burial ground for Confederate soldiers who either lived or were killed in Fairfax County. In 1890 a nearly eighteen foot high gray granite obelisk was erected in the cemetery in a dedication to "the memory of the gallant sons of Fairfax." The Ratcliffe Cemetery, approximately 2 acres located in the middle of the block between Oliver and Moore Street, was surveyed in 2004 to map and record the graves and markers and define the boundary of cemetery. The land, purchased by Richard Ratcliffe, founder of the Town of Providence (the City's predecessor), has been in use as early as 1895. Records suggest 62 people are buried in the cemetery including several Ratcliffe family members, other non-family members and 36 Civil War soldiers, both Confederate and Union.

The City also contains the Jermantown Cemetery, one of the few remaining African-American historical sites in the area. According to the Fairfax County Cemetery Preservation Association (FCCPA), the Jermantown Cemetery was established in 1868 for black residents who could not be buried in the Fairfax City Cemetery near the courthouse. There are over 40 headstones and an undetermined number of unmarked graves. The Wilcoxon family cemetery occupies a 52.5 by 35 foot area at Blenheim. The cemetery consists of approximately fifteen graves with at least thirteen marked with headstones.

The other known cemeteries in the City do not have any known historic relevance at this time. The cemetery located at the rear of the Fairfax County's vehicle maintenance facility at 3609 Jermantown Road, across from Providence Elementary School was established in 1946 to provide a place of burial for indigent persons who die in Fairfax County and poor residents of Fairfax who cannot afford funeral expenses. The Sherman/Schurmann Family Cemetery is a small area located on the west side of Pickett Rd., across from 3420 Pickett Road which contains no visible grave markers, but a count of depressions indicates at least 12 burials.

Map HSR–3

Historic Resources Map

Districts, Buildings and Cemeteries

HISTORIC CLASSIFICATIONS

DISTRICTS

- National Register District
- City of Fairfax Historic District
- Local Historic District
- Old Town Fairfax Historic District
- Fairfax Public School Historic District
- Blenheim Historic District
- John C Wood House Historic District

BUILDINGS

- National Register
- Fairfax Public School
- Ratcliffe-Allison House
- Blenheim
- Tastee 29 Diner

CEMETERIES

- Cemetery
- City of Fairfax Cemetery
- Ratcliffe Cemetery
- Jermantown Cemetery
- Wilcoxon Family Cemetery
- Fairfax County Cemetery
- Sherman/Schurmann Family Cemetery

Source: City of Fairfax CDP, 2011

Recognition and Preservation of Historic Properties

The National Historic Preservation Act (NHPA) of 1966 and subsequent amendments to NHPA created the National Register of Historic Places to recognize properties of local, state and national significance. The National Register designation is an honorary recognition of the architectural and historical significance of buildings, structures, archaeological sites, monuments or districts. It imposes no architectural controls or property restrictions unless federal funds or actions are involved, triggering review of potential impacts. However, qualifying property owners are eligible for federal and state tax credits for the proper rehabilitation of individually recognized properties that contribute to National Register Districts and Virginia Landmarks Register.

Overlay historic district zoning is the primary tool available to the City for the local regulatory protection of historic properties. A district may be composed of many properties or may be a single property. As described previously, there are currently four local overlay districts within the City which impose special bulk, area and use restrictions and design controls on structures and sites. Within these districts, all proposed alterations, demolitions and new construction must be reviewed and approved by the City's Board of Architectural Review. In addition to these existing districts, the City should decide if there are any smaller pockets of historic properties that are worth designating as historic areas. Some of the housing areas near Chain Bridge Road north of Old Town could possibly qualify for such a designation.

In addition to the designation of overlay districts, the City can also attempt to preserve its built heritage through the careful selection of structures to be designated as historic properties. As time passes, additional properties with in the City, such as turn of the twentieth century residences, have also become eligible for historic designation. Several of these structures also have ties to the lands of their original large-lot estates, which should be preserved along with the structure, if at all possible. The City should monitor the age and status of these properties, making efforts to attain historic designations for deserving structures whenever appropriate.

The *Design Guidelines—Old Town Fairfax Historic and Transition Districts* is used by the Board of Architectural Review to evaluate proposals for rehabilitation of existing structures and construction of new buildings in the City's historic districts and the Transition Overlay District. In addition to providing guidelines for building and building features, landscaping and signs, the *Guidelines* reviews historic patterns of development in the City and offer a concise design profile of the City's Old Town Fairfax historic district. The variety of architectural styles and building features that create the character of the Old Town Fairfax district are described in detail in *Design Guidelines.*

Partners in Preservation

Amendments to the National Historic Preservation Act adopted in 1980 served to substantially decentralize federal historic preservation programs and provide more involvement for local governments in National Register nominations, environmental reviews and funding for local historic preservation activities. The Certified Local Government program was designed to bring qualified local governments into full partnership with state and federal agencies in reviewing National Register nominations and to serve as a source of specially earmarked funds. The historic resources program in the City of Fairfax has grown over the years from a totally volunteer part-time staff to now include several paid staff positions and a fulltime Director of Historic Resources.

The City of Fairfax became a Certified Local Government (CLG) in 1991 after the State Historic Preservation Office determined that the City's Board of Architectural Review and local historic preservation program met state and federal standards. Only 31 local governments throughout the State had attained CLG status as of September 2011. Annually 10 percent of a state's funding from the National Historic Preservation Fund must be passed along to CLGs. In each of the first three years as a CLG, the City competed for and received grants from this special funding set-aside. The first grant was used to hire a consultant to prepare successful National Register nominations for the Fairfax Public School and Tastee 29 Diner. The second grant funded a consultant to prepare the Old Town Fairfax Design Guidelines, which were adopted by the City Council in June 1993. A citywide archaeological reconnaissance survey, the topic of the third grant project, was completed in June 1994. More recently the City received a grant for a consultant to prepare the National Register of Historic Places nomination for Blenheim. The result of this process was that Blenheim was added to the register. In 2003 the City received another grant to update the citywide survey in 2003 and 2004.

Key to a successful historic preservation program in the City is a strong local network of organizations interested in the preservation of the City's heritage. These organizations

include Historic Fairfax City, Inc., the Central Fairfax Chamber of Commerce, the Downtown Fairfax Coalition, the Woman's Club of Fairfax and the Fairfax Ferns Garden Club.

Historic Fairfax City, Inc. (HFCI) is a non-profit organization incorporated in 1983 with the purpose of promoting and preserving historic properties and increasing public appreciation and awareness of the history of the City and the surrounding area. HFCI acts in an advisory role to the City Council on historic preservation and has partnered with the City in historic restorations through private fundraising efforts. HFCI has been instrumental in the restoration of key historic properties including the Ratcliffe-Allison House, Old Town Hall, the Fairfax Museum and Visitors Center, and Historic Blenheim.

Encouraging Preservation through Education

Through museum activities, special local tours, public meetings and presentations, HFCI contributes a valuable educational service to City residents and the entire Northern Virginia community. HFCI participates actively in the Sesquicentennial Committee which was charged with planning and coordinating events and programs to commemorate the Sesquicentennial of the American Civil War and meet the goals of diversity, education, inclusiveness, and permanence.

The Fairfax Museum & Visitor Center is housed in the former Fairfax Elementary School, built in 1873 as the first two-story school in Fairfax County and listed on the National Register. The museum produces special exhibitions on city history, provides educational outreach to school and youth groups and offers walking tours of Old Town Fairfax and the city's historic buildings in the spring and fall.

The 4,000-square-foot Civil War Interpretive Center at Blenheim was opened in November 2008 to enhance the educational experience of the site for visitors. The gallery space provides a context for the Union soldiers at Blenheim within the larger framework of the Civil War. The 2nd floor and attic in the house are not currently accessible due to structural deficiencies which will be corrected during future restoration work. Therefore, the primary feature of the gallery is an ADA accessible replica of 2/3 of the house's attic with life-size images of the graffiti. The multi-purpose assembly room is a 925-square foot program space for school groups, tour groups, lectures, and special programs. Temporary exhibits are also displayed on the walls.

In addition to the museum, sponsored programs and guided tours, residents and visitors to the City can learn more about historic properties and events from the numerous historic markers to commemorate people, places, or events of regional, statewide or national significance found throughout the City. The markers include those that have been placed under the Virginia Department of Historic Markers program and those sponsored by HFCI. Virginia's historical marker program began in 1927, making it one of the oldest such programs in the nation.

Historic Resources—Goal, Objective & Strategies

Goal: Protect and enhance the City's historic resources for present and future residents. Objective HR-1 Preserve and promote the City's historic resources.

Strategies

HR-1.1 Support the efforts of private individuals, businesses and groups in preserving, maintaining, and rehabilitating historic sites and structures.

The City should continue to maintain an effective partnership with Historic Fairfax City Inc., the Downtown Fairfax Coalition, Women's and Garden Clubs and similar organizations to preserve and maintain City-owned historic properties. The City should also serve as a repository of technical information and assistance for maintenance and rehabilitation of historic structures that are privately owned.

The City should ensure that all publicly owned historic properties are affirmatively maintained and respectfully rehabilitated. Stewardship of City-owned historic resources should be planned and provided for through the Capital Improvement Program process. The City should also encourage private owners of historic properties to take appropriate maintenance measures and rehabilitate properties according to the federal Secretary of the Interior's Standards for Rehabilitation.

HR-1.2 Promote greater public awareness of the City's historic resources.

The City's historic heritage should be made accessible through a variety of ways, including: periodic special events (e.g. Civil War Weekend, Historic Homes Tours), supplemental programming contributions to annual City events (e.g. July 4, Fall Festival, Festival of Lights and Carols, Spotlight on the Arts), Civil War sesquicentennial commemorations starting in 2011, ongoing SOL-based school programs, seasonal walking tours, media programs produced by City cable television staff, presentations to civic and other groups, visitor information packet mailings, brochures, and the City Web site.

HR-1.3 Discourage demolition or inappropriate use of valuable historic resources.

Where appropriate, the City should provide regulatory protection for threatened properties through historic district overlay zoning. During new development or redevelopment activities, proffers should be sought that document and protect historic resources. Respectful adaptive reuse of historic properties should be encouraged.

HR-1.4 Identify and recruit appropriate users for the City's historic buildings.

The revitalization of the City's historic Old Town core is an important component of economic development of the City as a whole. Through its Economic Development Office, the City should actively seek to attract businesses to Old Town Fairfax that will revitalize the downtown area and showcase the City's heritage.

HR-1.5 Maintain and update surveys of the City's architectural resources.

Initial surveys of the City's historic resources have been completed. Some of the properties in the National Register City of Fairfax Historic District that were noncontributing because they were not yet 50 years old will soon be eligible for conversion to "contributing" status and therefore eligible for federal tax incentives. Regular updating of these surveys is important, since many more properties are approaching 50 years of age. Updates should include City-owned properties or those affiliated with the City in various ways (e.g. Barker House, Ratcliffe Cemetery).

HR-1.6 Design an archaeological preservation program based on a City-wide archaeological assessment.

One of the City's commitments as a Certified Local Government is to actively address assessment and preservation of its archaeological resources. A city-wide archaeological reconnaissance survey completed in early 1994 identified areas of low, medium and high archaeological potential. The City should actively

seek further studies and more in-depth surveys of high potential areas through development proffers, staff and volunteer research efforts, and grant-supported projects.

HR-1.7 Maintain an effective partnership with state and federal agencies for historic preservation activities.

The City's status as a Certified Local Government is dependent on maintenance of an ongoing historic preservation program with a qualified Board of Architectural Review (BAR). Members of the BAR should seek annual training opportunities to meet CLG requirements. City staff members should effectively perform all CLG-required activities including submission of an annual report to the Virginia Department of Historic Resources, review of all federally-mandated environmental assessments related to historic preservation, coordinate with the BAR to review all National Register nominations from the City, and administer all CLG grant projects.

HR-1.8 Seek National Register nomination of additional historic resources, as appropriate.

The City should support individual property owners in seeking National Register designation for their properties. In addition, the City should initiate designation for publicly held properties, as appropriate. Examples of sites that may now or soon meet the designation criteria include Paul VI High School (formerly Fairfax High School), the Farr property, the Sisson House (currently used for School Board and Voter Registrar offices) on the City Hall grounds, and a potential residential historic district in the Fairfax Triangle area.

HR-1.9 Seek additional sources of funding and technical assistance for historic preservation activities.

The City should continue to explore participation in the Main Street program to obtain funding and technical assistance for revitalization and rehabilitation of historic properties in Old Town Fairfax. In addition, new federal funding opportunities under the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) offer the potential for funding historic preservation activities along major transportation routes such as Main Street and Chain Bridge Road in the City.

HR-1.10 Incorporate historic preservation as an integral component of Old Town redevelopment plans.

Downtown redevelopment will dramatically impact the National Register Historic District. Redevelopment concepts and plans should be reviewed to ensure the retention of historic buildings, features and landscape elements that contribute to our downtown historic districts. Aspects including scale, compatibility and historic sightlines and viewsheds should be considered in all redevelopment plans. Adequate archaeological investigations should be executed prior to the redevelopment of particular parcels.

HR-1.11 Stabilize the Blenheim House and complete its restoration as a key City historic site.

The Blenheim House is a National Register-listed property containing the nation's best examples of Civil War soldier inscriptions and photographs left on house walls. Its 12- acre parcel also contributes to the preservation of open space within the City. The master plan for this site should be implemented to ensure stabilization and conservation of this valuable resource, as well as provide interpretation for local citizens and as a key element of the City's heritage tourism initiative.

HR-1.12 Inventory City museum collections and ensure their conservation

City collections contain a limited number of historic photographs, manuscripts, textiles, furniture and other objects related to City and regional history. A collections management plan should be completed and updated for these items and adequate conservation measures and storage facilities should be provided.

HR-1.13 Contribute to the City's tourism initiatives

City heritage is a primary reason visitors come to Fairfax. The Office of Historic Resources should continue to participate in these initiatives through collaboration with other City offices and local and regional players, including the Central Fairfax Chamber of Commerce, Virginia Civil War Trails, and the Virginia Tourism Corporation. The Fairfax Museum and Visitors Center should continue to be promoted as a key destination and starting point for visitors and tourists. The Museum and Visitor Center should be adequately supported to provide a positive initial experience for outside visitors and also serve as a local information center for area residents.

The Civil War sesquicentennial commemoration, which began in 2011, presents an opportunity for the promotion of the City's historic resources. A special promotion campaign and key events should be created to both bring visitors to the City and promote its historic status, for example arranging walking or driving tours that connect the City's notable Civil War resources, and connects with other resources in Fairfax County.

Cultural Resources—Maximizing the Benefits of Our Heritage, Talents & Diversity

The celebration of the City's bicentennial in 2005 continues to call to mind the value of our rich cultural heritage, the wide range of visual and performing talent in our culturally diverse community, and the many public events and venues that the City offers its citizens and visitors. The annual Independence Day Parade, with its broad mixture of themes, activities and participants, exemplifies the breadth and depth of the cultural heritage, talent and diversity found within the City of Fairfax. Our Cultural Resources enrich our civic pride and promote the City's commercial base.

The City provides and supports a wide variety of cultural activities to enhance the quality of life for its residents. The Parks and Recreation Department serves as the City's administrator of these activities, as the technical experts, and as the liaison for cultural events and the arts. The Parks and Recreation Department provides all age groups with a wide variety of year-round leisure activities. The City promotes activities and informs citizens about events through a number of means, including: the Community Calendars on Cityscene (the City's newsletter) and Cityscreen-12 (the City's local cable television channel), Parks and Recreation's quarterly publication Leisure Times, and the City's website.

Fourth of July Parade

Existing Special Events

The City sponsors many annual special events that offer a taste of the City's culture and traditions. These major annual events include a wide variety of cultural themes spread fairly evenly through the year.

- During the first full weekend in March, the City of Fairfax supports a weekend-long ***Chocolate Lovers Festival.*** This event not only provides weekend activities for City residents, it also provides opportunities for local merchants to exhibit and sell traditional and exotic chocolate confections to chocolate lovers who gather from all across the Northern Virginia region.
- In April, the City supports ***Spotlight on the Arts.*** This event features art exhibits, plays, dance, and choral, jazz and classical ensembles at locations spread throughout the City and the University.
- During the first weekend in May each year the City supports ***Fairfax Civil War Day,*** presented by Historic Fairfax City, Inc. and the 17th Virginia Infantry, Company D "Fairfax Rifles", held at the Historic Blenheim Estate. The event features an array of activities highlighting the American Civil War. The event includes period music, living history encampments and demonstrations, children's activities, tours of the Blenheim house and grounds, as well as talks in the Interpretive Center.

- For one week in late June, the City hosts ***Movies under the Moon*** at Van Dyck Park. The event is sponsored by Cox Communications and raises money for the INOVA Fairfax Children's Hospital.

- During the Spring, Summer and Fall seasons, the City hosts weekly ***Farmers Markets***. These include a County-sponsored market at Van Dyck Park and a market at Main and North Streets sponsored by the Downtown Fairfax Coalition. These markets feature fresh foods in addition to a select assortment of other merchandise.

- The City's annual ***4th of July*** celebration, cosponsored by the City of Fairfax and the Independence Day Celebration Committee, is the largest in the Washington metropolitan region. The parade features floats, marching bands and a variety of cultural exhibits in motion. The events later in the day include the Old Fashioned Fireman's Day competition and family picnics, culminating in family entertainment and fireworks at Fairfax High School.

- Each September brings the ***Fall for the Book*** festival, centered in downtown Fairfax and the George Mason University campus. This week-long multiple-venue, regional festival, co-sponsored by the City and the University, offers activities for readers of all ages, including readings, discussions, lectures and exhibits by internationally recognized writers.

- In October the City produces the ***Fall Festival,*** which started out as a small market for artisans to display their wares but has grown to an annual event, offering over 500 arts, crafts, information and food vendors. The Fall Festival now includes a carnival, along with an antique car show, and live entertainment. A key component of the success of the Fall Festival is the City's hometown community atmosphere.

- The ***Holiday Craft Show***, sponsored annually by the City in November, has grown in number of artisans, variety of crafts, number of attendees, and total sales since its inception in 1987. Artists from all over the United States now join our local artists in offering a wide variety of holiday gifts.

- In early December the City organizes the annual ***Festival of Lights and Carols*** in downtown Fairfax. This event features holiday illumination of the downtown Historic District, an evening of caroling, the lighting of the City tree and a visit from Santa Claus. Singers close the evening with traditional carols.

Existing Supporting Facilities

Community groups, civic associations, and religious organizations use the City's elementary schools, Lanier Middle and Fairfax High School as well as the City of Fairfax Library, Green Acres Center, Old Town Hall and the Stacy C. Sherwood Community Center for meetings, athletic league activities, cultural programming, religious services, and rehearsal space. Beginning with a City-wide survey in 1988, PRAB found the need for facilities to support youth/teen classes, children's activities, senior adult programs, community theater, seminars, athletics and day care. A 1996 follow-up study by a consultant identified the need for a regulation gymnasium, outdoor athletic fields, and multipurpose space. The Sherwood Community Center, completed in 2011, is the latest venue for cultural activities in the City, consisting of galleries/reception rooms, an art room, activity room and rehearsal space.

The City of Fairfax Regional Library, relocated from its previous location on Chain Bridge Road, opened its doors on January 26, 2008. The library offers a 2-story parking garage with drive-up book drop off, a large meeting room and two conference rooms, wireless internet access throughout the building, dozens of internet workstations and a large periodical collection, including titles in Spanish, Korean, Vietnamese, Chinese and French. The library also provides significant cultural opportunities through its Virginia Room, the foremost collection of books, photographs, and manuscripts related to Fairfax history, government, and genealogy.

City of Fairfax Regional Library

Resources for the Arts

The City has long supported the arts through the Commission on the Arts, the annual Spotlight on the Arts events, the Fairfax Art League, the City Band, and numerous other programs and groups. In addition, George Mason University has provided a growing base of resources for the arts over the past 30 years. The Fairfax High School's Academy for Communications and the Arts serves as a magnet program for communications and the arts for the Fairfax County Public Schools system.

The ***Commission on the Arts,*** created in 1979, is a 15-member board appointed by City Council that supports many activities, events and groups through the events it administers as well as its grant programs and support to local arts organizations. In addition, the Commission supports Spotlight on the Arts, the Old Town Hall Performance Series, Old Town Hall Children's Series, Fall for the Book, Summer Band Concert Series, the Irish Folk Festival, and the Celtic Christmas Concert.

The ***Fairfax Art League*** has also actively operated exhibits in the City, serving resident artists as a local guild and serving the residents of the City to make art available in the public buildings of the City. The City provides exhibit space on the second floor of Old Town Hall, while the Fairfax Art League provides art works for exhibition and sale at City Hall.

Opportunities involving the arts in the City of Fairfax are not limited to performing and watching. City residents also have a wide variety of opportunities for expanding personal skills and abilities in the arts. Courses in music, dance, theater, painting and sculpture are available through the City's recreation program, through local arts organizations, as well as through George Mason University and private lessons.

Much of the interaction the public has with the City's arts and cultural offerings occur at the numerous free cultural events that are offered throughout the year. These events include the following:

- Held on the first and third Mondays of each month, September through July, the ***Children's Performance Series*** at Old Town Hall is a free children's concert series presented by the City of Fairfax Commission on the Arts. The series includes puppet shows, music, magic, storytelling and more.
- The ***Bonita Lestina Performance Series,*** presented by the City of Fairfax Commission on the Arts, offers free performances held on the second and fourth Fridays of the month, October through April at Old Town Hall.
- The ***Friday Morning Music Club*** is a community of music lovers and musicians, dedicated to promoting classical music in the Washington area. FMMC's public concerts provide performing members with a host of outlets for their talents as well as delighting audiences in Washington DC, Maryland, and Virginia. All concerts are free and held on the third Thursday of the month, October through May. Outreach recitals at senior facilities, in-home musicales and master classes provide additional opportunities for members to explore music together without audition. The Club also fosters the development of local talent through competitions for local students and recitals by student members. Through the Friday Morning Music Club Foundation, it supports renowned international competitions for emerging professional string players, pianists, singers and composers.
- The ***City of Fairfax Band*** includes a full volunteer band with an annual calendar that includes a free Summer Concert Series, with performances held at the Veterans Amphitheater on City Hall grounds, Old Town Hall and Fairfax High School. The Band also offers musical performances by ensembles such as the Alte Kameraden German Band, the Fairfax Saxophone Quartet, the Rebel Run Dixieland Band, the Main Street Community Band, the Northern Virginia Youth Strings and the Fairfax Swing Band.
- Since 1986 the annual ***Spotlight on the Arts*** events have included a wide variety of exhibits and performances. Now including approximately 75 performances, activities and special events by more than 25 artists and art organizations, Spotlight on the Arts offers exhibits of paintings, drawings and sculpture, dramatic choral and dance productions; and orchestral, swing, jazz and other instrumental music.
- Presented by the Fairfax Art League as part of a joint exhibition in Old Town Hall with Fairfax High School, ***Art in the Park*** includes a day in which the public has an opportunity to participate with artists and watch the artists as they work in the Kitty Pozer Garden in April.

- The ***Irish Folk Festival*** is a free day-long festival held in September at the Sherwood Center which celebrates Irish and Celtic, song, dance and music. Performers, both international, national and from around the region present the best of their events and encourage audience participation.

In addition to those listed above, the City sponsors other events annually, such as the second Sundays museum speaker series. New events are also being added to the City's calendar including the first annual ***Paint the City*** outdoor painting event held in April 2011, which gave local artists an opportunity to capture the beauty and history of the City through their art. The finished pieces were then displayed at the Sherwood Center and auctioned at the City's 50th anniversary celebration.

Other events occurring in the City that are not City sponsored include religious holiday events such as the Ramadan Tent & Turkish Cultural Exhibitions presented in August by the American Turkish Friendship Association; events at the local churches including organ recitals; events sponsored by and held at Fairfax High School; and events held at the Regional Library such as personalized genealogical tutoring, book discussions and children's events.

George Mason University as a Cultural Resource

George Mason University (GMU) contributes greatly to the presence of arts in the Central Fairfax Area. The GMU Center for the Arts offers three performance facilities; the 1,935 seat Concert Hall with a state of the art lighting and sound system, the 430 seat Harris Theatre and the brand new DeLaski Performing Arts Building. The Concert Hall, which was completed in 1990, has a busy performance schedule that includes both campus productions and professional touring artists and companies. Visual art facilities at GMU include a Gallery in the Johnson Center as well as the Concert Hall Gallery and galleries in the Fine Arts Building and the Krasnow Institute. Temporary exhibits and showcases of student work can also be found in the halls of the Fine Arts Building.

GMU also provides the community with cinematic presentations that augment the offerings at the area's commercial theatres. In addition to a Johnson Center Cinema schedule, which includes both popular and independent films during their "second run" periods, the university also holds occasional film festivals featuring international and independent/ art cinema titles not usually seen in commercial theatres.

Another important entertainment contribution GMU makes to the community is providing a broad array of sporting events. GMU fields a NCAA Division I team in every major sport except for football which competes in the intercollegiate Sea Board Conference. Other than basketball, most sports have free or very low-cost admissions. The University's Patriot Center, a 10,000-seat arena, primarily the home venue for GMU's basketball team, also hosts concerts, family shows and other events requiring larger facilities and crowd capacities.

In addition to these larger events, speakers and other performers will also periodically visit the GMU campus. Although many of these events are open to the public, they are generally not widely advertised and require citizens to check the university's "Today at Mason" web page to keep informed of upcoming events.

Private Sector Cultural and Art Venues

In addition to the Cultural facilities that the City and GMU provide, there exist several private venues for the presentation of cultural events. The Cinema Arts theatre, located in Fair City Mall, is a six-screen movie complex that devotes most of its screen time to features not seen in most commercial multiplexes, especially away from the metropolitan area's urban core. Cinema Arts also stages occasional special events such as film festivals based on a particular ethnic or national cinema, in addition to having a Sunday morning club devoted to the screening of unreleased or low profile films. The Hub Theatre is the resident company at the John Swazye Theatre, a professional, 70-seat venue with stadium seating and a two-level stage located at the New School of Northern Virginia east of Pickett Road in the City.

The City has several commercial art studios and galleries. Galleries and other private-sector cultural facilities should be targeted for Old Town in order to attract people and provide complementary activities.

Culture as a Tourism Generator

The City of Fairfax has all of the "ingredients" that are necessary for the development of a highly successful tourism industry. Many of these ingredients are related to the culture of the City. Its history, architecture, landscapes, art, restaurants and diversity are among the more valued by tourists. The further development of cultural facilities—with a mind to their value to tourists—could greatly benefit the City's efforts to promote tourism.

Existing programs such as the historic properties walking tours, the Old Town Fairfax design guidelines, GMU resources and the monthly special events could be easily tied together to provide ongoing attractions for tourists in ways that also benefit the residents of the City. In a similar manner, new facilities could be provided for the residents' enjoyment and funded over time by the increased revenues from tourism.

The proven interest in Civil War history in the City provides an opportunity for theatrical productions built around Mosby's raid, the Antonia Ford story, or even a family's letters bringing war news home from the front. Existing walking tours could take a more physical form through a connection of pedestrian plazas, more prominent (though appropriate) signage, and history-related statuary that is uniquely Fairfax. Better connections to pedestrian and bicycle trails from Old Town Fairfax and other City properties, along with the addition of nearby environmental attractions such as a City Arboretum would not only provide benefits for City residents, but would also provide additional reason for tourists to spend time in the City.

While the City has a well-established base of restaurants, the further development of ethnic restaurants in the City would promote the City's tourism efforts. The City would also benefit from the development of restaurants and shops that would further the City's tourism efforts. Connections between restaurants and special events should be fostered as well. For example, a number of Old Town restaurants currently offer a discount for ticket holders for the Opera Series, the Fairfax Symphony Orchestra, Virginia Opera and performances at GMU.

The Arts as a Catalyst for Civic Involvement

The ties that bind people together into a true community are made through their interactions at all levels of life. Among the many activities that bring people together to create opportunities for this type of interaction, the enjoyment of the visual and performing arts almost always assures mutually positive experiences. Throughout history, culture and civic pride have held close ties with the involvement of the community in the visual and performing arts. The City of Fairfax is no exception to this relationship, supporting a wide variety of activities, groups and facilities oriented towards the arts. In fact, the City's deep involvement in the arts has caused it to become recognized as a hub for the arts in Northern Virginia.

The Arts in Community Development

The City has long recognized the value of its basic resources for the visual and performing arts and their value for promoting civic pride, action and stature. The Fairfax Art League is temporarily housed in the Old Town Village complex and hosts occasional performances in the plaza area. The location of the League offices, along with the use of the transitional retail space for exhibits and performances, has provided the arts with a strong visible presence in Old Town.

Upcoming redevelopment projects and the Fairfax Boulevard Corridor revitalization project offer more opportunities to incorporate the arts of the City into its building lobbies, streetscapes and other public and semi-public areas. Just as the City has incorporated brick sidewalks, gaslights and street trees into the fabric of Old Town Fairfax, the City would also benefit by reinforcing its tradition of involvement in the arts in the community through multiple avenues such as locating carefully chosen works of art at visual focal points throughout the City and providing more areas for outdoor performance events. An active and visible art community, given proper venues and opportunities to share their craft, can help create a vibrant and bustling downtown to entice visitors to spend more time in the City and boost the local economy. Public art also helps define the City's character and reinforces its sense of place.

Cultural Resources— Goal, Objective & Strategies

Goal: Promote reasonable and appropriate integration of cultural features including the visual and performing arts into the built environment as a means of promoting tourism, civic involvement, civic pride and civic stature.

Objective CR-1 Develop cultural facilities that will promote tourism and enhance community interaction.

Strategies

CR-1.1 Take full advantage of the opportunities to promote tourism afforded by the City's cultural assets.

Provide physical connections among historic sites, pedestrian plazas, public art, restaurants, bed and breakfast establishments and performing arts facilities to promote the interaction available to tourists. Concentrate community appearance features in tourist areas.

CR-1.2 Utilize the Stacy C. Sherwood Community Center and other similar facilities to support a large number and wide range of cultural activities in the City.

The City should utilize its existing and planned facilities to accommodate a broad mixture of activities. The Stacy C. Sherwood Community Center should be available to accommodate large citywide groups and smaller groups of various sizes in a mix of activities that may change several times over the course of a day.

CR-1.3 Enhance the quality of life for City residents while capitalizing on the commercial opportunities offered by existing and potential future cultural events.

The City should continue to offer numerous and broad-based cultural events while increasing their contribution to economic development efforts. Additional cultural events should be chosen to address the cultural heritage of groups that represent increasing populations within the City. Encourage businesses that contribute to the success of our cultural events and to the cultural diversity of the City.

CR-1.4 Promote the development of restaurants and shops with a regional or national market.

The City should recognize the value of increased market size by promoting the development of restaurants and shops that relate to the tourism themes that develop with the City's tourism industry.

CR-1.5 Foster greater awareness of GMU-related cultural and entertainment events among City residents.

George Mason University hosts literally hundreds of cultural events in a given calendar year. Although City coordination with GMU to increase resident awareness of these events has improved in recent years, efforts should be made to further enhance the profile of GMU events among City residents. Possible approaches could include making a direct link to the GMU events calendar from the City's website calendar as well as continued inclusion in the Cityscreen-12 events listings.

Objective CR-2 Integrate the City's visual and performing arts into its community development program.

Strategies

CR-2.1 Discuss the method and opportunities which public art can be introduced into public and semi-public areas so the public can benefit from an enhanced visual environment.

Public art, when appropriate to its environmental context, can beautify the public realm, create opportunities for community interaction, and reflect the character and traditions of the City. The City should consider formalizing a process for acquiring, receiving donations and identifying appropriate locations for installing works of art. Various City agencies, advisory boards and commissions, under the guidance of City Council, could participate in a dialogue with other interested stakeholders to discuss the role of

public art in the City and begin to identify methods by which it can continue to be incorporated into the fabric of the City. One possibility is the creation of a Public Art Committee to advise on the acquisition and installation of public art, as well as to conduct public art planning to evaluate potential locations, funding sources, and partnerships.

CR-2.2 Assure continuing locations for local musical and dramatic productions for residents and visitors.

The City should promote private development of facilities that accommodate musical and dramatic performances. For instance, a large indoor theater or amphitheater could accommodate large citywide groups, while smaller outdoor gathering places of various sizes could be provided in several locations in and around the City for neighborhood-level gatherings.

Transportation — Safe and Efficient

Transportation planning in the City strives to obtain a balance between regional and local perspectives and between functional needs and quality of life issues.

Over the past century the City's transportation network has become part of a regional suburban transportation system that connects major employment and population centers throughout Northern Virginia and the Washington, D.C. metropolitan area. While access, speed and efficiency of transportation are important considerations, safety and quality of life issues have gained importance to the residents of the City of Fairfax.

Transportation Network

The transportation network in the City of Fairfax exists to provide access to the residences and businesses in the City. The two most important considerations of the City's transportation network are the protection of the City's neighborhoods and the ease of accessibility to the City's commercial establishments. The City's neighborhoods could be better protected from cut-through traffic by rerouting or controlling commuter traffic. The existing through-traffic congestion that encourages cut-through traffic could be partially re-routed around the City and partially accommodated on well-designed arterials through the City. With less congestion, customers for City businesses would have safer and more efficient access to key retail centers.

Transportation systems provide for a variety of modes such as walking, bicycling, bus, rail and automobile. The City's trail system could serve to provide for increased access if it were improved in design, construction and location to encourage consistent and daily usage by pedestrians and cyclists as they travel to places of employment, schools, and parks. Local transit services would offer better service if it were enhanced through expanded bus and rail connections. Continued support for modes of transportation beyond the single occupancy vehicle would also help to reduce pollution and energy usage. Highway traffic that does not benefit the City should be encouraged to use bypasses around the City. The City of Fairfax should aggressively pursue inter-jurisdictional consensus to direct motorists with destinations elsewhere to road bypasses around the City, which will be key to controlling increased highway traffic through the City in the future.

Modes of Transportation

The City of Fairfax is supported by regional bus, rail and air facilities. The local transit system is the City University Energysaver, or CUE bus, which is owned and operated by the City of Fairfax and is partially funded by George Mason University. CUE was originally conceived as a circulator within the City limits with George Mason University as the focal point. While this basic orientation remains, CUE has expanded to connect with Metrorail, the regional rail system and Metrobus, the regional bus system for the Washington metropolitan area. CUE ridership has increased from 450,000 in 1987 to over 930,000 riders in 2010.

Air service to the City is provided via Dulles International Airport to the west and Reagan National Airport to the east. Both airports are approximately 15 miles from the City and are easily accessible by ground transportation. In addition, Reagan National Airport is connected to the City via the combination of Metrorail and CUE Bus. The expansion of Metrorail currently underway towards Dulles will make the CUE/Metrorail combination to this airport possible in the future; until that point, bus transit is available to Dulles from the West Falls Church Metrorail station. Additionally, it is possible to take an express Metrobus to the Baltimore-Washington International Airport, which is approximately 55 miles away, but has risen in prominence due to its addition of several low-cost carriers in recent years.

Special Transportation Services

City Wheels is a paratransit service the City developed for persons with disabilities to offer alternative transportation to requested locations within the City, to the Vienna/Fairfax-GMU Metrorail station, George Mason University and Inova Fair Oaks Hospital. City Wheels utilizes private taxicab companies to transport qualified mobility-impaired persons who cannot use conventional bus service.

MetroAccess, qualified under the Americans with Disabilities Act (ADA), is the inter-jurisdictional paratransit service (with lift-equipped vehicles) for the region operated by the Washington Metropolitan Area Transit Authority (WMATA). City residents qualified under the Americans with Disabilities Act can avail of this service for trips to locations within the City limits as well as much of the Washington Metropolitan Area.

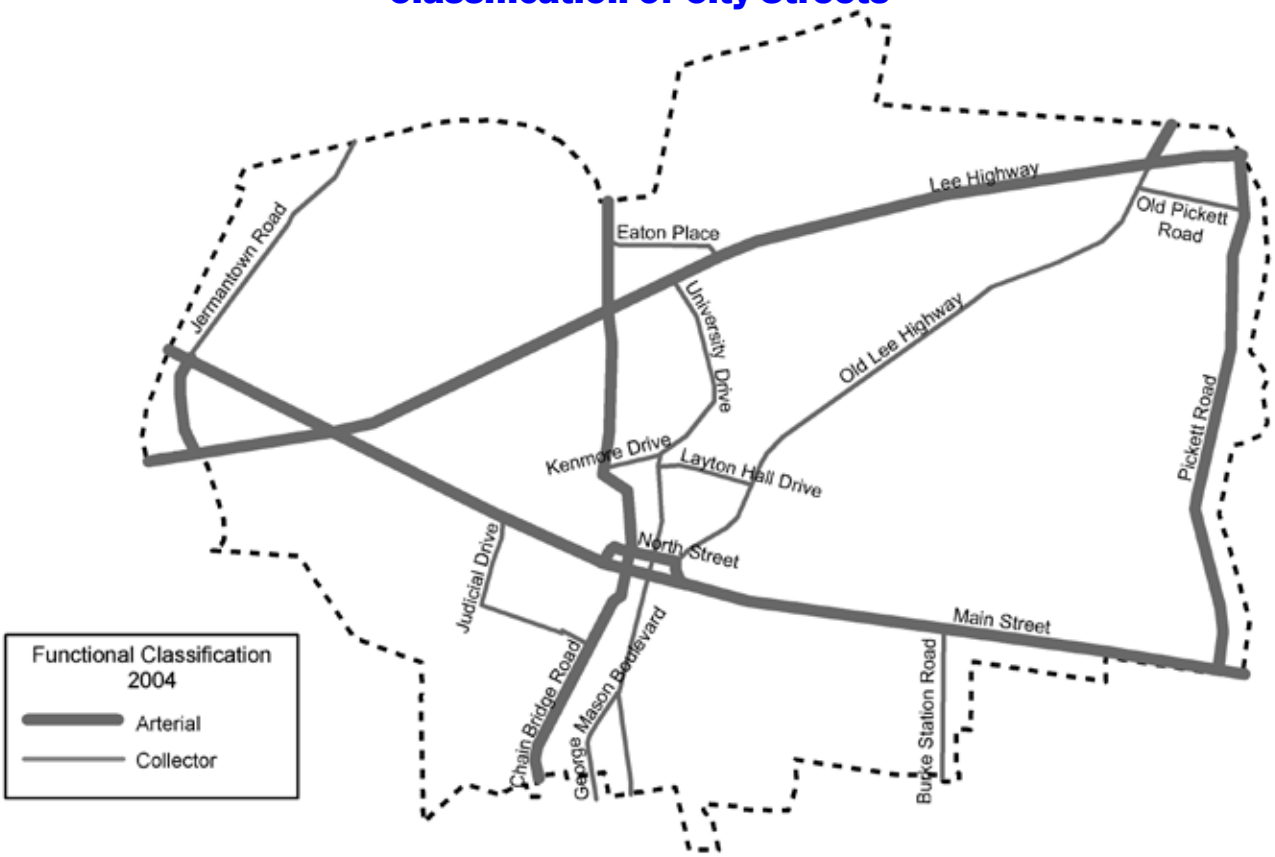
Fastran is a transportation service operated by Fairfax County that offers services on contract to the City for low-income elderly or disabled persons needing transportation to medical appointments located within and outside the City limits. City residents use the service primarily between 10 a.m. and 2 p.m. and must have a reservation.

Highways and City Streets

The City of Fairfax is at the crossroads of several important highways in Northern Virginia. The components of the US Highway System and Virginia State Highway System that traverse and serve the City are classified as Arterial Highways: US Route 29, US Route 50, VA Route 123, and VA Route 236. Routes 29 and 50 have historically been major east/west commuter routes from Washington, D.C., converging just inside the City of Fairfax's eastern boundary at Fairfax Circle and continuing westward through the City as Route 29/50 (Fairfax Boulevard). They become two separate routes again inside the City limits near its western boundary. Route 50 continues northwest into Fairfax and Loudoun Counties and Route 29 continues southwest through Fairfax County into Prince William and Fauquier Counties. Route 123 (Chain Bridge Road) is a regional north/south travel corridor that creates special problems through the Old Town Fairfax Historic District and the residential areas to the north. Pickett Road (Rte. 237) provides a north/south bypass along the City's eastern boundary. Route 236 provides travel between the City, Annandale and Alexandria. Additionally, North Street, which is classified as an arterial, parallels Main Street (Route 236) through the Old Town Fairfax Historic District. Small sections of Jermantown Road and Old Lee Highway are also classified as arterials. These roadways are integral parts of a network of arterials, collectors and local streets that provide the predominant means of travel within the corporate boundaries of the City of Fairfax (see Map TRS–1). Arterials are streets or street segments generally characterized as four-lane (or more)

Map TRS–1

Classification of City Streets



Source: City of Fairfax CDP

divided streets with controlled access, and are primarily designed for the movement of through-traffic.

The Collector Streets in the City are generally two-lane undivided streets that provide direct access to abutting properties and that accommodate traffic between arterials and local streets or that link arterials to other collectors. Collectors are designed for the movement of both local and through-traffic. The City's collector streets are depicted on Map TRS-1: George Mason Boulevard, University Drive, Old Lee Highway, Kenmore Drive, Layton Hall Drive, Judicial Drive, Burke Station Road, Eaton Place, Old Pickett Road, and a segment of Jermantown Road.

All other streets in the City are classified as local streets and are generally characterized as two-lane undivided streets with direct access to abutting property. These local streets exist primarily for access to properties and the movement of local traffic.

Access to the Interstate highway system from the City of Fairfax is available via I-66, a major east-west travel way just north of the City. The Capital Beltway (I-495), about three miles east of the City along Route 50 or Route 236, provides a circumferential route around Washington, D.C. VTrans 2035, the Commonwealth of Virginia's long-range multimodal transportation plan, designates Interstate 66 as one of eleven key multimodal networks that provide significant contribution to the state's transportation infrastructure and economic stability. These eleven "Corridors of Statewide Significance," as they are identified in the plan, were required to satisfy the following four criteria for designation: involve multiple modes of travel or extended freight; provide connections between regions, states, or major activity centers; carry a high volume of travel; and provide a unique function and/or address statewide goals. The I-66 Corridor of Statewide Significance, termed the "Northern Virginia Connector" in the plan, encompasses a number of parallel transportation facilities (roads and rail), including US Routes 29 and 50 (see Map TRS–5). Route 50 (Fairfax Boulevard) between the western city line and the intersection with Route 29 at Kamp Washington has been identified as a location currently over capacity and the entire length of Fairfax Boulevard west of Eaton Place and Lee Highway between Kamp Washington and the western city line have been identified as locations projected to be over capacity. The state plan acknowledges that planned roadway expansions alone will not mitigate the situation, so multimodal measures that would help to alleviate overcapacity along the corridor, such as increased transit, HOV facilities, express bus, and expansions to Metrorail, are recommended.

The Fairfax County Parkway, VA Route 7100, west of the City adds another component to the regional highway network, making a significant contribution towards relieving demand for north/south travel that was previously served primarily by the Capital Beltway and Route 123 (Chain Bridge Road).

Trails

The City's trail system consists of various multipurpose trails, paved trails, sidewalks and shared roadways that serve the needs of pedestrians, joggers, and bicyclists. The City's trail system currently focuses on recreational users. Improvements to the existing trail system and the design of new trails will emphasize the system's relationship with and connection to other modes of transportation such as Metrorail and bus routes and other destinations such as employment centers in the City and George Mason University, potentially broadening the usage of the system.

The Washington and Old Dominion (W&OD) trail is connected to the City's trail system, providing trail access to the Vienna/Fairfax-GMU Metrorail Station. The connection point is the Gateway Regional Park, located at the Pickett Road/Old Pickett Road intersection in the northeast corner of the City. The park serves as a support facility for trail users by providing information, a rest station and bicycle racks.

While the W&OD trail is perhaps the most notable regional trail, a variety of trail facilities are available throughout the Northern Virginia area. The W&OD extends 45 miles from the Shirlington area in Arlington County to Purcellville, which is approximately 9 miles from the Appalachian Trail and the Blue Ridge Mountains. The W&OD is a multipurpose trail facility whose use is estimated by the Northern Virginia Regional Park Authority (NVRPA) to be over 2 million persons per year. The Northern Virginia jurisdictions with local trail systems that connect to the W&OD are Arlington, Fairfax and Loudoun counties and the cities of Fairfax, Alexandria and Falls Church. Together, these local and regional trails form the basis for a network of trails and support facilities throughout the Northern Virginia region.

Current Local Access Issues

Within the City of Fairfax, access issues vary depending on the development or redevelopment patterns of adjacent areas. Of particular concern are the integration of new streets into the City street system and the redevelopment of the downtown and the Fairfax Boulevard centers through

future mixed-use projects. Additionally, there are issues of traffic safety and efficiency on several City roadways such as Old Lee Highway, Jermantown Road, Chain Bridge Road, Roberts Road, and Pickett Road.

New Local Streets

No major tracts of residential land remain in the City to be developed. Although redevelopment is likely to occur throughout the City, no new roads of significant length are likely to be constructed as a result of the redevelopment. Short roads, connections and cul-de-sacs are expected to not significantly change transportation patterns.

Seldom-used Rights-of-Way

Two particular phenomena are becoming increasingly more important as completed neighborhoods begin to experience redevelopment. Throughout the City are short segments of right-of-way that were dedicated or deeded to the City long ago for the initial purpose of providing for future street construction. Over the years, residents in the surrounding neighborhoods have become accustomed to having these areas serve as neighborhood open space. In most cases, most residents of these neighborhoods would prefer that the City never allow these short segments of street to be built. In many cases, the street extension would not serve a substantial public purpose, while the continued use as open space does serve a substantial public purpose. Similarly, throughout the City, short "stub" streets exist that are already constructed, but do not provide usable access to any properties. These streets require City funds for maintenance, serve to increase storm water runoff, and provide little or no public benefit. Where practical, both types of right-of-way should be established as or converted to permanent open space with or without the construction of recreation facilities or other neighborhood amenities.

