



FAIRFAX COUNTY

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AMERICAN INSTITUTE OF ARCHITECTS
REGIONAL / URBAN
DESIGN ASSISTANCE TEAM

**FAIRFAX
COUNTY,
VIRGINIA**

**AMERICAN INSTITUTE OF ARCHITECTS
REGIONAL / URBAN
DESIGN ASSISTANCE TEAM**

APRIL 21-24, 1972

92-61704
Members of the
American Institute of Architects
Regional/Urban Design Assistance Team
Fairfax County, Virginia
April 21-24, 1972

George W. Barton, FASCE, ITE, AICE
President, Barton-Aschman Associates, Inc., Chicago
(transportation consultant)

Charles A. Blessing, FAIA, AIP, ASCE
Director of Planning for Detroit
(architect, planner, and engineer)

Charles William Brubaker, FAIA
President, Perkins and Will, Chicago
(architect and planner)

John W. McMahan
President, Development Research Associates, Los Angeles
(economist)

Lawrence P. Melillo, AIA
Louisville
(architect and planner)

John Reed, PhD
University of Wisconsin at Green Bay
(professor of ecosystems analysis)

Henry Steinhardt, AIA *
Mercer Island, Washington
(architect and urban designer)

Joseph N. Wills
Director of Design, Lucas and Edwards, Inc., New York
(architectural and urban designer and planner)

*Team Chairman

FAIRFAX COUNTY BOARD OF SUPERVISORS

William S. Hoofnagle
Chairman

Joseph Alexander
Herbert E. Harris, II
John Herrity
Alan H. Magazine

Mrs. Audrey Moore
Mrs. Martha V. Pennino
Rufus Phillips
James M. Scott

George J. Kelley, Jr.
County Executive

WHAT A TEAM IS AND DOES

The Urban Planning and Design Committee of the American Institute of Architects has been sending urban design assistance teams to various American cities since 1967. The Fairfax County team is the first of these teams to be truly regional in scope.

Each Regional/Urban Design Assistance Team has its own membership, made up of experts on the particular problems of the area under study. Members are not compensated for their service and agree not to accept commissions for work in the communities studied. The team makes a study--presents its analysis--offers its recommendations--"A PLAN FOR PLANNING"

PREPARATION

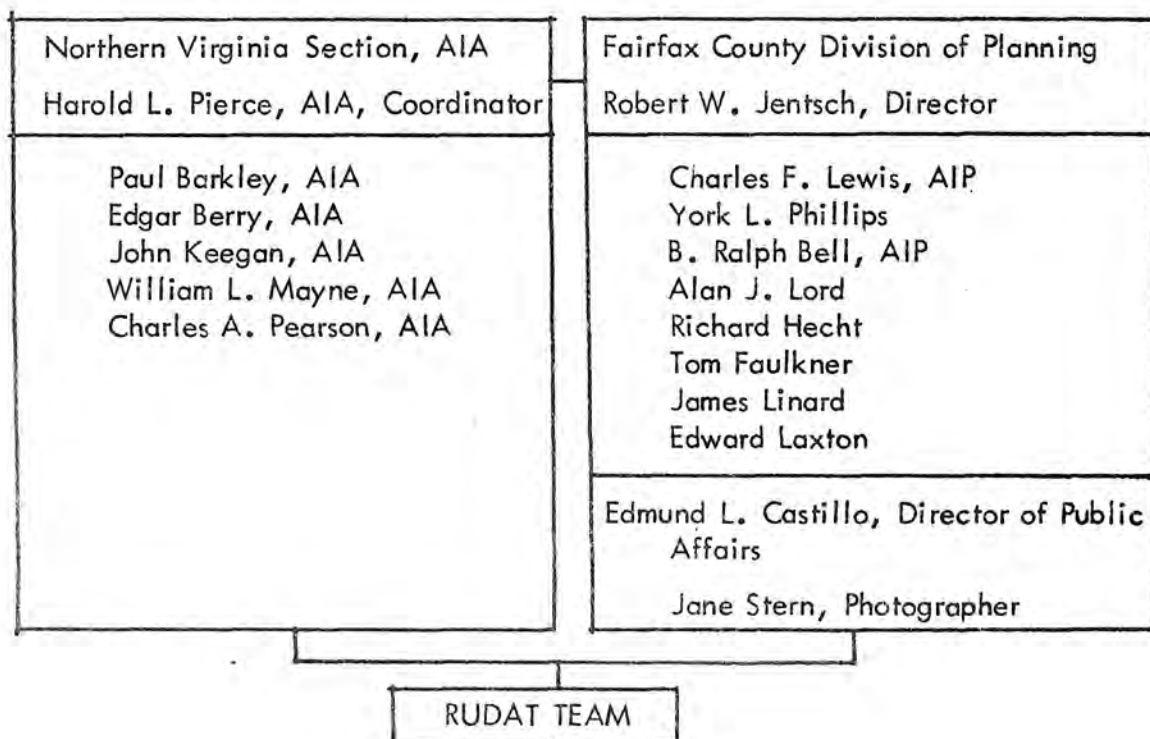
Following the UDAT visit to Falls Church in May, 1971, the County Executive of Fairfax County, Dr. George J. Kelley, Jr., initiated an inquiry into the possibility of such a team for Fairfax County. A formal request for such a team was made in December, 1971, to the AIA by William L. Mayne, AIA, Chairman of the Northern Virginia Section; H. Hunter Kennard, AIA, President, and Harold L. Pierce, AIA, Chairman of the Urban Affairs Committee, Washington Metropolitan Chapter; and William Vosbeck, AIA, President of the Virginia Chapter.

In February, 1972, a reconnaissance visit was made by Henry Steinhardt, AIA, Coordinator of the RUDAT Program for the AIA Urban Planning and Design Committee, to consult with the Board of Supervisors and arrange for the team's visit.

SPONSORSHIP

The request to the AIA was accompanied by letters indicating interest and support by the Fairfax County Redevelopment and Housing Authority, Northern Virginia Builders Association, Fairfax County Chamber of Commerce, and Northern Virginia Planning District Commission. The RUDAT visit was sponsored by the Fairfax County Board of Supervisors, which paid the expenses of the team and published this report.

COORDINATION



CHARGES TO THE TEAM

Northern Virginia Chapter, AIA

- Organize the problems of Fairfax County into comprehensible areas of study.
- Recommend a development pattern that could produce the greatest livability for the people.
- Help develop a scheme for the people to identify themselves with Fairfax County as a community.