Historic District Circulation

One of the goals for the revitalization of Old Town Fairfax is to refine pedestrian and vehicular circulation to make the Old Town area more accessible and to give it more of a pedestrian- friendly environment. Pedestrian access within Old Town Fairfax is generally accommodated by bricked sidewalks, public plazas, and informal through-block connections. The sidewalks, in areas that have not received recent upgrades, are of insufficient width to accommodate the level of pedestrian traffic envisioned as this area is revitalized. Through the redevelopment process, there will be continued opportunities to improve the sidewalk widths and other pedestrian accommodations. Also, Main Street and North Street were converted to two-way traffic in 2006 and numerous improvements were made to the pedestrian infrastructure. The sidewalk width in the City's Public Facilities Manual provides an absolute minimum for facilities across the City (4 feet in width), but more substantial widths should be considered for new development and redevelopment in areas with significant pedestrian use.

While convenient bicycle access to the Old Town area is an important consideration, the City will not be able to safely accommodate bicycle traffic throughout Old Town. A combination of routing trail access to the edges of Old Town and the provision of bicycle stations at trail gateways would enhance bicycle access to and from Old Town without introducing additional complexity to the provision of safe and convenient pedestrian and vehicular movement through Old Town.

Fairfax Boulevard Redevelopment

The redevelopment of the Fairfax Boulevard corridor has been established as one of the City's priority economic development projects. One of the redevelopment goals for Fairfax Boulevard is to create a tree-lined boulevard that will improve its appearance and create a more pedestrian friendly and inviting shopping and business environment. Fairfax Boulevard would be configured with landscaped medians, where possible, and enhanced streetscape features to encourage pedestrian activity. Slow lanes (with on-street parking), separated from the main travel lanes by landscaped medians, while not intended to be a consistent feature throughout the corridor, should be considered within or adjacent to portions of the Centers if the nature of adjacent redevelopment activity is such that those features would be appropriate. Recognizing the importance of Fairfax Boulevard as a major arterial in the City, and its role as an east/west commuter route, redevelopment plans will attempt to control direct access from individual properties and improve public transit while emphasizing pedestrian accessibility and shared automobile connections to businesses as well as compliance with the aesthetic guidelines of the Community Appearance Plan.

High Volume Streets and Intersections

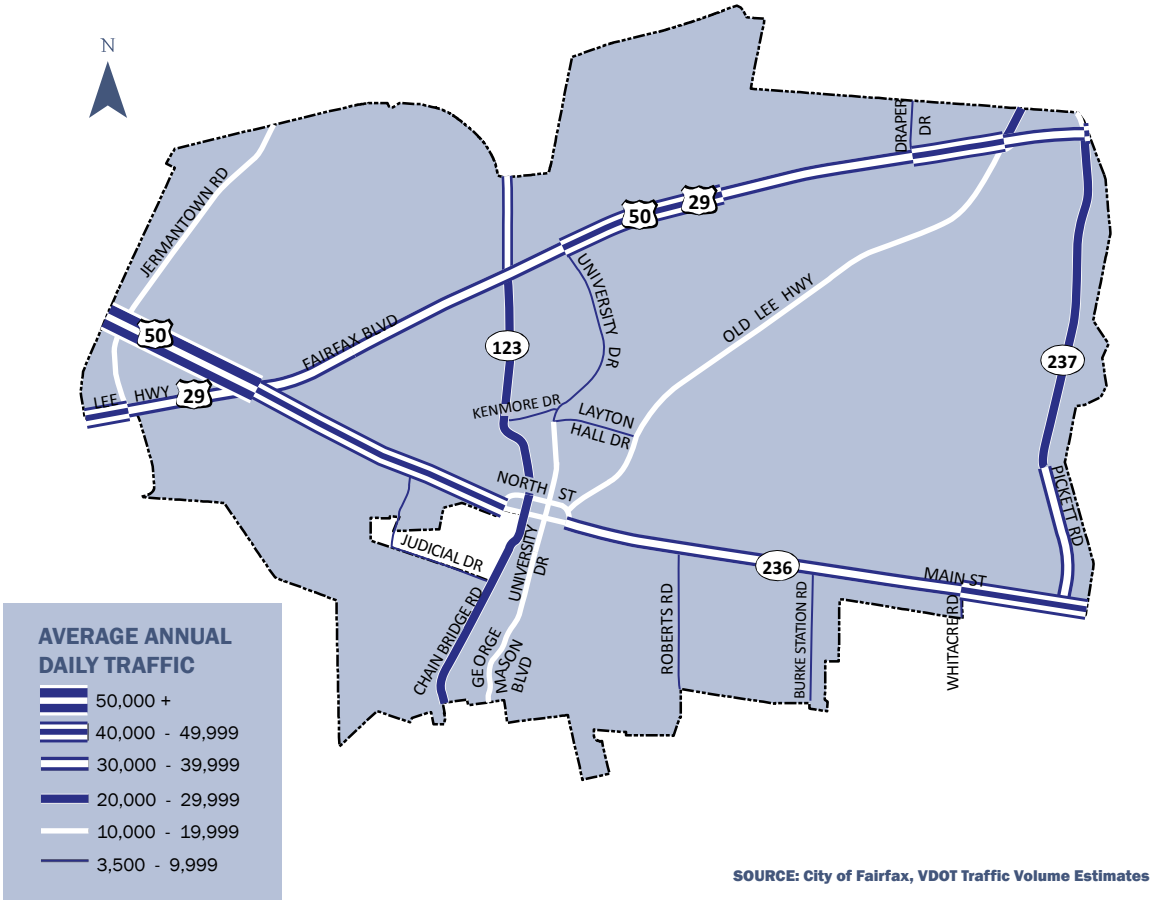
Since 2000, traffic on I-66 near the City has generally increased, resulting in an average in 2009 of 181,000 vehicles per day between the Route 50 interchange west

of the City and the Nutley Street interchange east of the City, with the largest increase between the Route 50 and Chain Bridge Road interchanges (as estimated by the Virginia Department of Transportation). During periods of congestion or when incidents occur on I-66, motorists often choose Fairfax Boulevard as an alternative for east-west travel. Consequently, Fairfax Boulevard contains the most heavily traveled sections of roadway in the City and the average daily traffic over the last ten years has remained high. Additionally, continued employment growth along the Dulles Corridor and in the Tyson's Corner area of Fairfax County have increased congestion on Chain Bridge Road north and south of Fairfax Boulevard. Road improvements along Fairfax Boulevard and other locations within the City of Fairfax have eased traffic conditions in some locations.

Traffic volumes for City streets were most recently collected by the Virginia Department of Transportation in 2009 and averages were developed for each road section during the ten years leading up to and including 2009 (see Map TRS–2). During this time period, the section of Fairfax Boulevard between the Routes 29/50/236 intersection at Kamp Washington and the western City line averaged 53,300 vehicles per day, the highest daily traffic of any road segment in the City, as reported by VDOT. Design plans are underway to widen and realign the roadway and improve signalization at the high-volume Routes 29/50/236 intersection at Kamp Washington. Volumes along other sections of Fairfax Boulevard varied between 32,800 and 45,900 vehicles per day, with the short section between Pickett Road and the eastern City line carrying the second highest traffic in the City at 45,900 vehicles per day. Containing the highest volume section of roadway outside of Fairfax Boulevard, Lee Highway carried between 37,500 and 41,200 vehicles per day between Kamp Washington and the western City line. Chain Bridge Road carried its highest volumes at either end of its length within the City, averaging 28,600 vehicles between the southern City line and Judicial Drive and 38,100 between Fairfax Boulevard and the northern City line. Main Street carried between 36,100 and 40,300 vehicles per day between Kamp Washington and Pickett Road. Pickett Road carried between 27,600 and 33,200 vehicles per day between Main Street and Fairfax Boulevard. City-generated traffic counts have documented a higher number of

Map TRS–2

Average Traffic Volumes, 2000 - 2009



SOURCE: City of Fairfax, VDOT Traffic Volume Estimates

vehicles at certain locations in the City, so the VDOT annual average daily traffic figures reported in this Plan, which have been collected during the summer in recent years when lighter volumes tend to exist, may actually under-represent the number of vehicles traversing the City each day.

Jermantown Road north of Fairfax Boulevard is a three to four lane undivided street. Lighting, curb and gutter, sidewalks, and turn lanes have been upgraded and/or added in the corridor to improve its functionality, safety, and aesthetic. Plans for Jermantown Road north of Fairfax Boulevard include additional widening to allow for two through lanes northbound adjacent to the left turn lane into the shopping center entrance and a dual right turn lane, through lane, and left turn lane southbound at the Fairfax Boulevard intersection.

As part of the Old Town Fairfax redevelopment effort, a two-way traffic pattern was implemented for Main Street and North Street in 2006. Two-way traffic provides better access to properties, creates a more intuitive circulation pattern for visitors, improves visibility of commercial properties and storefronts, reduces vehicle miles traveled, and improves the pedestrian environment by generally calming traffic flow through an area. In order to support Old Town Fairfax as a destination and promote reinvestment in the historic core of the City, the directional changes were accompanied by a significant increase in off-street public parking. Rounding out the improvements to the transportation infrastructure, numerous enhancements to the streetscape were also completed. Streetscape enhancements included: wider sidewalks, textured crosswalks, pedestrian crosswalk indicators, wheelchair ramps, underground utilities, wayfinding signage, landscaping, and street furniture. If needed in the future, the signalization and design of Main Street and North Street would allow for a conversion back to one-way traffic flow.

While the changes to the transportation network described above have altered circulation in Old Town Fairfax, University Drive at its intersections with North Street and Main Street continues to be heavily utilized. Left turn movements from southbound and northbound University Drive onto both streets have a tendency to impede the flow of through traffic along University Drive. These types of delays have been partially mitigated through limitations on turning movements during peak hours and additional measures, such as a red light camera at the intersection of University Drive and North Street, have been implemented to help ensure safe travel in this busy area. Traffic at the major downtown intersections, which occasionally backs up into the intersections themselves causing delays to both the east/west and north/south streets, will require continued monitoring.

Chain Bridge Road north of downtown and through its intersection with Fairfax Boulevard also exhibits congestion during peak hours. The Chain Bridge Road and Fairfax Boulevard intersection (Northfax Gateway) will continue to be a high volume intersection because of its proximity to I-66. Planned roadway projects at the intersection of Chain Bridge Road and Fairfax Boulevard (and north to the Eaton Place intersection), as well as a replacement of the bridge over Accotink Creek near the intersection of Chain Bridge Road and Kenmore Drive, will help to improve the movements of pedestrians, bicyclists, and motorists through this highly used corridor.

Roberts Road (classified as a local street) is a significant travel way for George Mason University, particularly for vehicles coming from the east on Main Street. Future growth at George Mason University and improvements by Fairfax County of the portion of Roberts Road located in Fairfax County will continue to add more pressure on Roberts Road. However, within the City, Roberts Road will remain a local street that will not accommodate additional daily commuter traffic to George Mason University.

Pickett Road between Main Street and Mathy Drive is also an area of congestion because of the volume of traffic generated by the commercial development on either side of Pickett Road and the volume of truck and automobile traffic making a left turn at Main Street.

Westward Extension of Metrorail

In 2009, the Virginia Department of Rail and Public Transportation (VDRPT) published a Transit / Transportation Demand Management Study for the I-66 corridor. The study identified short and medium-term transportation projects and programs, including developing a Priority Bus service along I-66, which could begin to develop the infrastructure necessary for a future westward extension of Metrorail. Access improvements for buses at the Vienna/Fairfax-GMU Metrorail station, which are currently in design, and the development of station/parking facilities in the Monument Drive/Fairfax Corner area west of the City were recommended. The City supports the westward extension of Metrorail. However, the City opposes the location of a Metrorail station at the intersection of I-66 and Chain Bridge Road. The City supports a station located closer to the Fair Oaks Mall area and recognizes the importance of facilitating the development of multimodal linkages (vehicular, transit, bicycle, and pedestrian) to a new station, should it be constructed. The 2009 study also provides information toward the Tier One Environmental Impact

Study (EIS) for I-66 currently underway by the Virginia Department of Transportation. The I-66 EIS will examine a broad range of transportation issues and needs along the corridor and identify potential multimodal projects and associated impacts.

Current Regional Access Issues

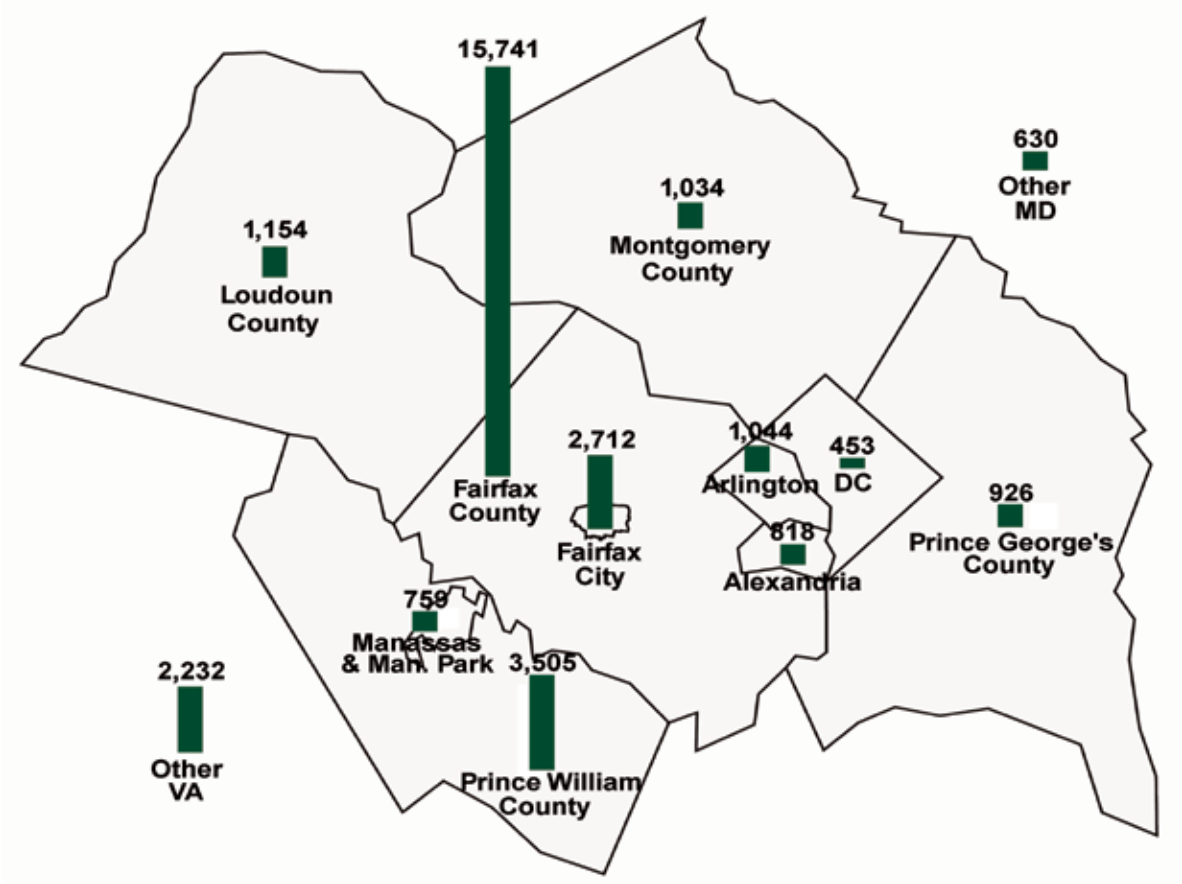
As commercial, office and residential development continues in Fairfax County, particularly west of the City and in the jurisdictions of Prince William and Loudoun Counties, the City continues to play a major role in the pattern of the region's commuter traffic. Traditionally, regional access issues in the Washington Metropolitan area have been created by the need for travel to the District of Columbia from the surrounding suburbs. This is still a predominant commuter pattern; however, a new pattern has evolved as employment centers are created in the suburbs. The new commuter pattern demands the movement of traffic throughout Northern Virginia and Maryland in a less radial pattern. For example, as shown in Map TRS-3, the jurisdictions with the highest number of residents that are employed in the City of Fairfax do not come from the core of the region, but rather from around the periphery, including the Virginia counties of Fairfax, Prince William, and Loudoun. Even the suburban Maryland counties of Montgomery and Prince George's combined send more employees into the City of Fairfax than do the nearby centrally-located jurisdictions of Arlington County and the City of Alexandria combined. The need to move traffic north/south or east/west through Fairfax County and the City has created a new set of regional access issues affecting the City.

Commuter Travel

Commuter patterns have placed pressures on the City to meet the continuing traffic flow demands along the traditional east/west commuter routes (Routes 50, 236 and 29) which

Map TRS-3

Commuter Origins, 2000



Source: U.S. Census Bureau, 2003

radiate from the District of Columbia and to find new routes to accommodate the demand for north/south travel (see Map TRS-4). This is most effectively accomplished without compromising the character of the City by promoting bypass and alternative routes to carry traffic around the City, in conjunction with improvements in the City.

Fairfax Boulevard is one of the major east/west commuter routes to and from the District of Columbia. Key intersections along Fairfax Boulevard that experience peak hour congestion include Fairfax Circle, the Northfax Gateway, and Kamp Washington. The peak hour congestion experienced at these intersections is predominantly the result of pass-through commuter traffic.

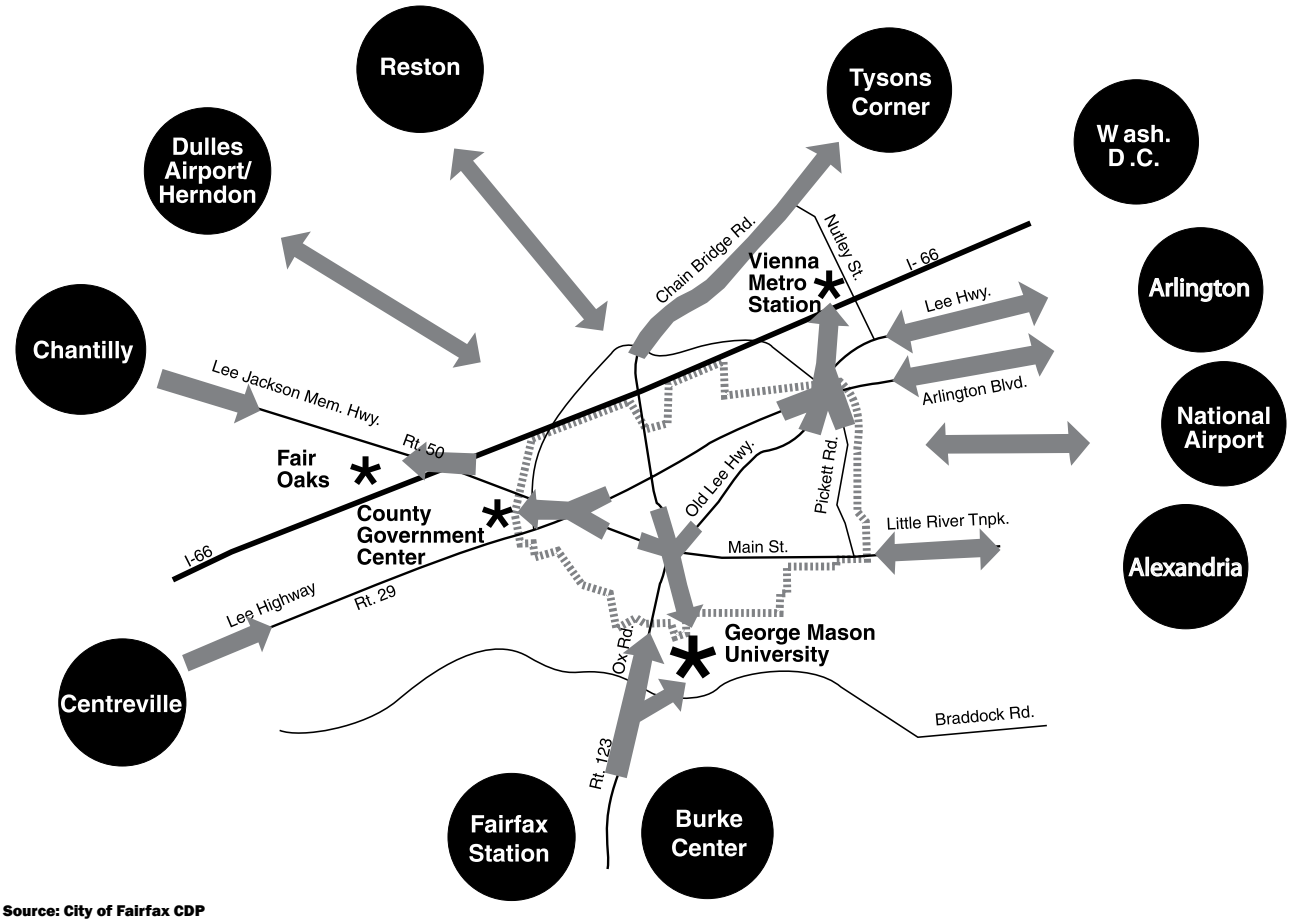
The commuter congestion at Fairfax Circle was relieved significantly by the 1991 construction of the Blake Lane/ Pickett Road connection. This connection facilitated north/ south travel without passing through Fairfax Circle. In 2009 the City installed sidewalks, crosswalks, and pedestrian traffic signals at Fairfax Circle, making the Circle safer and accessible to pedestrians for the first time and reducing the danger of pedestrians attempting to cross the intersection.

The intersection of Pickett Road and Main Street is also a point of congestion as north/south travelers seek a connection to the south of Route 236 through Olley Lane and to the north through Blake Lane and Nutley Street. The congestion is further intensified by the shopping center activity on the northeast and northwest corners of this intersection. Recent widening of Pickett Road and new access points to the shopping centers that are less disruptive to traffic flow have reduced vehicle delays at this intersection.

On the western side of the City, Jermantown Road is a major north/south travel route, particularly for travel between the Oakton/Vienna area and points along the western ends of Lee Highway and Fairfax Boulevard (including Shirley Gate Road). Recently completed and upcoming roadway projects (Phase II) on Jermantown Road will increase vehicular capacity. The improvement of Shirley Gate from Braddock Road to Route 29 and the completion of Waples Mill Road

Map TRS–4

Commuter Traffic Origins and Destinations



Source: City of Fairfax CDP

from Route 29 to Route 50 created a partial north/south bypass route that relieves some of the commuter congestion on Route 123, the most direct north-south route through the City. The planned extension of Shirley Gate Road to the Fairfax County Parkway intersecting at a location between Popes Head Road and Braddock Road provides an opportunity for another north/south travel route that would help redirect traffic from Route 123.

Also affecting north/south travel is Roberts Road. Roberts Road carries traffic from the Fairfax County Parkway north to Braddock Road and into the City where it terminates at Main Street. The segment of Roberts Road within the City, which is planned to remain a two-lane undivided street, connects directly to several neighborhoods and contains curb cuts for individual driveways from Forest Avenue to Main Street. The significant thoroughfares that Roberts Road connects and the recent widening that has been completed near George Mason University will continue to draw traffic onto this street.

County Improvements

The completed or proposed widening of several east/west arterials in the County will have direct impacts on the City. These improvements will increase the speed of travel in the County; however, without matching sections through the City, bottlenecks will be created. The typical response to a bottleneck is to find a less congested alternate route, often through a residential neighborhood. Consequently, the serenity and safety of the City's residential communities may be jeopardized if matching sections or alternate routes are not provided. Jermantown Road has been widened from two lanes to four lanes at the north City limits. Proposed for widening in the County include: Route 50 (east and west of city limits)— from four lanes to six lanes east of the City and to eight lanes west of the City; Lee Highway (north and west of city limit)—from four lanes to six lanes; and, Little River Turnpike (east of city limit)—from four lanes to six lanes (see Map TRS-5).

Transportation Policy Guidelines

The City's Transportation Vision serves as the policy and planning groundwork for the Transportation Plan. Key elements of the Vision are to:

- Recognize that the City is at the crossroads of Northern Virginia and, therefore, is important in any Northern Virginia transportation plan/ system;
- Provide a variety of safe and convenient traveling options for moving within and through the City;
- Support and enhance the unique character of the City, preserve the character of the downtown, minimize the effects upon the environment and enhance the City's economic vitality;
- Balance the competing interests of suitable access for residents and businesses versus efficient movement of vehicles within and through the City; and
- Offer new technologies and multimodal choices that are integrated or compatible with facilities and services in Northern Virginia.

Transportation— Goal, Objectives & Strategies

Goal: Facilitate safe and convenient vehicular, pedestrian and bicycle circulation within the City while minimizing the adverse impacts of through-traffic and automobile pollution.

Objective T-7.1 Actively promote the identification and development of regional solutions to improve traffic safety and efficiency.

Strategies

T-7.1.1 Continue City participation on regional transportation boards.

The City should continue to participate on regional transportation boards that seek to develop regional solutions to the problems of traffic congestion, support the provision and enhancement of public transportation, and provide opportunities for additional funding for transportation projects in Northern Virginia.

T-7.1.2 Continue consensus-building with Fairfax County on the transportation issues that must be addressed by both jurisdictions for more efficient traffic flow and safety.

The City of Fairfax and Fairfax County should continue to cooperate in considering various transportation alternatives. Improvements to increase the capacity of arterials through the City during peak periods and in emergencies or incidents should be considered on a case-by-case basis with improvements in the County, but should not compromise the City's vision for its street network. Adjacent interstate routes should be considered in both a local and regional context.

T-7.1.3 Support projects that promote alternatives to single-occupant vehicles during the peak period on major transportation routes.

On appropriate major transportation routes, such as I- 66, mass transit or high occupancy vehicle lanes during rush hours should be considered to the extent that the right-of-way necessary for their construction does not significantly impact adjacent established residential neighborhoods.

T-7.1.4 Encourage the connection of City bus services to other mass transit routes and facilities.

The CUE bus provides a connection to the Metrorail system through the service to the Vienna/Fairfax-GMU station. Connections to VRE stations and Fairfax Connector and Metrobus routes to major activity centers such as shopping malls, sports facilities, museums and airports would significantly enhance the transit service provided to City residents.

Objective T-7.2 Promote and accommodate bicycling and walking as alternative modes of transportation.

Strategies

T-7.2.1 Examine roadway segments near schools, churches, parks, shopping areas, and neighborhoods to provide safe pedestrian routes.

At appropriate locations along the City's streets, the provision of sidewalks, trails, pedestrian signals and crosswalks will help facilitate the safe travel of pedestrians. It is especially critical to connect residential areas with one another and with public facilities, businesses and services that residents need.

T-7.2.2 Develop sidewalks within residential neighborhoods to promote safety for children, the elderly and the disabled, making neighborhoods more pedestrian-friendly.

Sidewalks should be encouraged in residential areas where they will contribute to a safer pedestrian experience. Sidewalks should be constructed in a manner that minimizes disturbance to significant trees and landscape features. Many sidewalks, path and trail segments have been completed within the City, but are not fully usable because they do not connect with other key segments. Missing segments should be completed with construction or public funding obtained through the private development process and programmed public initiatives.

T-7.2.3 Complete an integrated Citywide trail system, with enhanced signage, and with support facilities such as lockers, rest stations and drinking fountains, to encourage bicycling and walking to places of employment, schools, shopping centers and neighborhoods. Special emphasis should be placed on a marked trail system that can link George Mason University and the Vienna/Fairfax-GMU Metrorail station.

The City should identify specific trail improvement projects that would be eligible for state and federal funding and take the necessary steps to pursue funding. Through the land development process for residential and commercial development, trail improvements, connections and support facilities should either be constructed by the developer or provided for by a contribution to the City. Where feasible, signage should identify the trails and feature directional signage to major destinations such as George Mason University, the Vienna/Fairfax-GMU Metrorail Station, and Old Town Fairfax.

Objective T-7.3 Encourage and accommodate safe vehicular traffic throughout the City.

Strategies

T-7.3.1 Work with the business community to improve the access to and from business areas.

The Commercial Real Estate Transportation tax was authorized in 2009 to fund critical transportation improvements along corridors that serve City businesses. The renewal of this surcharge on commercial and industrial property real estate assessments should continue to be reconsidered annually by City Council to determine its ongoing necessity. In addition, the integration of inter-parcel connections that feed traffic to collector streets and the consolidation of curb cuts are strategies that help improve access to and from businesses on arterial streets.

T-7.3.2 Design all new facilities and upgrade existing facilities to comply with all federal, state and local safety standards.

When new standards for transportation facilities are legislated, the City should act quickly to require implementation of updated standards for new projects and work to update existing facilities to the new standards, regardless of whether the pre-existing standards are technically allowed to remain in place.

T-7.3.3 Pursue new technologies that would improve safety on City streets.

As new safety-enhancing transportation technologies are invented, the City should pursue the use of such technologies where applicable and when a significant increase in safety as a result of the implementation of new technologies can be expected.

T-7.3.4 Ensure the safety of City streets by incorporating traffic calming measures as needed.

Guided by public input, the City currently operates a successful traffic safety program, taking measures to calm traffic as they are needed on a case-by-case basis within each City neighborhood. The City should continue the program, with an emphasis placed on responding to public input.

Objective T-7.4 Develop and support measures to deter cut-through traffic and the negative effects of traffic in the City's neighborhoods.

Strategies

T-7.4.1 Direct through-traffic to arterials.

Neighborhood cut-through traffic is generally the result of motorists attempting to avoid congested arterial roads and signalized intersections. Traffic optimization measures on arterials should continue to be implemented. Direct access from individual properties onto arterials should be discouraged to allow uninterrupted traffic flows. Signage directing through-traffic to arterials should be installed where appropriate.

T-7.4.2 Support neighborhood efforts to control cut-through traffic.

In neighborhoods where a cut-through traffic problem has been identified, effective traffic control measures should be considered as a means to discourage speeding and calm traffic.

Objective T-7.5 Encourage the use of public transportation and other modes of travel as alternatives to the private automobile.

Strategies

T-7.5.1 Promote a regional approach to public transportation planning.

The use of public transportation helps to conserve energy and provide an efficient, cost-effective alternative to the automobile. The City should exercise leadership in inter-jurisdictional efforts to address public transportation issues and ensure appropriate access to Metrorail stations for City residents. Methods to encourage ridesharing and transit use on a regionwide basis using methods such as parking code revisions and employer incentive programs should be pursued. Park and ride centers in suitable locations west of the City to provide for commuter parking, car pooling and transit needs should be investigated and encouraged.

T-7.5.2 Enhance CUE bus service to maintain current ridership, encourage new users and provide the types of facilities that will make the CUE bus a unique and appealing alternative mode of transportation.

The City should continue to strive to make riding the CUE bus a pleasant experience by maintaining reliable scheduling, providing bus shelters or benches where appropriate, posting real-time information at major stops, and making bus stops more visible. In addition, the City should encourage new ridership in all segments of the population, with particular attention to the elderly and disabled segments, through marketing campaigns and looking to expand service if fiscally viable. The City should continue to provide top quality service on its CUE buses and use appropriate management techniques to measure customer satisfaction and needs.

T-7.5.3 Encourage businesses to provide transit subsidies or other incentives to use alternative transportation to their employees.

As business areas of the City redevelop and attract larger employers, the City should provide development incentives to employers who provide transit subsidies to their employees.

Objective T-7.6 Obtain funding for transportation improvements from sources other than the City General Fund.

Strategies

T-7.6.1 Participate in the regional process for evaluation and recommendation of projects to be applied for state and federal funding.

Working as a group, regional agencies can procure funding for larger projects that can affect individual jurisdictions, especially smaller ones such as the City. City staff and elected officials should work with regional agencies to identify projects in which City interests can be included.

T-7.6.2 Encourage the provision of transportation improvements in the land development process commensurate with the type and level of development.

City officials should vigilantly work to obtain transportation improvements that will mitigate the traffic impacts of new developments and redevelopments as much as possible. If possible, revisions to City code designed to guarantee adequate transportation improvements is preferable to relying on negotiations during the land development process to obtain the improvements.

T-7.6.3 Explore other funding sources such as grants and public-private partnerships to develop transportation initiatives.

Staff should constantly be on the lookout for programs or opportunities that could be utilized to bring to reality projects that otherwise would be difficult to fund using the City's normal sources of revenue.

Objective T-7.7 Encourage the regional use of Transportation Systems Management (TSM) efforts to promote operational, managerial and regulatory strategies to influence the demands on the transportation network.

Strategies

T-7.7.1 Work with other local governments to develop sample ordinances and regulations that could be enacted within the region that would standardize TSM efforts.

TSM will be most effective if it is used throughout the region. Standardized ordinances and regulations would benefit the entire region while maintaining a

"level playing field" with regards to effects of TSM methods on land development.

Objective T-7.8 Design improvement projects to maximize the efficiency of the transportation system.

Strategies

T-7.8.1 Design roadway improvements to minimize idle time at intersections.

The City should continue efforts to maximize road system efficiency such as synchronization of traffic signals along the City's arterial roadways (where appropriate), limiting left-turn vehicle movements to controlled intersections, bypass routes around the City, and widening of certain portions of arterials.

T-7.8.2 Make the CUE bus system more functional and user-friendly.

Continue to aid the CUE bus patron with real-time information such as provided by Next Bus and provide amenities that will attract additional riders to CUE.

T-7.8.3 Examine local traffic counts and intersection analyses and implement measures to ensure the appropriate balance between efficient traffic flow and pedestrian safety.

As the City addresses the problem of traffic congestion on the major arterials with techniques such as signal synchronization, it will also become a priority to ensure that pedestrians are allowed to cross these streets safely. Pedestrian activation of crosswalk signals during the next traffic cycle should continue to be installed at key intersections.

Objective T-7.9 Locate clear signage to direct traffic around and through the City.

Strategies

T-7.9.1 Support regional signage efforts to direct through traffic to bypasses around the City.

It is important that signage inside and outside of the City be designed and located so that motorists are directed to bypass routes and other alternative travel routes that are designed for high traffic volumes and long trips. The City should continue to participate with VDOT and Fairfax County to improve a signage that will place through-traffic on bypass routes around the City to the extent practical.

T-7.9.2 Provide appropriate signage to direct local traffic to destinations within the City.

A unique signage program should continue to be developed and expanded to clearly identify the City limits at entry points along the arterial roadways. This signage program should include traffic signs as well as directional signage for key locations in the City such as Old Town Fairfax, Kamp Washington, Fairfax Circle and individual sites such as Old Town Hall and City Hall.

Objective T-7.10 Improve the Old Town Fairfax area traffic flow so that it is a safer environment for vehicles and a pedestrian-friendly environment for shoppers and tourists.

Strategies

T-7.10.1 Pursue efforts to complete construction of bypass routes that divert through-traffic from the City.

To improve downtown traffic flow and pedestrian safety, steps should be taken to reduce the through-traffic volume in that area. This may be accomplished by the development of suitable bypasses around the City, effective directional signage, and improvement of designated through-routes within the City.

T-7.10.2 Continue to provide the types of facilities necessary at critical downtown intersections to ensure that pedestrians are able to cross the streets safely and conveniently.

Where feasible, sidewalks should be improved to provide better separation of pedestrians from passing vehicular traffic. Sidewalks should be designed with appropriate barriers between the pedestrian and moving vehicles. Consideration should be given to continuing to optimize pedestrian crossing signals at critical downtown intersections. Improvements to these intersections should also include brick (or special pavement) crosswalks that will emphasize to passing vehicles the presence of pedestrian crossings.

T-7.10.3 Continue to design vehicular and pedestrian travelways in Old Town so that they are complementary and have minimal conflict points.

As the downtown redevelopment continues, the City should continue to provide adequate facilities for both vehicles and pedestrians. Sidewalk design should discourage mid-block crossing and driveway entrances should be designed such that drivers are cognizant of pedestrians as well as other vehicles.

T-7.10.4 Examine alternatives for the connection of Old Town to nearby residential areas.

A system of trails, paths and sidewalks should be developed to provide a pleasant and safe route for pedestrians to neighborhoods that surround Old Town Fairfax. These facilities should be clearly and distinctively marked with unique signage, landscape treatments and pedestrian amenities such as benches, drinking fountains and low-level signature lighting to promote evening use.

Objective T-7.11 Develop a process that provides transportation information to the public and provides for feedback from the public.

Strategies

T-7.11.1 Provide opportunities for public input on transportation improvements.

Give residents, civic and business leaders the opportunity to present their ideas on transportation improvements and provide feedback in an expeditious manner.

T-7.11.2 Use all available media to provide transportation information to the public.

Such methods as traffic camera feeds into the City's cable station, strategically located dynamic message signs, information signs, maps, brochures on transportation subjects, and use of the website and email for updated information will help to get information to city residents and businesses in a timely manner and in an understandable format.

Transportation Plan

The Transportation Plan provides guidance in prioritizing, funding and implementing City transportation projects. It balances regional access considerations, financial resources, multi-modal opportunities, traffic flow improvements, safety, and accessibility issues with the City's goals and objectives articulated throughout the Comprehensive Plan. Through-traffic volume and distribution as well as neighborhood cut-through traffic continue to be the major transportation concerns of the City. The recommendations contained in the Transportation Plan and chapter are generally depicted on Map TRS-5.

Traffic volumes, and related congestion and safety issues, will increase as additional development occurs in and, especially, outside the City. While road construction projects in surrounding jurisdictions have diverted some of the traffic from the City's thoroughfares, it is anticipated that through-traffic volumes are only temporarily reduced. Both arterials and collectors must be improved to accommodate increased traffic or methods to divert and shift travel patterns and travelers' habits are needed.

George Mason Boulevard.

Regional Initiatives

Transportation improvements within the City are expected to be of only limited benefit over the long term unless regional transportation alternatives for diverting traffic from the City are identified and implemented. The City supports the following regional initiatives currently under consideration or development for improving regional traffic conditions in the following order of priority:

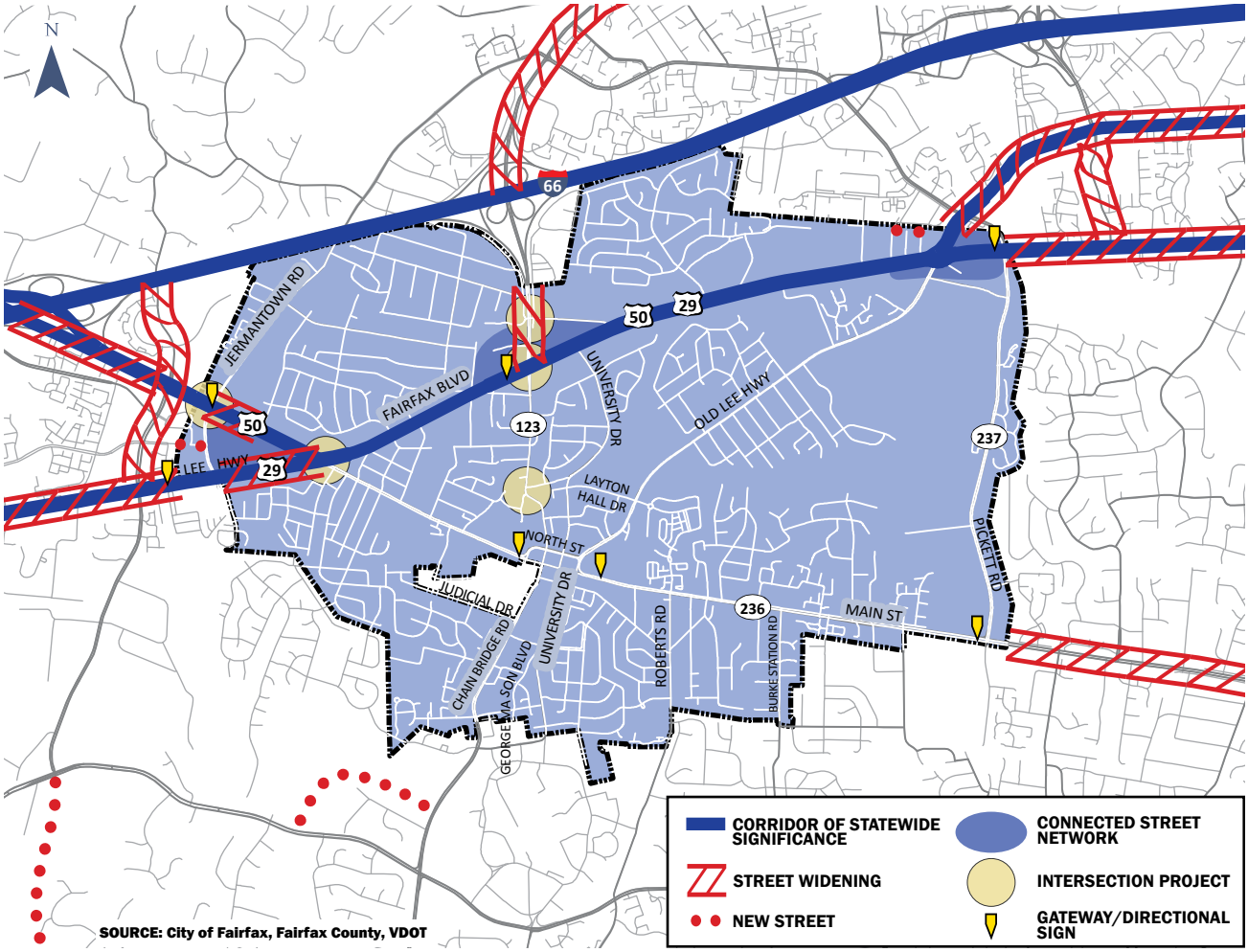
1. Improved accessibility and capacity of the region's interstate routes, particularly I-66;
2. The westward extension of rail service in the Dulles and I-66 corridors;
3. Installation of signage on the Route 123 Corridor encouraging Fairfax County Parkway use to bypass the City;
4. The extension and enhancement of Virginia Railway Express (VRE) service in the I-95 and I-66 corridors;
5. Development and implementation of the outer beltway concept; and
6. Establishment and enhancement of commuter parking facilities throughout the region.

Local Initiatives

The City continues to participate with Fairfax County, the Virginia Department of Transportation (VDOT), and the Virginia Department of Rail and Public Transportation (DRPT) in the ongoing examination of the Central Fairfax Area, which includes the City of Fairfax and adjacent portions of Fairfax County. This cooperative effort provides information and dialogue essential to coordinating transportation planning in the Central Fairfax Area of

Map TRS–5

Transportation Plan Map



Northern Virginia. The City supports several initiatives that are located in the City and immediately surrounding areas, as described in the sections below.

Shifting East-West Traffic

East-west traffic traveling through the City should be directed to the Fairfax Boulevard Corridor to reduce the travel demands on the Main Street Corridor, especially through the downtown area, provided that the adjacent segments of Fairfax Boulevard, Arlington Boulevard and Lee-Jackson Highway are improved in Fairfax County to similar capacity levels. Plans, designs, or projects are underway at a number of the major intersections along Fairfax Boulevard, including Jermantown Road, Routes 29/50/236 at Kamp Washington, and Chain Bridge Road. Additional considerations for the Fairfax Boulevard Corridor are described below in the section entitled "Major Transportation Corridors."

Directional Signage

In addition to specific construction projects that shift through-travel demands, it is important that signage inside and outside the City be designed and located so that motorists are directed to bypass routes and other transportation alternatives that are designed for high traffic volumes and long trips. The City should continue to work with Fairfax County and VDOT in reviewing current and projected travel patterns and in developing signage projects that address the shifting of:

- east-west traffic from Main Street to Lee Highway and Fairfax Boulevard,
- north-south traffic around the City or to Pickett Road, and
- commuting traffic to/from George Mason University via Braddock Road and George Mason Boulevard.

Directional signage for motorists traveling to/from the Vienna/Fairfax-GMU Metrorail Station should also be addressed.

Park and Ride Facilities

Sites for commuter park and ride facilities around the periphery of the City should be examined and identified. These sites will be served by the CUE or other regional bus systems, providing connections to the Vienna/Fairfax-GMU Metrorail Station, as well as to a new station in the Fair Oaks Mall area (if constructed as part of a westward expansion of Metrorail), shifting station access from automobile to mass transit. Sites along the western and southern edges of the City, including existing retail parking areas and redevelopment areas, should be considered as possible park and ride locations.

Major Transportation Corridors

Four major transportation corridors are located within the City. In the east/west direction, the corridors are Main Street (and North Street in the downtown area) and Lee Highway/ Fairfax Boulevard. In the north/south direction, the corridors are Chain Bridge Road and Pickett Road. CUE buses and Metrobuses traverse the arterial roadways within these corridors. In addition to the four corridors that traverse the City, the segment of Jermantown Road between Fairfax Boulevard and Lee Highway is considered a key arterial route.

As traffic has grown in and around the City, the major transportation corridors have taken on the majority of the responsibility for handling the traffic that travels to or from, as well as through, the City. Further, the following intersections have become the major focus of traffic operations in the City: Main Street at Lee Highway/Fairfax Boulevard (Kamp Washington), Main Street/North Street at Chain Bridge Road, Main Street at Pickett Road, Jermantown Road at Lee Highway, Chain Bridge Road at Fairfax Boulevard, Fairfax Circle and Fairfax Boulevard at Pickett Road, and Jermantown Road at Fairfax Boulevard. Improvements at intersections outside of, but in close proximity to, the City are also warranted, including Waples Mill Road at Route 50 and Shirley Gate Road at Route 29 to the west and Blake Lane at Route 29 to the east. Other nearby intersections that should be considered for improvement include: University Drive at Route 123, Braddock Road at Route 123, Olley Lane at Route 236, Nutley Street at Route 50, and Jermantown Road at Route 123.

The City supports the following improvements to the major transportation corridors:

Fairfax Boulevard Corridor

This corridor – including the length of both Route 29 and Route 50 within City limits – should continue to develop as the primary east-west transportation and business corridor in the City, interconnecting with the Lee Highway, Arlington Boulevard and Lee-Jackson Highway corridors in Fairfax County. These arterial roadways currently vary between four and six lanes throughout the City.

Fairfax Boulevard would be configured with landscaped medians, where possible, and enhanced streetscape features to encourage pedestrian activity. Slow lanes (with on-street parking), separated from the main travel lanes by landscaped medians, while not intended to be a consistent feature throughout the corridor, should be considered within or adjacent to portions of the Centers if the nature of adjacent redevelopment activity is such that those features would be appropriate.

The expanded capacity, intersection and access improvements, and preferential treatment of bus service are intended to increase the corridor share of east-west traffic, shifting it from Main Street and from the historic downtown area. Selective widening of the arterial roadway should be combined with the following improvements and actions to support appropriate development of the corridor:

- Preferential treatment of emergency and transit vehicles, with improved bus service including express service to Metrorail, to support new businesses;
- Replacement of service drives/provision of interparcel access;
- Consolidation of access points;
- Continued synchronization, where appropriate, and optimization of signalized intersections during peak periods, special events and incidents through the City and with Fairfax County;
- Directional signage to/from corridor (especially along Main Street in the City and Little River Turnpike in Fairfax County); and
- Interconnection of Spring Street, Campbell Drive and Roanoke Street.

Five key intersections with Fairfax Boulevard (Jermantown Road, Main Street, Chain Bridge Road, Fairfax Circle and Pickett Road) should continue to be evaluated to identify long-term solutions that mitigate traffic congestion at these locations. The solutions should reflect the goal of reducing through-traffic on each of the crossing roadways while facilitating traffic flow on Fairfax Boulevard. The addition of a third westbound lane on Fairfax Boulevard between Bevan Drive and Jermantown Road, planned for implementation in conjunction with additional improvements on Jermantown Road and at its intersection, demonstrates the type of long-term solutions that should be developed.

Chain Bridge Road Corridor

Improvements for pedestrian safety and convenience and appropriate streetscape treatments, as illustrated in the Community Appearance Plan, are essential components of the character of the corridor.

Chain Bridge Road (South City Line to Judicial Drive)

Section should remain as is with enhancements only to pedestrian, bicycling and public transportation facilities. Redevelopment should provide for consolidation of access points.

Chain Bridge Road (Judicial Drive to Whitehead Street)

Section should remain as is with enhancements to pedestrian, bicycling and public transportation facilities and streetscape measures in accordance with the Community Appearance Plan. Redevelopment should provide for consolidation of access points. Traffic signal operation facilities have been upgraded to maximize efficiency.

Chain Bridge Road (Whitehead Street to Kenmore Drive—Rust Curve)

Section should remain as is with pedestrian facilities added if feasible. The replacement of the bridge over Accotink Creek currently in design not only upgrades the structural load capacity and roadway geometrics, but also includes an improved crossing for bicyclists and pedestrians.

Chain Bridge Road (Kenmore Drive to Warwick Avenue)

As the City implements a long-term transportation plan, specific attention should be paid to the design of a concept for Chain Bridge Road between Kenmore Drive and Warwick Avenue that reinforces the preference for its use as a City "business" and residential street. The need for some improvement should also be recognized. The alignment of these improvements should take advantage of the existing roadway.

Any future improvements must also recognize the residential character of the area by incorporating appropriate sidewalks, landscape planting, underground utilities and other residential safety improvements, while taking appropriate care to deter cut-through traffic in adjacent neighborhoods and preserving existing trees. A sidewalk on the west side of the road should connect with the City's trail system at Belle's Bird Sanctuary, with safe crossing of Chain Bridge Road provided by a new crosswalk incorporated into the bridge replacement project.

Chain Bridge Road (Warwick Avenue to Fairfax Boulevard)

Improvements to the segment of Chain Bridge Road between Warwick Avenue and Fairfax Boulevard, including construction of a turn lane at the intersection at Warwick Avenue, should be considered in coordination with intersection improvements at Fairfax Boulevard and Chain Bridge Road. The improvements are intended to refine safety and operations along the segment and balance the need to provide accessibility and through-movement of vehicles.

Chain Bridge Road (Fairfax Boulevard to north City limits)

Most of this segment has been completed as a six-lane divided roadway. Design alternatives for the intersection that address turn lanes and storage capacity, geometric realignments, and potential lane additions will be developed. In addition, the intersection design is being developed in conjunction with a drainage study to improve the conveyance of storm water in the area and the north fork of Accotink Creek between Chain Bridge Road and Eaton Place. Any final design should reflect the goal of reducing through-traffic on Chain Bridge Road while facilitating traffic flow on Fairfax Boulevard. In addition, a number of alternatives will be studied to address congestion at the Chain Bridge Road and Eaton Place intersection. This project should complement the design of the Chain Bridge Road and Fairfax Boulevard intersection.

Main Street/North Street Corridor

Main Street (East City Line to Roberts Road)

Efforts to improve traffic circulation at the intersection with Pickett Road should continue. The remainder of the corridor should remain as it is with improvements only to pedestrian, bicycling and public transportation facilities.

Main Street & North Street (through Old Town Fairfax)

Future improvements should complement the improvements already completed, taking into consideration pedestrian safety, vehicular access/loading requirements, and design features compatible with the historic character of the downtown area.

Main Street (Judicial Drive to Kamp Washington)

Section should remain as is with only enhancements to pedestrian, bicycling and public transportation facilities. Improvements to the intersection of Main Street with Lee Highway and Fairfax Boulevard should address congestion and pedestrian access. Design plans currently underway would re-align the existing lane shifts on Main Street, optimize signalization, and add capacity through additional or expanded turn lanes and through lanes.

Pickett Road

This segment of Pickett Road between Main Street and Mathy Drive should continue to be monitored. The implementation of any needed improvements should be coordinated with the improvements in Fairfax County along the Route 236 corridor and, if feasible, scheduled so as to occur concurrently.

The remaining segments of Pickett Road should be improved with pedestrian facilities, bus service enhancements and other improvements to support existing or future residential development in the corridor. The area around Thaiss and Gateway Parks should be analyzed to improve safety for pedestrians and bicyclists attempting to cross Pickett Road.

Jermantown Road

Jermantown Road (from Lee Highway to Fairfax Boulevard)

After further study, major improvements should be implemented on Jermantown Road at its intersections with Fairfax Boulevard and Lee Highway. Signal improvements and lane configuration changes are currently in design for the intersection of Jermantown Road and Fairfax Boulevard. Redevelopment of uses along this segment of Jermantown Road should include consolidated access points. The extension of Government Center Parkway in Fairfax County to Jermantown Road should only be considered in conjuction with large-scale redevelopment and additional street improvements in the Jermantown Road/Kamp Washington area.

Jermantown Road (from Fairfax Boulevard to north City line)

This segment is three to four lanes and has been improved with lighting, curb and gutter, sidewalks, and turn lanes. Additional plans include widening to allow for two through lanes northbound adjacent to the left turn lane into the shopping center entrance.

Other Roadway Recommendations

Old Lee Highway

Old Lee Highway (from Accotink Creek to Fairfax Boulevard)

Old Lee Highway should be improved by consolidating access points to commercial development, adding landscaped median islands, as feasible, and improving pedestrian, bicycle and public transportation facilities. The traffic signal at Old Pickett Road should be improved by eliminating at least one of the driveways on the west side controlled by the signal.

Old Lee Highway (from Layton Hall Drive to Accotink Creek)

Old Lee Highway currently exists as a two-lane road. It should remain in that configuration subject to safety improvements. Safety conditions of the sidewalks and trails along this roadway should be examined and improvements made where warranted. Access issues for local streets bordering on this section should be studied. Public transportation facilities should be improved.

Old Lee Highway (from North Street to Layton Hall Drive)

Old Lee Highway should remain in its current configuration with enhancements only to pedestrian, bicycling and public transportation facilities.

University Drive/George Mason Boulevard

George Mason Blvd. (between Armstrong Street and GMU)

Through traffic between George Mason University and University Drive has been rerouted between Armstrong Street and the University from the original, residential portion of University Drive to George Mason Boulevard, a new two-lane divided street within a 70- foot-wide

right-of-way with a landscaped median, sharrows (shared bicycle/vehicle lanes), and sidewalks or paths. The relocated roadway serves local and George Mason University traffic and efforts should be made to direct north-south commuter traffic to Chain Bridge Road. Additional landscaping and beautification is planned for the street. The final roadway design of this segment aimed to satisfy the following:

- Reducing cut-through traffic in neighborhoods in the southeast portion of the City;
- Accommodating existing and projected traffic volumes along the University Drive corridor;
- Establishing a direct transportation link between Old Town Fairfax and George Mason University;
- Facilitating access to development along the University Drive corridor;
- Establishing a traffic pattern that is environmentally responsible with improved vehicular, bicyclist and pedestrian safety, and quality landscaping; and
- Accommodating public transportation services and facilities.

University Drive (between Kenmore Drive and Armstrong Street)

This section should remain as it currently is with enhancements to pedestrian, bicycling and public transportation facilities and streetscape measure in accordance with the Community Appearance Plan. Redevelopment should continue to provide for consolidation of access points. Traffic signal operation facilities should be upgraded to maximize efficiency and to provide as close to real time operation as is feasible.

University Drive (north of Kenmore Drive)

This section should remain as is with enhancements to pedestrian and bicycling facilities and traffic control measures compatible with its use as a residential street.

Roberts Road

Improvements along Roberts Road will be limited to maintenance of the existing roadway and the addition of safe pedestrian access on both sides of the street.

Transportation Improvements Cost Estimates

The planned street projects described in the sections above, and depicted on Map TRS-5, are estimated with the following costs:

Project	Section (and page number)	Cost (in millions)
Main Street / Lee Highway / Fairfax Boulevard intersection improvements	Main Street Corridor (p. 142-143)	$6
Jermantown Road, Fairfax Boulevard/ Jermantown Road intersection, and Fairfax Boulevard widening between Bevan Drive and Jermantown Road	Fairfax Boulevard Corridor and Jermantown Road (p. 141-142 and 143)	$4.5
Accotink Creek bridge replacement	Chain Bridge Road Corridor (p. 142)	$5.5
Northfax drainage and intersection improvement	Chain Bridge Road Corridor (p. 142)	$15
Extension of Government Center Parkway to Jermantown Road	Jermantown Road (p. 143)	$4
Interconnection of Spring Street, Campbell Drive, and Roanoke Street	Fairfax Boulevard Corridor (p.141-142)	$4

Public Transportation

The City continues to operate a highly popular and successful CUE bus service providing direct connections throughout the City including the downtown, major transportation corridors, the Vienna/Fairfax-GMU Metrorail Station and George Mason University. To continue to encourage the use of this service, accessibility to bus stops should be improved. Continued improvements to public transit services should be performed through schedule improvements, better-coordinated bus-rail and bus-bus connections, and more frequent bus service. Bus service should be made more convenient and attractive by continuing to install covered bus shelters, continuing to provide real-time bus arrival information, and posting bus system information at bus stops. On a routine basis, travel demands should be surveyed and the frequency and scheduling of bus service should be evaluated. Consideration should also be given to the encouragement of patronage via employer transit subsidies.

The City should build on the past success of CUE service to George Mason University by augmenting the schedule to coincide better with evening classes and Sunday library hours at the University. Both the City and the University should market the various transit alternatives and routinely examine the needs and preferences of existing and potential customers.

Priority treatment of buses and other high-occupancy vehicle uses will be examined and considered in the Fairfax Boulevard Corridor. The treatment will address preferential access to and from the Vienna/Fairfax-GMU Metrorail Station as well as along the corridor throughout the Central Fairfax Area.

A downtown intermodal information center that is convenient to many travel options should be considered at a location in proximity to any redevelopment occurring in the old town area. At this location, CUE bus and Metrobus patrons should easily access and utilize a walk-up interactive display kiosk.

Trails

The trails system in the City is an integral part of the overall transportation system interconnecting public transportation, roadway systems and land activities. The trails in the City also provide key travel corridors for commuting to the Vienna/Fairfax-GMU Metrorail Station, employment centers and George Mason University. Trails also serve as major connections to the overall Northern Virginia trail system and offer additional opportunities for recreational and other non-commuting purposes. The Accotink Gateway Connector trails in the City and Fairfax County are designated as commuting trails that link the Gateway Park and the City of Fairfax Connector Trail to the Vienna/Fairfax-GMU Metrorail Station. A more detailed discussion on the trails system is provided in Parks, Recreation and Open Space section of the Comprehensive Plan.

Transportation Systems Management Elements

Transportation Systems Management (TSM) refers to efforts to make the most efficient use of existing transportation facilities rather than emphasizing capital intensive, road construction solutions in solving transportation problems. TSM efforts emphasize operational, managerial and regulatory strategies to influence demands on the transportation network. Many of these techniques are currently used in the City of Fairfax, each of which contributes to improving the overall efficiency of the City's transportation system. The City should continue to explore, implement and encourage TSM improvements in the City and throughout the region, including:

- Flextime and staggered work hours for large employers and employment centers;
- Ridesharing, carpooling and vanpooling;
- Designated high-occupancy vehicle (HOV) lanes on major transportation routes;
- Traffic signal synchronization and optimization;
- Separate turn and deceleration lanes;
- Improved signage and markings;
- Controlled access on major transportation routes;
- Educational and promotional efforts; and
- Telecommuting.

Transportation Information Services

Because the City is primarily built-out, few options are available to address future transportation needs simply through improvements to transportation capacity. The City must consider transportation information techniques and a mechanism for informing the public about traffic congestion and routing options and public transportation schedules and real-time arrival information.

The City should develop a transportation information program and implement new technologies to address the program. The program should be oriented to changing travel patterns and behavior from a reliance on single-occupancy automobile use. Consideration should be given to including the City's cable television capabilities and dynamic message signs to provide transportation information to the public within a regularly scheduled format as well as on a real-time basis.

The transportation information program will identify locations in the City for information centers. The Gateway Regional Park and an old town intermodal site should be included in such an inventory. The program will include methods that communicate information regarding traveling options/ services for pre-trip planning as well as real-time information to assist the pedestrian and vehicular traveler.

Transportation Planning

Guidelines

All future transportation efforts will be reviewed for consistency with the following criteria:

- Improvements to the City's transportation system will be implemented after careful consideration is given to consistency with the City's goals.
- Proposals for each new development or redevelopment that will have a significant impact on traffic within the City will be accompanied by a comprehensive traffic impact analysis and reviewed with respect to the potential impacts.
- Planning, engineering and costing of transportation projects will include aesthetic considerations in accordance with the Community Appearance Plan.
- Residential neighborhoods will be monitored for traffic conditions and traffic control techniques will be implemented where situations warrant.
- Sidewalks and/or trails will be located adjacent to all roads where feasible. Future development proposals will incorporate the development of adjacent missing trail segments and sidewalks.
- Landscaped strips between streets and sidewalks/ trails will be required in conjunction with all road construction projects.
- The underground placement of overhead utilities will be required, under certain circumstances, with all development/ redevelopment and road construction projects.
- The City will continue to improve intersections and provide turn lanes where conditions warrant to improve traffic flow and safety.
- Dedication of rights-of-way and contributions for improvements by developers of adjacent properties are encouraged to accommodate future options for public streets and trails.
- All local and collector streets will be evaluated to determine the need for additional pedestrian safety features.

Land Use—Creating and Protecting Neighborhoods and Centers

Old and new development patterns and redevelopment opportunities are key components of the City's aesthetic, economic and social framework. Maintaining a high quality of life within an urban context will distinguish the City from the surrounding suburban communities.

Community Character

The City of Fairfax is a unique place at the heart of Northern Virginia. The elements of character, scale and other physical features at the roots of the City landscape provide residents with their "sense of place." The Land Use section of the Comprehensive Plan presents an inventory of the City's points of entry, land use patterns and basic physical design and organization. It also presents a description of the regional patterns that are necessary to understand the City's context within the region. The goals and objectives of the Land Use section and the direction provided in the Land Use Plan reflect the will and the ability of the City to absorb growth and change while retaining its distinctive quality.

Existing Land Use

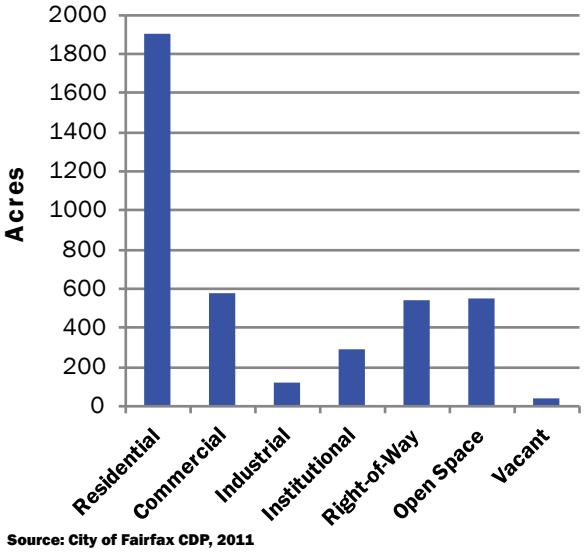
The City's current pattern of land use is the result of its history and location. The City initially developed as a small settlement at the intersection of two major roads that would become the present-day Routes 123 and 236. When the county courthouse was moved to that crossroads in 1800, supporting uses began to locate nearby. The City later became intertwined with the Washington metropolitan region's economy and eventually developed plans and ordinances to guide future development. In recent years, changing demographics, intense development in the Fairfax Center area west of the City, technological advancements, the growth in federal government employment and contracting, strong regional population growth and new market preferences have all influenced the pattern of development in the City. As a result of these shifts, residential and commercial sites that were previously developed have been redeveloped into more modern uses, often resulting in a more intense design replacing the previous layout.

The total land area within City boundaries is approximately 6.3 square miles. The City's land area surrounds an approximately 50-acre tract of land near the City's center known as the Massey Complex. Excluding this land, which is part of Fairfax County, existing land use in the City (see Map LU-1) is distributed among the seven major categories of land use described in the paragraphs below (see Figure LU-1).

For all land use categories involving the possibility of development, the most notable feature is a scarcity of land that is not already developed that is not significantly constrained by restrictions, environmental issues or other constraints. Accordingly, due to this lack of developable vacant land, the City can accurately be described as being "built out." Although some small parcels can in fact be built upon, the portion of the City's land area that can be

Figure LU-1

2011 Land Use Summary



Source: City of Fairfax CDP, 2011

built upon is a tiny fraction of its overall size. Accordingly, most new development that takes place in future years will involve the redevelopment of previously developed lands. For those areas where undeveloped lands are available, great sensitivity to the already-developed surroundings of these lands will need to be practiced to ensure that the City's existing fabric is not disturbed.

Given the development pressures and existing physical conditions described in the preceding paragraphs, the following strategies are essential toward the successful implementation of the land use component of the Comprehensive Plan:

- Provide clear descriptions of desired land uses in the Land Use Plan and designate areas accordingly on the Future Land Use map
- Consistently articulate the vision in the Comprehensive Plan as a part of the deliberation process for land use cases
- Amend the City's development regulations and policies (zoning ordinance, subdivision ordinance, public facilities manual, etc.) as needed to support the vision

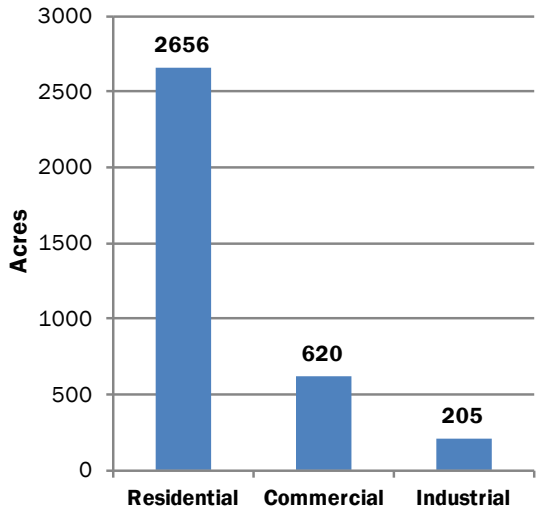
Residential

Residential land uses composed approximately 47 percent of total land areas in the City in 2011 – including all land in detached housing, townhouses and condominiums, as well as residential vacant land and parcels owned by homeowners associations. Boundary adjustments in 1991, 1994 and 2001 added 84 acres of residential land to the City. Parcels containing single-family detached homes composed approximately 82 percent of the residentially developed land.

In 2011, there were more than 2,600 acres of residentially zoned land in the City (including land zoned for detached houses, townhouses, multifamily units, and planned developments), of which 20 acres were vacant. (See Figure LU-2). Most of the vacant residential land (approximately 84 percent) was zoned for single-family housing. With the exception of a number of contiguous properties along School Street currently slated for development, the vacant land in residential areas generally consists of scattered individual properties.

Although single-family neighborhoods have a long-standing status as the predominant use of land in the City, only recently has there been a trend towards new construction of single-family "move-up" housing, predominantly on infill sites in the City. Between 2004 and mid-2010, 266 new

Figure LU-2
Zoning Summary



Source: City of Fairfax CDP, 2011

housing units have been completed or approved. Fifty-five percent of the new housing units were detached homes (the other 45% were townhouses). The detached homes, which serve to broaden the City's housing stock with generally larger floor plans and modern amenities, were developed on infill lots (64 units) and in new subdivisions (82 units). This production of new upscale units will hopefully solve the recent problem of families who wanted to move to larger, more expensive single-family homes having to relocate to communities outside the City to meet their needs.

Residential townhouses in the City are typically brick "colonial" style structures ranging in height from two to four stories. Most townhouse developments in the City contain fewer than 100 units, although the Comstock townhouse development has nearly 250 units.

There are 13 residential apartment complexes containing 1,403 units, and eight residential condominium developments in the City, containing 1,114 units. Most of the multifamily complexes are two to three stories in height, with the exception of The Crossings, The Mosby, and Providence Square condominiums, each of which contain four stories of living spaces. Several of the apartment and condominium developments feature townhouse-style units as well.

Commercial

Commercially-zoned land constituted 18 percent of all land in the City in 2011, with 620 acres designated in one of the City's commercial zoning districts. As of 2011, there was approximately 18 acres of vacant land in the City's

commercial districts. These vacant lands have already been approved for development or have significant topographic or other site constraints which will limit their development potential.

Examples of general commercial uses in the City include freestanding retail and service-oriented establishments, and those contained in office buildings and shopping centers. Virtually all of the City's general commercial development is located along the Fairfax Boulevard and Main Street Corridors. The Fairfax Boulevard Corridor, in particular, exhibits many of the characteristics of strip commercial development dating from the 1950s through the 1970s. Most structures have been built along this corridor relatively independent of their surroundings, with little regard for safe and efficient vehicular access, little or no landscaping and no real consideration for pedestrians. Future redevelopment along the Fairfax Boulevard Corridor should be designed in a manner to coordinate with nearby business centers, giving the area a coherent visual theme and more organized pedestrian and traffic flows. The Land Use Plan identifies the Fairfax Boulevard Corridor as the principal sector for future commercial development and redevelopment in the City. Further, the City's Community Appearance Plan addresses some of the aesthetic aspects of the corridor, and the Transportation Plan contains additional recommendations for improved vehicular access and safety. The Economy Section takes a long-term approach to the ultimate development and composition of the corridor as a regional commercial center.

Office development has generally duplicated the overall pattern of commercial development, but concentrations of office development can also be found along University Drive, Judicial Drive, Eaton Place, Chain Bridge Road, Pickett Road and throughout and adjacent to the Old Town core.

Industrial

There were 205 acres zoned for industrial use in the City in 2011. Of those acres, only the tank farm on Pickett Road and the asphalt plant on Old Pickett Road are considered to be heavy industrial. The remaining industrially developed land generally consists of automotive repair establishments, property yards, and light warehousing. Future growth of light industrial land uses may be constrained by the limited supply of developable vacant, industrially zoned land. Virtually no industrially zoned vacant land remains in the City; therefore, growth in this sector of the local economy would need to occur with the redevelopment of commercial properties in industrial zoning districts.

Institutional

Institutional land uses consist of publicly owned property as well as quasi-public uses such as churches and nonprofit organizations. Institutional land uses consumed approximately 291 acres or 7.3 percent of the total land area in the City in 2011. Uses owned and operated by the City of Fairfax as well as other public entities, including Fairfax County, the U.S. Postal Service, and George Mason University compose the majority (69%) of the institutional land area. Ninety-one acres is utilized by a combination of churches, social and community organizations, and nursing/hospital facilities, with the largest individual landowner being the Catholic Diocese of Arlington.

Right-of-Way

The public right-of-way within the City consists primarily of land used for public streets, trails and sidewalks. In 2011, public right-of-way comprised more than 539 acres or approximately 13 percent of the total land area in the City.

Vacant Land

There were 38 acres of vacant land in the City in 2011, representing less than one percent of the City's total land area. This included approximately 20 acres of residentially zoned land and 18 acres of commercially zoned land. The rate of new development in the City will continue to decrease in the next decades as the supply of vacant land decreases. Conversely, redevelopment of existing commercial and light industrial properties with more land-intensive development should increase in the next decades.

Open Space

Open space, both publicly and privately held, composes over 13 percent of the total land area in the City (approximately 548 acres). Recent acquisitions by the City of Fairfax (described in greater detail in the Open Space chapter of the plan) have significantly expanded the public inventory of open space (now totaling 246 acres exclusive of the open spaces on school properties). The Army Navy Country Club is the largest single non-public landowner of open space, covering 235 acres with its golf course and related facilities. Other non-public open space is included in homeowners' associations' common grounds and community pool properties. Zoning for lands considered as open space is varied.

Future open space land totals will be dependent on a number of factors, including City purchases of land to create officially designated open space, dedication of lands as open space as parts of development approvals and designation of lands as undevelopable through land use or environmental regulations.

Old Town Fairfax

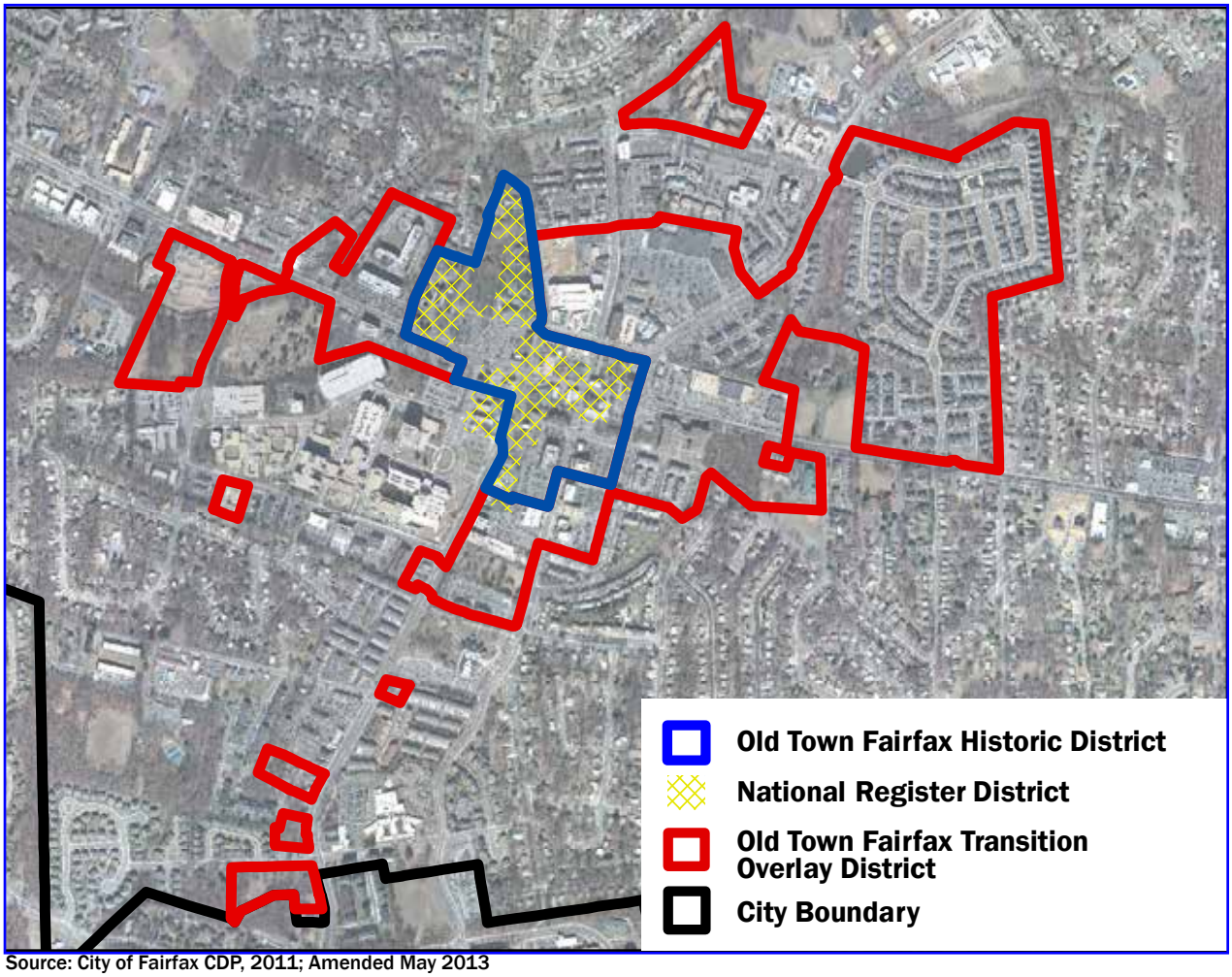
Because of its historical significance and distinctive character, the City's Old Town area is examined in closer detail. Within the City, Old Town is unique because of the presence of well-preserved nineteenth and early twentieth century buildings, and its pedestrian qualities with short blocks, brick sidewalks, and gas lighting.

Old Town Fairfax contains two distinctive areas—the Historic District and the Transition Overlay District. A National Register Historic District is also contained within Old Town Fairfax, covering an area similar to the locally-designated Historic District (see Map LU-2). Land use in these historic districts is described below in more detail.

Because the area immediately surrounding the Historic District is closely linked by the similarity of the existing development and use characteristics, it has been designated as the Transition Overlay District to emphasize its function as a transition to the Historic District. This designation affords greater control over development in that area and can be used to encourage increased pedestrian patronage of downtown businesses. The boundaries of the Transition Overlay District are shown in (Map LU-2). Combined with the Historic District, these areas are collectively known as Old Town Fairfax. Despite its historic attributes, the viability of Old Town Fairfax is threatened by the forces of intense traffic, development pressures, competition from regional malls and local shopping centers and the lack of abundant, accessible parking.

Map LU-2

Old Town Fairfax



Source: City of Fairfax CDP, 2011; Amended May 2013

The Historic Districts

The distinction between the locally-designated Historic District and the state and federally-recognized National Register District is noteworthy. The National Register designation is an honorary recognition of the architectural and historical significance of the buildings and structures located in the district. It imposes no architectural controls or property restrictions unless public funds are involved for rehabilitation. However, qualifying property owners are eligible for federal and state tax credits for the proper rehabilitation of contributing properties in National Register districts.

The Old Town Fairfax Historic District, by contrast, is an overlay zoning district that imposes special bulk, area and use restrictions and design controls on structures and sites. Within that district, all proposed alterations, additions, demolitions and new construction must be reviewed and approved by the City's Board of Architectural Review.

Old Town Fairfax Land Use

The City's Old Town has long been a preferred location for offices, especially for businesses that frequently interact with the City and County governments. Offices for lawyers, banks, insurance and other businesses dominate the Old Town area.

The most significant recent development project in Old Town has been Old Town Village, containing 53,000 square feet of retail space, 91,000 square feet of office condominium space and a 558-space central parking deck. The development was constructed along North Street between Chain Bridge Road and University Drive on the former sites of a US Post Office and a parking lot, which were acquired by the City and then developed in response to a City-issued Request for Proposals. The project was completed in 2007.

Two shopping centers, Courthouse Plaza and the Main Street Marketplace, comprise approximately one-third of the retail space in the Old Town area. In 2001, the Main Street Marketplace (formerly called University Shopping Center) was extensively renovated and expanded into a center with much greater visual cues to tie it in with the neighboring historic district, both in terms of architecture and its orientation towards the street. Main Street Marketplace is currently anchored by a Walgreen's Pharmacy, Ace Hardware, and a TJ Maxx retailer, while Courthouse Plaza is anchored by a Safeway supermarket. Both centers feature numerous smaller tenants as well.

The remaining retail space in Old Town consists of restaurants, a service station, art and gift shops, clothing stores, and a few personal service businesses.

In 1995, the City completed the purchase of what was then known as the Logan and Sipan lots, at that time developed with a post office and surface parking lot, totaling almost two and a half acres. A 1995 study of potential development scenarios on these properties detailed the opportunity for critical retail and residential development as well as public parking to build a mass of activity and act as a catalyst for additional retail and residential development within Old Town. The assemblage, developed as the Old Town Village, provides an opportunity for the City to catalyze additional residential and retail development in an effort to enhance the viability of Old Town Fairfax. A new 26-unit residential townhouse development, complementing the retail and office components, is currently under construction on Whitehead Street as part of the mixed-use Old Town Village project.

Residential uses in Old Town include single-family detached residences, townhouse developments, and multifamily units. Farrcroft, located in the Transition Overlay District on the former Farr Property, includes the largest concentration of single-family properties in Old Town, with 178 detached and 92 attached units. A small number of other single-family detached homes exist in Old Town, which consist primarily of historic properties along Chain Bridge Road. Additional single-family detached homes in the School Street area, a recent expansion of the Transition Overlay District, are approved and in the planning stages.

In addition to the attached units in Farrcroft, the Transition Overlay District has townhouse developments under construction at the aforementioned Madison Mews project in Old Town Village and east of Judicial Drive at the Main Street Residences (40 units in Phase I). Townhouse projects that have been approved for the Transition Overlay District, but are still in the planning stages, would add another 62 units to the inventory (48 units in Phase II of the property currently under development as Main Street Residences and 14 units in Canfield Village off of Chain Bridge Road).

Nearly 300 multifamily units exist in Old Town in the form of three larger-scale condominium projects in the Transition Overlay District. The Mosby, completed in the mid-1960s at 10570 Main Street, contains 110 units. The Crossings, a 90-unit condominium complex on Sager Avenue, was completed in 1996 and the 96-unit Providence Square, a more upscale condominium building located across the street and fronting on Main, was completed in 2003.

The planned extension of the Transition Overlay District, explained in greater detail in the Land Use Plan section of the chapter, would increase the number of attached single-family units in Old Town by more than 400, by adding the existing development in Olde Fairfax Mews, Courthouse Square, Chancery Square, Crestmont, Breckinridge, and Railroad Court.

The City of Fairfax also owns numerous parcels in Old Town, consisting both of permanent structures and unimproved lots that may be developed in the future. In addition to Old Town Hall and the Ratcliffe-Allison House, the City owns three parcels of vacant land in the Historic District, all currently being used as surface parking lots. These include the 0.35-acre former Weight Watchers building site immediately north of Old Town Hall, a 0.4-acre former service station site at 10367 Main Street, and a 0.5-acre triangular-shaped parcel, located at the junction of North Street, Main Street, and Truro Lane. Furthermore, the City's Economic Development Authority (EDA) owns five lots, totaling approximately 0.6-acres, along Old Lee Highway and North Street; two of those lots currently contain buildings, The City also owns a 0.36-acre site located immediately north of Ratcliffe-Allison House, which was once the location of formal gardens, has been restored as the Kitty Pozer Garden and is an amenity easily accessible to Old Town Hall. Preliminary plans for the redevelopment of the block bounded by University Drive, North and Main Streets, and Old Lee Highway (including the City-owned and EDA-owned properties) into redesigned public open space and parking have been prepared for consideration by the City and the public.

Institutional uses in the Old Town area include City Hall, Truro Church, Old Town Hall, the Ratcliffe-Allison House, the City of Fairfax Regional Library, Fire Station #3, the Fairfax Museum and Visitor's Center, and public parking lots.

Surrounding Land Use

The Northern Virginia region has experienced extraordinary change in recent years and will continue to grow and change into the foreseeable future. Current and future development in Fairfax County includes the establishment of the western portion of the County as an employment and population center through the development of the Fairfax Center Area, the Route 28 Corridor and Dulles Airport Area. In addition, redevelopment to the east of the City near the Vienna/Fairfax-GMU Metrorail Station and in the Merrifield area is quickly changing the character of those areas. These and other changes in the County's land use affect the City's economy, transportation network and land use patterns. To provide a better understanding of the nature of these changes, the planned land uses of the areas surrounding the City are presented below.

Land uses immediately north of the City are mixed use, primarily residential. The existing and planned residential densities fall into three basic ranges; either 8-12, 12-16 or 16- 20 dwelling units per acre. There are also areas of commercial (FAR 0.5) or industrial development north of the City, along Route 123 and Draper Drive respectively. The commercial development is on the north side of I-66 and the industrial development is proximate to similar types of uses in the City.

Development of the area adjacent to the Vienna/Fairfax-GMU Metrorail Station, which is located less than one mile northeast of Fairfax Circle, also has an impact on the City. Most of the land immediately surrounding the Vienna Station is currently developed as residential, featuring townhouses, apartments and a small area of single-family houses. Densities range from a low of 2-3 dwelling units per acre to a high of 20- 30 dwelling units per acre. However, the character of this area is changing as large projects such as MetroWest move forward. MetroWest, currently under construction, is planned to feature over 2,200 residences (townhouses, plus mid- and high-rise units), plus nearly 500,000 square feet of office and retail uses, all on 56 acres of formerly residential land.

Existing and planned land uses immediately east of the City are predominately residential, the majority of which are designated at a density of 1-2 dwelling units per acre, with small areas of 2-3 dwelling units per acre. Some areas of higher residential density (16-20 dwelling units per acre) exist adjacent to commercial and industrial areas located in the City along Pickett Road. Also, a portion of the eastern City boundary, adjacent to Thaiss Park, borders on public parkland in the County.

Two major public educational institutions, George Mason University and Fairfax County's Woodson High School, are located immediately south of the City. With the exception of those institutions, the land immediately south of the City is designated low-density residential, generally at a density of 1- 2 or 4-5 dwelling units per acre. This density is comparable with adjacent residential development in the City.

The City's entire western boundary aligns with an area designated as the Fairfax Center Area in the County's Comprehensive Plan. This 5,340-acre area is planned and being developed as a "suburban mixed use center" with sufficient concentrations of residential and employment uses

to support efficiencies in transportation, public facilities and other public amenities. The Fairfax Center Area contains a mix of land uses including the new County government complex, retail developments such as the Fair Oaks Mall, Fairfax Corner, and the Fair Lakes developments, office complexes, and a variety of housing types and densities. A future Metrorail station in this area, proposed as part of a westward expansion of the transit system, should be cooperatively planned to ensure adequate connections (vehicular, transit, bicycle, and pedestrian) from the City are simultaneously developed. The County Plan envisions the area immediately west of Kamp Washington to be composed of well-planned office and commercial uses.

The anticipated development of areas adjacent to the City will have significant impact within the City. Because the development west of the City is expected to eventually equal or surpass that to the east in density and magnitude, significant shifts will result in regional traffic, housing and economic development patterns. As a result of that development, the City and surrounding area will become the County's population center, which will likely result in more traffic congestion and increased demand for City services. On the other hand, that development will also result in increased employment opportunities and greater buying potential in the City's market area.

Boundary Adjustments

In 1991, 1994 and 2001, the City and County of Fairfax accomplished minor, mutually agreed-upon boundary adjustments with broad-based Council/civic support. From time to time, areas contiguous to the City request boundary adjustment into the City. Boundary adjustments can also be used to make the City's boundaries more coherent. Boundary adjustments can alleviate problems created by parcels or neighborhoods being split between the City and Fairfax County. When any boundary adjustment is proposed, the financial impacts upon the City must be carefully considered. Additionally, since the City cannot undertake unilateral annexation, the county must approve all boundary adjustments and often will request land in return for land given to the City.

There are several possible areas that could be designated for inclusion in future boundary adjustments. Among the areas to be added into the City perhaps foremost would be the rear of the Pickett Shopping Center. This adjustment would have the effect of consolidating the shopping center's jurisdiction, thereby making land use decisions and police enforcement simpler and more easily accomplished for the shopping center. In exchange for this area, the City might give the County three parcels on Trapp Road and Maple Avenue south of Main Street where only portions of the parcels are within City limits. In the case of all three parcels, the residences on the parcels are at the northern end of residential areas that are otherwise within the County's borders.

Another area that would be a potential candidate for boundary adjustment is the Fairfax Gateway townhouse project on the corner of School Street and Virginia 123. This development, built in 2006, has 10 units in the City and 37 in Fairfax County. The purpose of such an adjustment would be to put the entire development in the same locality.

For these and other possible exchanges of land resulting in boundary adjustments, the City must determine the consequences of such actions, financial and otherwise. Likewise, since cities are not allowed to unilaterally annex land, the County government must also approve proposed adjustments.

Land Use—Goal, Objectives & Strategies

Goal: Promote attractive, well-conceived land uses that preserve and enhance the City's unique character.

Objective LU-1 Preserve and enhance the City's residential neighborhoods as desirable places to live.

Strategies

LU-1.1 Encourage the establishment of appropriate transitions between commercial uses and residential uses.

Certain land uses, such as apartments, townhouses, single-family detached homes on small lots and limited office uses, have attributes of both more intensive and less intensive uses. The City should encourage the location of such uses between commercial uses and low density residential uses, where appropriate, to establish logical transitions which minimize land use incompatibilities. Alternatively, substantial buffering may be designed to provide an effective transition between uses of different intensity without intermediate land uses. Efficient, safe and convenient pedestrian and vehicular access to commercial uses from adjacent residential areas should be encouraged.

LU-1.2 Refine zoning provisions to accommodate appropriate residential infill development.

Because of increased land values and development costs, natural site constraints, and market preferences, the development of many of the City's residential infill lots as conventional low-density projects is not feasible. The City should support the development of those infill sites by applying updated development regulations permitting greater flexibility of building type and layout, while at the same time ensuring compatibility with adjacent residential areas. The zoning text should be examined to ascertain whether planned development regulations are sufficient to accommodate innovations in residential community design. Planned development regulations should also be examined to determine whether elimination of the commercial component requirement is advisable.

In reviewing development proposals for residential infill sites, the City should analyze each site with respect to its specific locational context. If a site is within an existing neighborhood, development should be designed to be compatible with the characteristics of the surrounding area. If the site is between neighborhoods with different characteristics, development should provide an effective transition.

Objective LU-2 Encourage uses that are consistent with the Future Land Use Map.

Strategies

LU2.1 Require an applicant to submit a formal request for a Plan amendment concurrent with a requested rezoning when the rezoning would be inconsistent with the Future Land Use Map.

The future land use designations contained in this Plan are based on the City's best assessment of current and projected conditions. However, unforeseen situations may develop that make amendment of the Plan necessary to ensure its integrity.

Consideration of an interim Plan amendment will entail a review of criteria articulated in the City Code, including consistency with the goals and objectives established in the Comprehensive Plan. However, it is important to recognize that strict, literal adherence to each provision in the Plan is not required in development proposals, because different sections of the Plan, as applied, may compete with, rather than complement, one another. Rather, development should be evaluated based on its consistency with the guidance provided in the Plan as a whole.

LU-2.2 Formulate regulations facilitating the implementation of the land use recommendations contained in the Plan.

The City's land use regulations must be structured to establish a clear relationship between the land use categories and the development regulations. Development regulations should be specifically formulated to implement the philosophy established in this Plan.

LU-2.3 Develop incentives to encourage the appropriate redevelopment of nonconforming properties.

Because nonconforming uses are protected under State law, the City should create incentives that encourage either the upgrading or redevelopment of such uses.

LU-2.4 Encourage relocation outside the City of Fairfax County-owned property yards.

Fairfax County property yards on Jermantown Road, West Drive and Burke Station Road/Main Street are inappropriate land uses. No expansion of these facilities should be permitted. The City should strongly encourage the County to relocate these facilities into Fairfax County and should seek ways to facilitate appropriate new development on these sites.

Objective LU-3 Promote the Fairfax Boulevard corridor as the City's primary commercial corridor.

Strategies

LU-3.1 Implement the recommendations in the Fairfax Boulevard Master Plan Vision and Summary in order to improve the corridor's appearance and function.

Resulting from a comprehensive public process, a master plan document and a summary document were drafted to guide future development decisions along the Fairfax Boulevard corridor. The Vision and Summary document, explained further in the Land Use Plan section and included in whole in Appendix D, contains recommendations regarding building height and orientation, relationship between land uses along the corridor and in adjacent neighborhoods, street design and parking, and implementation measures. As new development applications emerge, principles within the Vision and Summary should be followed to ensure the corridor develops in a manner consistent with the plan.

LU-3.2 Evaluate development alternatives for the Fairfax Boulevard Centers.

In addition to the corridor-wide Vision and Summary contained in Appendix D, additional detail should be developed for each of the three mixed-use Centers (Kamp Washington, Northfax and Fairfax Circle) to evaluate development alternatives. In accordance with the preferred alternative, the City should revise the related development regulations to ensure their implementation.

LU-3.3 Encourage appropriate locations and quality design for retail development through zoning mechanisms.

Unlike the Centers that are of adequate size to attract coordinated redevelopment concepts, the East Connector (between Fairfax Circle and Northfax) and the West Connector (between Northfax and Kamp Washington) are generally characterized by shallow commercial lots that can encourage conventional, road-oriented retail development. Conventional, road-oriented developments should be discouraged when practical to do so, but in cases where such new developments are built, those developments should reflect a high degree of architectural quality as well as pedestrian amenities in order to project a high quality image and to enable pedestrian and visual connections with potential future redevelopment projects in the immediate vicinity. Larger footprint retail development could be considered within the Centers, instead of along the Connectors, as a unified redevelopment is better positioned to accommodate the building mass through an overall site layout that is in harmony with the character of Fairfax. In conjunction with amendments to zoning within the Centers, the Connectors should be similarly examined to encourage the envisioned development pattern.

LU-3.4 Identify potential redevelopment areas and encourage the consolidation of small commercial parcels along the commercial corridor.

The advantages of consolidated development include controlled access, uniform architectural treatment, improved signage and more efficient parking and landscaping. The City should identify potential areas for redevelopment and continue to implement zoning provisions designed to encourage consolidation of existing small commercial lots. To accomplish these goals, the City should continue to support the efforts of the Economic Development Authority in local development projects.

Objective LU-4 Promote Old Town Fairfax as the City's historic core and downtown cultural activity center.

Strategies

LU-4.1 Emphasize pedestrian access and usability in Old Town.

The enhancement of the pedestrian environment is critical to the viability of Old Town Fairfax. This includes not only improving sidewalks, but also developing "people places" such as plazas, mini-parks and other forms of usable, public open space. In addition, buildings and public improvements such as signs and street lighting should not reflect automobile orientation, but rather should emphasize a human scale.

LU-4.2 Encourage a mix of uses in projects located in Old Town Fairfax.

A compatible mix of office, retail, residential and cultural/ entertainment uses contributes to a more stimulating environment, extending the period of activity past 5:00 p.m. While each of the above is a permitted use under current regulations, new projects on consolidated parcels should be encouraged to incorporate two or more of those uses.

LU-4.3 Attract and retain cultural facilities and activities in Old Town and establish a unique niche to draw people to Old Town, particularly during evening hours.

Historically, a city's cultural institutions and major civic events occurred in its downtown. With this in mind, the City should reinforce the identity of this area as its focal point and center of activity by holding major civic events and by encouraging the establishment of cultural facilities in Old Town.

Nightlife is essential to Old Town Fairfax. The City should support and encourage private sector efforts to establish cultural and entertainment uses to provide an effective draw, supporting existing and additional restaurants, inns and retail establishments.

LU-4.4 Promote appropriate retail, restaurant and lodging facilities to enhance the economic base of Old Town Fairfax.

A "critical mass" of these uses is essential to the economic vitality of Old Town. To achieve enhanced vitality in that area, a continuous pattern of retail shops and restaurants along Old Town streetfronts should be developed. Streetscapes with only pockets of retail activity, interrupted by expanses of non-retail uses, generally lack visual interest and discourage pedestrian activity. The location of additional inns or bed and breakfast establishments in Old Town would serve to increase pedestrian activity in the area and contribute to the "old town" concept.

LU-4.5 Reinforce and enhance the distinctive identity of Old Town Fairfax.

The coordination of Old Town activities, through merchant organizations, is essential to the prosperity of the business and social environment. Expanded, uniform business hours and cooperative promotional events are necessary for the enhancement of this area. Continued support of merchant groups will strengthen these activities as well as provide a forum for business community input on public capital improvements, facade improvements and business signage.

LU-4.6 Implement plans for George Mason Square that leverage its desirable location as well as complements the cultural identity of the block.

The Old Town block known as George Mason Square, bounded by North Street, University Drive, Main Street, and Old Lee Highway, contains several publically-owned properties that are appropriate for redevelopment. In addition, the block contains some of Old Town's most recognizable buildings, including Old Town Hall, the Ratcliffe-Allison House, and the Draper House, and a small public open space, the Kitty Pozer Garden. Future development on publicly-owned properties in this block should include enhancements and enlargements to the public open space. The sensitive integration of public parking to support existing businesses, Old Town Hall, and the enlarged public space should also be a primary consideration within the design. Importantly, the expanded public open space would provide a premier, centrally-located gathering place, a noticeably lacking feature in Old Town.

Objective LU-5 Utilize the Economic Development Authority (EDA) to effectively participate in public/ private partnerships for development initiatives

Strategies

LU-5.1 Facilitate public investment projects, such as the redevelopment of the George Mason Square properties, to provide shared parking facilities and develop new commercial and residential uses downtown.

Through the Economic Development Authority, the City should seize opportunities to foster appropriate redevelopment of key properties in Old Town Fairfax.

LU-5.2 Utilize the EDA to serve as a catalyst for redevelopment in areas where infrastructure improvements and consolidation are essential to economically viable redevelopment.

On the City's behalf, the EDA can serve in an entrepreneurial role to consolidate and market properties for future redevelopment by the private sector. Where a property is particularly difficult to develop or redevelop because of fragmented ownership or substantial infrastructure deficiencies, the EDA has the opportunity and authority to catalyze the development. Particularly when considering the consolidation of land in fragmented ownership, the EDA should carefully address how to overcome the obstacle of owners holding out for above-market prices for strategically located parcels. Northfax, located at Chain Bridge Road and Fairfax Boulevard, is an example of a potential redevelopment area in which the EDA could play a significant role in facilitating improvement.

LU-5.3 Participate with other local jurisdictions, agencies, institutions, and the private sector in cooperative ventures to create opportunities for development and redevelopment in areas that span jurisdictional boundaries.

The City should actively promote and support cooperation with Fairfax County, George Mason University, and private developers to fulfill local market demand, relate to surrounding land uses, and meet economic development objectives articulated in the Comprehensive Plan.

Objective LU-6 Maintain awareness of surrounding land use activities and assess the impacts of potential boundary adjustments.

Strategies

LU-6.1 Monitor planning and development activities in areas surrounding the City and maintain an ongoing dialogue with Fairfax County concerning land use issues.

State law requires that the City receive notification of development actions in Fairfax County that are within one-half mile of any portion of the City. The City should continue to monitor such actions for potential impacts and provide comments, as appropriate, to County reviewing agencies, elected and appointed officials. The City should also continue and strengthen its informal dialogue with Fairfax County to ensure early discussion of land use issues affecting both jurisdictions.

LU-6.2 Establish a formal policy for review of potential boundary adjustments.

The City should establish a formal policy for review of potential boundary adjustments. This policy should include guidelines for analysis of the benefits and costs of a proposed boundary adjustment as well as a description of the process for initiation, coordination, review, and finalization of the proposed change. Consideration should be given to the common community interests possibly existing between a potential boundary adjustment area and the City (such as natural neighborhoods and natural and man-made boundaries), financial and real property resources, municipal service requirements, and the condition of public recreational facilities, schools and infrastructure in the subject area.

Land Use Plan

Well-conceived land uses maintain and enhance an ecologically sound and thriving residential community with a supporting and convenient commercial base.

More than any other section of the Comprehensive Plan, the Land Use Plan will have a visible effect on the future development of the City. The Land Use Plan, as directed by State law, "shall show the localities long-range recommendations for the general development of the territory covered by the plan" and may include "the designation of areas for various types of public and private development and use, such as different kinds of residential, including age-restricted, housing; business; industrial; agricultural; mineral resources; conservation, active and passive recreation; public service; flood plain and drainage; and other areas." It is within the Land Use Plan that the difficult balance must be achieved between the interest of the individual property owner and the overall public interest.

The determination of appropriate land uses was made only after the physical characteristics and locational context of tracts of land throughout the City were studied in detail. In preparation for the drafting of the Land Use Plan, many important issues have been considered. Among the more important of these issues are:

- Existing land use and zoning
- Surrounding land use and zoning
- Future land use designation in the 1997 and 2004 Plans
- Physical constraints to development
- Changes in nearby land use and zoning since the adoption of the 1997 and 2004 Plans
- Accessibility
- Various development alternatives
- Compatibility with the transportation, housing, and economic development objectives

Appropriate land use designations were then assigned to each property in the City, and the Future Land Use Map was prepared to illustrate those designations.

In making subsequent land use recommendations and decisions, the Planning Commission and City Council should give careful consideration to the land use designations contained in this Plan. The Land Use Plan, however, should not be considered an unalterable document, but should be evaluated (and changed as appropriate) based on changing circumstances within the City.

Land Use Categories

Each parcel in the City designated as falling into one of fourteen land use categories presented below and represented on the Future Land Use Map (see foldout map). Where the Map appears to differ from the Land Use Plan text and accompanying graphics, the text shall govern.

Residential

Quality residential neighborhoods and redevelopment are critical to the long-range vitality of the City. Future development should support the City's objectives of providing upscale housing in a variety of styles to balance the City's current stock (see Housing chapter). Five land use categories of the Land Use Plan call for strictly residential land uses. Since the five categories of residential land use are based on varying densities, it is important to note the distinction between density and type of dwelling unit. Density issues strictly address only the number of dwelling units per acre without addressing the type of dwelling unit. A density of 3.0 dwelling units per acre could be provided by constructing six single-family detached dwelling units on a two-acre parcel of land or by constructing six townhouses on the same two-acre parcel while retaining a greater amount of open space. For the most part, the residential land use categories of a Comprehensive Plan can deal only with overall gross density.

Very Low Density Residential

This category, a new designation in the 2004 Plan, was created as a means of preserving the City's lowest density

Figure LU-3

Very Low Density Residential

Figure LU-4

Low Density Residential

single-family neighborhoods. In certain cases, the land use pattern in the 1997 Comprehensive Plan called for development in a broad range that included significantly higher densities than existed in most of the surrounding "built-out" neighborhoods. Similarly, current zoning for these areas permits by-right development at densities higher than currently exist in the completed neighborhoods. This category calls for residential development at up to 2.0 dwelling units per acre, corresponding to the approximate densities of the existing neighborhoods designated in this category (see Figure LU-3).

Low Density Residential

This category supports from 2.01 to 4.0 residential dwelling units per acre and generally refers to subdivision development of single-family detached homes. An example of low-density residential planned development is provided in Figure LU-4.

Low-Medium Density Residential

This category supports from 4.01 to 7.99 dwelling units per acre, and will generally result in small lot single-family detached residential planned developments. This designation is intended to accommodate small infill development sites where single-family detached housing is the preferred alternative. An example of low-medium density residential development is Chancery Park on School Street, west of Chain Bridge Road, constructed in 2001-02 (see Figure LU-5).

Medium Density Residential

This category supports from 8 to 12 residential dwelling units per acre, and may result in a combination of small-lot single-family residential, semi-detached residential (duplex), quadruplex and townhouse development. In this Plan, the Medium-Density Residential designation is applied to many residential infill and transition sites to permit development of unusually situated sites at a reasonable density. An example of medium density residential development is the Chancery Square town homes on Chain Bridge Road (see Figure LU-6).

High Density Residential

Generally supporting a residential density greater than 12 units per acre, this category is typically applied to apartment or condominium developments. Providence Park apartments, located between Chain Bridge Road and Providence Park, is an example of high density development (see Figure LU-7).

Figure LU-5

Low-Medium Density Residential

Business Uses

Quality business centers are critical to the long-range vitality of the City. Future development should be encouraged that will support the City's goals for business centers by providing redevelopment of older, outdated properties (see The Economy section). Three categories of land use are proposed to be strictly devoted to business use.

Office Transition

This category calls for office development in locations that serve as a buffer between relatively intensive commercial development and residential areas. Office uses can serve as appropriate buffers in such locations because they typically provide fewer negative externalities (such as noise, traffic, etc.) to nearby residences than do other commercial uses. While many office developments occur on land designated in the Commercial land use category, designation as Office Transition suggests that general commercial uses are not appropriate except as accessory to the primary office uses.

Commercial

Retail, office and hotel uses are appropriate in this category. The broad nature of this category allows for a mixture of nonresidential uses in addition to the typical single-use shopping center or office park developments commonly found along a commercial strip.

Light Industrial

Given the City's relatively small size and the predominance of residential neighborhoods, only light industrial is recognized as an industrial land use category in this Plan. The few heavy industrial uses that currently exist are considered to be no longer appropriate in the City due to their incompatibility with nearby neighborhoods and other land uses. Limited industrial uses include a variety of non-polluting uses such as warehousing, automobile repair, assembly operations, research and development establishments and related office uses. Given the limited amount of commercial space available and the mixed nature of the City's light industrial districts, the City should consider permitting some commercial uses in industrial districts.

Open Space

Because the City is mostly built out, most of the remaining open areas are officially designated as open space, either through ownership by the City or through the use of covenants, easements or similar restrictions. The few

Figure LU-6
Medium Density Residential

remaining lands that to date have been neither restricted by the City nor utilized for development are often seen as open space, but are, in fact, developable until the City either purchases the properties or influences the owner to formally limit development. All of the officially designated open space properties in the City fall into one of three categories, based upon the amount of alteration of natural setting and further based on the recreational uses planned for the site. These categories for open space designation are Recreation, Conservation and Preservation.

Open Space—Recreation

Most of the City's formally designated public parks are held for active recreation purposes. These typically include playing fields, playing courts and/or specialized facilities needed to support some form of active recreation. In addition, the Army Navy Country Club is an example of a privately owned recreation facility included within this category. This land use category is intended to support the continued recreational use of these lands.

Open Space—Conservation

The City of Fairfax owns several properties for their value as essentially undeveloped open space, buffers and/or visual features. Some of these lands contain passive recreation uses such as trails, picnic benches or sitting areas. Others may be completely undeveloped. Other properties in private ownership contain lands that are particularly sensitive to development, suggesting that development should occur primarily on less sensitive areas of the site. Floodplain lands and lands that are within the Resource Protection Area of the Chesapeake Bay watershed are foremost among these sensitive lands. The Open Space—Conservation designation is intended to foster the wise use of natural resources, as opposed to precluding their use altogether.

Open Space—Preservation

Over the past half-century, natural areas have become rarer in the City of Fairfax and in the Washington Metropolitan Area. Daniels Run Park is the City's only large tract of land that remains relatively natural. As the City identifies its other important (though smaller) natural areas, these will also be considered for designation in this category of Open Space-Preservation. This category is intended to provide wilderness areas where humans are only observers in the natural system.

Other Categories

Three categories of land use are not strictly residential, business or open space. These are Mixed Use, Transitional, and Institutional.

Figure LU-7

High Density Residential

Mixed Use

Certain locations in the City call for a flexible land use category that will support development with a mixture of appropriate uses. The Mixed Use category supports a combination of commercial, residential and institutional development to be tailored to specific site conditions and transition needs. The "centers" along Fairfax Boulevard (Kamp Washington, Northfax, and Fairfax Circle) are designated as mixed use, which is reflective of the Fairfax Boulevard Master Plan effort and other previous plans and studies. In addition, much of Old Town Fairfax and its immediate surroundings are designated for mixed use development. The commercial uses generally include retail, office, and hotel, but could include others if those uses are logical components of the overall development. Residential uses are generally acceptable, but the intensity of residential uses should be moderated in areas where lower intensity development provides an appropriate transition, such as in portions of Old Town Fairfax for example. In addition, residential uses should not be the dominate ground-floor use within any of the mixed use districts. Any institutional uses integrated into a mixed use development should only include those with a high level of daily activity and general public appeal. Open space that provides uninterrupted pedestrian connections within the mixed use area and to adjacent areas, and can accommodate public gathering should be integrated within the project(s). Uses, or features of uses, that directly further a City goal or objective, such as those identified in this or other chapters of this Plan, should be encouraged and provided reasonable flexibility to achieve that goal or objective.

Mixed use projects (or developments) are planned and cohesive. These characteristics are central to the concept of mixed use, as a project itself may include one building or multiple buildings. Because a mixed use environment can be delivered in these various forms, uses that are mutually supportive and physically integrated must be present. The type of uses and physical environment proposed within a mixed use project distinguishes it from a development with multiple uses that are neither related, nor benefit from being located near one another. Multiple use projects could be appropriate for certain areas within the City, but shouldn't be encouraged in areas specifically designated for Mixed Use.

The types of uses and phasing of the project should acknowledge market conditions, but the mix of uses must nevertheless be mutually supportive and not haphazard. For smaller sites, or those in which a planned mix of uses among multiple buildings isn't otherwise feasible, a vertical mix of uses within a single structure is preferred. For larger development sites, mixed use structures are still preferred, but single-use structures may be appropriate as long as the overall project adheres to the characteristics described in this section. In addition, the first phase of the development creates its image; therefore, the first phase of any phased development should include the preferred primary uses (described at the end of this chapter for each area designated as Mixed Use) or provisions should be put in place to ensure delivery of those uses within a specified schedule.

Areas of the City designated mixed use are found to be similar to designated growth areas and meet the intent of the Code of Virginia, section §15.2-2223.1. For the areas of the City where a mixed-use designation is proposed, the specific site considerations are discussed in further detail at the end of the chapter.

Transitional

This category is established to recognize specific areas, generally along arterial corridors, that provide a transition between office and commercial uses and less densely developed residential areas. These parcels may be suited to either commercial or residential development depending on the site-specific development potential and impacts on surrounding land uses. Where commercial use is chosen, the plan calls for low profile, small-scale office development with a floor area ratio (FAR) of up to 0.35. The small office buildings and generous landscaping and screening that are characteristic of this category are intended to result in suitable transitions between existing residential uses and more intensive uses or arterial streets. Where residential use is chosen, the plan calls for small infill single-family residential developments at densities approaching the midpoint of the medium density residential category.

Institutional

This category includes the public and quasi-public uses in the City, such as City-owned buildings, school grounds and churches. The lands supporting most of the existing facilities of this type in the City are shown on the plan. Some such facilities exist in locations where the plan calls for a different future use.

Future Land Use

The following principles of land use, designed to achieve an optimum balance in the future land use mix, are reflected in the goals and objectives of the Comprehensive Plan:

- Preserve and develop a unique sense of place
- Promote economic development
- Preserve and enhance existing residential neighborhoods and commercial centers

- Preserve and enhance the quality of the City's physical environment
- Accommodate and coordinate transportation links and improvements, including an emphasis on pedestrian access and usability
- Encourage concentrated and unified development of future projects
- Provide guidance for quality infill projects
- Encourage redevelopment of nonconforming properties
- Establish transition zones between commercial and low density residential uses

The capacity and functionality of the City's infrastructure are of critical importance to future land use. This infrastructure includes the vehicular and pedestrian transportation network as well as elements such as lighting, parks, public signage and storm water management facilities. Both the Land Use Plan and Transportation Plan recognize that economic development opportunities, market preferences, development costs, and physical and environmental constraints contribute to the patterns of change that will occur in the City.

This Plan is intended to serve as a guide to future development and redevelopment of both large tracts of land and small infill sites. It identifies business corridors and focal areas, gateways and transition areas while emphasizing pedestrian access and usability and while seeking to reinforce the distinctive identity of Old Town Fairfax. The Plan respects neighborhoods, both old and new, and business centers as critically important land uses. It highlights Fairfax Boulevard as the City's primary business corridor and identifies opportunities for future development and redevelopment of both commercial and residential areas. Finally, it recognizes the need for the City to carefully consider the relationship between transportation plans and policies, land use plans and policies, fiscal incentives, infrastructure improvements and efficient, viable, attractive land uses.

The desired future land use of the City is illustrated on the Future Land Use Map (see foldout Map). A broad description of the general features of that map is presented below:

- Low Density and Low-Medium Density Residential will continue to be the predominant land use categories, primarily recognizing existing residential neighborhoods and development patterns that reflect recent and anticipated market trends.
- The Fairfax Boulevard Corridor, including the Kamp Washington area, Northfax, and Fairfax Circle, will retain the bulk of the City's commercially designated property, consistent with previous comprehensive plans, existing development, and recommendations of the Transportation Plan.
- The majority of the Historic Downtown area has been designated Mixed Use to reflect the desired mix of land uses in that area.
- Much of the floodplain land has been designated Open Space—Conservation throughout the City in recognition of the need to limit development in these areas for environmental protection purposes. Other properties held by the City for purposes of protecting the environment of residential neighborhoods and business centers have also been designated in this category.

In addition to the general designations contained on the Future Land Use Map, the text below contains more specific recommendations for select areas within the City.

1. Old Town Fairfax: Historic Downtown & Transition District

Old Town Fairfax is a very special combined neighborhood, business center and preservation area. In response to this special nature, the Land Use Plan designates most of the properties located in the historic downtown as Mixed Use to reflect not only the existing land use but also the preferred diversity in land uses. Properties comprising the Transition District are designated the various land uses indicated on the Future Land Use Map and elsewhere in this text. The designation of these areas in the Historic District and the Transition Overlay District allows the City to review each project with respect to its compatibility with the Historic Downtown and its contribution to the overall "old town" concept. Old Town Fairfax should contain a variety of land uses, including retail shops, restaurants, offices, residential uses, shared or public parking facilities, and open spaces.

In order to maintain an area where patrons are encouraged to visit multiple businesses during a single trip, a diversity of retail and restaurant offerings should be strongly promoted. A mix of uses that leans heavily towards one particular type will not attract the breadth of visitors throughout the day and into the evening that give Old Town its vitality. The preferred mix of uses would include restaurants, retail, and personal services on the ground floor of buildings that are intermixed along street frontages with residential or office uses above.

A sustained and focused effort is necessary to attract and promote commercial uses with a high level of appeal in Old Town Fairfax. The City should continue to work with business groups in Old Town to promote downtown and its businesses.

Cultural facilities and overnight accommodations should be encouraged to attract visitors to the area and to enhance Old Town Fairfax as the historic and cultural center of the Northern Virginia region. Economic vitality, cultural facilities, historic preservation, and aesthetic issues should be the focus of special attention. Residential development and the cultivation of University-related activities should serve to strengthen and enhance the predominant historic/commercial component. Cultural activities should be stimulated by the use of existing facilities such as Old Town Hall, the Fairfax Museum and Visitors Center, and the Veterans' amphitheater, and through the promotion of additional art galleries, indoor and outdoor spaces for art and theater and plazas for art and craft performances and demonstrations. Additional inns, as well as bed and breakfast establishments, should be encouraged in Old Town to provide unique accommodations and recreational amenities.

New and renovated commercial facilities provided within and immediately surrounding the Historic Downtown should incorporate ground-level retail and personal/professional service shops, cultural facilities and other uses that promote pedestrian activity. The structures containing these activities should be located immediately adjacent to sidewalks so that business activities and pedestrian activities encourage one another throughout Old Town.

Parking structures should be provided within easy walking distance of all shops in the Historic Downtown to accommodate the necessary level of retail activity and to facilitate a pedestrian atmosphere. To mitigate the appearance and bulk of these structures, they should be located mid-block with shops fronting along the streets, and underground parking levels should be provided where soil conditions and construction costs permit. Such facilities may be provided through private enterprise, public investment or joint public/private ventures.

The Old Town Village and the new library sites have been developed to incorporate sufficient parking for those uses as well as public parking to supplement the available spaces downtown. Such a model of development, with both pedestrian and vehicular accessibility, is appropriate for the historic district and serves as a model for future commercial and residential redevelopment efforts in the Old Town area.

Pedestrian plazas, mini parks, and other open green space should be provided throughout the entire Old Town area at highly visible locations and at natural nodes of pedestrian activity. Additional green areas or pedestrian amenities should be provided either on-site or off-site along with the development of any major new project.

In order to stimulate improved pedestrian circulation, the pattern of brick sidewalk pavement recommended by the Community Appearance Plan should be extended throughout the entire Old Town Fairfax area to establish its physical identity and guide the pedestrian flow. Pedestrian signalization should be added where needed, and brick or stamped asphalt crosswalks installed at all intersections. As part of the area's ongoing revitalization, ways of continuing to enhance the traffic pattern and improve traffic management should be identified and implemented.

In order to protect the historic significance and distinctive character of the Historic Downtown, individual development proposals for the Transition Area should be carefully reviewed to assure compatibility with this Plan and the "old town" concept. The Board of Architectural Review should continue to review projects in the Transition Area to assure harmony with the unique character of the Historic Downtown with respect to building size, scale, placement, design, signage and use of materials. However, additional guidance may be necessary to assure that redevelopment efforts render appropriate designs. A Special Area Plan should be proposed for Old Town to:

- Identify land uses and mixture of uses appropriate to street level, upper floors, and rear alleys, as well as specific types of retail, restaurant or service establishments that might best enable the City to accomplish its goals for the Old Town area;
- Identify appropriate locations for shared parking lots and parking structures;
- Locate and design pedestrian plazas, including pedestrian amenities and public art;
- Locate trail linkages and bicycle terminals; and
- Update the design guidelines for Old Town Fairfax.

To stimulate renovation activity and enhance economic vitality, the City should participate with organized business groups representing property owners and merchants by providing technical support or funding where appropriate.

The Special Area Plan should be used in conjunction with the Community Appearance Plan and Old Town Design Guidelines to serve as guides for public and private improvements throughout Old Town Fairfax. Decorative lighting, mini parks, appropriate landscaping and plazas and improved pedestrian walkways should be located throughout the area. The City should adopt standards for design and maintenance of City-owned properties to serve as a model and to promote excellence in these efforts.

The existing "small town" scale and character should be reflected in new development or redevelopment occurring throughout Old Town Fairfax so that the existing character of the Historic Downtown is not eroded or transformed. Standards for the Transition Area should ensure compatibility with the Historic Downtown by requiring that new development complement the existing architecture in terms of scale, setback, use of materials and detailing. The City should continue to seek assistance for preservation-related activities, when appropriate, through the Certified Local Government and other related programs and should update its survey of historic sites within and nearby Old Town Fairfax.

Residential development in the Transition Area is essential to the success of Old Town Fairfax and should be guided by the site-specific descriptions in the Land Use Plan. Upper-floor residences should be encouraged in the Historic Downtown, and additional residential units sited nearby to encourage evening and weekend activities to assure a viable setting for commercial uses. Neotraditional residential development, which is based on the general concept of small town communities, is appropriate for new neighborhoods near Old Town Fairfax. Principal planning factors that contribute to a neotraditional community include mixed land use, low-medium density housing, traditional street patterns, enhanced pedestrian circulation, formal civic open spaces, and a traditional architectural character.

2. Extension of the Transition Overlay District

The Old Town Fairfax Transition Overlay District supplements the Historic District through additional use, height, coverage, and design requirements beyond the base zoning for properties nearby the City's historic downtown. Properties located in the potential extension area (see Map LU-3) may be added to the Transition Overlay District either upon application from the property owner (typically in conjunction with an individual property rezoning) or as part of a larger City-initiated rezoning. Extension of the Transition Overlay District should be accomplished to facilitate redevelopment of this area and to increase design control along the entrances to Old Town Fairfax. Specific locations within the potential extension area are described below:

a. Farr Property

After the development of the Farrcroft community, ten acres remain on the Farr property, surrounding the Farr Homeplace at 10230 Main Street, the largest residence on the original undeveloped property. The adjacent Wilson Farr House was also retained and rehabilitated as a community and event building for the Farrcroft development. Grandma's Cottage, also seen as an invaluable resource of the pre-development Farr property, was moved to the Blenheim estate.

The Farr Homeplace and its ten-acre lot provide a critical connection to the City's rural past and should be retained and preserved. Historic Fairfax City, Inc. and City staff should work together to pursue the options available for preserving the status of this important property.

A shovel test conducted as part of a Citywide archeological survey completed between 2006 and 2008 found evidence of Civil War-era artifacts on the Farr Homeplace property. A more complete excavation of the site should be conducted and stewardship of identified historic resources should be addressed.

b. Eastward Extensions

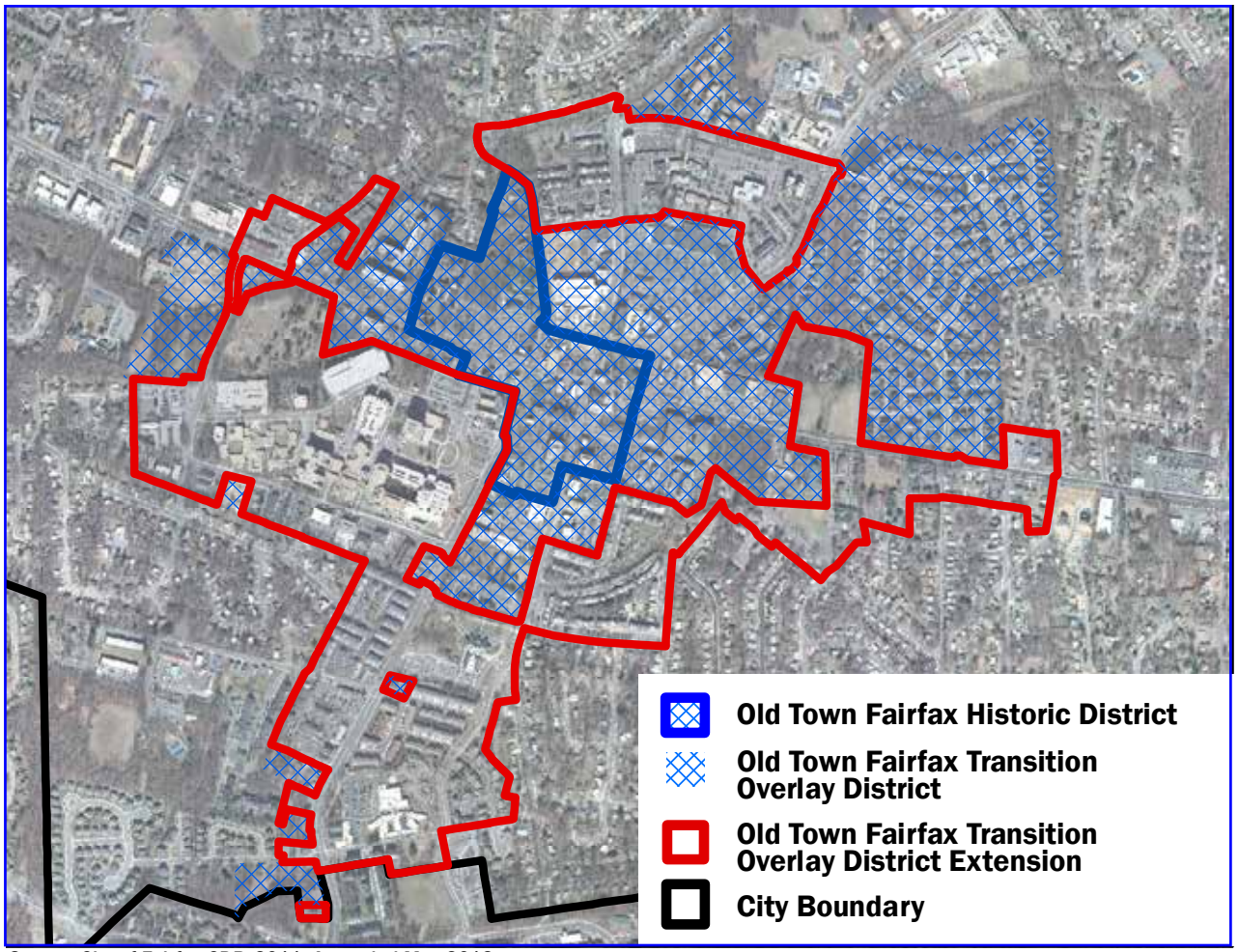
Changes to the Comprehensive Plan in 1997 brought about expansions of the Transition Overlay District and redevelopment of several parcels of land east of the Old Town Fairfax Historic District. These actions have served to enhance Old Town and protect its historic character. This type of change should be continued in certain adjacent areas.

The University Shopping Center was renovated in 2000-2001, resulting in the dramatic transformation of an old shopping center into Main Street Marketplace, a more efficient use of available land that enhances and extends the traditional character of Old Town Fairfax. The redevelopment's effect on extending Old Town's character was enhanced by the 2003 completion of the Providence Square condominiums across Main street.

To further capitalize on the benefits created by these developments, further efforts should be undertaken. The two former filling station sites located at the intersection of Main and East Streets should be redeveloped into

Map LU-3

Transition Overlay District Extension



Source: City of Fairfax CDP, 2011; Amended May 2013

uses that resonate the characteristics of both Main Street Marketplace and Old Town Fairfax. As with any development in the Old Town area, massing along the street frontages is desired, and pedestrian amenities should be included as part of any redevelopment effort.

To further protect the entrances to the Old Town Fairfax Historic District, the Transition Overlay District should be extended to include all properties fronting on Main Street eastward to Orchard Drive. Similarly, the Transition Overlay District should include all properties fronting on Locust Street between Main Street and Sager Avenue, as well as all properties fronting on Sager Avenue west of Locust Street.

For the wooded parcel between the Providence Square condominiums and the Fairfax Museum and Visitor Center, prospects for development are limited due to floodplain issues that affect nearly the entire parcel. A bicycle trail traverses the property, providing access from The Crossings development through the Main Street Marketplace and into Farrcroft's trail system. This is desirable use for this parcel, due to its position between two links in the City's trail system, although a clearer delineation of the trail's route across Main Street between the property and the Main Street Marketplace is needed. The completion of this link will allow for much easier access across Main Street to dedicated off-street trails while providing a better link between George Mason University and Metrorail.

c. Northward Extensions

The extension of the Transition Overlay District to include all of Farrcroft brought its northern boundary in line with the northern end of the Transition District along Chain Bridge Road. This action left the properties along Layton Hall Drive, Whitehead Street, Plaza Drive and Democracy Lane as missing links along an otherwise

logical boundary of Old Town Fairfax. Properties along these streets are therefore recommended for future inclusion into the Transition Overlay District. Changes in grade between the office development in Courthouse Plaza, Old Lee Plaza, and Providence Hill and the sidewalk areas of University Drive, Layton Hall Drive and Old Lee Highway tend to separate this portion of the extension area from the primary streets. However, the borders of these properties are particularly important to the entrances to the Old Town Fairfax Historic District.

d. Westward Extensions

The approach to the Old Town Fairfax Historic District from the west is particularly important because of the long vista offered by the straight delineation of Main Street and the generally uphill nature of the approach.

The properties along the south side of Main Street between Judicial Drive and Accotink Creek have been included in the Transition Overlay District and consolidated for a unified commercial redevelopment of this small triangular area of land. Further consolidation along the north side of Main Street would be beneficial to the nearby Historic Downtown.

The properties along Yorktown Drive and the southwest corner of Judicial Drive have also been included in the Transition Overlay District and are being redeveloped with upscale townhouses. Being located within the Transition Overlay District, the structures and layout on this site have been designed in a manner that will be compatible with historic Old Town, including quality brick facades and pedestrian-focused amenities.

Properties fronting on Judicial Drive between Chain Bridge Road and Main Street, which have not previously been included in the Transition Overlay District, have been designated within the extension area.

e. Southward Extensions

The entrance to the City from the south, along Chain Bridge Road near School Street, is very close to the existing entrance to Old Town, at Armstrong Street. The street design and the streetscape improvements along this stretch of Chain Bridge Road have been carefully constructed in harmony with the character desired for Old Town. Many properties along this short stretch of road have also been designed with Old Town in mind. The southward extension of Old Town to the City limits to include all properties fronting along Chain Bridge Road, George Mason Boulevard and a portion of School Street would assure the protection of these entrances to Old Town.

3. Fairfax Boulevard Corridor

The Fairfax Boulevard Corridor (which includes both Fairfax Boulevard and Lee Highway within the City limits) is the backbone of the City's economy, serving a dual role as a principal mover of traffic through the City and as a concentrated business boulevard with important focal areas and major City gateways. A corridor-wide master plan Vision and Summary document has been created (included as Appendix D in this Plan), which provides a series of policy and regulatory recommendations that provide direction on land use and transportation.

The master plan segments the corridor into Centers (Kamp Washington, Northfax, and Fairfax Circle) and Connectors (East and West) that run between them. As the characteristics and potential for the Centers and Connectors are quite different, the Vision and Summary document provides specific recommendations for both.

Appropriate land uses along the corridor are primarily commercial, with opportunities for substantial levels of development in key areas. The mix and design of future development and redevelopment along the Fairfax Boulevard corridor should support the City's vision for its economic future and reflect the importance of this centrally located area within the region. Technology-oriented businesses to complement nearby George Mason University and high quality hotels that provide lodging for the regional and local tourism trade are highly desirable.

Although primarily a commercial corridor, land use actions are periodically considered for projects with a proposed residential component. Generally, stand-alone residential uses along the corridor are not recommended, and exclusively residential uses do not appear on the Future Land Use map anywhere along the corridor. However, there are certain cases in which residential uses may be appropriate within the overall framework of the business boulevard. Such instances include:

- **Component of Unified Mixed Use Project:** The Future Land Use map identifies the three locations along the Boulevard where Mixed Use is identified as being appropriate. Those locations, or Centers (Fairfax Circle, Northfax, and Kamp Washington), are envisioned as being coordinated developments containing a mix of commercial, residential, and institutional uses. Often in such mixed use projects, a residential component is desirable in order to realize the full benefits of the commercial component. In such cases where a unified development is planned

for one of the mixed use Centers shown on the Future Land Use map, a residential component may be considered as part of the development, and would be in concert with the tenets of the Fairfax Boulevard Master Plan Vision and Summary.

- **Replacement of an Undesirable Use:** Certain current land uses within the City are considered undesirable due to an unattractive appearance or other negative externalities. In cases where the elimination of an undesirable use can be considered of primary importance, consideration should be given to supporting residential as the primary land use. However, extreme care must be taken to ensure that residential uses complement the general commercial nature of the Fairfax Boulevard corridor.

Redevelopment of the entire Fairfax Boulevard Corridor should be accomplished with respect to the appropriate character of each segment of the boulevard. General recommendations for the Centers and Connectors are:

- **Centers:** Within the Fairfax Boulevard Corridor, Centers would become mixed-use environments with short, walkable blocks for pedestrian activity. Scale would be moderate with building heights predominantly 2 to 5 stories. The general redevelopment of the Centers should reflect the pattern of shorter structures adjacent to the arterial streets, with building heights allowed to "step up" towards the Center's interiors. In locations where the transition of building height is not feasible, taller structures with arterial street frontage should be set back in a manner that mitigates building height, incorporating streetscape elements with generous landscaping.

  Office, retail, lodging, and in some cases residential uses may be appropriate in these Mixed Use centers. Building and landscape design, decorative street lighting and pedestrian/ street level activity within these areas should be urban in nature.

- **Connectors:** Connectors should take the form of a linear, aesthetically enhanced boulevard. Most of these areas do not have the property depth or potential for unified, coordinated redevelopment. Their focus would be on lower scale buildings (predominantly 1 to 3 stories) with emphasis on accessibility, improvements in architectural and site design, and appropriate "interface" between the commercial boulevard and existing neighborhoods, such as appropriate land use transitions and green space buffers.

  Retail, personal service, restaurant and office uses are appropriate, on a smaller scale than in the Centers. National association and company headquarters, quality hotels and restaurants, and upscale office and retail are the preferred development alternatives, with inter-parcel access ways, where possible. Recommendations of the Community Appearance Plan for lighting, street trees, and benches are important aspects of streetscape design for properties along the Connectors.

In addition to the characteristics of each of the redevelopment zones identified above, the following recommendations apply to all future development and redevelopment along the Fairfax Boulevard Corridor:

- Consolidation of parcels is encouraged to control access, improve signage, gain parking efficiencies and improve traffic circulation with inter-parcel access, and establish uniformity with respect to architecture and landscaping.

- Site planning should encourage building orientation toward primary street frontages, with parking arranged to provide adequate access for both motorists and pedestrians.

- Access to the City's trail network and enhancement of current transportation services are encouraged.

There are four principal focus areas along Fairfax Boulevard: Kamp Washington, Northfax, Mosby Parkway and Fairfax Circle. In addition to the recommendations for Centers and Connectors described above, each of these focus areas has an established or logical identity with specific recommendations as described below.

a. Kamp Washington

The Kamp Washington area is a triangle at the western City gateway, bounded by Route 29 (Lee Highway) and Route 50 (Fairfax Boulevard), and extending westward of Jermantown Road to the City limits. The desired land use is commercial and mixed-use.

In the long term, parcels within the Kamp Washington triangle should be consolidated and redeveloped with a mix of retail, office and residential uses. The center of

this triangle is nearly unique in the City with respect to the combination of its commercial use and its distance from existing single-family neighborhoods. Of critical importance will be efficient transportation and quality architectural elements of a large-scale development. The project should present a compatible development pattern with a distinctive entry feature that identifies this site as the City's western gateway.

As in the Boulevard's other Centers, the Kamp Washington triangle is appropriate for redevelopment of between two to five stories, with the higher buildings being concentrated towards the interior of the triangle, transitioning to a lower scale along the Lee Highway and Fairfax Boulevard frontages.

Redevelopment should create a new network of streets within the Kamp Washington triangle that would provide frontage for new mixed use buildings and public spaces. This network, upon full redevelopment, should facilitate vehicular and pedestrian access throughout the triangle and should provide connectivity to the surrounding streets. Substantial redevelopment should incorporate the extension of Government Center Parkway in Fairfax County across Jermantown Road and into the triangle area, linking it to the new street network.

In the shorter term, development of properties at Kamp Washington should seek to consolidate parcels to the extent possible and produce development of quality design that will be compatible with the anticipated long-term redevelopment of the area. Inter-parcel access ways are strongly desired to ease congestion, maximize circulation opportunities, and increase vehicular safety along the arterials that surround the area.

b. Northfax

During the 1990s, the City planned a project known as Northfax Gateway at the intersection of Routes 123 and 50 as the City's entrance from I-66 along Chain Bridge Road. The City recognized that the location is the primary gateway to the City from the north and that it should be developed as a signature project that visually reflects its importance. This Center, which includes properties on both the east and west sides of Chain Bridge Road, has become one of the City's premier potential economic development sites.

Considering the importance of this expanded redevelopment area, the City should continue to build upon the master plan Vision and Summary by refining the mix of uses and the design of the supporting street network. Important considerations in the redevelopment of Northfax should include architectural character, streetscape, pedestrian amenities, the stream/structure interface, open space, and connectivity between areas east and west of Chain Bridge Road and north and south of Fairfax Boulevard.

Redevelopment opportunities exist in the near term, particularly in conjuction with the planned road and drainage improvement project currently under design. The City should encourage the consolidation of small parcels to limit the number of curb cuts and to provide more substantial land area for a redevelopment project. The permitted intensity of redevelopment should be tied to sensitivity to the proximate single-family neighborhoods, the extent of consolidation achieved, the extent of infrastructure improvements to be provided and the quality of the proposed site and architectural design.

The complete redevelopment of the entire area could be implemented over a longer time frame, phasing in a new mix of uses and supporting street network. The area's proximity to I-66 and its prominent position at the intersection of Fairfax Boulevard and Chain Bridge Road lend it to office, hotel, and retail development, the preferred uses in the area. Structured parking, and shared parking arrangements, particularly with complementary residential uses, would allow for the most productive use of the land. Vehicular access should be designed to enhance circulation within the Center through an interconnected series of small blocks with on-street parking, but should not promote pass-through traffic in the adjacent neighborhooods. Appropriate treatment of any historic resources that may exist on the site should be considered prior to infrastructure installation and redevelopment activities. The potential for incorporation of the 29 Diner into the development of this site should be examined, as well as the potential for moving the structure elsewhere along the highway corridor.

c. Mosby Parkway

The section of Fairfax Boulevard from Eaton Place to Draper Drive is characterized by natural features; these should be retained, enhanced and incorporated into the unified streetscape. Development of this segment of Fairfax Boulevard should be environmentally sensitive and facilitate bicycle/pedestrian circulation and access. The streetscape should be designed to limit surface parking lots, particularly those visible from the right-of-way, and to respect and enhance the natural features of each site.

d. Fairfax Circle

Fairfax Circle is the major entry point into the City from north and east. As such, it should reflect unique visual identification through landscaping, special focal points, unique street lighting and signage to impart a sense of arrival.

The Fairfax Circle area exhibits a mix of land uses with industrial and commercial uses on the north side of Fairfax Boulevard and commercial and multifamily residential uses on the south side. Redevelopment of the Fairfax Circle area, north of Fairfax Boulevard, should reflect increased intensity and mixed-use characteristics, including complementary residential uses. Parcel consolidation, inter-parcel connections and coordinated access to Fairfax Boulevard should be key components of redevelopment activities in this area.

The Center at Fairfax Circle will be best implemented by incorporating and converting the industrial uses north of Fairfax Boulevard. Commercial uses are recommended along the Fairfax Boulevard street frontage, along with pedestrian amenities and a gradual stepping back of building heights from two to five stories, where possible. Medium to high intensity office development with a new east-west street north of Fairfax Boulevard to link the blocks is appropriate for the area behind the commercial frontage. Landscape buffering should be provided adjacent to the multi-family residential developments located north of Fairfax Circle in the adjoining area of the County.

The residential/commercial land use mix in Fairfax Circle, south of Fairfax Boulevard, makes attention to the transition between these two uses important, but provides a basis from which mixed use development can continue to grow. In particular, a strong emphasis should be placed on pedestrian access from the residential development to the commercial area and to any future trails along the nearby Accotink Creek. Redevelopment of the existing shopping centers should incorporate the recommendations for the Centers and Mixed Use development.

Several specific changes to land use in Fairfax Circle are necessary to promote a unified revitalization approach. The split zoning designation (industrial and commercial) on the current Home Depot site (3201 Old Lee Hwy.) should be eliminated by including the entire property in the commercial category. The citywide future land use category change from "Industrial" to "Light Industrial" calls for eventual elimination of the asphalt plant use (on Old Pickett Road) and replacement with a lighter industrial or commercial use.

Properties located in the southwest quadrant of the intersection of Fairfax Boulevard and Old Lee Highway share several problems that should be addressed as part of a redevelopment. These sites, stretching from Fairfax Circle south to the site of the Lotte Plaza food market, have difficult access and parking exacerbated by multiple curb cuts. In addition, the Lotte Plaza building has its primary entrance far removed from most of its available parking, much of which is off-site. The entire area further suffers from unattractive architectural treatment, confusing signage, and a general lack of visual amenities. The City should support redevelopment of these properties in a manner consistent with the guidance provided for Centers and Mixed Use development.

4. Chain Bridge Gateway

This area serves as the southern entrance point to the City via Chain Bridge Road and George Mason Boulevard. As such, although it is a small area in size, it is important in maintaining an appealing entrance to the City. This chapter divides the Chain Bridge Gateway two sections – one west and one east of Chain Bridge Road.

a. School Street West

Development of the Chancery Park neighborhood along School Street, west of Chain Bridge Road, in the early 2000s served to partially implement the recommendations of the previous Comprehensive Plan. The remaining land in this area should be consolidated and developed as a mixed-use development allowing retail, office and residential uses. Appropriate streetscape elements should emphasize a pedestrian orientation. Architecture should reflect attention to detail with articulated facades and varied rooflines to provide a "village" atmosphere. Development at this location should complement the development on School Street east of Chain Bridge Road and help to define the southern gateway into the City. As an option, a mixed use development containing townhomes, duplexes and single family detached homes at a density not to exceed 8 dwelling units per acre would be appropriate for the parcels located on the southern side of School Street east of Chancery Park, Section 3, and the 2 parcels located on the western side of Chain Bridge Road, north of the Bibleway Church. In this option, the location of all townhomes should be restricted to an area that is within 390 feet from Chain Bridge Road.

Should consolidation of parcels in this area not be achievable, the area should be developed with limited commercial uses along the frontage of Chain Bridge Road and residential uses along School Street. In such case, the residential development should be limited to 4.7 dwelling units per acre, reflecting the average density of all of the recently developed lands along School Street. Along Chain Bridge Road, commercial development should provide substantial buffers to adjoining residential property, with massing along the street frontages and visibility of parking minimized.

b. School Street East

Development along the southern portion of School Street east of Chain Bridge Road should reflect the prominent location of this property. Recently completed at the southeast corner of Chain Bridge and School Streets is Fairfax Gateway, a 47-unit townhouse development, of which the 10 units fronting School Street are in the City; the other units lie within Fairfax County.

George Mason Boulevard has been completed from near the intersection with Armstrong Street along a 70-foot-wide right-of-way past the City Hall property and the Crestmont development to intersect with School Street and then with University Drive to coincide with the George Mason University entrance. This collector street provides enhanced access to George Mason University while reducing traffic through the Green Acres neighborhood.

Although little land remains in this area for development, it is a key location near the southern gateway to the City and the northern entrance to George Mason University. The City owns the remaining portions of the former Eleven Oaks School property, the northern portion of which is within City limits. Development of the property is contingent upon relocating the school bus parking area that currently exists on the site. Future development on the property is envisioned to include Medium Density Residential uses on the west side of George Mason Boulevard and Low-Medium Density Residential uses on the east side. The City should continue to work with the County to relocate the school buses and to consider the relocation of the City-County boundary to incorporate into the City the property between the existing southern City limits and GMU between Chain Bridge Road to the east and University Park (the former University Drive right-of-way) to the west.

c. West Drive Property Yard

The County's property yard on the south side of West Drive is an inappropriate use at this location. With residential uses on three sides and a City park on the fourth, the County's property is designated medium-density residential on the Future Land Use Map to encourage its redevelopment.

5. Pickett Road

a. Regional Shopping Area

Three shopping centers located near the intersection of Main Street and Pickett Road work together to function as a regional shopping area. Pickett Shopping Center and Turnpike Shopping Center, flanking the north side of the intersection, were built in the 1960's and received complete exterior renovations one time to date. Fair City Mall was built in stages during the 1970's through the 1990's with much of the center receiving renovations once during that period. Together, these shopping centers represent a major economic force with its own specific concerns. The City should recognize the importance of this area by supporting efforts to revitalize these three centers. The presence of the City-County boundary through the eastern building of the Pickett Shopping Center detracts from the City's efforts to provide the best services to this area. Future discussions regarding boundary adjustments should consider this location for discussions.

b. East Side of Pickett Road

Commercial land use designation should be extended northward along the east side of Pickett Road to the point opposite the north corner of the Fair City Mall property to encourage the transition of the industrial uses in that area to commercial. In addition, commercial uses are appropriate for most of the lands further north to the Post Office, provided that adequate parking is supplied. The City should pursue amendments to the zoning text that permit limited retail uses in industrially-zoned areas of the City, with criteria to ensure adequate parking and pedestrian and vehicular circulation.

c. Tank Farm

The tank farm on Pickett Road is a large-scale heavy industrial use that is inappropriate given the context of the small size of the City and the proximate land uses. Hazardous uses on this site, if improperly managed, represent a threat to nearby residential areas in the City and in the County while posing serious environmental concerns. Although it is recognized that the economic

investment of the current use and the cost of site clean-up for redevelopment may preclude a change of use in the foreseeable future, a lighter industrial future land use designation is assigned to the property to indicate the desired land use. No expansion of the existing uses at this site would be appropriate.

6. Main Street

The Main Street corridor from Pickett Road to Kamp Washington should reflect a strong community orientation, generally with a combination of local-serving businesses and transitional residential uses that serve as a buffer between commercial and lower density residential development. Transitional uses, whether residential or commercial, should be reviewed for their ability to minimize adverse impacts upon adjacent land uses rather than solely judged on density. Land uses along Main Street near Old Town Fairfax should blend with and complement the architectural styles of the Old Town Fairfax Historic District and emphasize pedestrian orientation, expanding the effective area of Old Town and its environs.

Main Street differs from the Fairfax Boulevard Corridor in that street alternates between commercial and residential areas, as opposed to the purely commercial orientation of Fairfax Boulevard. Residential areas such as the Comstock townhouses, recent subdivisions such as Maple Trace and The Boltons, and established neighborhoods such as Fairview directly abut Main Street itself. As such, redevelopment efforts should focus on maintaining compatibility between commercial and residential uses.

The Main Street Corridor can be divided into two discrete sections – that east of downtown and that west of downtown. These areas are summarized below.

a. East of Downtown:

This section of Main Street is characterized by freestanding commercial sites interspersed with residential subdivisions. The residential areas along Main Street include a variety of housing types (single-family, townhouse and multifamily) and include three subdivisions that have been built in the past fifteen years.

The easternmost part of the Main Street Corridor, between the Pickett Road shopping centers and the Fairfax Square development, is unlikely to see major redevelopment in the near future. Most of this area is residential, with over 500 units included among the five subdivisions that directly border this portion of Main St. Commercial parcels along this stretch of road are limited to the south side of the 9600 and 9700 blocks, and include two commercial condominium complexes and a small number of freestanding structures.

The portion of Main St. near the Burke Station Road intersection is the most heavily commercialized portion of the eastern section of Main St. On the north side of the street, Fairfax Square contains over 125,000 square feet of office space (as well as 502 rental housing units), and the nearby Main Street Center is a nearly 50,000 square foot strip center containing retail stores and restaurants. The south side of the street consists of freestanding commercial structures. The commercial structures at Fairfax Square have been under a continuing revitalization program for several years without noticeable change to the structures, and both the commercial and residential components remain market-competitive. The Fairfax Motors property (9909 Main St.) received a complete facelift in the early 2000s, but without major modification to structures or uses. The addition of a retail building to the restaurant property at 9959 Main Street (now Piero's Corner) maximized the single story retail use of that property.

Several older properties in the area remain in need of revitalization or redevelopment that would improve their appearance and/or functionality. The City should encourage the appropriate redevelopment of these properties in a manner that reinforces both the commercial and residential character of Main Street. The scale of development should be moderated in this area, given its proximity and interaction with neighborhoods, while design and landscaping details would help in establishing an aura of quality and accessibility in any new development in this area.

The County maintenance facility at the southeast corner of the Burke Station Road/Main Street intersection is not an appropriate use in this area. Office or medium density residential development may be appropriate if a consolidation of the County property yard site, the lot adjacent to the east on Main Street, and the two lots immediately adjacent to the south is accomplished and if adequate buffering is provided for adjacent residential communities.

The area west of Tedrich Boulevard has relatively few parcels that are likely to redevelop in the near future, and is currently developed with mostly residential uses, with low-intensity stand-alone commercial uses interspersed, along with the 4-acre Fairfax Christian Church property on the south side of the street.

Low-medium density residential redevelopment is appropriate for all other properties not already in commercial use along this segment of Main Street. Appropriate buffering should be provided between any redevelopment and existing residential properties, and the quality and appearance of redevelopment in this area should reflect this corridor's location as an entryway from the east into Old Town.

b. West of Downtown:

The section of Main Street between Kamp Washington and Old Town Fairfax is characterized primarily by commercial development. Office and retail uses line the corridor with occasional residential (Oak Knoll Apartments and The Residences at Main townhouses) or institutional (Fairfax Baptist Church and Fairfax Nursing Home) uses also sharing the frontage. Land use patterns have been fairly stable in this area in recent years, with the current construction underway for 40 townhouses at the southwest corner of the Judicial Drive intersection (The Residences at Main), the opening of the Fairfax Surgical Center at Keith Avenue in 2006, and the opening of the PNC Bank in the southeast corner of the Judicial Drive intersection in 2010 being the most significant changes. The Future Land Use map depicts and supports a continuation of the existing general land use pattern.

Although the change in topography between this section of Main Street and Old Town Fairfax can make pedestrian travel challenging, the relatively straight alignment of this section of the street combined with the elevation change provide clear views to the downtown area, and the historic courthouse in particular, and help to strengthen the relationship with Old Town Fairfax. Preservation and enhancement of the view toward Old Town should be considered in private property development and public right-of-way improvements.

The office and institutional uses in the area provide an appropriate transition to the residential neighborhoods to the north and south of Main Street. The commercial properties are generally one parcel deep and back directly to residences. Adequate buffers and screening should be maintained between the commercial and residential uses, and improved when properties redevelop.

Despite its stable land use pattern, opportunities for redevelopment within this portion of Main Street exist. Oak Knoll Apartments, a garden-style layout built in the early 1960's, is located on a 6 acre parcel in the northeast corner of Oak and Main Streets. Its dated design, internal orientation, and lack of amenities don't position the complex well for the future. Redevelopment of the property should: be oriented toward the streets, be sympathetic to the adjacent lower-intensity residential neighborhood in terms of buffering and architecture, and have usable open space. Office use along the Main Street frontage, similar in scale to the nearby properties, could also be considered as part of a redevelopment project.

Redevelopment of properties surrounding, and to the west of, the Hallman Street intersection could also be considered, possibly in conjunction with similar activity in the Kamp Washington Center. Development in this area is important in providing a transition between the greater level of intensity at Kamp Washington and the corridor leading toward Old Town Fairfax.

Future redevelopment along Main Street between Kamp Washington and Old Town Fairfax should take its cues from more recent projects that have served to strengthen the image of the area. New development should: have the primary orientation of buildings facing Main Street with appropriate landscaping, locate parking to the side or rear of the building, and place vehicular access from the side streets in lieu of driveways directly onto Main Street, where feasible. These design features, along with ongoing attention to the Main Street streetscape, will continue to improve the quality of the environment in this section of the City.

7. Jermantown Road

The Fairfax County property yard is an inappropriate use on the segment of Jermantown Road north of Fairfax Boulevard. It is surrounded by residential development and should be redeveloped as residential use. Further expansions of the existing use on this property should not be permitted.

Safe and conveniently located sidewalks and crosswalks, as mentioned in the Transportation Plan section, are critical for pedestrian welfare to serve the high density residential, institutional, and commercial uses along the corridor.

8. Neighborhoods

Because many of the neighborhoods located in the City were developed more than 30 years ago, a substantial program should be implemented to encourage reinvestment in those areas. This program, involving the use of the Neighborhood Renaissance programs as well as a more expansive effort for the City to assist neighborhoods and individual homeowners, is described in the Housing chapter of this Plan.

This program recognizes that there is inherent value in the existing housing stock and wholesale redevelopment of older neighborhoods is not likely and could potentially result in densities and forms of development that may not be compatible with the future land use pattern recommended in this Plan. However, this Plan recognizes that there are circumstances in which redevelopment of limited areas could be accomplished in a manner that would be consistent with the overall land use pattern recommended in this Plan, would contribute to the City's Housing, Economic Development and Community Appearance goals, and would not negatively affect adjacent land uses. Any such redevelopment should be evaluated on a case-by-case basis, and preceded by a Land Use Plan amendment (when appropriate). In areas that abut both residential and commercial development, consideration should be given to mixed-use forms of redevelopment, where circumstances permit.

a. Northwest Neighborhoods

Many of the neighborhoods in the northwestern part of the City, including all of Cobbdale, were developed at densities substantially lower than most of the City's other single-family neighborhoods. The Land Use Plan recognizes the special character of these neighborhoods by designating them Very Low Density Residential.

The Mavis Cobb house on Chain Bridge Road, well worthy of preservation, is one of the City's more important residences. The City should encourage the owner to seek status on the state and/or national historic register and to place covenants on the land records to prevent subdivision of the lot.

Two properties totaling approximately one and a half acres on Warwick Avenue north of Fairfax Boulevard and west of McLean Avenue are designated "transitional" on the Future Land Use Map. The properties should accommodate residential development or office development at a scale appropriate to the adjacent residential properties to the west and north.

b. Old Lee Highway Neighborhoods

The first six lots on the east side of Cornell Road, the first seven lots on the west side, along with an adjacent lot on Old Lee Highway were developed at lower density than surrounding residences in the neighborhoods along Old Lee Highway. These fourteen lots are designated on the Land Use Plan as Very Low Density to discourage redevelopment into smaller lots.

c. Triangle Neighborhoods

Substantial areas of the triangle neighborhoods are occupied by older homes that may be eligible for designation on either the State or National Register. This entire area should be studied for inclusion in an historic district.

The Moore Street Cemetery has long been abandoned, but is maintained by the City to ensure proper treatment and respect. The City should continue its efforts to care for this cemetery and continue to pursue legal ownership of the property.

d. Southwest Neighborhoods

The commercial properties located on the 4100 block of Rust Road that formerly housed the Fairfax County Employees Credit Union and the bus station rely on Rust Road for access, imposing a commercial character on an otherwise residential street. The Plan recognizes the existing use of these properties, but encourages consolidation with the commercial property immediately to the east. Future redevelopment would then eliminate Rust Road access in favor of ingress and egress from Lee Highway.

Four small lots totaling almost an acre of land on Park Road (adjacent to both the Westmore neighborhood and Lee Highway commercial centers west of Kamp Washington) are designated "transitional" on the Future Land Use Map. These properties should be consolidated to permit medium density residential development or, if the properties are consolidated with the commercial development to the north, consideration should be given to using the lots to satisfy site plan requirements to buffer commercial redevelopment on Lee Highway from the Westmore subdivision.

The single-family semi-detached development approach applied to relatively large lots in the Ardmore Development in the 1940's resulted in a neighborhood of inefficient residences that have not aged as well as most others in the City. The attached status has made these homes difficult to enlarge or modernize, even though their lot sizes would suggest there is sufficient land to do so. The Land Use Plan designates this area Medium Density Residential to encourage consolidation and redevelopment of this neighborhood. Any subsequent consolidation should result in a mixed-use urban village, with offices on the north and residential densities transitioning from low-medium on the west to high on the south and medium on the eastern portions of the site.

A low-density buffer (or alternatively, a substantial open space/landscape buffer) should abut the existing single-family detached neighborhood.

e. Southeast Neighborhoods

When the City consolidated its four elementary schools into two, the Green Acres Elementary School site became available for re-use. Although the City invited proposals for long-term lease of the property, the City ultimately recognized its own short-term need for the property and the ability to determine the long-term use at a later date. The City should undertake a formal study of its Green Acres property in preparation for the City's possible eventual vacation of its premises. The Land Use Plan designates this property for Institutional use to recognize its continuing governmental use. It is anticipated that this designation may be reevaluated following completion of the study.

Many of the residential areas around Burke Station Road, Mosby Road, Orchard Drive and Forest Avenue were developed on lots larger than usual for the City. The Land Use Plan recognizes the importance of these large lots to their neighborhood character by designating the area Very Low Density Residential.

Four lots in the extreme southeast part of the City are separated from other City residences by commercial uses. These lots are, however, closely associated with adjacent residences in Fairfax County. This area should be carefully considered during any future discussions regarding boundary adjustments.

f. East Neighborhoods

All of the lots in the Little River Hills subdivision are larger than most lots in the City of Fairfax. These lots are designated on the Land Use Plan for Very Low Density Residential use to protect the existing low-density character of the neighborhood.

9. Open Space

For many years the City of Fairfax has held many of its lands as open space with the intent to never develop them while assuming that other privately held lands would also never develop. Two recent trends have converged to highlight the need to formalize the City's policies concerning open space. The City's residents have come to more highly value open spaces while those in the land development business have come to more highly value developable land. This situation calls for two general changes to the Land Use Plan.

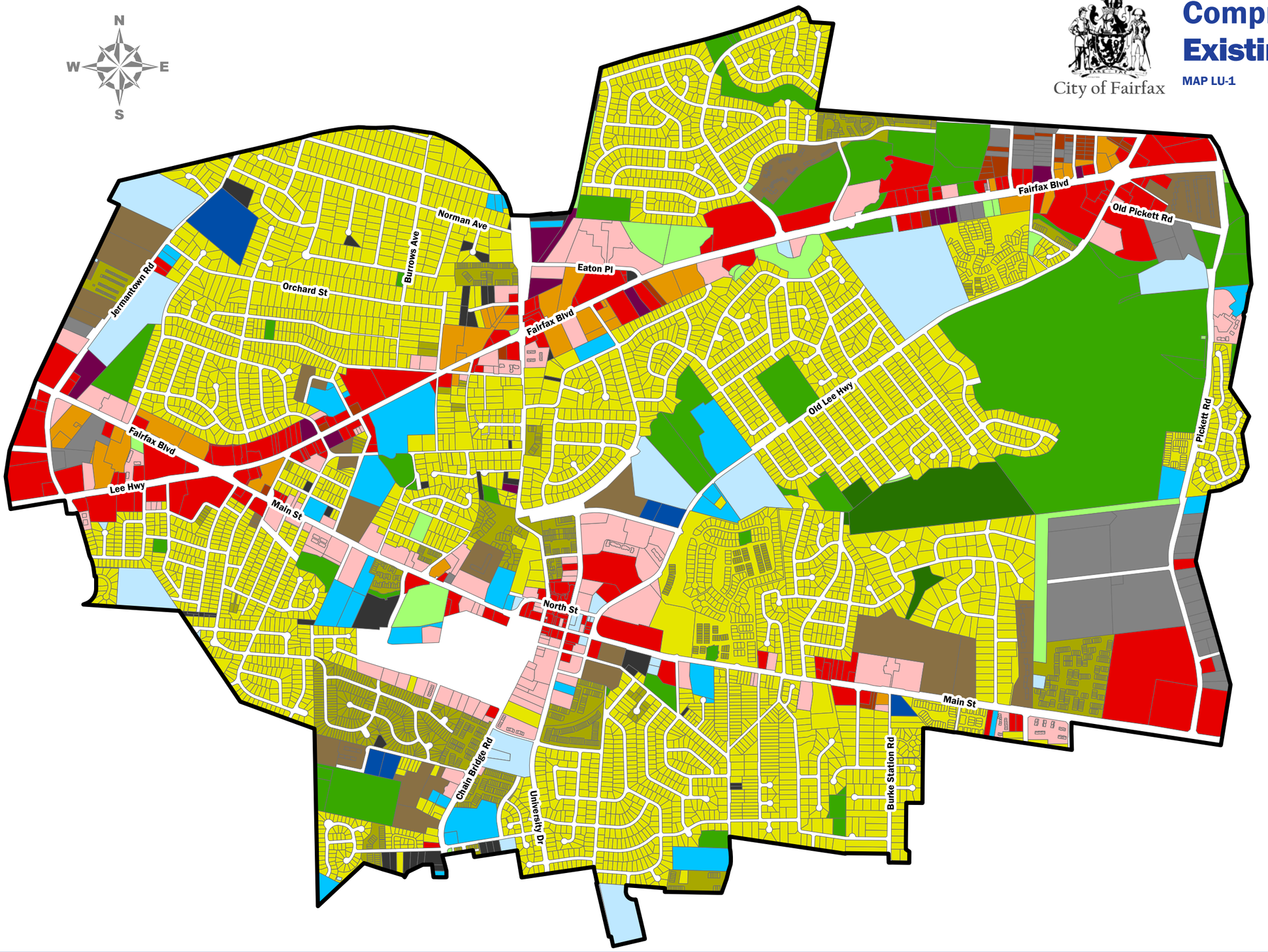
The Plan shows as Open Space—Conservation several small parcels of land that were originally transferred to the City as future street rights-of-way. Other parcels that were actually built as "stub streets" were never used for access and are shown similarly on the Plan. The City should continually monitor its land holdings to assure that it formally designates as Open Space all properties that the City expects to retain an open space character.

Throughout the City, private owners have held properties or portions of their properties for open space purposes. The largest of these is the Army Navy Country Club, held for recreation use. The Plan designates this property as Open Space—Recreation to reflect its current and future planned use. The City should investigate the possibility of obtaining a conservation easement over all or a portion of this property to assure its continuing availability as open space. Most other privately held properties that the City expects to remain as open space are associated with stream valleys and are protected by floodplain and Chesapeake Bay Preservation provisions of the Zoning Ordinance.

Comprehensive Plan
Existing Land Use Map

MAP LU-1

City of Fairfax



RESIDENTIAL
- RESIDENTIAL - SINGLE DETACHED
- RESIDENTIAL - SINGLE ATTACHED
- RESIDENTIAL - MULTIFAMILY

BUSINESS
- COMMERCIAL - RETAIL
- COMMERCIAL - OFFICE
- COMMERCIAL - LODGING

OPEN SPACE
- OPEN SPACE - PRESERVED
- OPEN SPACE - RECREATION & HISTORIC
- OPEN SPACE - UNDESIGNATED

INSTITUTIONAL
- INSTITUTIONAL - CITY OF FAIRFAX
- INSTITUTIONAL - GENERAL
- INSTITUTIONAL - FAIRFAX COUNTY

OTHER
- AUTO DEALER
- AUTO REPAIR
- INDUSTRIAL
- VACANT

1 inch = 1,500 feet

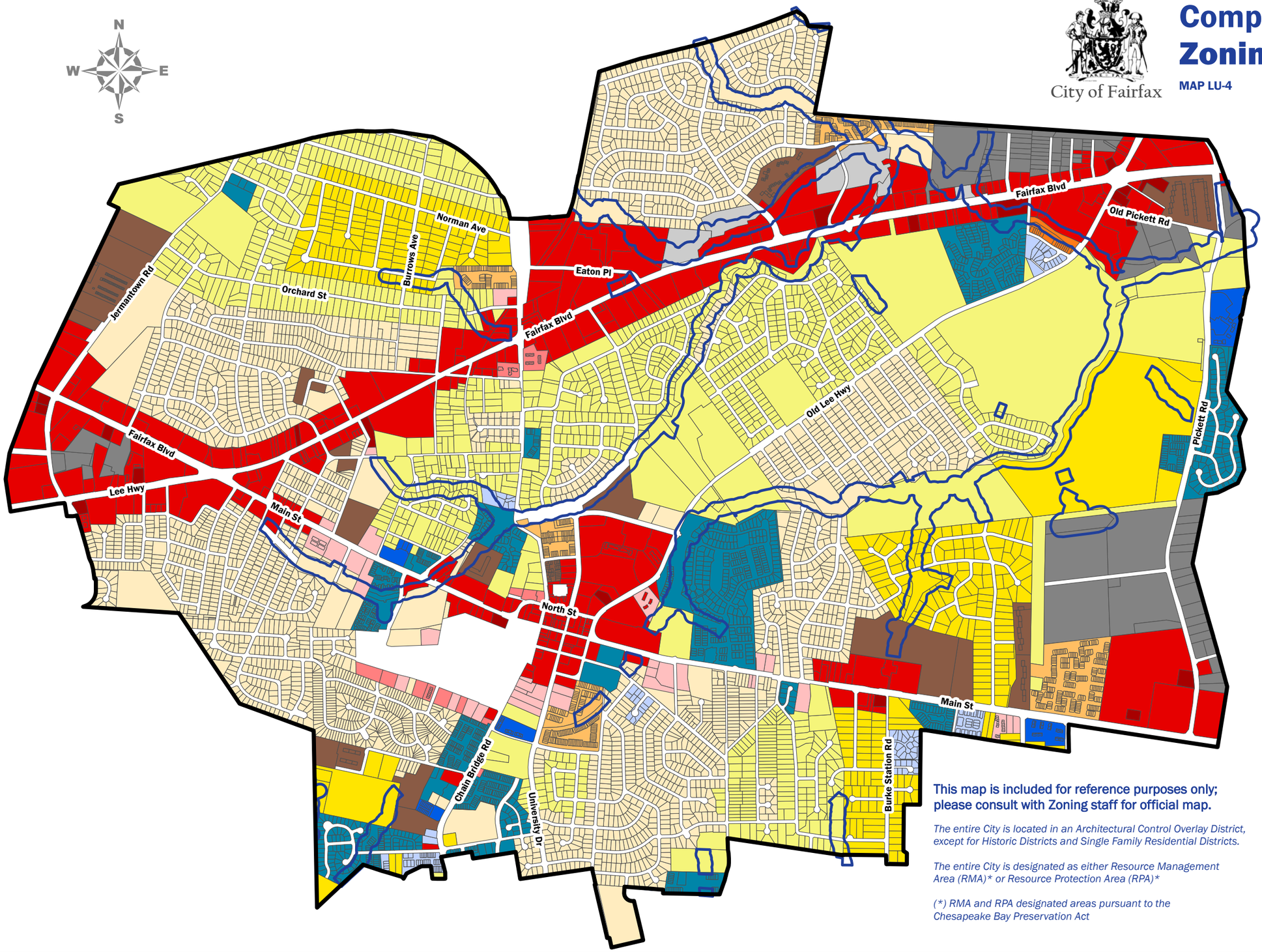
0 750 1,500 3,000 Feet

Source: City of Fairfax Department of Community Development & Planning, 2012

Comprehensive Plan Zoning Map

City of Fairfax

MAP LU-4



RESIDENTIAL

- R-1 Residential
- R-2 Residential
- R-3 Residential
- RT Townhouse
- RT-6 Townhouse
- RM Multifamily

BUSINESS

- C-1 Office Commercial
- C-1L Limited Office
- C-2 Retail Commercial
- C-3 General Commercial

PLANNED DEVELOPMENT

- RPD Residential Planned Development
- P-D Planned Development
- CPD Commercial Planned Development

INDUSTRIAL

- I-1 Industrial
- I-2 Industrial

OTHER

- RPA Resource Protection Area

This map is included for reference purposes only; please consult with Zoning staff for official map.

The entire City is located in an Architectural Control Overlay District, except for Historic Districts and Single Family Residential Districts.

The entire City is designated as either Resource Management Area (RMA) or Resource Protection Area (RPA)**

(*) RMA and RPA designated areas pursuant to the Chesapeake Bay Preservation Act

1 inch = 1,500 feet

0 750 1,500 3,000 Feet

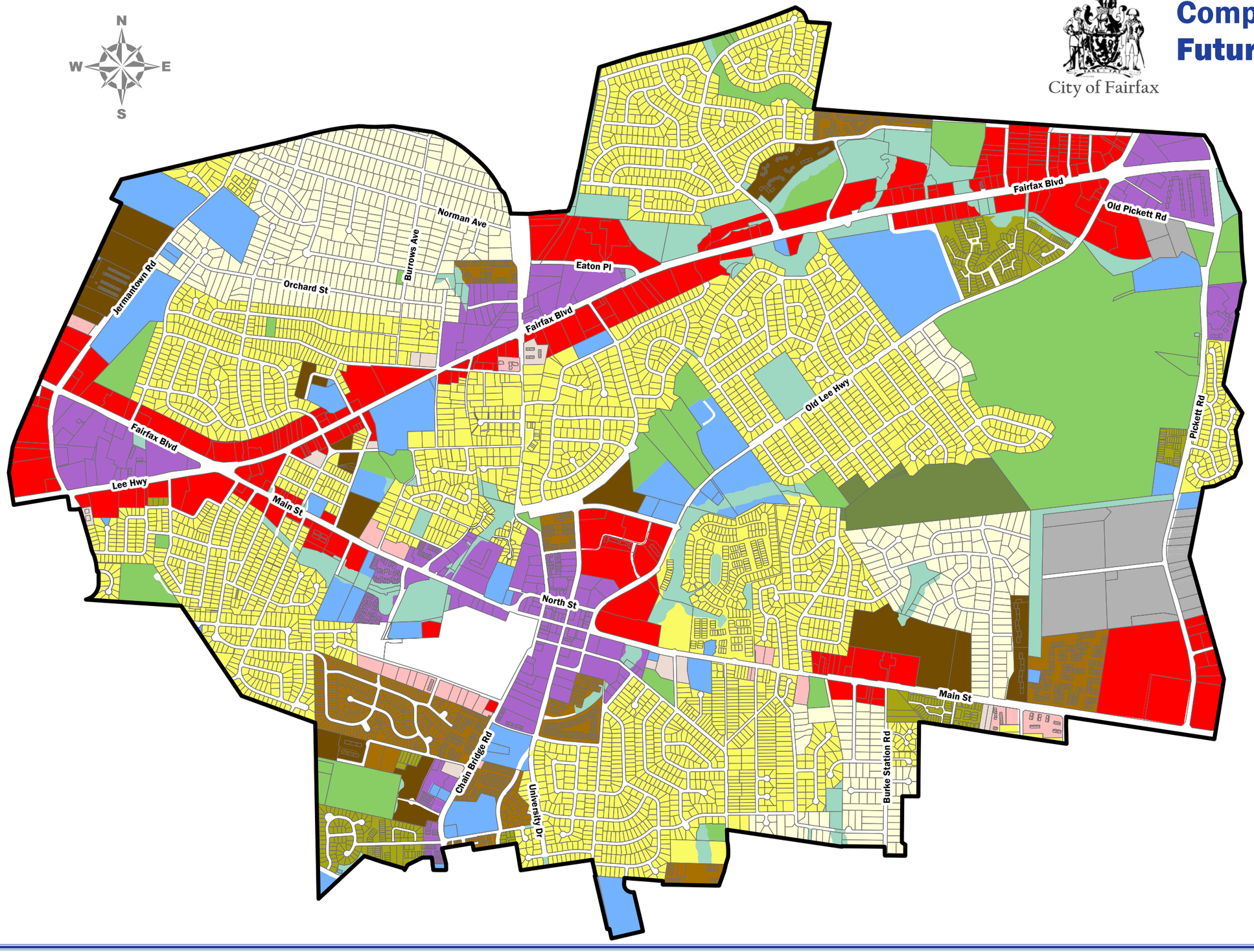
Source: City of Fairfax Department of Community Development & Planning, 2012

Adopted April 10, 2012

Amended May 28, 2013

Comprehensive Plan
Future Land Use Map

City of Fairfax



RESIDENTIAL
- RESIDENTIAL - VERY LOW
- RESIDENTIAL - LOW
- RESIDENTIAL - LOW / MED
- RESIDENTIAL - MEDIUM
- RESIDENTIAL - HIGH

BUSINESS
- BUSINESS - COMMERCIAL
- BUSINESS - OFFICE TRANSITION
- BUSINESS - INDUSTRIAL

OPEN SPACE
- OPEN SPACE - PRESERVATION
- OPEN SPACE - RECREATION
- OPEN SPACE - CONSERVATION

OTHER
- TRANSITIONAL
- INSTITUTIONAL
- MIXED USE

1 inch = 1,500 feet

0 750 1,500 3,000 Feet

Source: City of Fairfax Department of Community Development & Planning, 2012

Adopted April 10, 2012

Amended September 8, 2015

Implementation

This Comprehensive Plan focuses on maintaining the City's small-town character and enhancing the quality of life while promoting a vital economy. This Plan is a policy guide or road map on which the City and the development community can base decisions in support of achieving those ideals. By itself, this Plan cannot affect positive change in the community. To have any impact on the City's future, the Goal and Objectives and Plan sections contained in this Plan must be implemented through a variety of tools that include regulations, policies, processes, and initiatives.

The primary responsibility for implementing the Comprehensive Plan rests with the City Council. The Council may accomplish this ongoing task most notably through the use of the Zoning and Subdivision Ordinances, the acceptance of proffers from applicants for rezonings, the imposition of conditions on applicants for special use permits, the development of area-specific improvement plans and through the City's financial functions. In addition, the City's various boards and commissions are key components of the implementation process. They include the Planning Commission, the Board of Zoning Appeals, the Board of Architectural Review, the School Board, the Parks and Recreation Advisory Board and the Community Appearance Committee. These boards and commissions derive guidance from the Comprehensive Plan and more particularly from its Goal and Objectives and Plan portions.

Land Development Regulations

Land development regulations such as the Zoning Ordinance (with the Zoning Map) and the Subdivision Ordinance are the most visible and frequently used implementation tools of the Comprehensive Plan. These ordinances regulate the use, density, placement, subdivision and construction on all properties located in the City. Between 2004 and 2010, 22 zoning text amendments were considered to ensure that the City's land use regulations were consistent with the recommendations of the previous plan, current City policy, and legal enabling authority.

The implementation of many of the recommendations contained in this Plan will require additional refinements to the City's land development regulations. These recommendations include:

- Amending the zoning provisions to provide for the special needs of senior housing.
- Strengthening the housing-related sections of the City Code to protect neighbors and occupants.
- Providing zoning districts whose restrictions more closely fit the characteristics of our existing neighborhoods.
- Amending the zoning map to assure that it more closely approximates the characteristics of existing neighborhoods.
- Pursuing state-enabling legislation to allow the City to require the removal of nonconforming signs after a period of depreciation.
- Developing a coordinated urban forestry plan that details a regular maintenance and continuous planting program.
- Implementing design guidelines for major commercial corridors.
- Considering archaeological preservation regulations.
- Facilitating the development of aesthetically complementary parking structures and supporting elimination of surface parking areas in Old Town Fairfax.
- Facilitating public investment projects in redevelopment areas.
- Refining shared facilities regulations for mixed-use projects to encourage efficient mixed-use project development.
- Establishing a formal policy for review of potential boundary adjustments.

Each of these ordinance changes will require public participation and hearings before the Planning Commission and City Council.

Rezoning Actions and Special Permits

A key feature of this Comprehensive Plan is the designation of land uses in a range of densities (for example, Medium Density Residential allows 8 to 12 units per acre). In interpreting the Plan for future development requests, the low ends of the ranges are the presumed densities allowed, provided that the City's minimum standards of development are met. The higher densities should only be permitted if the development criteria established in the Land Use Plan are satisfied.

The Code of Virginia provides that a property owner may proffer reasonable conditions for the use or development of property in addition to the regulations contained in the Zoning Ordinance. Proffers should be encouraged with each rezoning proposal to assist in the implementation of this Plan. To that end, conditions may likewise be imposed upon special use permit and special exception applications. Proffers and conditions associated with these applications should be designed to accomplish the objectives listed in the Comprehensive Plan to the extent practicable.

Specific Studies and Plans

The Comprehensive Plan is, by design, relatively general in nature and often does not provide the level of detail that is necessary to bring about action. Often, a higher level of detail is necessary to direct positive change. The most notable example of this is in the implementation of the Transportation Plan's recommended street improvements. Although the Plan states general alignments and configurations for various recommended street improvements, those improvements may not be constructed without ascertaining more precise alignments and dimensions. This may be accomplished through detailed engineering and landscaping plans. Similarly, Comprehensive Plan recommendations are often refined and enhanced by studies, which examine critical issues in detail.

Three completed reports contributed significantly to the development of the goals, objectives and strategies that form this Comprehensive Plan. *Tradition with Vision*, the March 1994 report of the City's 2020 Commission, provided a substantial framework for components of the Plan. The Community Appearance Plan, adopted in April 1994, is a companion document to this Comprehensive Plan and to the land development regulations that support the Plan and provide a greater level of detail. The Fairfax Boulevard Master Plan, drafted in 2007 and condensed into a Vision and Summary document that is included in Appendix D, provided direction for the corridor with respect to land use and transportation. The Vision and Summary became official City policy with the adoption of this Plan.

This Comprehensive Plan recommends additional tasks to implement its goals and objectives. Each of the following tasks is expected to offer valuable recommendations toward implementing the goals and objectives of the Comprehensive Plan:

- Initiating the implementation strategy in the Fairfax Boulevard Master Plan Vision and Summary document.
- Creating a geographically based system of local level organization designed to mediate between civic and neighborhood associations and City Council.
- Considering regulatory protection for threatened properties through historic district overlay zoning.

Financial Mechanisms

Many of the Plan's goals, objectives and recommendations are implemented through the Capital Improvements Program (CIP) process. This is the primary mechanism for funding most public facility improvements (e.g., schools, roads, parks).

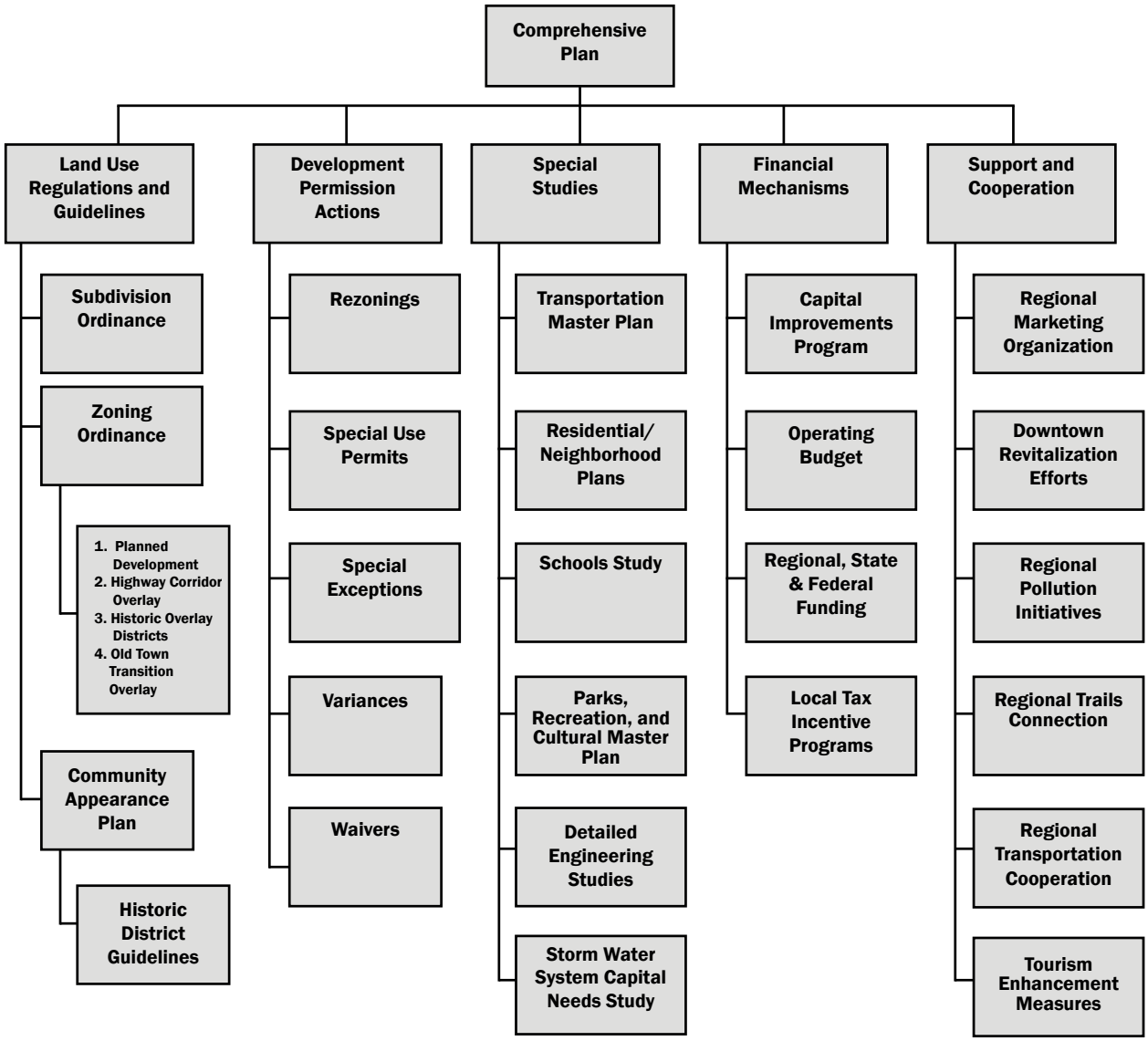
The Code of Virginia (Section 15.2-2239) allows the Planning Commission, at the direction of the Council, to "prepare and revise annually a capital improvement program based on the comprehensive plan…for a period not to exceed the ensuing five years." This CIP process allows the City to anticipate revenues and capital expenditures through the planning process rather than merely reacting to crisis situations. This facilitates a more rational, even-handed approach that permits the City to make the most of its finite financial resources.

This Comprehensive Plan provides direction for the CIP in several areas. In general, the Plan recommends that the City provide excellent facilities and services with additional emphasis placed on public education and the maintenance of existing facilities. The Plan also recommends that public capital improvements be targeted to those neighborhoods identified for rehabilitation.

In addition, the Transportation chapter of the Plan makes specific recommendations for road improvements and encourages the increased use of public transportation. In

Figure IMP-1

Implementation Tools



addition to the CIP process, opportunities may also exist for state or federal government funding to assist in implementing this Plan. State funding has traditionally been an integral part of financing road improvements and school operations. During the 1970s, federal funding was the main support of many housing and community development projects. While those sources of funding are now limited, programs at the state and federal levels exist in the areas of housing, historic preservation, transportation enhancement, and recreation. The City should pursue those programs which will further its applicable goals.

Plan Amendment Process

In keeping with the "living document" nature of the Comprehensive Plan, a regular process for identifying and modifying areas of the plan needing amendment should be created. Potential amendments can be suggested by the Planning Commission, staff or other City Stakeholders. This process should be undertaken twice yearly to allow timely amendment to the plan in a proactive rather than reactive manner. The deadlines for submitting proposed amendments would be March first and September first of each year. This process would be in addition to the implementation mechanisms described above.

Community Support and Regional Cooperation

The final ingredient necessary to implement the Comprehensive Plan is the active involvement of the public. Every development- related action on the part of the City—whether a zoning change, a Capital Improvements Plan, approval of a private commercial façade renovation, or any one of the many actions which affect the development of the City—is open to public input. Elected officials and City boards and commissions need and want this public input in order to make informed decisions that will truly benefit and reflect the wishes of the citizens of Fairfax.

The City must also seek cooperation with other public and private organizations to implement portions of the Plan. The Plan specifically recommends joint cooperation in the following areas:

- Support of a regional marketing organization to monitor economic trends and investigate methods to increase the City share of the regional commercial market.
- Continuation of City-University discussions to address student-related issues such as housing, parking, and market demand, as well as to increase coordination of City events with George Mason University.
- Support of cooperative ventures with local jurisdictions, agencies, institutions and the private sector to create opportunities for development and redevelopment, particularly in areas that span jurisdictional boundaries or have the potential for substantial regional impact.
- Support of joint agreements with local jurisdictions and agencies for human services and education, with full participation in an on-going dialogue concerning social and educational values and opportunities for the City's residents.

In addition, the City must continue to actively participate in regional organizations aimed at improving the quality of life throughout the metropolitan area. The Plan specifically advocates a regional approach in the following areas:

- Participation in regional efforts through the Metropolitan Washington Council of Governments (MWCOG) and the Northern Virginia Regional Commission (NVRC) to address transportation issues and the reduction of air and water pollutants.
- Coordination with the Northern Virginia Park Authority to construct trail connections to the City.

Appendix A - Chesapeake Bay Preservation

Contents

Maps

Figures and Tables

The City of Fairfax recognizes the importance of preserving its valuable water resources for future generations and the need to take steps to protect them from the adverse effects of pollution generated by urban land uses. The City of Fairfax also recognizes that land use activities adversely affecting City streams also adversely impact the health and viability of downstream resources, the most important of which is the Chesapeake Bay. The Chesapeake Bay is an important economic, social, and ecological resource whose continued health is of benefit to all citizens of the Commonwealth.

The City of Fairfax has a vested interest and a responsibility to protect local waterways from further degradation as a result of development. In addition, steps must be taken to improve currently degraded resources to ensure the long-term health of both the City's resources and the Chesapeake Bay. The City has risen to the challenge of natural resources and water quality protection and is committed to the implementation of the Chesapeake Bay Preservation Area Designation and Management Regulations as manifest by the Chesapeake Bay Preservation Act of 1988. These regulations apply to all localities within Tidewater Virginia; however, it is the individual jurisdictions that are responsible for identifying and implementing Chesapeake Bay preservation strategies. Map 1 presents Tidewater Virginia and a location map of the City.

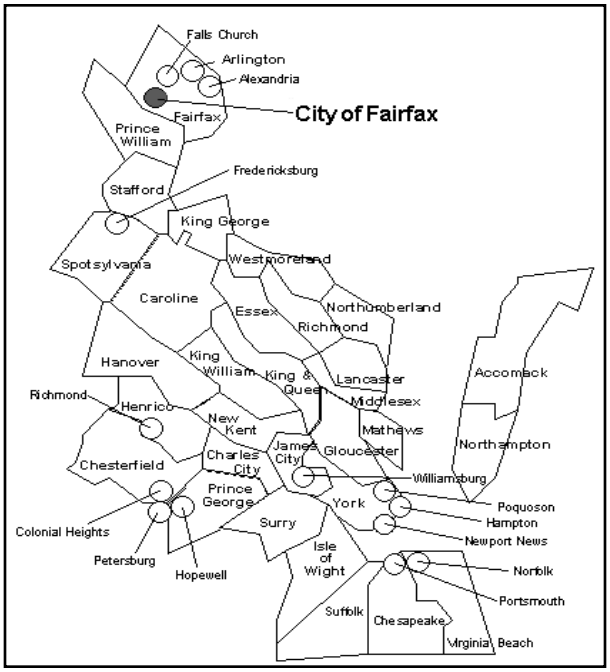
The City of Fairfax, in its *2020* Commission Report, recognizes that government and citizens alike have a responsibility to exercise considerable care in promoting a healthy and sustainable environment and outlines a "vision" for the protection of the City's natural resources.

> *"Fairfax should be a City in which human activities are integrated into the natural environment in such a way that both are accommodated. It should be a City in which the residents have clean air to breathe and clean water to drink; in which residents are not exposed to undue risk from pollutants and other environmental hazards; and in which residents have the opportunity to enjoy their natural surroundings."*
>
> - Fairfax 2020 Commission Report
> "Tradition with Vision"

The City has made progress towards the goal of maintaining and promoting a healthy environment; nonetheless, significant environmental issues still need to be addressed. This Chesapeake Bay Preservation component to the City's Comprehensive Plan has been prepared to serve as a planning tool for the City Council, the Planning Commission, City agencies, and citizens to help guide the City in its protection of the Chesapeake Bay and the natural resources of the City.

Map APA-1

Tidewater Virginia and the City of Fairfax Location Map



1. Introduction, Purpose and Legal Authority

Recognizing the economic and social importance of ensuring the long term viability of State waters, and in particular the Chesapeake Bay and its tributaries, the Virginia General Assembly enacted the Chesapeake Bay Preservation Act of 1988 (Sections 10.1-2100, *et seq*., of the Code of Virginia (1950)). Section 10.1-2109.B of the Act states that "Counties, cities, and towns in Tidewater Virginia shall incorporate protection of the quality of State waters into each locality's comprehensive plan consistent with the provisions of this chapter." The City of Fairfax recognizes the importance of maintaining the integrity of State waters and the Chesapeake Bay to the citizens of the Commonwealth. The waters of the Chesapeake Bay have been degraded significantly by many sources of pollution, including nonpoint source pollution from land uses and development. Existing high quality waters are worthy of protection from degradation to guard against further pollution. Certain lands that are proximate to shorelines have intrinsic water quality value due to the ecological and biological processes that they perform. Other lands have severe development constraints as a result of flooding, erosion, and soil limitations. With proper management, they offer significant ecological benefits by providing water quality maintenance and pollution control, as well as flood and shoreline erosion control.

To achieve these ends, the City Council and the Planning Commission have, in accordance with the Chesapeake Bay Preservation Area Designation and Management Regulations (VR 173-02-01), developed a Chesapeake Bay preservation program which is centered around the City's Chesapeake Bay Preservation regulation of the Zoning Ordinance. This Chesapeake Bay Preservation component to the City's Comprehensive Plan builds upon the City's regulation and is designed to protect those qualities of life held important by the citizens of the Commonwealth and the City and to encourage future development that enhances and compliments the growth of the City as well as protects it natural resources.

2. Water Resources Protection Programs and Regulations

The City of Fairfax has made substantial progress towards ensuring the protection and balanced management of its natural resources through the implementation of various City regulations and water quality protection and pollution prevention programs. While the Chesapeake Bay Preservation regulation is the City's primary tool for protecting water resources within the City, water quality and natural resources protection requires an integrated approach.

This involves not only regulation but also citizen participation through the use of public education and volunteer programs. Enforcement of the City's Chesapeake Bay Preservation regulation must be coupled with a comprehensive examination of how the City's various land use regulations, including its Zoning and Subdivision ordinances, may be better utilized to protect the natural environment.

The following is an overview of the City's existing regulations and programs related to water quality and natural resources protection. These regulations and programs are then reexamined and options are presented for their improvement in light of an analysis of the City's water resources (Section 3.), existing and potential sources of pollution (Section 4.), and constraints to development (Section 5.).

APA-2.1. Chesapeake Bay Preservation Regulation

The Chesapeake Bay Preservation Act (Chapter 25, Title 10.1-2107 of the Code of Virginia) establishes a program to protect environmentally sensitive features which, when disturbed or developed incorrectly, lead to reductions in water quality in the Chesapeake Bay. The Act provides a framework for local government to identify these sensitive areas and to enact regulations to better plan land use activities on and around them. Under the regulations, the City of Fairfax is called to promote the following:

- Protection of existing high quality State waters and restoration of all other State waters to a condition or quality that will permit all reasonable public uses, and will support the propagation and growth of all aquatic life which might reasonably be expected to inhabit them;
- Safeguarding the clean waters of the Commonwealth from pollution;
- Prevention of any increase in pollution;
- Reduction of existing pollution; and,
- Promotion of water resource conservation in order to provide for the health, safety, and welfare of the present and future citizens of the Commonwealth.

In accordance with State guidelines, Chesapeake Bay Preservation Areas (CBPAs) were mapped for the City of Fairfax and the City adopted a Chesapeake Bay Preservation overlay district as part of the City's Zoning Ordinance (§26-18. et seq.) on October 9, 1990. The mapping of these areas, which include Resource Protection Areas (RPAs) and Resource Management Areas (RMAs), was based on a survey of existing natural resources documentation as well as field surveys.

Resource Protection Areas (RPAs) are lands at or near the shoreline/streambank containing components which are especially sensitive because of (1) the intrinsic value of the ecological and biological processes they perform which benefit water quality, or (2) the potential for impacts that may cause significant degradation to the quality of State waters. The RPA designation within the City includes the following:

- Non-tidal wetlands connected by surface flow and contiguous to tributary streams; and,
- An area not less than one hundred feet in width located adjacent to and landward of non-tidal wetlands and along both sides of any tributary streams.

In general, development within the RPA is limited to water dependent uses, passive recreational uses, utilities and public facilities, and certain types of redevelopment so long as the proposed land use is carried out in accordance with the provisions of the Fairfax City Code.

Resource Management Areas (RMAs) include land types that, if improperly developed, have the potential for causing significant water quality degradation or for diminishing the functional value of the RPA. The RMA within the City is composed of concentrations of the following land categories:

- Floodplains;
- Highly erodible soils, including steep slopes;
- Highly permeable soils;

- Non-tidal wetlands not included in the resource protection area; and,
- Steep slopes (slopes in excess of 15%).

In general, permitted development within the RMA includes those for the RPA as well as active recreational uses, certain types of redevelopment, and single-family home construction so long as the proposed land use is carried out in accordance with the underlying zoning district and the provisions of the Fairfax City Code. The purpose of the RMA is not to prohibit development within these areas, but rather to provide for well planned development which is sensitive to the special functions that the RMA provides.

In addition to specific criteria for RPAs and RMAs, general performance criteria for all lands included within CBPAs are meant to ensure maximum retention of indigenous vegetation, minimum practicable impervious land cover, adequate maintenance of any required water quality best management practices (BMPs), minimum land disturbance during construction, adequate site plan review, compliance with other regulations, vegetative buffer requirements, etc.

The general performance criteria also requires that the post-development nonpoint source pollution runoff loadings from new development does not exceed the predevelopment loadings based upon average land cover conditions within the City. Redevelopment of any site not currently served by water quality best management practices are to achieve at least a tenpercent reduction of nonpoint source pollution in runoff compared to existing loads from the site. Post development runoff from any site to be redeveloped that is currently served by water quality BMPs is not to exceed the existing load of nonpoint source pollution in surface runoff.

Implementation of the criteria is achieved through the use of performance standards, best management practices (BMPs), and various planning and zoning concepts. Map 2 presents the City's Chesapeake Bay Preservation Area Map. It should be noted that when conflicts between the Chesapeake Bay Preservation Area Map and the designation criteria arise, the designation criteria shall prevail.

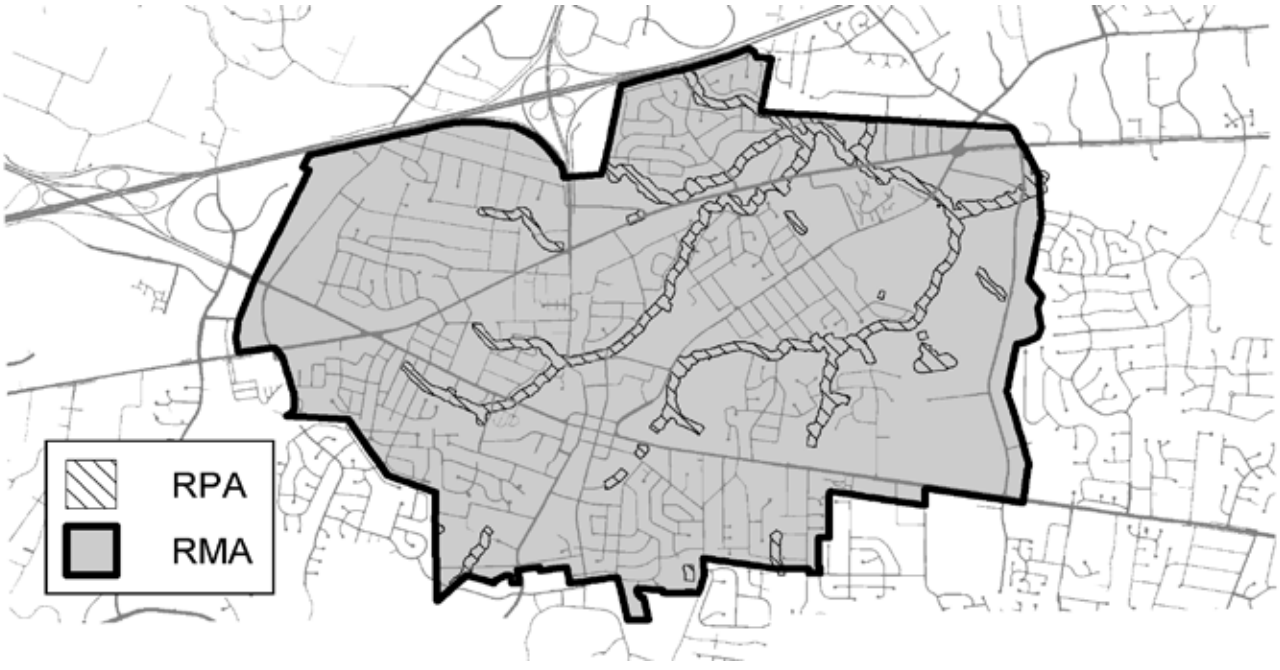
APA-2.2. Erosion and Sediment Control Regulation

The purpose of the City's Erosion and Sediment Control Regulation is to prevent the degradation of properties, stream channels, waters, and other natural resources by providing that adequate soil erosion and sediment control measures are taken before, during, and after the period of site clearance, development, and construction. The Erosion and Sediment Control Ordinance implements the Virginia Erosion and Sediment Control Law (§§ 10.1-560 et seq., Code of Virginia (1950)) as well as the Chesapeake Bay Preservation Act.

Under this ordinance, land owners proposing a nonexempt regulated land disturbing activity of greater than 2,500 square feet must first submit an erosion and sediment control plan to the City Department of Public Works. The City's erosion and sediment control requirements are detailed in Chapter 9 of the City Code.

Map APA-2

Chesapeake Bay Preservation Area Map



APA-2.3. Tree Preservation, Landscaping & Screening Regulation

The purpose of the City's Tree Preservation, Landscaping, & Screening Regulation is to strengthen the City's ability to protect and enhance one of its most valuable natural resources. The regulation controls the removal of trees from public and private property and establishes standards limiting tree removal and ensuring the replacement of trees sufficient to safeguard the ecological and aesthetic integrity of the community's environment. In addition, the regulation was enacted: to prevent the unnecessary clearing and disturbing of land so as to preserve, insofar as is practicable, the natural and existing growth of vegetation; to replace, when feasible, the removed trees with the same, comparable, or improved species; to provide protective regulations against hazardous trees and diseased trees or shrubs, and the growth of weeds and brush; to control activities related to trees and plantings upon the streets or public properties of the City; and to establish a permit procedure for tree contractors.

Tree cover has long been recognized as serving to protect water quality. Tree canopy provides a buffer between precipitation and the soil by slowing the rate and velocity of rainfall.

Tree roots serve to keep soil particles in place and from washing away due to rainfall. Vegetation of all types also extract nutrients from water for use in plant tissues. In addition, tree cover in riparian areas serves to protect aquatic habitat by lowering and stabilizing stream temperature.

APA-2.4. Floodplain Regulation

In 1981, the Federal Emergency Management Agency investigated the existence and severity of flood hazards in the City of Fairfax to aid in the administration of the National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973. The study was also meant to be used by local and regional planners in their efforts to promote sound floodplain management. To these ends, the City established a Flood Plain District as part of the City's Zoning Ordinance in 1982 (§ 38-38.). The purpose of the City's regulation is to prevent the loss of life and property, the creation of health and safety hazards, the disruption of commerce and governmental services and the extraordinary and unnecessary expenditure of public funds for flood protection and relief, and the impairment of the tax base by:

- Regulating uses, activities, and development which, alone or in combination with their existing or future uses, activities, and development, will cause unacceptable increases in flood heights, velocities, and frequencies.
- Restricting or prohibiting certain uses, activities, and development from locating within districts subject to flooding.
- Requiring all those uses, activities, and developments that do occur in flood-prone districts to be protected and/or floodproofed against flooding and flood damage.
- Protecting individuals from buying land and structures which are unsuited for intended purposes because of flood hazards.

In addition to protecting life and property, the floodplain regulation serves to protect water quality by decreasing the potential for stream bank erosion and by providing, in many instances, vegetated stream buffer areas which filter runoff from surrounding impervious areas. Map 3 depicts areas of Fairfax that have been designated as flood prone (the one-hundred year floodplain) for which the City's regulation applies.

APA-2.5. Zoning and Subdivision Ordinances

The City's Zoning and Subdivision ordinances provide the City with valuable tools for natural resources protection through better development and redevelopment practices. Many of the City's water quality protection regulations, including the City's Chesapeake Bay Preservation regulation and Floodplain regulation are contained within the City's Zoning Ordinance as overlay districts. Protection of water resources may be accomplished through the application of Zoning Ordinance provisions which relate to impervious coverage requirements, land use densities, etc. For instance, creative parking requirements to minimize impervious areas, including cooperative parking arrangements between businesses, may be used to minimize impervious cover. An examination of how the City's Zoning Ordinance and Subdivision Ordinance relate to the City's Chesapeake Bay Preservation regulation and water quality protection should be the next step in the City's ongoing Chesapeake Bay preservation activities. This assessment, along with provisions to demonstrate implementation and enforcement of the Chesapeake Bay Preservation regulation, will be required under Phase III of Chesapeake Bay Preservation Area Designation and Management Regulations implementation.

APA-2.6. City Source Control Programs

The control of pollutants before they enter stormwater or groundwater is recognized as the most cost effective and environmentally sound method of environmental protection. While the effectiveness of source control programs are difficult to ascertain due to their heavy reliance on human behavior modification, they are nevertheless integral components of the Commonwealth's Chesapeake Bay preservation effort. The City has addressed source control on a number of fronts, many of which are specifically geared at water quality protection and some of which have water quality protection as direct benefit.

Among the City's source control programs which benefit water quality are its street sweeping program, curbside leaf and brush pickup service, and recycling program.

Street sweeping, while generally recognized as having little practical effect in removing small particles and solubles (such as nutrients which are the primary pollutants of concern in the Chesapeake Bay), is effective in removing other harmful pollutants, particularly litter and sand from deicing and snow removal activities. Under the City's street sweeping program, main streets are swept once a week from March through early December and subdivision streets are swept three times a year. In order for the City's program to have a more substantial effect on water quality, more frequent and concentrated street sweeping would need to be implemented. Specifically, more intense street sweeping efforts in downtown areas, where nutrients and other pollutants tend to accumulate at higher rates, may be of direct benefit to water quality.

In addition to street sweeping, the City conducts a curbside leaf and brush pickup service which discourages those whose properties lie within a RPA from dumping yard waste near streams where it can kill vegetation. This practice can result in erosion and the leaching of excess nutrients into the local stream. In conducting its program, the City should take care to make sure that leaves are not placed directly in the gutter where they can be washed into the local stream course.

The City has an extensive recycling program which has collections for most recycling materials including plastics, glass, metals, etc. The City also collects potentially hazardous substances such as used oil, oil filters, pesticides, and other hazardous waste at its Automotive Maintenance Shop. The City then transports these materials to Fairfax County's West Ox Road Transfer Station. The City advertises its recycling program in the Public Works Department's insert to the City's monthly newsletter several times a year. New homeowners are provided with a packet of information on recycling requirements and facilities within the City.

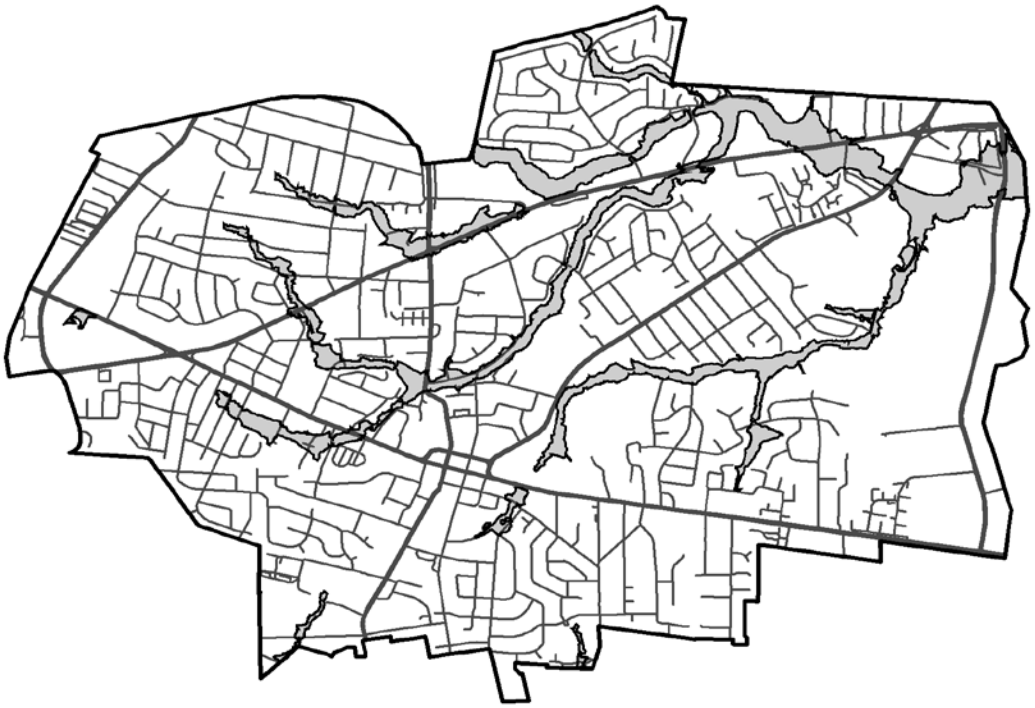
In addition to City source control efforts, the Department of Environmental Quality, Water Division, works directly with owners of underground storage tanks (USTs) to ensure that these tanks do not impact on groundwater quality. The DEQ, Water Division, has an extensive monitoring program to detect and mitigate any leaking USTs before substantial groundwater quality degradation can occur.

APA-2.7. Local and Regional Watershed Management Efforts

For many years, the stormwater drainage system of the City of Fairfax has been under considerable stress as the result of a rapid increase in the City's jurisdiction-wide imperviousness. Several types of stormwater system problems have been identified within the Accotink Creek watershed including

Map APA-3

Floodplain Map



streambank and streambed erosion, sedimentation, localized flooding, deteriorated drainage facilities, limited capacity of the drainage system as originally designed, and finally, pollutants affecting water quality.

In the last decade, two water quality related regulations have been enacted that has made it necessary for the City to investigate and address these problems on a watershed-wide basis. In 1987, the federal Clean Water Act was amended to require National Pollution Discharge Elimination System (NPDES) permits for discharges from municipal separate storm sewer systems. Currently, only municipal systems serving populations of 100,000 or more are required to obtain permits. The permit application process is an extensive procedure which, in part, requires the development of stormwater management plans. It is anticipated that a permitting requirement will be promulgated for smaller municipalities in the not-too-distant future. In addition, the 1988 Chesapeake Bay Preservation Act, as discussed previously, requires localities to adopt programs to protect water quality in the Chesapeake Bay from excessive nutrients caused by stormwater runoff from impervious surfaces.

In 1993, the City contracted for a Stormwater Systems Capital Needs Study to address its stormwater management needs. Through the extensive use of field surveys, the study identifies problems associated with the City's storm drainage system and makes recommendations for the management of these problems in the form of projects to be included in the City's Capital Improvements Program. The study makes recommendations for 14 projects including detention ponds, underground detention systems, permanent sediment traps, check dams and flow control weirs, channelization, rip rap, and bioengineered armoring. Map 4 represents the general location of recommended projects. The 1993 Study provides a more detailed description of the projects.

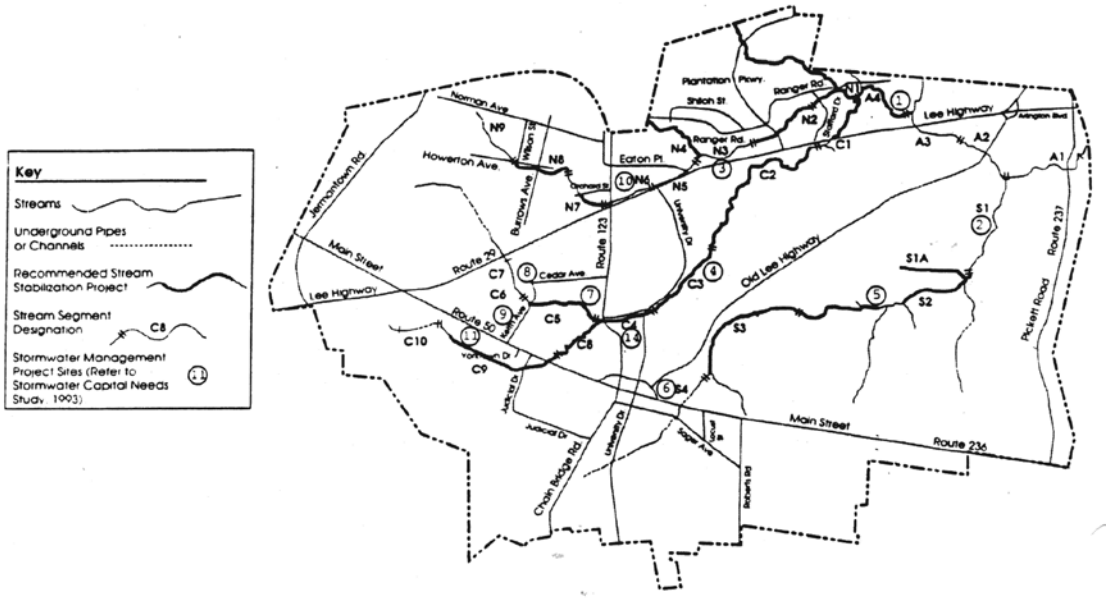
The development of the stormwater management plan was based on three interlocking strategies: increasing storage so as to reduce extensive flow rates; controlling erosion by means of increasing resistance of stream channels to the erosive effects of storm flows; and, constructing downstream basins to trap any stream transported sediment and thus avoiding sediment clogging of critical drainage structures.

Highest precedence was given to areas where flooding has the immediate potential to inflict property damage. Moderate precedence was given for areas with flow capacity restrictions caused by erosion, sedimentation, and deterioration of infrastructure. Other concerns included items such as nuisance flooding, water quality deterioration, and the need for increased future capacity. While directly correcting for water quality problems was not the primary consideration of the report, control for erosion and flooding will greatly reduce pollutant loadings to local water courses.

In addition to the 14 structural projects cited in the report, additional recommendations were made concerning computerized streamflow management, water quality inlets, pilot projects, and on-site detention design criteria.

Map APA-4

Storm Water Management Improvement Recommendations for the Accotink Watershed



The City's Stormwater Capital Financing Task Force is currently in the process of finding an appropriate approach to funding the recommendations cited in the report. In addition to the recommendations made in the report, the Task Force has established that public education should be a major component of the project and that the City should keep the citizenry informed about the nature and seriousness of these problems, the project's planned completion dates, how much the projects will cost, what they will look like when they are completed, and what problems they are designed to correct and how they are expected to correct them. The Task Force also notes that opportunities for public interaction and comment should be provided at every stage in the process. Public education will raise awareness of the need for pollution prevention in order to help reduce future costs of protecting water quality in the City.

The City's location at the headwaters of four major watersheds does not lend itself well to reciprocal regional watershed planning efforts. However, due to the City's unique geographic location, it has a special responsibility to those downstream to protect water quality. The only regional watershed agreement within the area is the Occoquan Policy, which was implemented by the Virginia Water Control Board in 1982 to protect one of the region's primary drinking water supplies at the Occoquan Reservoir. Although the City is not a participant due to the very small portion of the total drainage area which lies within its boundaries (the Popes Head Creek Watershed), interjurisdictional cooperation and jurisdiction-wide public education (not just in the Accotink portion of the City where most problems are acute) will aid in the protection of this valuable water resources.

3. Inventory of Existing Water Resources

The City of Fairfax contains a wealth of natural resources which benefit both residents and businesses within the City. Of its natural resources, the City's water resources are among the most important from an economic, social, and ecological point of view, as well as the most sensitive. Land uses and development, air pollution, and human carelessness all contribute to the degradation of water resources. The City has been able to protect many stream corridors through the expansion of its public park system and the preservation of vegetative buffers. However, in the years after World War II, as the population grew from only 1,946 in 1950 to 19,622 in 1990, development pressures resulted in a dramatic increase in the City's impervious acreage and a loss of natural vegetation. While past responses to the pressures of development have resulted in the implementation of erosion and sediment control measures, stormwater quantity measures to control flooding, and floodplain protection, only recently have the post-development effects of urbanization on water quality been fully appreciated and addressed.

In 1988, the City recognized the growing importance of water quality protection and cooperatively established a systematic stream-monitoring program with the Fairfax County Public Health Department to gauge the long-term health of the City's streams. With the adoption of the City's Chesapeake Bay Preservation regulation in 1990, the City committed itself to a comprehensive and integrated approach to water quality protection. In order to better plan for future development and redevelopment within the City and to identify ways to enhance the quality of life through the preservation and restoration of the City's water resources, it is important to understand the resources which exist within the City. The following section presents an inventory of the water resources within the City including watersheds and streams, water supplies, water supply protection, and groundwater.

APA-3.1. Streams and Watersheds

The City of Fairfax is located at the confluence of four major drainage divides and includes portions of the Accotink Creek, Pohick Creek, Pope's Head Creek, and Difficult Run watersheds. As a unique consequence, practically all watercourses within the City (with the exception of a few tributaries to Accotink Creek in the northeastern portion of the City) originate within its boundaries and are not directly affected by activities from neighboring jurisdictions. This provides a considerable level of control to the City over the water quality of its streams. Major perennial streams which flow through the City of Fairfax include Accotink Creek (north and central forks) and Daniel's Run (also known as the south fork of Accotink Creek), which drains to Accotink Creek within the City. Many smaller tributaries drain to Accotink Creek and Daniel's Run in a roughly dendritic (branched) pattern which has been substantially modified by development and channelization.

The City of Fairfax contains the headwaters of Accotink Creek, which flows through southern Fairfax County and empties into Accotink Bay and Gunston Cove and then into the Potomac River. Within the City, Accotink Creek is primarily a gravelly bottomed fast flowing stream. However, in some wide, shallow, or slower moving areas, particularly in areas upstream of culverts, thick layers of sediments have been deposited over the gravel as a result of excessive erosion and both natural and man-made stream course blockage. Throughout much of the City, Accotink Creek is only five to ten feet wide and relatively shallow. However, the creek widens to ten to twenty-five feet and is several feet deep where it exits the northeastern edge of the City near the intersection of Pickett Road and Old Pickett Road in Thaiss Park.

According to the Division of Soil and Water Conservation's Hydrologic Units Map of Northern Virginia, the City of Fairfax lies primarily within the Accotink Creek/Pohick

Creek watershed (Unit #A19) which drains approximately 93% of the City. Most of this area drains to Accotink Creek while only a relatively small area drains to Pohick Creek. The Difficult Run watershed (Unit #A23), which drains the area west of Jermantown Road, covers approximately 3% of the City while the Popes Head Creek watershed (Unit #A12), which drains the southwestern portion of the City, covers approximately 4% of the City. Popes Head Creek flows through south-central Fairfax County, bisecting the Town of Clifton, and eventually empties into the Occoquan Reservoir. This is significant due to the fact that the Occoquan serves as a primary drinking water supply for over 880,000 Northern Virginians, although the City itself does not receive its primary water supply from the Reservoir. Map 5 presents a schematic of the major streams within the City as well as its major watersheds. The map also shows the location of stream monitoring stations which are discussed in Section 3.3.

Tributary streams within the City are subject to runoff from shopping centers, garages, parking lots, and other potentially high pollution areas. Storm drains feed the majority of the streams passing through the City and have been implicated, since sampling of the streams began in 1988, as sources of pollution from improperly disposed petroleum products. Although many tributaries have been cleared to their banks, or have been modified to enhance drainage capacity, only a relatively small proportion of the City's perennial streams have actually been piped or channelized with concrete. The implications that the City's land uses, impervious cover, and human activities have on water quality are further detailed in Section 4.

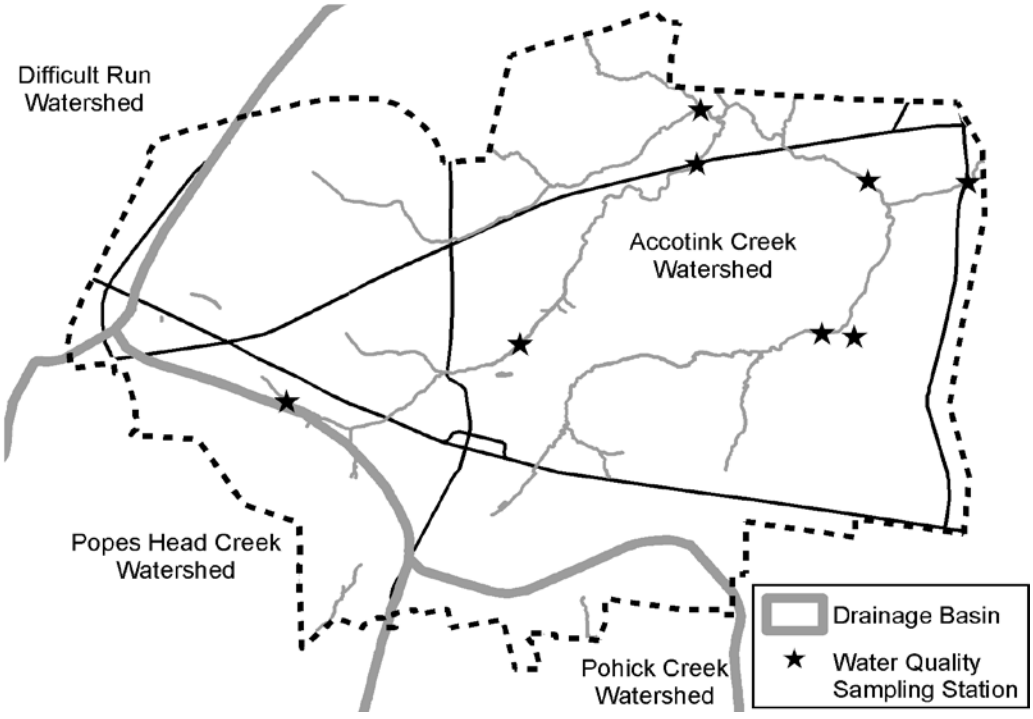
APA-3.2. Water Supply and Water Supply Protection

The principal source of potable water for the City is the Goose Creek Reservoir in Loudoun County. The City owns and maintains two water reservoirs in Loudoun County, seven miles northwest of Sterling Park and approximately 18 miles from the City limits. Water from the reservoir is pumped to a City-owned water treatment plant one-half mile east of the reservoir. The treatment plant has a rated capacity of 12 MGD volume and a peak capacity of 18 MGD. The City's water system serves not only the City, but also portions of Fairfax County immediately north, south, and east of the City. The City also wholesales water to both the Loudoun County Sanitation Authority and the Fairfax County Water Authority. Water demand for the City is not expected to increase significantly since service area boundaries are fixed and the area is almost completely developed. The current water system will, therefore, meet the City's needs in the foreseeable future.

Development pressure in eastern Loudoun County, as a result of the proposed extension of the Dulles Toll Road from the rapidly expanding Dulles International Airport area to the Town of Leesburg, has resulted in a heightened interest in how to best protect the City's water supply. The

Map APA-5

Major Streams and Watersheds



completion of the 14.5 mile long toll road is expected to result in substantial urbanization of the eastern section of now largely rural (or vacant) Loudoun County. In response to this anticipated development, the Loudoun County Board of Supervisors and Planning Commission identified a need to formulate morespecific land use policies in order to balance industrial, commercial, and residential land uses with the environment, transportation, and public utilities infrastructure. In 1993, the County charged the Toll Road Plan Technical Committee (TRPTC), formed of representatives from the County, citizens groups, the Town of Leesburg, and a number of local, regional, and State authorities, to arrive at a Toll Road Plan. The City of Fairfax had no formal seat on the Committee; however, the City was invited to review and comment on the draft document. In January of 1994, after a public comment period, the TRPTC forwarded the draft Plan to the Planning Commission.

Recognizing the need to protect the City's water supply, as well as Loudoun County's own natural and water resources, the Committee recommended several special protection measures for the Goose Creek watershed. Policy options included in the draft Dulles Toll Road Plan include 1) prohibiting warehouse, manufacturing, industrial, or other uses which generate, utilize, store, treat, or dispose of solid, hazardous, or toxic wastes or material in the Goose Creek or Beaverdam Creek Reservoir watersheds until the County adopts a watershed protection program, 2) requiring the use of stormwater best management practices (BMPs) in accordance with the Northern Virginia BMP Handbook for all development in the Goose Creek and Beaverdam Creek Reservoir watersheds, 3) promoting the development and distribution of educational materials on the protection of water quality for landowners in the watersheds, 4) seeking to preserve 100 year floodplains in their natural, vegetated condition, 5) requiring a 300 foot vegetative buffer around Beaverdam Creek and Goose Creek Reservoirs in accordance with the Loudoun County General Plan and 150-200 foot buffers along reservoir tributaries in accordance with the scenic creek valley buffer requirements in the Zoning Ordinance, 6) adopting a watershed protection plan which identifies what use density levels can be accommodated in the Goose Creek and Beaverdam Creek Reservoir watersheds without significantly degrading water quality in the reservoirs, 7) depending upon State and federal regulations to protect wetlands including buffering and preservation, 8) preserving one hundred year floodplain except for uses permitted in the County Floodplain Ordinance, and 9) discourage development on slopes of greater than 15%.

The Loudoun County Planning Commission has reviewed the Plan and has referred comments to the Loudoun County Citizens Public Review Committee. It is anticipated that the City of Fairfax will continue to be consulted for review of the Plan in order that the City and the County may cooperatively protect a mutually valuable resource.

In addition to protecting the City's water supply from pollution, water conservation practices help conserve and protect it from depletion. Conservation also reduces the amount of potable water that reaches the City's sanitary sewer system and reduces the potential that landscape irrigation and car washing will result in water pollution. The City's water conservation programs are coordinated through the Code Administration Office of Fire and Rescue Services and the Water and Sewer Office of the Department of Transit and Utilities.

The Code Administration Office enforces Virginia Code provisions requiring the installation of low consumption water fixtures during new construction and fixture replacement. This includes low flush toilet fixtures (1.6 gallon as opposed to 3.5 gallon) which can save upwards of 48 gallons of water per day for an average family of four. The Department of Transit and Utilities provides new water customers with a 16 page "Water Conservation Guide" which contains information on why water conservation is important, effective landscape watering techniques, water-saving measures which can be undertaken in and around the home. The pamphlet is sent out approximately once a month when a list of new customers within the City is generated.

In addition to these measures, the City should develop a program to encourage City residents on a more regular basis to practice water conservation, including the voluntary replacement of water-intensive (or leaky) fixtures in the home with new low consumption fixtures. This may be accomplished through the periodic inclusion of an educational leaflet with City water bills. It is at this time the customer is most inclined to be thinking about ways to reduce his/her water bill. Incorporation of water conservation into the school curriculum is also an effective approach and has been used elsewhere in northern Virginia, including Arlington County.

APA-3.3. Quality of Surface Water Resources

Protecting the quality of surface water resources is a concern for many urban jurisdictions. The removal of tree canopy cover, which serves to stabilize and cool stream temperatures, as well as increased imperviousness of surrounding areas, which increases the volume and velocity of stormwater runoff into local streams, have a generally negative effect on stream water quality. Water quality may be decreased as a result of pesticide and fertilizer laden runoff from adjacent lawns or by runoff from parking lots which may contain nutrients, heavy metals, and hydrocarbons. Eroding stream banks contribute to urban water quality problems by choking local streams with sediment. Illegal dumping into storm sewers, trash and litter, animal and pet wastes, and leaking above ground and underground storage tanks also take their toll on urban water quality. The fol-

lowing provides an overview of the present quality of the City's surface water resources.

All streams in the City of Fairfax are classified as Class III streams, those which are non-tidal in nature in the Coastal and Piedmont zones, for water quality standards. Under the federal Clean Water Act (CWA), all waters are expected to be maintained to support recreational use and the propagation and growth of all aquatic life reasonably expected to inhabit them. These are known as the CWA "swimmable" and "fishable" goals. The parameters used to measure these goals are minimum and daily average dissolved oxygen content (DO), pH, maximum temperature, and fecal coliform bacteria level. Fecal coliform levels are the most important from a human health standpoint. These indicator organisms, while not necessarily harmful in themselves, are found in the intestinal tracts of warm-blooded animals, including humans, and can be indicative of fecal contamination and the possible presence of pathogenic organisms. Temperature, DO, and pH are the primary indicators of the health of the aquatic ecosystem. The presence of DO in water is essential for aquatic life and the type of aquatic community is dependent to a large extent on the concentration of dissolved oxygen present. Strongly related to pH are biological productivity, stream diversity, metal solubility, and the toxicity of certain chemicals, as well as important chemical and biological activity. Temperature affects feeding, reproduction, and the metabolism of aquatic animals. A week or two of high temperatures each year may make a stream unsuitable for sensitive aquatic organisms. Table 1 contains the minimum water quality standards for Class III waters.

The Fairfax County Health Department, Division of Environmental Health, in cooperation with the Virginia Department of Health and the City of Fairfax, conducted water quality monitoring for several City streams for the period of 1989 to 1993. During the 1993 sampling period, a total of 21 to 23 samples were taken for each of the eight sampling stations. Sampling stations are located on Accotink Creek, Daniels Run, and their tributaries. The location of these sampling stations are found on Map 5.

Results of the 1993 sampling period showed that 48% of samples tested for fecal coliforms had levels greater than or equal to 1,000 fecal coliforms/100 ml, which is the maximumacceptable instantaneous fecal count under the CWA. Only 18% of the samples tested had levels less than 200 fecal coliforms/100 ml, the maximum sustained level considered safe under the CWA. These are the same results as in the 1992 testing period; however, the geometric log average for fecal coliforms for all City of Fairfax streams continued to increase. The log average for City of Fairfax streams rose from 886 fecal coliforms/ml in 1992 to 997 fecal coliforms/ml in 1993. City streams are substantially above the maximum acceptable geometric log average for fecal coliforms as prescribed by the CWA and have been so since testing began. The trend for fecal coliforms for the City of Fairfax are the same as the remaining downstream samples in the watershed. While both are rising, the City of Fairfax stream sample sites have a higher log average. This is especially true during the summer months of June through August when the geometric log average is greater than 1,000 fecal coliforms. Since the headwaters of the Accotink Creek originate within the City of Fairfax, the high fecal coliform counts are a direct result of activities in the City.

There are several explanations for the high level of fecal coliform contamination in the City's streams. Among the two most likely sources are the improper disposal of animal/pet wastes and leaky sewer lines. Other potential sources which are not likely include improperly sealed or malfunctioning water wells and septic systems. The City, in its 1993 Stormwater Systems Capital Needs Study identifies several areas where sewer and other utility lines have been exposed in stream beds. While it is not necessarily the

Table APA-1

Virginia Fishable and Swimmable Water Quality Standards for Class III Waters

Water Quality Component	Va. Water Quality Standards (Class 3)
Minimum dissolved Oxygen content (mg/l)	4.00
Daily Average dissolved Oxygen content (mg/l)	5.00
pH	6.0-9.0
Maximum Temperature (degrees C/F)	32/89.6
Maximum Fecal Coliform Bacteria (inst. count)	1,000 cells/100 ml
Maximum Fecal coliform Bacteria (geo. mean of 2 or more samples collected within a 30 day period)	200 cells/ 100 ml

SOURCE: *VIRGINIA WATER CONTROL BOARD. VIRGINIA WATER QUALITY ASSESSMENT FOR 1992: APRIL, 1992.*

case that these are leaking, it is a possibility the City may wish to examine as a measure of pollution prevention. The Stormwater Systems Capital Needs Study presents options on how to remedy this situation. More likely, inadequate heed of local animal waste control regulations results in animal wastes being deposited on paths near streams or on City curbs and gutters which are subsequently flushed into local watercourses.The cooperative monitoring program also tested for pH, phosphorus, nitrogen, and dissolved oxygen. The pH of water in City streams ranged from a low of 6.5 to a high of 9.0. Only one sample in 1993 (and three in 1992) was recorded above the CWA recommended maximum level of 8.5. The average pH for City sites was 7.3 for 1993. Average total phosphorus levels ranged from a low of 0.10 mg/l to a high of 0.90 mg/l. Average nitrate nitrogen ranged from a low of 0.10 mg/l to a high of 0.25 mg/l. The overall average for all stream sites within Fairfax City was 0.63 mg/l. The dissolved oxygen results ranged between 2.8 mg/l for the low to 14.2 mg/l for the high, with 10 sample results less than 4 mg/l.

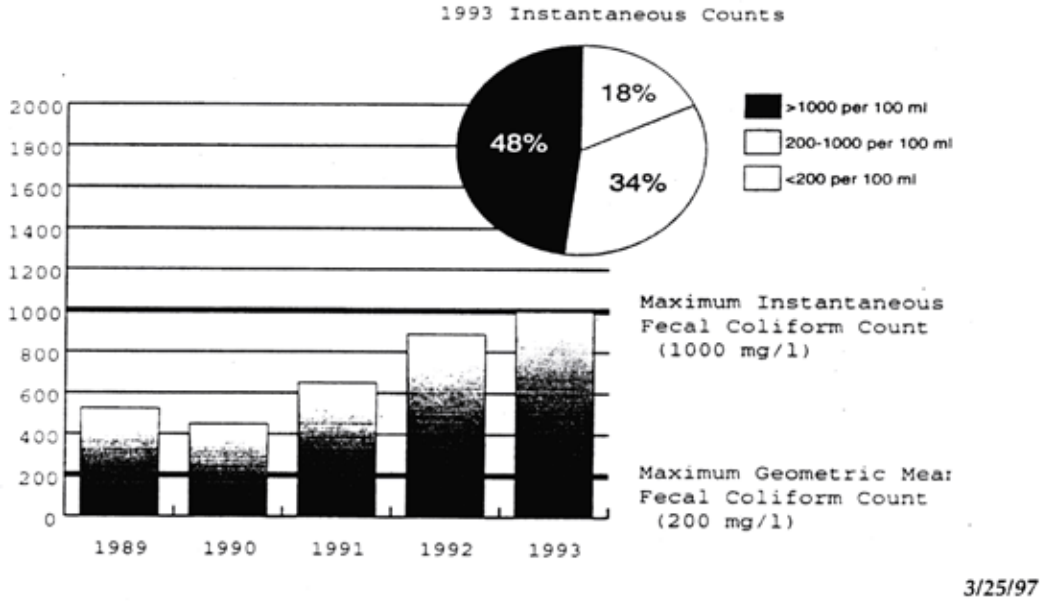
Unpolluted waters generally have a nitrate level below 1.0 mg/l and levels above 10.0 mg/l are considered unsafe for drinking water. Phosphorus levels higher than 0.03 mg/l contribute to increased plant growth (eutrophication) and levels higher than 0.1 mg/l may stimulate plant growth sufficiently to surpass natural eutrophication rates. As such, nitrate nitrogen levels appear to be well within these limits while phosphorus loadings would be considered high. While nitrate and phosphorus levels are not of significant concern for faster flowing streams such as Accotink Creek and Daniels Run, excessive levels of these nutrients help contribute to eutrophic conditions and poor water quality in the Potomac River and the Chesapeake Bay. For these reasons, the City has enacted its Chesapeake Bay Preservation regulation to control nutrient loadings flowing from City streams into the Potomac River and Chesapeake Bay.

Although the Fairfax County Health Department does not test for suspended sediments or total suspended solids, erosion and subsequent sedimentation is identified as a water quality problem in City streams in the City of Fairfax Stormwater System Capital Needs Study. Several streambanks within the City are identified as experiencing significant erosion. While the effects of this erosion on water quality has not been quantified, the effects on local properties and flooding as well as reduced capacity of streams to handle stormwater flows is apparent. Erosion and sedimentation problems are further discussed under Section 4.

While the City of Fairfax Stormwater System Capital Need Study did not include an analysis of water samples, and no attempt was made to quantify specific water quality problems, several observations regarding water quality were made. Along Accotink Creek and its tributaries, excessive amounts of litter and debris were reported as having accumulated either from direct dumping, transport by stormwater runoff from roads and parking lots, or deposition from flooding. The report notes several areas where water was discolored or where an oily sheen was present. (Refer to

Figure APA-1

Geometric Mean for Fecal Coliforms in City Streams and Instantaneous Fecal Coliform Counts for 1993



Map APA-6

Identified Storm Water System Problem Areas in the Accotink Watershed

Map 6 for the general location of identified problem areas.) No source for these water quality problems was immediately identified, although oil/petroleum contamination can occur as a result of leaking underground or above ground storage tanks, automotive activities on adjacent parking lots, and dumping.

APA-3.4. Groundwater Resources

While the City of Fairfax no longer relies on groundwater resources for its potable water supply, groundwater is nonetheless an important water resource. An investigation of the groundwater resources of the City is important because groundwater is intimately connected with the ecosystem as it provides the baseflow to many rivers, streams, ponds, lakes, and wetlands. Groundwater is also an issue of regional importance due to its dynamic nature, as was shown when a leaking oil storage tank at the Fairfax Tank Farm formed a plume which spread from the eastern edge of the City into the Mantua neighborhood of Fairfax County. Because the City no longer relies on groundwater for its potable water supply, recent data on City-wide groundwater dynamics and quality is not available. However, because groundwater quality, excepting for outright pollution, is largely dependent on underlying geology, many older sources of information are still relatively accurate for descriptive purposes.

The City of Fairfax is located entirely within the Piedmont geological province. The groundwater aquifer of the Piedmont consists almost exclusively of crystalline (metamorphic and igneous) rock and their residual materials. Other aquifers within the City, which include the alluvium of local stream valleys, tend to be poor producers of groundwater. Crystalline rock by itself, because of its compact nature, yields little or no water to wells. Groundwater movement in the Piedmont is controlled largely by fractures, joints, and faults within rock bodies. Most of the rock in the City has been considerably fractured and therefore contains water-bearing structures. Some drilled wells in the Piedmont fit the definition of an artesian well; that is, groundwater in the well is at sufficient pressure to rise above the ground surface. This artesian process is responsible for the many free-flowing springs which feed streams in the Washington metropolitan area.

The chemical composition of groundwater and water bearing properties of local aquifers is largely dictated by underlying geology. On average, most of the City's underlying geology is considered to have only fair water bearing capacity of 10 to 25 gallons per minute (GPM). Areas with the best potential for producing groundwater supplies are located in the eastern and central portions of the City (the Wissahickon Formation) which on average produces 14 GPM. Mafic rocks, which underlie the far western portion of the City produce an average groundwater supply of 13 GPM. In general, the chemical composition and purity of groundwater within the City is within the limits of U.S. EPA aesthetic standards relating to taste, odor, and color (Secondary Maximum Contaminant Levels, or SMCLs). It should be noted that groundwater characteristics within the City will vary depending on the location and depth of the well.

The specific groundwater characteristics of the City of Fairfax are defined by its two major underlying geologic formations; mafic rock and the Wissahickon Formation

(primarily quartz-mica, schist, phyllite, and quartzite). Data presented here is applicable to all areas in metropolitan Washington with these geologic conditions. Data for mafic rock may not be well represented due to the small sample size. Groundwater produced from all rock types tends to be soft (<60 mg/l CaCO3) with some areas exhibiting moderately hard characteristics. Hard water tends to cause excessive consumption of soap and deposition of scales in pipes, water heaters, and boilers. Groundwater in the City tends to contain low levels of total dissolved solids with averages ranging from 68 ppm to 96 ppm with a maximum reported at 157 ppm. The EPA's recommended maximum for total dissolved solids is 500 ppm.

Groundwater for all rock types tends to be fairly acid, with average pH levels ranging from 6.2 to 6.8. In some instances, wells have exhibited less than the EPA recommended minimum pH of 6.5. While this is a natural phenomenon, high acidity may result in corrosion of copper water lines, resulting in copper and lead in drinking water drawn from groundwater. The corrosive nature of highly acid soils also requires that special consideration be given when designing and placing underground storage tanks. While most newer underground storage tanks are designed to counterbalance corrosive soils, many older tanks may be at risk and should be given appropriate attention and monitoring.

Iron, which may be objectionable at levels above 0.3 mg/l, is found in most of the groundwater drawn from Piedmont rock. Average iron concentrations for groundwater associated with the City's geologic conditions are found at levels at or above the EPA's minimum threshold, and all rock formations reported have maximums far above the EPA limit. Excessive iron will cause stains in laundry, cooking utensils, and porcelain fixtures and also may impart an objectionable taste and color to food and beverages. Other constituents tested for in well water for which no problems were reported include sulfates, chloride, fluoride, nitrate, phosphate and color.

4. Existing and Potential Sources of Water Pollution

While some level of environmental pollution resulting from human activity may be inevitable, the cost of pollution and its effects on quality of life should not be ignored. Unmanaged pollution can result in surface and groundwater contamination, poor air quality, aesthetic degradation of the landscape, and the destruction of important ecological habitats, all of which detract from the City's basic character. The most cost-effective approach to the problem of pollution is to prevent it at its source. A number of tools are available to the City to aid in pollution prevention, including public education and awareness programs, water conservation, lawn care programs, and recycling efforts, to name only a few. The cost to the City once environmental damage is done includes not only short term clean-up costs, but long-term costs including decreased property values and loss of tax base. The following section describes the City's existing sources of pollution as well as potential sources of pollution which the City may face as it grows and develops.

4.1. Point Source Pollution

Point source pollution is pollution which can be attributed to a specific outfall and is therefore often the most easily recognizable and regulatable form of pollution. Industries and municipalities, under the federal Clean Water Act, National Pollution Discharge Elimination System (NPDES), are required to report pollution discharges to water courses above a certain threshold, and to the maximum extent practicable, mitigate the effects of the pollution on the environment. The Virginia Department of Environmental Quality, Water Division, maintains records on these sources of pollution and is charged with ensuring that environmental regulations are enforced.

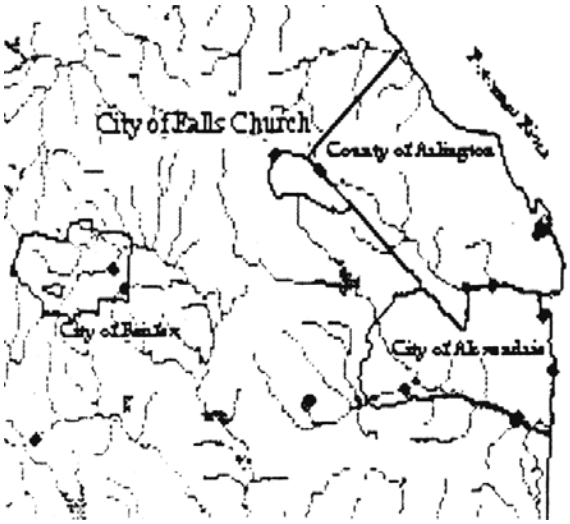
There are two NPDES discharge points located within the City of Fairfax (VA0001872 and VA0002283), both of which drain to tributaries of Accotink Creek (see Map 7). The discharge points are associated with ongoing activities at the Fairfax Tank Farm Terminal Complex located on Colonial Avenue. The City's water quality is not affected by any upstream point source discharges from surrounding Fairfax County or other jurisdictions. There are currently no municipal discharge points in the City which fall under NPDES regulations. However, future extensions of NPDES regulations will make it necessary for the City to address the issue of stormwater discharges (via storm sewers and culverts) into local waters. The City has already taken the first steps towards identifying sources of stormwater pollution and has published the City of Fairfax Stormwater System Capital Needs Study which outlines findings and proposed solutions. Unless piped, stormwater runoff is considered nonpoint source pollution and is further discussed under Section 4.2.

4.2. Nonpoint Source Pollution

Nonpoint source pollution is pollution which cannot be attributed to a single source but is the result of many diffuse sources. Considered singularly, each small source would not constitute a problem, but together these nonpoint sources constitute a substantial threat to water quality. Most commonly, nonpoint source pollution is caused by rainfall running off roadways, parking lots, roof tops, and other urban land uses. Urbanization increases the imperviousness of a land area, thereby increasing the amount and velocity of stormwater runoff delivered to nearby streams. Pollutants which would normally settle out or infiltrate through the soil are carried directly to local waterways. On a per acre basis,

Map APA-7

Location of NPDES Discharge Points in the City of Fairfax and Vicinity



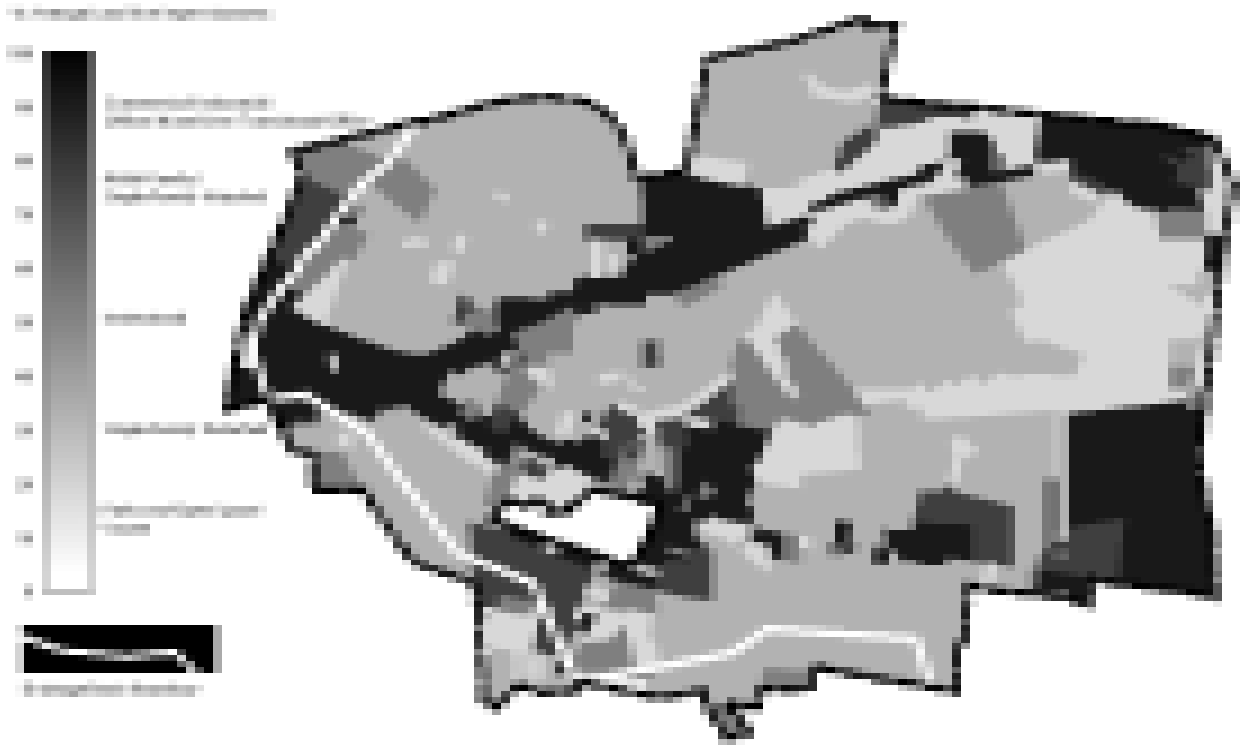
urban land use in general, including residential development, produces higher annual nonpoint source pollutant loadings of nutrients, heavy metals, and oxygen-depleting substances than do rural agricultural uses. In addition to transporting pollution, increased runoff also increases instream flow during and immediately after periods of precipitation. This results in increased soil erosion and the destruction of wildlife habitat. Oil contamination, sediments, pesticides, metals, and other toxic substances can kill fish and destroy bottom life.

The effect on local waterways is a general degradation of water quality and a phenomenon known as eutrophication. Eutrophic conditions, caused by excessive nutrients in thewater, are characterized by low dissolved oxygen levels and high algal growth. The primary detrimental effect on water resources, particularly on large bodies of water such as the Potomac River and the Chesapeake Bay, is algal blooms, which block sunlight from aquatic life and deplete the dissolved oxygen content during decay. Eutrophication also destroys the recreational use of water resources and results in strong odor and undesirable taste.

Because the City of Fairfax lies within the Tidewater area of Virginia, which has a significant impact on the health of

Map APA-8

Existing Land Use Imperviousness by Watershed



the Chesapeake Bay, controlling nonpoint source pollution is an important aspect of the City's environmental protection efforts. The Virginia Division of Soil and Water Conservation has designated the control of nonpoint source pollution as a high priority for all watersheds within the City.

Nonpoint source pollution from urban areas can be controlled by minimizing impervious areas from new development, reducing impervious areas through redevelopment, utilizing open space and preserving indigenous vegetation, restoring denuded vegetative stream buffers, and by employing the use of structural or nonstructural best management practices(BMPs), which operate by trapping stormwater runoff and detaining it until unwanted nutrients, sediment, and other harmful pollutants are allowed to settle out or be filtered through the underlying soil. The City's Chesapeake Bay Preservation regulation requires the achievement of certain performance standards for any development which takes place in a designated Chesapeake Bay Preservation Areas.

A useful analysis tool in nonpoint source pollution mitigation is to examine where highly impervious areas of the City are in relation to the City's water resources. In this way, various nonpoint source pollution control efforts, from educational programs to redevelopment, can be concentrated on those areas most likely to produce the greatest impact on the quality of City water. Since the City of Fairfax is largely built out, these figures are helpful when considering where to concentrate redevelopment or retrofit to improve water quality. It is also useful in deciding where and what types of public education programs may be beneficial. Map 8 presents a picture of the City according to the average imperviousness of predominant land uses as identified in the City's Existing Land Use Map.

Table APA-2 presents a breakdown of City land uses and associated imperviousness rates by watershed. This information is useful so that watersheds with the highest degree of impervious area (which would correspond roughly to areas with the highest incidence of nonpoint source pollution) may betargeted for nonpoint source pollution controls. The City-wide imperviousness rate is also used by the City in determining performance criteria and nutrient removal requirements for best management practices under the City's Chesapeake Bay Preservation regulation.

The average impervious cover of the City is 45%. The predominant land use within the City is single family detached, which comprises approximately 47% of the City's land area. Commercial uses comprise the second largest land use at 11%, while parks and open space comprise just over 10% of the City's land area.

The most impervious watershed of the City is Difficult Run, which is approximately 63% impervious. This is primarily due to the high proportion of institutional, commercial, and multi-family areas within the watershed. As

Table APA-2

City Land Uses and Imperviousness by Watershed

Existing Land Use	City Total		Pohick Creek		Popes Head		Difficult Run		Accotink Creek		Land Use Imperviousness	
	acres	%	acres	%	acres	%	acres	%	acres	%	acres	%
SF Detached	1858.1	47.4%	95.7	86.2%	95.4	56.6%	12.2	12.6%	1654.7	46.6%	557.4	30.0%
SF Attached	168.8	4.3%			12.4	7.4%	12	12.5%	144.3	4.1%	126.6	75.0%
Multi-Family	121.6	3.1%			9.2	5.4%	19.2	19.9%	93.3	2.6%	91.2	75.0%
Transitional Office	31.3	0.8%							31.3	0.9%	28.2	90.0%
Office	178.8	4.6%					3.9	4.1%	174.9	4.9%	160.9	90.0%
Commercial	424.1	10.8%			10.2	6.0%	19.2	20.0%	394.7	11.1%	381.7	90.0%
Industrial	170.4	4.3%							170.4	4.8%	153.3	90.0%
Park & Open Space	404	10.3%			15.8	9.4%			388.2	10.9%	60.6	15.0%
Mixed Use	2.5	0.1%							2.5	0.1%	2.2	90.0%
Institutional	316.8	8.1%	15.4	13.8%	16.6	9.8%	24.8	25.7%	260	7.3%	158.4	50.0%
Vacant	247.2	6.3%			9.1	5.4%	5	5.2%	233	6.6%	37.1	15.0%
Total	3923.6	100.0%	111.1	100.0%	168.7	100.0%	96.3	100.0%	3547.4	100.0%	1757.7	44.8%
% of City within Watershed		100.0%		2.8%		4.3%		2.5%		90.4%		
% Watershed Imperviousness		44.8%		32.8%		39.1%		63.4%		44.9%		

a consequence, stormwater quality management retrofit in the Difficult Run watershed will have a greater net pollution reduction effect than in other watersheds. Since the Difficult Run watershed contains a high concentration of multi-family dwelling units, public education programs may be targeted more efficiently. It should be noted, however, that the type of a public education campaign for a multi-family area will be very different from a campaign targeted for other types of housing, particularly single-family housing. For instance, single-family homes typically have yards, and therefore public education mayconcentrate on turf management programs. A public education program in a multi-family situation may concentrate on water conservation, driving and automobile repair habits, or recycling. Accotink Creek watershed is the second most imperviouswatershed with an average imperviousness near the average of 45%. Pope's Head Creek and Pohick Creek watersheds have relatively little impervious area at 39% and 33% respectively. Pohick Creek watershed consists almost predominantly of detached single family homes (86%) with some institutional uses. Popes Head Creek watershed consists primarily of single family detached (57%) with a mix of other uses. Neither Pohick Creek watersheds or Difficult Run watersheds contain any park or public open space areas.

The City's nonpoint source pollution control program also includes the City's Erosion and Sediment Control Ordinance. This ordinance requires that stormwater management facilities be installed during construction to help control increased stormwater runoff created by development thereby reducing the possibility of downstream flooding and erosion.

4.3. Streambank Erosion and Sedimentation

While streambank and land erosion is a natural process, land development has greatly accelerated this process. As large areas of once forested land have been paved over, a greater quantity of stormwater is directly piped into local waterways with little or no opportunity for infiltration into the soil, and at a much higher velocity. Signs of stormwater erosion include undercut streams and fallen banks, felled bushes and trees which once lined the banks, and exposed sewer and other utility pipes. Suspended sediments choke and muddy local waterways making them uninhabitable to local species of aquatic life. In addition, nutrients and other pollutants attach themselves to sediment particles and contribute to eutrophic conditions in the Potomac River and the Chesapeake Bay. Eventually, suspended sediments are deposited in slower moving portions of the stream course, causing buildup, destruction of benthic life forms, and a decreased stream capacity for floodwaters, thus resulting in greater potential for further erosion and property damage.

As part of its effort to comprehensively address stormwater system needs for the City, the City contracted with Engineering-Science Inc. to produce a Stormwater System Capital Needs Study in 1993. A significant part of the effort was directed at identifying those stream reaches experiencing streambank erosion and to identify solutions to those problems. The City has already increased the amount of stormwater detention required for new development to control for a 100 year flood so as to ensure that new development does not contribute to flash flooding and increased volume. The City has identified several areas along Accotink Creek and Daniels Run which are experiencing various erosion problems. The most severe of these problems occur along bends in the stream course, although severe erosion is occurring in many areas. In addition to a number of projects which are designed to increase stormwater detention times, the plan also includes several stream bank restoration and protection measures. Map 4 shows those stream reaches identified in the Stormwater System Capital Needs Study which are recommended for stabilization as part of the restoration process. The report makes recommendations for the stabilization of these streambanks as part of the City's larger stormwater needs which is in response to the City's proposed NPDES program.

4.4. Malfunctioning Water Quality BMPs

In response to the water quality requirements of the Chesapeake Bay Preservation Act, many development sites within the City will be called upon to establish water quality best management practices (BMPs). These BMPs are designed to detain polluted stormwater runoff until harmful pollutants have had a chance to settle, at which time the stormwater is slowly released. However, BMPs, like most other structural facilities, will deteriorate over time and require regular maintenance. Adequate maintenance will prolong the expected life-span of a facility, therefore saving considerable money in the long-run. Further, while a properly functioning facility enhances downstream environments by mitigating the environmental impacts of land development, pollutant removal efficiencies will decline over time if regular maintenance is not performed.

To ensure that a BMP facility continues to perform its intended function, the BMP operator must establish and sustain a comprehensive, regularly scheduled maintenance program. In the City of Fairfax, it is the responsibility of the private developer to establish a viable, long-term BMP maintenance program.

While there is currently only one BMP facility established in the City as a result of the City's Chesapeake Bay Preservation regulation, the City must plan in advance to ensure that adequate resources are available for inspection and maintenance of future BMP facilities.

4.5. Underground Storage Tanks

The Virginia Department of Environmental Quality, Water Division, is responsible for permitting and tracking

underground storage tanks (USTs). Within the City limits, there are approximately 361 USTs of varying capacity at 110 street addresses. The approximate total capacity of USTs in the City is over 1,800,000 gallons which is currently being used to store gasoline, diesel, used oil, heating oil, and other substances. Due to the fact that the City is a major commercial and transportation corridor, the City has a relatively high concentration of USTs for its land area. Underground storage tanks are concentrated along the City's commercial and industrial corridors including lower Pickett Road, Old Town Fairfax, the Kamp Washington area, the intersection of Chain Bridge Road and Lee Highway, and the Fairfax Circle area.

When properly maintained, underground storage tanks are safe, save space, and are a more aesthetically pleasing alternative than above ground storage tanks. However, despite recent advances in UST technology, the Virginia Water Quality Assessment for 1992 states that underground storage tanks are the primary source of groundwater contamination in Virginia. Leaking USTs also have the potential to affect surface waters since many streams are fed by groundwater aquifers. Underground storage tanks often pose a greater threat than other sources of pollution because a leak or spill may not be detected until it has already created extensive damage. Further, there exist many underground storage tanks which were installed before more stringent regulations were applied. The location and condition of these tanks are often unknown.

As of January, 1995, there were 51 open cases regarding leaking underground storage tanks (LUSTs) in the City of Fairfax (see Map 9). Since the 1980's the City has had a total of 93 LUST investigations. Other open cases exist outside the City in neighboring Fairfax County; however, the topography of the City would suggest that a leak within the City would be more likely to affect Fairfax County than vice versa. Not surprisingly, LUST sites within the City correlate with areas of existing high UST concentrations. There are no areas within the City which appear to exhibit a particularly high incidence of LUSTs based on density. However, a few areas which have been redeveloped and no longer have active USTs are shown as having particularly high remediation rates. This means that during the process of redevelopment, it was necessary to excavate abandoned USTs.

Another important factor affecting the incidence of leaking tanks is the age of the tanks. Particularly in an area such as Fairfax where soils tend to be acid, older tanks are more likely to be subject to leakage than newer tanks designed to counter acid soil. Areas where age may be a factor are scattered throughout the City and this fact should be a consideration when targeting areas for further investigation or for public/business education. (see Map 10.) Another factor to consider is the proximity of USTs to stream sites. Streams which are located near USTs of above average age may be at particular risk to contamination. Most of the commercial areas of the City directly impact on at least one perennial stream.

The City has and will continue to work with the owners of leaking underground storage tanks and the State Department of Environmental Quality to ensure that any existing or future contamination is properly addressed and corrected.

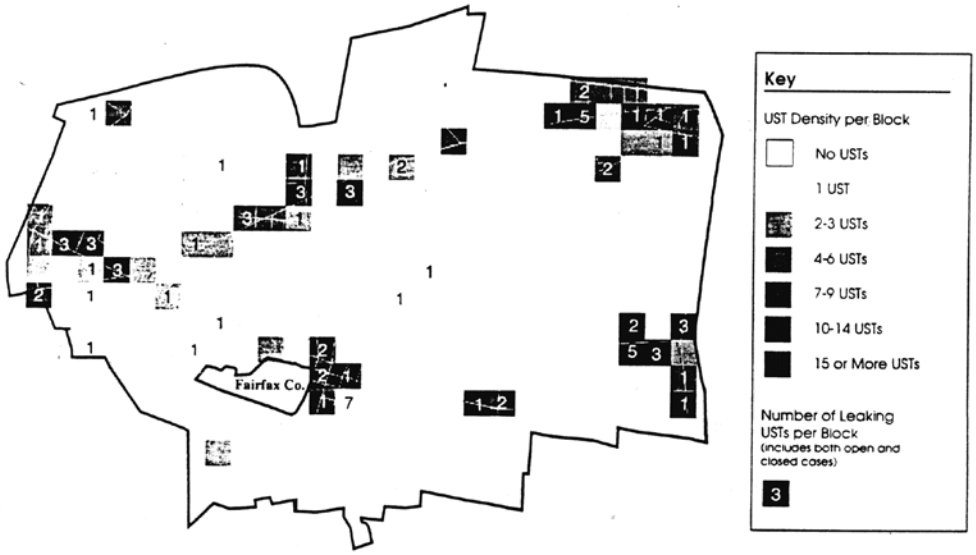
4.6. Above Ground Storage Tanks

Above ground storage tanks are regulated by the federal government through the Clean Water Act. 40 CFR Part 112 requires owners of single tanks with a capacity greater than 660 gallons or multiple tanks with an aggregate capacity greater than 1,320 gallons to register and formulate a "Spill Prevention Control and Countermeasure Plan." The Commonwealth of Virginia, which regulates above ground storage tanks through the DEQ, Water Division, has adopted requirements for tank owners to present an "Oil Discharge Contingency Plan" (ODCP) before a storage tank may be registered. The purpose of an ODCP is to have a plan of action in the event of a catastrophic release of oil from the largest tank. The Fairfax Tank Farm Complex (located on Colonial Avenue), which is the site of several large above ground storage tanks (the largest of which has a maximum capacity of 32,795,000 gallons), is regulated through the DEQ's program.

Individual tanks with a capacity of less than 660 gallons or multiple tanks with an aggregate capacity of less than 1,320 gallons are not currently regulated by the State or the federal government. Most home fuel oil tanks are typically only 200 to 660 gallons. It is therefore the responsibility of the individual owner to ensure that leaks and spills do not occur. According to the 1990 federal census, slightly less than 19 percent (1,379 of 7,362 occupied housing units) of City households rely on fuel oil or kerosene, often stored in above ground storage tanks, for their primary source of heat. This is a comparatively high concentration of above ground storage tanks compared to other local jurisdictions including the City of Manassas Park (0.4%), the City of Manassas (3%), the City of Falls Church (8%), Fairfax County (8%), the City of Alexandria (9%), and Arlington County (13%). While individual household tanks do not pose a significant risk to the environment, the aggregate of tanks may pose a serious threat if small problems are not taken seriously. According to the DEQ, approximately 90 percent of releases from individual tanks are a result of overfill or the tipping over of the tank. To reduce the risk of accidental spill, the homeowner or fuel company should inspect a tank before filling to ensure that it is sturdy and does not exhibit signs of corrosion. An owner should also have the capacity of the tank clearly marked on the tank and specifically indicate the filling cap location.

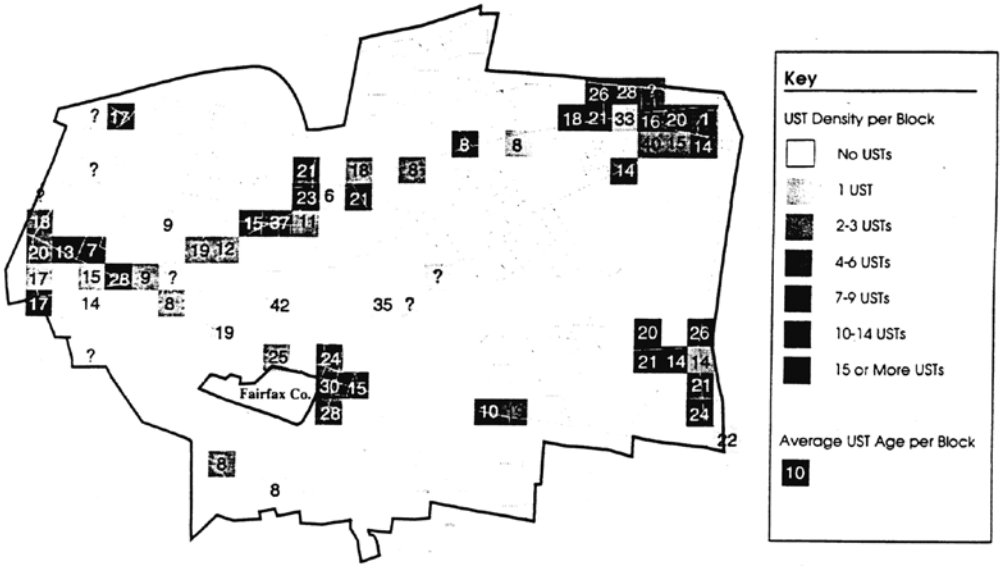
Map APA-9

Average Age of Underground Storage Tanks Versus Density



Map APA-10

Incidences of Leaking Underground Storage Tanks Versus Density



4.7. Illegal Dumping of Petroleum and Litter

The reported presence of petroleum products in City streams is a major water quality concern. Petroleum can severely damage the ecosystem by destroying plant life and killing aquatic lifeforms. While some petroleum products in the water may be attributable to leaking automobiles on nearby parking areas or leaking underground storage tanks, the most common source of petroleum is illegal dumping by do-it-yourself (DIY) automotive maintenance activities. A DIY is an individual who removes used oil from a motor vehicle, utility engine, or other piece of equipment that he or she operates as opposed to someone who takes the equipment to a lube shop or auto-mechanic.

There are roughly 50 million Americans who change oil from their own vehicles. While lube shops and auto-mechanics are strictly regulated by the State and federal government,it is estimated that between 193 and 400 million gallons of used oil are released by DIYers (through pouring the oil down a stormdrain or throwing the oil out) into the environment each year. For areas such as the City of Fairfax, where streams are primarily fed by residential stormdrains, only a few careless instances can result in a significant degradation in water quality.

The City provides and advertises for the collection of used petroleum products at its Automotive Maintenance Shop. The City may wish to consider the implementation of a public education program which not only informs residents what to do with used oil, but also tells them what to do if he/she witnesses a neighbor pouring oil down a storm drain. Another strategy used in neighboring jurisdictions is stenciling stormdrains to warn residents not to dump because the stormdrain eventually empties into the Chesapeake Bay watershed.

4.8. Pet and Animal Wastes

Water quality monitoring of Accotink Creek by the Fairfax County Health Department (Section 3.3.) indicates that levels of fecal coliforms are considerably higher than what is considered acceptable under the federal Clean Water Act. While there are several potential sources of fecal coliforms, the most likely source is from pet waste, and particularly dog waste, which is not disposed of properly. City paths and walkways along streams (or near stormdrains) provide for public access and scenic areas to walk, run, and bicycle. However, these public areas are also used by some pet owners who leave pet wastes which are then easily transported by the next storm directly into the water course.

As can be seen in the City's water quality results, what was once considered merely an aesthetic nuisance, can severely impact on the viability of the City's water resources. Control mechanisms include enforcing local animal waste control provisions, BMPs, and natural stream buffers. While BMPs and natural buffers are being established as part of the City's overall Chesapeake Bay Program, the most effective manner of control is through public education and better enforcement of the City's animal waste control regulation. Better enforcement and education can reduce the levels of fecal coliforms and nutrients in stormwater runoff.

4.9. Air Quality as it Relates to Water Quality

Recent evidence suggests that atmospheric deposition, as a result of poor air quality, has a greater impact on water quality than previously assumed. Studies have shown that airborne deposition of pollutants directly on water bodies and on impervious surfaces (where they are subsequently flushed into watercourses by runoff) may contribute up to 40 percent of the Chesapeake Bay's nitrogen loadings. Nitrogen is the primary pollutant of concern for brackish waterbodies such as the Chesapeake Bay. While very little atmospheric deposition will fall directly into the City's streams, pollutants deposited on impervious surfaces, which make up over 45% of the City, will be washed into local waterways via curbs, gutters, and stormdrains during storm events. This has the potential to contribute significantly to water quality problems within the City and beyond. The passage of the federal Clean Air Act Amendments of 1990 is requiring significant changes in air quality planning and implementation at local, State, and regional levels. The legislation, which encompasses a broad range of planning and regulatory requirements, mandates specific emissions control measures and sets a target date of 1999 for the attainment of ozone health standards in the Washington metropolitan region. Northern Virginia is currently considered a "serious non-attainment" area for ozone.

In the Washington area, the generation of ozone and carbon monoxide is largely attributable to mobile sources and in particular to the use of automobiles. The City of Fairfax and other jurisdictions in the region will be required to implement enhanced vehicle emission inspection programs and use special fuels during the winter to reduce carbon monoxide.

The City of Fairfax has already contributed to improving air quality through the establishment of pedestrian and bicycle trails in accordance with the City's Comprehensive Plan and by keeping Cue Bus fares low to encourage ridership. The City also continues to work with George Mason University and Fairfax County to encourage alternative forms of transportation.

Many approaches to improving air quality from mobile source emissions will be implemented at the State and regional levels through transportation control measures such as increased public transportation and high occupancy vehicle lanes. Technological advances such as reformulated fuels, vapor-catching fuel dispensing systems, and tighter tailpipe standards are other measures whose widespread

application is expected. The City of Fairfax continues to contribute to these regional efforts through participation on the Metropolitan Washington Council of Government's Air Quality Committee.

The City of Fairfax seeks to continue its commitment to clean air by expanding its efforts and adopting policies to increase public awareness of the environmental problems associated with increased ozone and carbon monoxide levels. The City's 2020 Commission Report outlines many opportunities for the City to directly improve air quality in the region.

5. Environmentally Sensitive Features and Constraints on Development

Land use planning that takes into account sensitive natural features and water resources has the dual benefit of enhancing quality of life through protecting the environment from degradation as well as protecting businesses and homeowners from potentially harmful environmental hazards. Although land use patterns within much of the City are well established, a few vacant parcels still have development potential. These properties deserve special consideration and should be developed in a manner which integrates the man-made and natural environments.

Most development within the City, however, will take place as a result of redevelopment. Development prior to the late 1980s took place without the benefit of many environmental protection constraints; therefore some existing development is not sensitive to the potential for water quality degradation that development brings. With recent concern raised over environmental degradation, and particularly the effects of increased stormwater runoff on the City's streams, the City has begun to reevaluate past practices. Good planning now prescribes that when possible, development should avoid sensitive environmental features. The following section provides an overview of the sensitive natural resources within the City of Fairfax and an analysis of how these resources are currently being managed and additional management options.

5.1. Floodplains

The relatively flat or low land area adjoining a river, stream, or water course which is subject to partial or complete inundation is known as a floodplain. Encroachment on floodplains, such as artificial fill, reduces a stream's flood-carrying capacity, increases flood heights, and increases flood hazards in areas beyond the encroachment itself. In addition, floodplain soils are often unsuitable for development due to high water table, shrink-swell potential, and highly permeable and hydric soil conditions. Floodplains also provide important habitat for a range of vegetative and animal species. In 1974, the Federal Emergency Management Agency (FEMA) conducted a study of flooding potential and hazards in the City of Fairfax as part of its national flood insurance program. The plan was also meant to be used as a tool to assist local governments in effective floodplain management. As a result of the study, the City adopted a Floodplain regulation which establishes an overlay as part of the Zoning Ordinance. The current Floodplain regulation was adopted by the City in 1993. The overlay district severely limits the type and location of any development in the floodplain district. The floodplain district includes areas subject to inundation by waters of the one-hundred-year flood.

The one-hundred year floodplain within the City is associated with areas along the north and central forks of Accotink Creek, Daniels Run, and some major tributaries. In addition to the provisions of the Floodplain regulation, the one-hundred year floodplain is a key component of the City's Chesapeake Bay Protection Area Overlay District and is designated as a Resource Management Area. This designation is in recognition that a vegetated floodplain buffer provides significant water quality benefits and serves to protect and enhance the water quality benefits provided by the City's Resource Protection Areas. Conversely, a denuded or improperly developed floodplain can result in erosion and a significant reduction in water quality and reduce the effectiveness of the RPA. Map 3 delineates the approximate extent of the one-hundred year floodplain in the City.

5.2. Geologic and Sensitive Soil Conditions

It is difficult to overemphasize the importance of geology and soils characteristics when planning for new development and redevelopment. Development should be guided away from sensitive or unstable areas in order to protect the safety of residents, the structural soundness of buildings, and the water quality of Accotink Creek, Pohick Creek, Pope's Head Creek, Difficult Run, and eventually the Potomac River and the Chesapeake Bay.

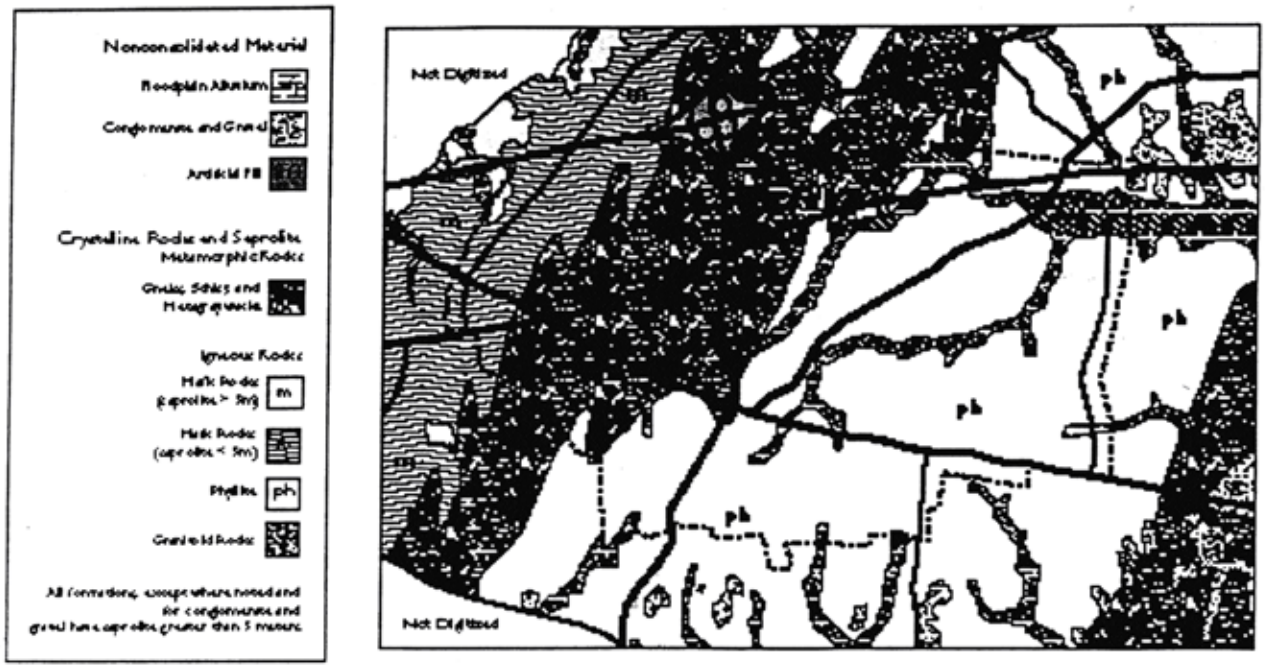
The City's Chesapeake Bay Preservation regulation designates areas with highly permeable or highly erodible soils as Resource Management Areas. Other common constraints placed by geologic conditions or sensitive soils include but are not limited to hydric conditions, shrink-swell potential, wetness, flooding potential, depth to bedrock, and high water table. Proper management of soils will help maintain clean water and will provide areas to recharge groundwater. However, poor management of soils will choke local waterways with silt and sediments and result in the erosion of valuable topsoil as well as spoil the landscape.

According to the Soil Survey of Fairfax County, Virginia (1963), most of the City falls into the Fairfax-Beltsville-Glenelg and the Glenelg-Elioak-Manor soil associations.

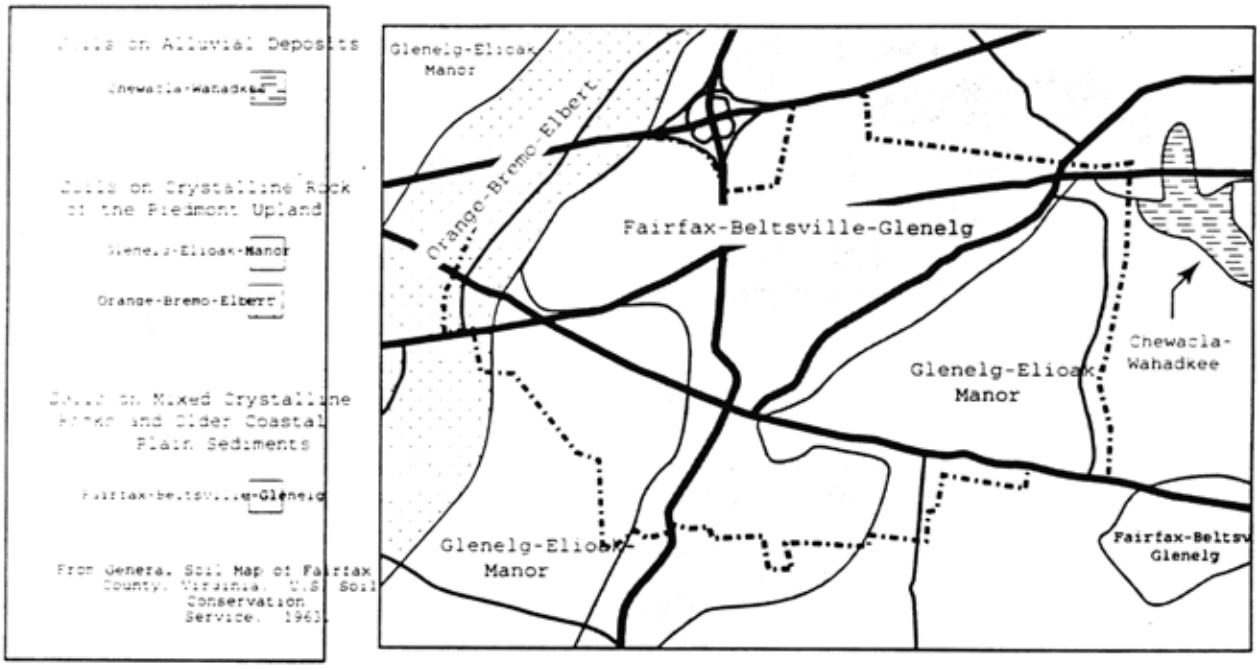
Map APA-11

Geology and General Soils Maps of the City of Fairfax

GEOLOGICAL MAP



SOILS MAP



Most of the soils in the Fairfax-Beltsville-Glenelg association are well suited as material for home sites. With some exceptions, the soils of the Glenelg-Elioak-Manor association are also well suited for urban development purposes. Much of the land within the City's floodplain falls into the Chewacla-Wehadkee association. These soils are poorly drained, subject to flooding, and not suitable for urban development.

A fourth association, the Orange-Bremo-Elbert, is found in the western portion of the City near Jermantown Road. Soils in the Orange series, which comprise 65% of the association, are poorly drained with massive bedrock 2 to 5 feet below the surface. Because of the high shrink swell potential and beds of hard rock found close to the surface, the construction of buildings and improvements on these soils is unusually difficult. The Soil Survey of Fairfax County, Virginia notes that the Orange soils are among the poorest materials in the County for housing developments. Another feature of the Orange series is the presence of asbestos. The asbestos is found in several forms, including the fibrous form which, when airborne, can cause lung diseases. The presence of asbestos fibers in the air during construction can be a hazard to construction workers. This problem is mitigated with the replacement of topsoil following construction.

The underlying geology of the City, which along with climate determines soils characteristics, offers both constraints and opportunities for development. In order to promote soil conservation and protect water quality, as well as safeguard residents and businesses from potential hazards, including hazards such as radon, it is imperative that future development within the City takes geologic constraints into consideration. With the exception of areas underlain by mafic rocks in the western portion of the City and floodplains, most areas of the City are generally suitable for development purposes if a site is properly engineered. A discussion of the engineering capacity of underlying geology is inappropriate for this Plan due to its technical and detailed nature. Developers must refer to the City's Department of Public Works for more information and recommended resources.

5.3. Vegetative Buffers and Areas with Mature Tree Canopy Cover

To the maximum extent possible, the City wishes to maintain and enhance its urban tree cover. During development, provisions must be made to protect existing trees and replace trees when they are damaged or removed.

The City's Chesapeake Bay Preservation regulation also requires that a 100-foot buffer area along perennial streams be maintained or established during development or redevelopment in order to protect streams from the adverse affects of increased impervious surfaces and resultant runoff.

Since the City is almost entirely developed, few significant vegetation stands remain. Those that still exist deserve special protection so that their aesthetic and ecological benefits to the City are not lost. The largest City-owned vegetation stand is located at Daniels Run Park. The park covers 48 acres, most of which is in a natural state. It contains deciduous vegetation with an oak canopy and a beech understory. Other tree types found there are hickory, sycamore, tulip poplar, and holly. The 20-acre Van Dyck Park is partially wooded as is the 18-acre Ranger Road Park. The 17-acre Providence Park is almost entirely wooded, and contains many of these same tree types. Two large privately owned tracts of land in the City are heavily wooded. The 80-acre Farr tract, located between Old Lee Highway and Main Street, is mostly undeveloped and heavily wooded.

Four trees located in the City have been designated as noteworthy in a program sponsored jointly by the National Arborist Association and the International Society of Arborculture. The most important is a 245-year old White Oak on Brookwood Street. Other noteworthy trees include a 150-year-old Red Oak on Springlake Terrace, a 118-year-old Red Maple on Autumn Court and a 171-year-old Southern Red Oak on Randolph Street.

The City's concern for trees is reflected in its Arbor Day tree planting activities and its designation every year starting in 1987 as a Tree City by the National Arbor Day Foundation.

5.4. Non-Tidal Wetlands

Wetlands provide a variety of environmental and socio-economical benefits and also serve as important fish and wildlife habitat. Wetlands enhance water quality by filtering water as it passes through, thereby reducing sediments, nutrients, and chemical and organic pollutants flowing to open water. Wetlands also assist with flood control and serve as groundwater discharge and recharge areas. Thirty-five percent of all animals on the federal list of rare and endangered species depend heavily on wetlands for food and shelter.

Pertinent law protecting non-tidal wetlands includes Section 404 of the federal Clean Water Act, which addresses dredge and fill operations and is administered through the Army Corps of Engineers, and the Virginia Water Protection Permit Act. Other programs, such as those under the Virginia Endangered Species Act and various floodplain management regulations, also serve to protect non-tidal wetlands.

Under the City's Chesapeake Bay Preservation regulation, non-tidal wetlands connected by surface flow and contiguous to tributary streams are designated as RPAs. All other non-tidal wetlands are protected as RMA features. Most wetlands within the City are located contiguous to a tributary stream and within the confines of the floodplain, which in most instances represents the furthest extent of the City's RMAs.

Wetlands in the City of Fairfax are concentrated in the floodplains of the tributaries of the City and are primarily classified as PFO1A (palustrine, forested wetland, broad-leafed deciduous, non-tidal temporarily flooded), POWZ (palustrine, open water/unknown bottom, permanently flooded), and PEME (palustrine, emergent wetland, and seasonally flooded saturated). The term palustrine refers to all non-tidal wetlands dominated by trees, shrubs, persistent emergents, emergent mosses, or lichens. It also includes areas lacking vegetation that have water depth of less than two meters at low water in the deepest part of the basin.

5.5. Topography

Poorly designed and constructed developments on steep slopes frequently result in substantial costs to the public, either for repairs or for protective measures to prevent further damage. Increased runoff and sedimentation from denuded hillsides require increased public expenditures for flood control and stormwater management. Further, improperly planned development of hillsides affects the equilibrium of vegetation, geology, slope, and soil. While the City of Fairfax is largely built out, any redevelopment within the City must take topographic constraints into consideration for the following reasons:

- Disturbance of hillsides can result in soil instability and increased erosion.
- Disturbances of hillside can increase runoff.
- Disturbance of hillsides can destroy a community's aesthetic resources.

Steep slopes in excess of 15 percent and slopes located along streams are susceptible to erosion and, therefore, particular care must be taken when planning to develop a site with this characteristic. In some instances, special engineering may be required to stabilize slopes. Steep slopes over 15% are protected as Resource Management Areas under the City's Chesapeake Bay Protection regulation.

Only a very small portion of the City's land area has slopes of over 15%. These areas are primarily associated with reaches of Accotink Creek and Daniels Run and lie within the City-owned Van Dyck and Daniels Run Parks and in the Army Navy Country Club Property.

5.6. Groundwater Protection

The importance of groundwater protection was recognized by the Commonwealth of Virginia when the General Assembly enacted the Groundwater Act of 1973 and the Groundwater Management Act of 1992. The Groundwater Management Act reads "... unrestricted usage of groundwater is contributing and will contribute to pollution and shortage of groundwater, thereby jeopardizing the public welfare, safety, and health."

Although the City now receives a treated water supply from the Goose Creek Reservoir in Loudoun County, protection of the City's groundwater must be a consideration during development and redevelopment. When development occurs, it affects the natural balance of the groundwater flow. Increased imperviousness as a result of development reduces the potential for groundwater recharge and should be taken into consideration when designing a site plan. Generally, high topographic areas are groundwater recharge areas and impervious surface areas in defined groundwater recharge areas should be minimized. By providing recharge areas for stormwater, groundwater equilibrium can be maintained. If recharge areas are not taken into consideration, wells may go dry, base flow to streams is reduced, and wetlands may shrink.

Once contaminated, the usefulness of an aquifer as a resource may be limited or destroyed depending on the toxicity of the contamination and the effort, time, and money involved in clean-up. In most cases it is impractical and sometimes impossible to restore a contaminated aquifer to its original level of purity. Common sources of groundwater contamination include but are not limited to leaking underground storage tanks, antiquated sewer lines, septic systems situated on improper soils, and improperly capped wells. In addition, improperly maintained water quality best management practices may present a groundwater threat. In the City of Fairfax, the most common source of groundwater contamination on record with the Department of Environmental Quality, Water Division, is from petroleum leaks and spills. More stringent underground tank standards enacted in recent years should reduce the level of contamination from these sources.

Careful site planning will decrease the potential for groundwater poleneral, the potential for groundwater pollution in the Piedmont is less than that of the Coastal Plain to the east and the Triassic Basin to the west. The potential for groundwater contamination near streams is heightened due to high water table and soils characteristics.

6. Chesapeake Bay Program Implementation and Options for Futher Program Development

During much of 1989 and 1990, City staff worked with the Chesapeake Bay Local Assistance Department (CBLAD) in order establish a Chesapeake Bay program which would comply with elements A (a map delineating Chesapeake Bay Preservation Areas) and B (performance criteria applying in Chesapeake Bay Preservation Areas) of the Chesapeake Bay Preservation Area Designation and Management Regulations. After an extensive review process, the City of Fairfax Council adopted a Chesapeake Bay Preservation regulation as part of its Zoning Ordinance on October 9, 1990.

Although there remained some issues of concern between the City and the Chesapeake Bay Local Assistance Board (CBLAB), because of the City's good faith effort, the City's program was found provisionally consistent Since that time, the City's Department of Planning and Department of Public Works have cooperatively implemented the provisions of the City of Fairfax Chesapeake Bay Preservation regulation.

As a requirement of provisional consistency, CBLAB resolved (1) that suggested program modifications be completed as expeditiously as possible, and (2) that the City revisit its RMA designation in conjunction with review and revision to the City's Comprehensive Plan.

The purpose of this section is to reinvestigate the City's Chesapeake Bay Program and to assess whether the current program will adequately address the City's long-term water quality concerns.

6.1 Program and Regulation Modifications

In its review of the City's adopted Chesapeake Bay Preservation regulation, CBLAD made several recommendations in order for the City's program to become fully consistent with State regulations. Recommended regulation changes include the following:

1. Amend the ordinance to remove the single family home exemption for the erosion and sediment control provisions.

2. Amend the ordinance to delete the reference to the City's erosion and sediment control provision for public utility transmission lines, railroads, and public roads.

3. Amend the ordinance to require a soil and water conservation plan for all agricultural uses in Chesapeake Bay Preservation Areas.

4. Amend the ordinance to require a minimum 50 foot buffer with appropriate best management practices.

5. Amend the ordinance to require compliance with the performance criteria in §26-19.1(a) for passive recreation.

6.2. Revisiting the City's RMA Designation

The City designates floodplains, highly erodible soils, highly permeable soils, non-tidal wetlands not included in Resource Protection Areas, and steep slopes in excess of 15% as Resource Management Areas protected under the City's Chesapeake Bay Preservation regulation. Because published soils information for the City is only general in nature and does not indicate specific areas of highly erodible or permeable soils or steep slopes, the prevailing mapped RMA is the floodplain. Two concerns are raised by the City's limited RMA designation. First, does the designation adequately protect the City's RPAs so that they may perform their intrinsic water quality functions. Second, does the RMA as designated encompasses a land area large enough to employ the performance criteria in Section 4.2. of the Chesapeake Bay Preservation Area Designation and Management Regulations which are designed to improve the City's ability to protect water quality.

Protecting the City's RPAs — The answer to whether the extent of the RMA designation is adequate to protect the RPA appears to be ambiguous. As noted by CBLAD in its staff report, the floodplain in many areas extends some 300 to 400 feet. In these instances, the floodplain provides adequate protection to the RPA. However, in other areas, the extent of the floodplain is less than 100 feet and does not even fully cover the extent of the RPA. As written, the City's Chesapeake Bay Preservation regulations do not provide adequate protection to designated RPAs.

While the regulation proper does not address this discrepancy, CBLAD notes that the City's official CBPA map appears to indicate that in areas where the floodplain does not provide a RMA of at least 100 feet from designated RPA features, that a minimum 100 feet RMA is established. While this 100 foot RMA is sufficient to protect designated RPA features, it is the regulation, and not the map which carries the force of law. Therefore, the RMA definition in the regulation should be amended to include a minimum 100 foot RMA adjacent to the RPA where defined RMAs are insufficient.

Expanding the City's RMAs — Assuming the expansion of the definition of the City's RMA in the preceding section, the City's Chesapeake Bay Preservation Areas (CBPAs) cover approximately 11.8% of the City's land area. New development which would be subject to the City's regulation is defined by vacant or underdeveloped property. Sizeable areas of vacant land are scarce in the City of Fairfax. All total, there is approximately 245 acres of vacant land in the City (about 6% of the land area). Of that amount, 165 acres would be subject to the City's Chesapeake Bay Preservation regulation. Of the 165 acres within the CBPA, only approximately 86 acres maximum could be developed due to floodplains and other constraints. This represents only 2% of the entire City area. Much of this 2% is contained within undeveloped portions of the Farr Homestead Tract.

Most of the potential for water quality improvement will therefore come as a result of redevelopment and the implementation of source control programs. Therefore, the extent to which the RMA designation covers areas targeted for redevelopment largely determines whether significant water quality protection will be recognized. An analysis of

City parcel maps shows that the largest area covered by the expanded RMA designation (from the preceding section) is for single family homes not slated to be redeveloped. Several areas of commercial land use, however, are targeted for potential redevelopment. Map 12 shows targeted redevelopment nodes for the City. A total of 11% of the City is targeted for redevelopment. Areas slated for redevelopment within the City are highly impervious in nature and were generally built before stormwater quality measures were required.

However, the current RMA designation will likely not achieve a significant gain in water quality since most of these areas targeted for redevelopment are not within the CBPA. In its present form, the City's RMA designation serves to cover only 14% of those areas which are targeted for redevelopment. In addition, there is no new CBPA. The potential for implementation of the City's program is, therefore, severely limited. Further, the great majority of the area affected by the RMA designation which is not park land are single family homes which are not slated for any type of redevelopment. Any improvement in water quality would almost be solely dependent on pollution prevention programs.

While the City recognizes water quality protection as an important goal, it is limited in its approaches due to the lack of available natural resources mapping materials. CBLAB has adopted policies to address situations where existing mapping resources are inadequate to designate appropriate RMAs. The policy states "localities with no mapping resources or with mapping resources for only portions of their jurisdictions should evaluate the relationships of the following land categories to water quality protection in making their RMA designations. The department will consider the degree to which these land categories are included when evaluating the consistency of a locality's RMA designation for achievement of significant water quality protection:

1. Known RMA land types;
2. Developable land within the jurisdiction;
3. Areas targeted for redevelopment; and
4. Areas served by pipe drainage systems which provide no treatment of stormwater discharges."

Options to increase the effectiveness of the City's RMA should be measured largely by their potential to include redevelopment within the City's Chesapeake Bay Program. The following options were included for further analysis.

1. Expand the City's RMA to include the entire parcel or development site.

   Under the Chesapeake Bay Designation and Management Regulations, the City may establish that if any portion of a parcel, lot, or development project is within the designated RMA, then the entire property is subject to that designation. Whole lot compliance also makes sense from an administrative perspective – instead of applying two sets of standards to one lot, one set is applied to the entire lot.

2. Expand the definition of the City's RMA to cover areas slated for redevelopment.

   According to Section 2.C. of CBLAB's Board Determination of Consistency Regarding Local Designation of RMA, areas which have little or no RMA land types shown by available mapping resources may include major areas of "vacant, developable land and land targeted for redevelopment. Even if such areas are somewhat removed from the shoreline, they may have a water quality impact on receiving waters similar to shoreline lands due to the direct stormdrain connection." Therefore, one option is for the City to expand its RMA designation to include those areas of the City officially identified as targeted for redevelopment in the Comprehensive Plan.

   Such a designation would ensure that all areas where significant water quality protection could be achieved through redevelopment would be covered. Coupled with the implementation of the whole lot RMA option, significant portions of developable vacant land within the City would be covered.

3. Institute jurisdiction-wide RMA.

   The City maintains the option to designate the entire City as a RMA. This designation is justifiable since the City does not know the actual extent of its natural RMA features and because most of the City is served by stormsewer which directly discharges to local streams.

   Many Northern Virginia jurisdictions that have implemented this type of approach have included an opt out clause if the developer can show that there are no identified RMA features on the development site.

   The designation of the entire City as an RMA would also aid in regional coordination of Chesapeake Bay initiatives since surrounding Fairfax County has designated itself as a jurisdiction-wide RMA. However, the jurisdiction-wide designation would place a greater administrative burden on the City since all sites would have to be reviewed for consistency with the City's Chesapeake Bay regulation.

4. Employ specific general performance criteria of the Chesapeake Bay Preservation regulation jurisdiction-wide.

   In lieu of jurisdiction-wide RMA, the City may apply certain general performance criteria of the Chesapeake Bay Preservation regulation jurisdiction-wide. The two general performance criteria most directly relating maintaining and improving water quality during redevelopment are the application of erosion and sediment control to all land disturbing activities that exceed 2,500 square feet and the application of stormwater quality requirements of the City's Chesapeake Bay Preservation regulation. The stormwater quality provision requires no net increase in nutrient loadings as a result of new development (based on a jurisdiction-wide imperviousness rate) and a 10% reduction in nutrients during redevelopment (based on previous site conditions). From an administrative standpoint it is easier to implement these performance criteria as opposed to implementing jurisdiction-wide RMA. Under this option, all instances of development and redevelopment would be covered for water quality purposes.

An analysis based on City parcel maps shows that under the whole lot RMA designation the City's RMA would expand to encompass over 30.8% of the land area. The percentage of areas targeted for redevelopment covered by the CBPA increases to slightly more than 35% (Map 12).

While implementation of options (2.) and (3.) would effectively ensure that all development and redevelopment within the City had the potential to result in water quality improvement, the options do not make a distinction between those lands which are identified as intrinsically valuable and the general need to protect water quality. The City wishes to maintain this distinction. Under option (2.) it would be difficult and perhaps inequitable to expand the RMA to only areas targeted for redevelopment. Option (2.) also does not maintain the flexibility necessary as unanticipated redevelopment occurs or as targeted areas for redevelopment change. The additional administrative burden of options (2.) and (3.) would be significant.

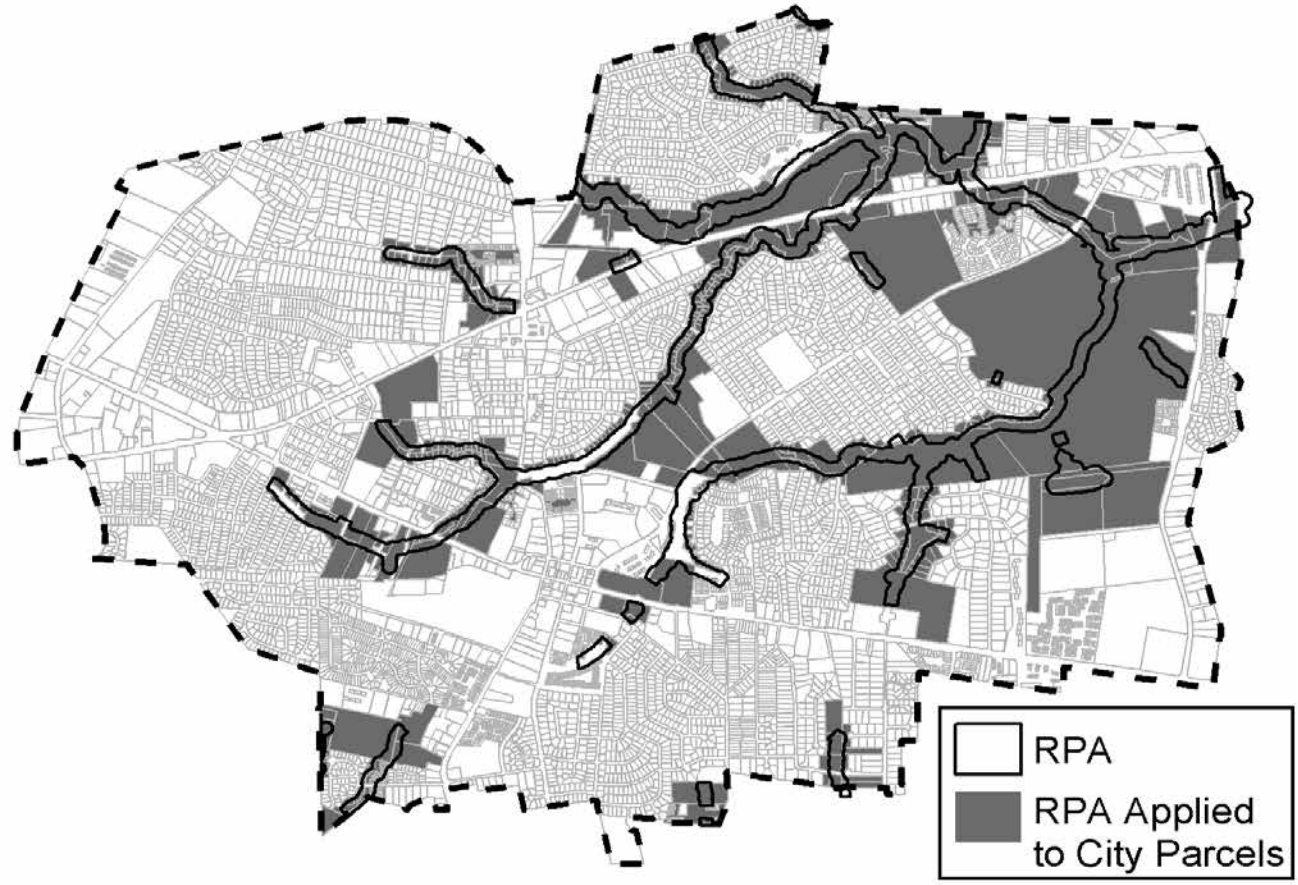
Option (4.) allows for the City to achieve water quality protection while recognizing the special value of the City's RMAs. It would be significantly easier to administrate since no Water Quality Impact Analysis would be required. Rather, a simple computation of pre- and post-nutrient loadings would be required. Many new developments would not be required to implement structural techniques given the City's already high imperviousness rate and many redevelopments would be able to satisfy these requirements through the restoration of pervious surface.

A combination of option (1.) and (4.) will achieve the highest degree of water quality protection while minimizing the administrative burden of the City and the burden on the developer. Distribution of burden would also be more equitably distributed.

In its present form, the City's Chesapeake Bay Preservation regulation does not allow commercial development within the RMA. Further, the City mandates that during redevelopment that at least 20% of the area be left in open space. If the City were to adopt the whole lot RMA option, it should amend its regulation to allow commercial uses and should dispense with the 20% open space requirement in order to maintain a desired intensity of uses within commercial nodes.

Map APA-12

Chesapeake Bay Preservation Areas Applied to Entire Parcels and Areas Targeted for Redevelopment



Recommendations

The City of Fairfax recognizes the importance of the Bay as an economic and social resource and is committed to its protection through the implementation of the Chesapeake Bay Preservation Area Designation and Management Regulations. The following provides the background information and analysis necessary for the City to arrive at informed and proactive policies and goals which address the issue of water quality protection in City streams and the Chesapeake Bay. These recommendations approach water quality protection from the viewpoint that water quality protection and healthy economic development are not mutually exclusive, but rather that both may be accomplished simultaneously and that the result is a better quality of life for all residents of the City.

Recommendation 1: Protect the quality of the City's surface water resources, the Potomac Estuary, and the Chesapeake Bay from the avoidable impacts of land development.

- *Enforce and strengthen the provisions of the City's Chesapeake Bay Preservation regulation.*

  The City's Chesapeake Bay Preservation regulation is the City's primary water quality protection tool. Based on comments from the states' Chesapeake Bay Local Assistance Board, several amendments should be made to the City's regulation to bring it into compliance with State law and to make it more administratively efficient.

  These include: (1) amend § 26-18.2 so that if the boundaries of an RMA include a portion of a lot, parcel, or development project, the entire lot, parcel, or development project is considered to an RMA; (2) amend the definition of a RMA in § 26-18.1 to include provisions that where the defined RMA does not exist more than 100 feet upland of the RPA, a 100 foot RMA is designated as sufficient protection of water quality; and (3) amend the regulation in accordance with CBLAB's provisional consistency requirements.

  Analysis of currently designated Chesapeake Bay Preservation Areas suggests that they will not result in the regulation's application during many redevelopment projects where there is the opportunity to improve local water quality. To ensure that all redevelopment results in an increase in water quality, the stormwater requirement of § 26-19.1(7) of the Chesapeake Bay Preservation regulation should be applied to the entire City.

- *Enforce and strengthen the City's Erosion and Sediment Control Ordinance.*

  The Erosion and Sediment Control Ordinance serves to protect City streams during site development by minimizing erosion and sedimentation.

- *Amend as necessary the City's regulations relating to water quality to ensure that the City's Chesapeake Bay Program is mutually supportive.*

  Review the City's water quality regulations (Erosion and Sediment Control, Zoning, and Subdivision) and produce recommendations for their amendment, if necessary, to come into consistency with Bay Act regulations.

- *Maintain strong City oversight of private BMP maintenance programs.*

  Review the effectiveness of the city's current BMP maintenance program and determine whether stronger inspection and maintenance measures are required. Make recommendations for how to improve the City's maintenance program, if necessary.

- *Identify and protect environmentally significant stream corridors. Preserve these in a natural state when possible and restore native vegetation to denuded streamside areas to promote stream quality.*

  During development and redevelopment, the City's Chesapeake Bay Preservation regulation requires that a vegetative Buffer Area of 100 feet must be established where none exists and preserved where present along perennial streams. The City should take steps to identify other environmentally significant stream corridors worthy of preservation or restoration. The City should also takesteps to restore denuded stream areas on public property through private citizens groups, City programs, or through grant opportunities. The NVPDC Piedmont Vegetative Practices Handbook may be used as a technical reference.

- *Ensure that development avoids where possible, or minimizes disturbance of sensitive environmental features, including problem soils.*

  Improper development of sensitive environmental features, and particularly soils, may result not only in structural damage to buildings, but also to a loss of soil to erosion, a decrease in local water quality, and the loss of important habitat and aesthetic resources.

- *Improve the City's ability to identify sensitive environmental features.*

  Readily available information concerning environmentally sensitive features will help the City to better plan for and avoid the negative environmental impacts resulting from land disturbing activities. The development and redevelopment processes often result in the generation of substantial information on environmental features. During the development process. The City should take the opportunity to collect information, generated from site plans, reports, etc. on sensitive environmental areas, and particularly on soils.

The City should arrange a protocol to compile this information to create an overlay map identifying environmentally sensitive features within the City including steep slopes, soils, wetlands, floodplains, undisturbed natural areas, and features which are unique or integral to the character of the City.

Recommendation 2: Ensure the adequacy of the City's future stormwater management system while emphasizing the need to protect tributary streams and water quality.

- *Implement the recommendations of the 1992 Stormwater Systems Capital Needs Study.*

  The Stormwater Systems Capital Needs Study identifies strategies for improving the capacity of the City's stormwater system to handle increased stormwater runoff as a result of increased impervious surfaces within the City. Recommendations are also made for improving the quality of the City's surface waters including streambank stabilization and the establishment of structural water quantity/quality control facilities.

  The City should examine the potential for incorporating water quality measures into any proposed retrofit of existing stormwater management facilities or construction of new stormwater management facilities during the implementation of the Stormwater Systems Capital Needs Study. In addition, where possible, streambank stabilization should be accomplished through restoration of riparian areas. Wide spread use of structural measures to control stream bank erosion is discouraged.

- *Minimize exposure of the City's natural floodplains to new development.*

  Natural floodplains are essential to the conveyance of stormwater in that they provide extra holding capacity during storm events. Construction on floodplains places the property owner at risk and diminishes the capacity of the floodplain, thus exacerbating flooding in downstream areas. In addition, floodplains left in their natural condition form a filter for polluted runoff from surrounding land uses. Protection of the City's floodplain is achieved through enforcement of the City's Floodplain regulation.

- *Encourage the use of shared, or regional stormwater control measures during development and redevelopment.*

  The implementation of a large number of small, site-specific stormwater quality/quantity management facilities increases maintenance costs and consumes large quantities of valuable land. The City should seek to facilitate cooperative agreements among developers to encourage the establishment of regional stormwater management facilities.

Recommendation 3: Reduce existing sources and prevent potential sources of point and nonpoint source pollution resulting from residential, commercial, and industrial activities within the City.

- *Continue to expand the City's long-term environmental monitoring program.*

  Investigate and make recommendations on how the current monitoring program conducted by the Fairfax County Health Department can be utilized to better pinpoint sources of pollution within the City.

  Foster the use of citizens groups to monitor stream quality and collect water quality and stream health data.

- *Continue efforts to improve the region's air quality.*

  The City should continue to pursue measures to improve air quality through support of pedestrian access and mass transportation. The City's 2020 Commission Report outlines a number of local initiatives which have been undertaken by the City to improve air quality. Since air quality is regional concern, continued participation on the Metropolitan Washington Air Quality Council is necessary to achieve many air quality goals.

- *Improve the City's ability to respond to the potential hazards of leaking underground and above ground storage tanks and pipelines.*

  The City should continue to work closely with the Department of Environmental Quality, Water Division, to monitor and enforce clean-up of underground storage tanks.

  The City should support programs to educate residents on how to safely manage above ground storage tanks and should promote policies aimed at providing opportunities to reduce reliance on above ground storage tanks through conversion to alternative forms of fuel.

- *Reduce fecal coliform contamination and related nutrient loadings in City streams.*

  Fecal coliform is the pollutant of greatest concern in City streams and poses a potentially serious public health threat. Fecal coliforms, which indicate the presence of fecal matter, also indicates increased nutrient loadings to City streams. While the City has animal waste control regulations, more stringent enforcement, along with rigorous public education, are needed to reduce this threat to the public health and the environment.

  Fecal coliform can also be the result of a leaky sanitary sewer system. While a leaky sanitary sewer system results in increased treatment costs to the City as stormwater infiltrates into the line, it can also result in the discharge of pollution to local streams and groundwater.

As noted in the City's Stormwater Systems Capital Needs Study, several sanitary sewer lines are exposed at their crossing with streams, creating the potential for serious leakage. The City's 2020 Commission Report cites that sewer utility rates are markedly higher in wet months, suggesting a leaky sewer line.

The City should include within its Capital Improvement Program funds to find and repair the major source of water infiltration and exfiltration in the sanitary sewer system.

- *Expand the City's integrated pollution prevention program and continue to build upon and strengthen the City's already strong water conservation program.*

  The City has established a number of successful public education programs geared at preventing pollution at its source. These efforts should be expanded to include both citizen and business education.

  Water conservation education measures help to protect water resources from unnecessary depletion and reduce the chances that lawn care practices or car washing will result in water pollution. The City, through the Code Administration Office and the Water and Sewer Office, already has in place a comprehensive water conservation education program. Two measures that will strengthen this program are the the incorporation of water conservation education into the City's school curriculum. The former may take the form of an occasional one-page leaflet highlighting conservation measures and their environmental and money-saving benefits. The City should contact Arlington County regarding their successful school-based water conservation education program.

- *Continue to improve upon the City's strong recycling program.*

  A well publicized recycling program will decrease the level of illegal disposal of materials, and particularly oil, into the City's storm sewer system.

Recommendation 4: Protect the quality of the City's potable water supply and safeguard the City's roundwater resources against contamination which may adversely affect the biological ecosystem.

- *Continue to work with Loudoun County to ensure that the Goose Creek Reservoir is adequately protected.*

  The area around the City's water supply at Goose Creek Reservoir is expected to experience rapid suburbanization in the next few years. The County has developed preliminary plans to protect the Reservoir and the City should seek to remain an active participant in the review process.

- *Work with the Department of Environmental Quality's Water Division to protect groundwater from contamination from underground storage tanks.*

  The primary threat to the City's groundwater is contamination from underground storage tanks. While the City has no legal authority to regulate underground storage tanks, it should work closely with the Department of Environmental Quality's Water Division to identify areas with high contamination potential and to quickly remediate areas where contamination has already occurred.

Recommendation 5: Enforce and strengthen the provisions of the City's Chesapeake Bay Preservation regulation.

- *Apply the Chesapeake Bay Preservation regulations to an entire parcel if a portion of the parcel is within a Chesapeake Bay Preservation Area.*

  The City should amend its Chesapeake Bay Preservation Regulations to say that if the boundaries of a CBPA include a portion of a lot, parcel, or development project, the entire lot, parcel, or development project shall comply with the regulations. Also the division of property shall not constitute an exemption from the regulations.

- *Provide a minimum 100-foot Resource Management Area (RMA) to protect Resource Protection Area (RPA) features.*

  The City should add to the definition of Resource Management under the appropriate City Code Section the following: "Where the above-defined Resource Management Area does not extend at least 100 feet upland of the outward boundary of the Resource Protection Area, a 100 foot RMA is required as the minimum necessary to protect water quality."

- *Bring the City's Chesapeake Bay Preservation Regulations into full consistency with the Chesapeake Preservation Act (as per the April 11, 1991 CBLAD review).*

  The City should amend the appropriate City Code Sections to achieve the following: require any land disturbing activities exceeding 2,500 square feet, including construction of all single family homes, to comply with the requirements of the City's Erosion and Sediment Control regulations.

- *Require Best Management Practices (BMPs) for all development within the City, while avoiding the extension of Water Quality Impact Assessment (WQIA) requirements to these areas.*

  Due to the fact that much of the City is served through stormsewer, which effectively bypasses the water quality benefits of established Buffer Areas, the City should amend the appropriate City Code section to require that Best Management Practices (BMPs) apply to all lands within the City regardless of whether the property is located within a designated CBPA.

- *Ensure that the extension of Best Management Practices (BMPs) to all areas of the City does not impede the City's ability to maintain dense core commercial areas.*

  The City should delete the appropriate City Code Section that requires the redevelopment of completely impervious sites to restore a minimum of 20 percent of the site to vegetated open space.

- *Remove the restriction on commercial and industrial uses in the RMA given the expansion of the City's functional RMA.*

  The City should amend the appropriate City Code Section by adding the following: "Uses, development, and redevelopment otherwise permitted under Chapter 26 of the Code of the City Fairfax and other law, shall be allowed in RMAs provided that the use, development, or redevelopment is in compliance with the performance criteria set forth in this division."

Appendix B - Residential Infill Development and Redevelopment

The high quality of life and the convenient location of the City of Fairfax have caused the City to become highly valued as a place to live. The City's desirability is evidenced not only by the increased value of its existing homes, but also by the increased value of its residential land (both vacant lots and occupied lots that have potential for redevelopment or re-subdivision).

The purpose of this section of the Comprehensive Plan is to begin to create a formal City policy regarding the intensification of residential development that has begun to take place within the City of Fairfax. The intent is to guide development into forms that honor the established development patterns and characteristics that have served the City well, while allowing enhancements and upgrades of the City's residential stock to promote the City's competitive position within the region.

The intensification of the City's residential areas will likely take two main forms: infill development and the redevelopment of lots that already contain residences. The term "infill" in its simplest form refers to development on vacant land surrounded by developed land. Infill can be accomplished by subdividing a large lot into smaller lots or by building a house on a lot that has always been vacant. Residential redevelopment can involve the removal of one or more residences and the replacement with new residences or simply the construction of building additions to enlarge an existing dwelling. Redevelopment can either make a neighborhood a better place to live or introduce new house forms that are incompatible with those in the existing neighborhood. Because current housing market preferences favor homes that are relatively large, redevelopment has its greatest impacts in older neighborhoods with small homes. By definition, nearly all forms of redevelopment would have the effect of intensifying development within the City, resulting in some change in the City's highly valued residential character. The application of appropriate redevelopment guidelines should allow these inevitable processes to be undertaken in a manner that reinforces the City's positive qualities while allowing for the needed replenishing of the residential stock.

To avoid the pitfalls of infill development and redevelopment, a clear set of principles is needed to be established and followed, leading to clear expectations of what constitutes a satisfactory infill development/redevelopment and what would compromise the City's desirable residential character. It is equally important to define the potential benefits that the various types of infill or redevelopment could create and the possible problems to be avoided. Most importantly, before any action is taken on any proposed infill development or redevelopment, it is important to reach a clear understanding of the City's residential areas, including their current strengths and weaknesses, and to gain a vision for what the residential areas could become.

Existing Conditions

The vast majority of the City's present-day residential stock was built since the end of World War II, primarily between 1945 and 1970. In fact, 68 percent of existing single-family detached homes in Fairfax were built between 1950 and 1964 alone. While most of these homes are well maintained and capable of continuing to serve their original use well, many no longer satisfy the preferences of homebuyers in a competitive market. Many of the City's postwar houses have two bedrooms, one or two bathrooms, and single-story floor plans with less than 1,500 square feet of floor area. While keeping these houses occupied has not yet become a problem, a potential exists for many smaller, older houses to gradually convert to rental stock and/or fall into disrepair – a condition that can both accelerate redevelopment and lead to a deterioration in general neighborhood cohesion.

Direct replacement of some houses is likely to occur in any event, although in some cases large-scale rebuilding of a neighborhood is possible. In many cases, this process will result in dwelling units and neighborhoods that leave the City better positioned in the rapidly evolving Northern Virginia housing market. Unfortunately, the size or form of some of the newly developed homes are likely to conflict with neighboring residences, especially those that contribute positively to the City's residential atmosphere.

Recent Actions

Over the past several years, City Council and the Planning Commission have both examined issues pertaining to infill housing and redevelopment. This examination has included a review of various options available for regulating those aspects of infill development that can cause visible incompatibility with the surrounding neighborhoods, focusing on tools available to control the size or bulk of infill housing units.

An eventual approach to the issue of new houses being built in existing neighborhoods may require a combination of options, possibly customized for individual neighborhoods.

Recommendations

1) Analyze all existing neighborhoods to identify the important characteristics of development that reinforce positive neighborhood image and function; seek neighborhood input to assure that the characteristics identified reflect neighbor opinions specific to the neighborhood itself.

2) Create "pattern books" for some of the larger neighborhoods of detached houses, including guidelines for lot design, house scale, building form, architectural details and building materials for redevelopment that is compatible with existing homes, lots and streetscapes. Integrate the pattern books into the development approval process.

3) Identify areas of the City for priority redevelopment based on the percentage of structures with obsolete characteristics that are likely to lead to a long-term decline in the general upkeep of City residences.

4) Direct highest density development/redevelopment to areas near major corridors and where residents can walk to restaurants and shopping, avoiding the need to pass through low-density areas.

5) In cases of wholesale neighborhood redevelopment/ subdivision replacement, encourage uses that are compatible with surrounding development and that will promote the City's fiscal stature.

6) Revise the City's zoning ordinance as necessary to ensure that the ordinance promotes the guidelines and allows the design features proposed in the pattern books while allowing flexibility and creativity in designing viable new residences.

7) Direct special attention to the siting of infill/ redeveloped lots to minimize conflicts with views from pre-existing development. Direct new development to fit within the existing system of streets to the extent possible.

8) Balance neighborhood sentiment, which will often be anti-infill/redevelopment, with landowners' rights to effectively develop the property and the City's need for a regionally competitive housing stock.

9) Even in cases of proposals that greatly increase density, ensure the preservation or replacement of the City's tree canopy. Give special attention to preserving existing trees that mitigate the impact of infill or redevelopment proposals that would increase building density or intensity.

10) Rely on the power of negotiation to achieve desirable results, rather than using the strict application of code as the ultimate determinant of compatibility or appropriateness.

Some considerations related to redevelopment issues

- A long-term increase in overall City density may possibly help to control housing prices within the City and the surrounding area by helping supply meet long-term demand.
- Recent demographic trends within the City indicate a bifurcation of household types resulting in more large households and more households with only one or two residents.
- The City has a relatively small rental apartment market, much of which is approaching the end of its peak productive life and/or has an outdated appearance.

Appendix C - Recommended Planning Activities

Task	Plan Component	Responsible Party
Revise development regulations, if necessary, to encourage emerging industries to locate within the city	The Economy	Economic Development
Apply for grants for public property/rights-of-way improvements	The Economy	Public Works
Identify and pursue available energy efficiency, sustainability, and other environment-oriented grant programs for commercial property upgrades	The Environment	Community Development & Planning
Revise zoning and planning mechanisms in order to promote the development of senior housing	Housing	Community Development & Planning
Strengthen the housing-related sections of the City Code to protect neighbors and occupants	Housing	Community Development & Planning
Amend the residential sections of the City Code to facilitate upgrading existing residential properties	Housing	Community Development & Planning
Apply for grants, such as Community Development Block Grants, to address the problem of neighborhood deterioration	Housing	Community Development & Planning
Provide support to established neighborhood organizations through collaborative measures	Housing	Community Development & Planning
Pursue state enabling legislation to allow the removal of nonconforming signs	Community Appearance	City Council
Develop a coordinated urban forestry plan for regular maintenance and continuous planting	Community Appearance	Community Development & Planning
Pursue historic overlay zoning for significant, threatened properties	Historic Resources	Community Development & Planning
Develop archaeological preservation regulations	Historic Resources	Historic Resources
Pursue funding in the Main Street Program and others for revitalization and rehabilitation of Old Town Fairfax	Historic Resources	Historic Resources
Establish a formal policy for review of potential boundary adjustments	Land Use	Community Development & Planning

Appendix D - Fairfax Boulevard Master Plan Vision and Summary

*Transform Fairfax Boulevard into a combination of well-designed, walkable, lively, mixed-use **centers** joined together by commercial **connectors** in a way that enhances the existing character of the City and its neighborhoods.*

Within the Fairfax Boulevard Corridor, **Centers** would become mixed-use environments with short, walkable blocks for pedestrian activity. Scale would be moderate with building heights predominantly 2 to 5 stories. The general redevelopment of the Centers should reflect the pattern of shorter structures adjacent to the arterial streets, with building heights allowed to "step up" towards the Center's interiors. In locations where the transition of building height is not feasible, taller structures with arterial street frontage should be set back in a manner that mitigates building height, incorporating streetscape elements with generous landscaping. Centers would include a green network of small parks, as well as other public spaces and pedestrian enhancements. Visitors would be encouraged to park once and walk to restaurants, shops, offices and residences within the Center.

Connectors would be defined by a linear, aesthetically enhanced boulevard. Most of these areas do not have the property depth or potential for unified, coordinated redevelopment. Their focus would be on lower scale buildings (predominantly 1 to 3 stories) with emphasis on accessibility, improvements in architectural and site design, and appropriate "interface" between the commercial boulevard and existing neighborhoods, such as appropriate land use transitions and green space buffers.

Fairfax Boulevard would be configured with landscaped medians, where possible, and enhanced streetscape features to encourage pedestrian activity. Slow lanes (with on-street parking), separated from the main travel lanes by landscaped medians, while not intended to be a consistent feature throughout the corridor, should be considered within or adjacent to portions of the Centers if the nature of adjacent redevelopment activity is such that those features would be appropriate.

Big Moves

The Fairfax Boulevard Master Plan provides a comprehensive strategy to guide new and infill development along the Boulevard. Fundamental to the plan is the transformation of the corridor into a classic boulevard, a walkable "great street" with sidewalks, street trees, on-street parking along local lanes (where appropriate), and street-oriented buildings. In addition, the plan recommends revisions to the land development regulations, improvements to special intersections along the Boulevard, redevelopment of strip shopping centers into town blocks, and the creation of new public spaces. These ideas, or "Big Moves", are the main ideas that are used to implement the First Principles.

Revised Regulations

To accommodate the type of new development Fairfax citizens want along the Boulevard, the land development regulations need to be revised to focus on building form rather than just land use.

Connected Street Network

A connected street network provides multiple options for travel along the Boulevard.

Street Trees and Proper Sidewalks

Street trees and proper sidewalks along existing and new streets create desirable addresses and enhance the pedestrian environment.

Special Intersections at the Centers

The plan is organized around a series of special centers. These centers are located at key intersections where each one serves as a gateway to the City.

Strip Centers Converted Into Town Blocks

Strip shopping centers can be converted into town blocks, reintegrating retail into a traditional pattern of town streets and blocks.

New Public Spaces

Small parks and squares can be created throughout the corridor and provide unique pedestrian experiences.

Fairfax Boulevard today is a highway built primarily for cars.

Implementation of the 5+2 lane configuration (5 through lanes with local lanes on either side), where appropriate, will make Fairfax Boulevard more pedestrian-friendly, while still accommodating vehicles.

The realized vision is a true boulevard, a "great street" and community asset.

Source: Dover, Kohl & Partners, April 2008

First Principles of the Plan

Make the Boulevard a walkable "great street"

Fairfax Boulevard should be rebuilt according to a design that would transform the corridor into a community asset. The vision is to create a safe and attractive street lined with trees and pedestrian enhancements, while providing an appropriate balance for pedestrians, motorists, bicyclists and transit.

Allow change on the community's terms, with attention to appropriate size & scale

Initial planning for future development should respect the community's overall vision for the corridor. The Master Plan needs to be a "living document" that grows in response to changes in the City and region. Revising the existing land development regulations to provide for a modified form-based focus would be the best way to realize this vision.

Support a mix of uses & destinations

A mix of uses is essential to conquering transportation problems and creating sustainable, interesting and successful addresses. The corridor should support not just retail, car dealerships and hotels, but also housing, workplaces, green spaces, and civic uses.

Balance traffic capacity, safety & character

Fairfax Boulevard can be transformed into an urban street, conducive to a wide variety of economically productive uses, instead of the narrow mix of a typical suburban strip. This can be accomplished within an engineering strategy that also addresses capacity and improves safety.

Plan for feasible, phase-able pieces

Complete transformation of the corridor will not happen overnight. The plan should be accomplished in small components that can be accomplished over time as the market demands.

Enable the market

Developers can be allies. By enacting regulations that make desirable development easy, the City will encourage the type of building it hopes to see along the corridor.

Implementation Strategy

Policy Recommendations & Regulatory Changes

- Confirm physical and regulatory conditions
- Build on the Fairfax Boulevard Plan to amend Comprehensive Plan
- Revise zoning for mixed-use centers; consider the Form Based Code
- Develop the appropriate staffing infrastructure
- Streamline the development procedures and approvals process

Planning Strategy

- Focus on supporting walkability in the centers
- Maintain inventory of land uses, correlate with economic data
- Create a redevelopment targeting strategy
- Establish a parcel assembly program
- Improve transit in the corridor
- Make watershed management a community amenity
- Promote Fairfax Boulevard as a destination

Key Capital Improvement Projects

- Implement the recommended roadway and streetscape improvements
- Design and implement street grids, particularly in centers
- Construct public parking

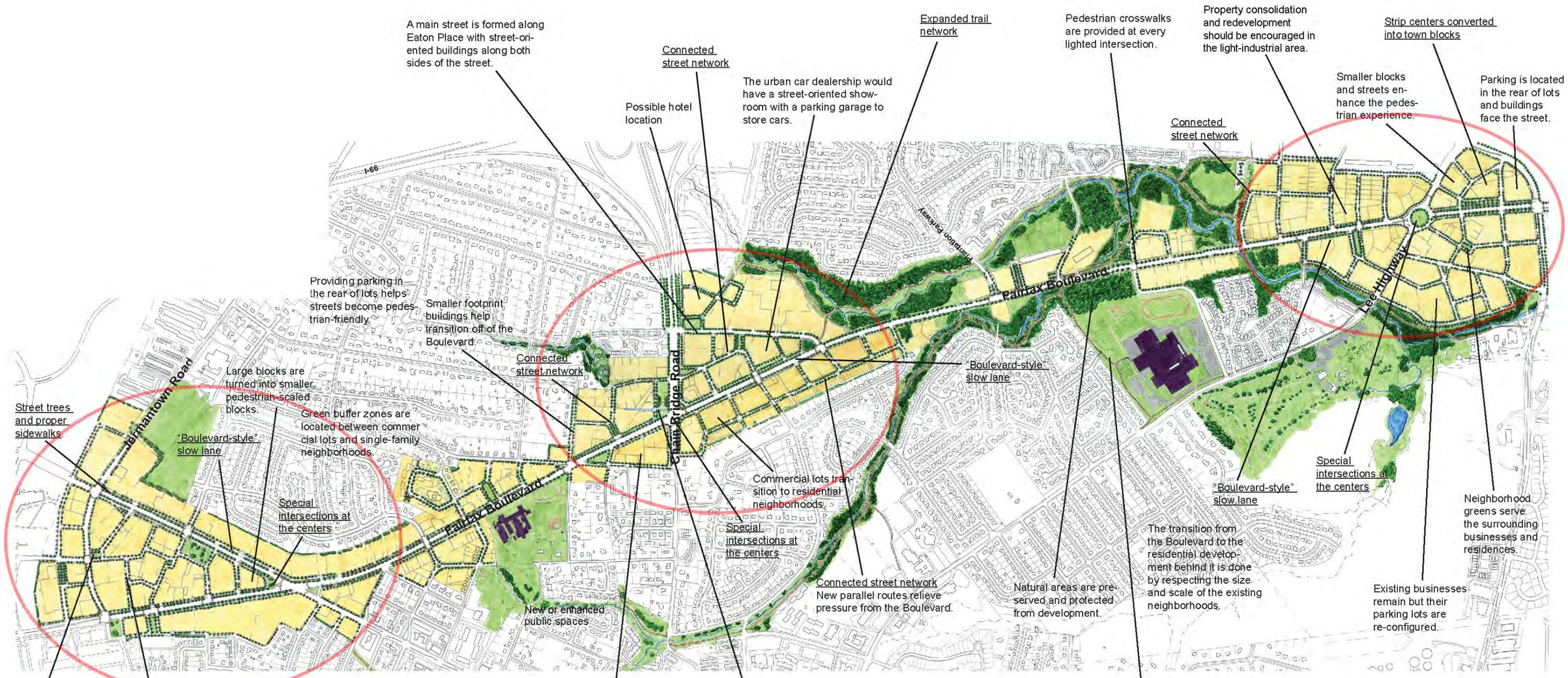
Economic Development Strategy

- Develop strategies for retail, office, housing and parking
- Establish a program for pilot projects
- Establish public-private partnerships
- Actively target retail tenants for newly created street frontages

Funding Mechanisms

- Consider Tax Increment Financing
- Research and apply for grants
- Consider tax credits, revolving funds, and small business investment groups
- Explore Economic Development Authority bonding opportunities

Fairfax Boulevard Master Plan
Vision and Summary
Illustrative Plan



Source: Dover, Kohl & Partners, April 2008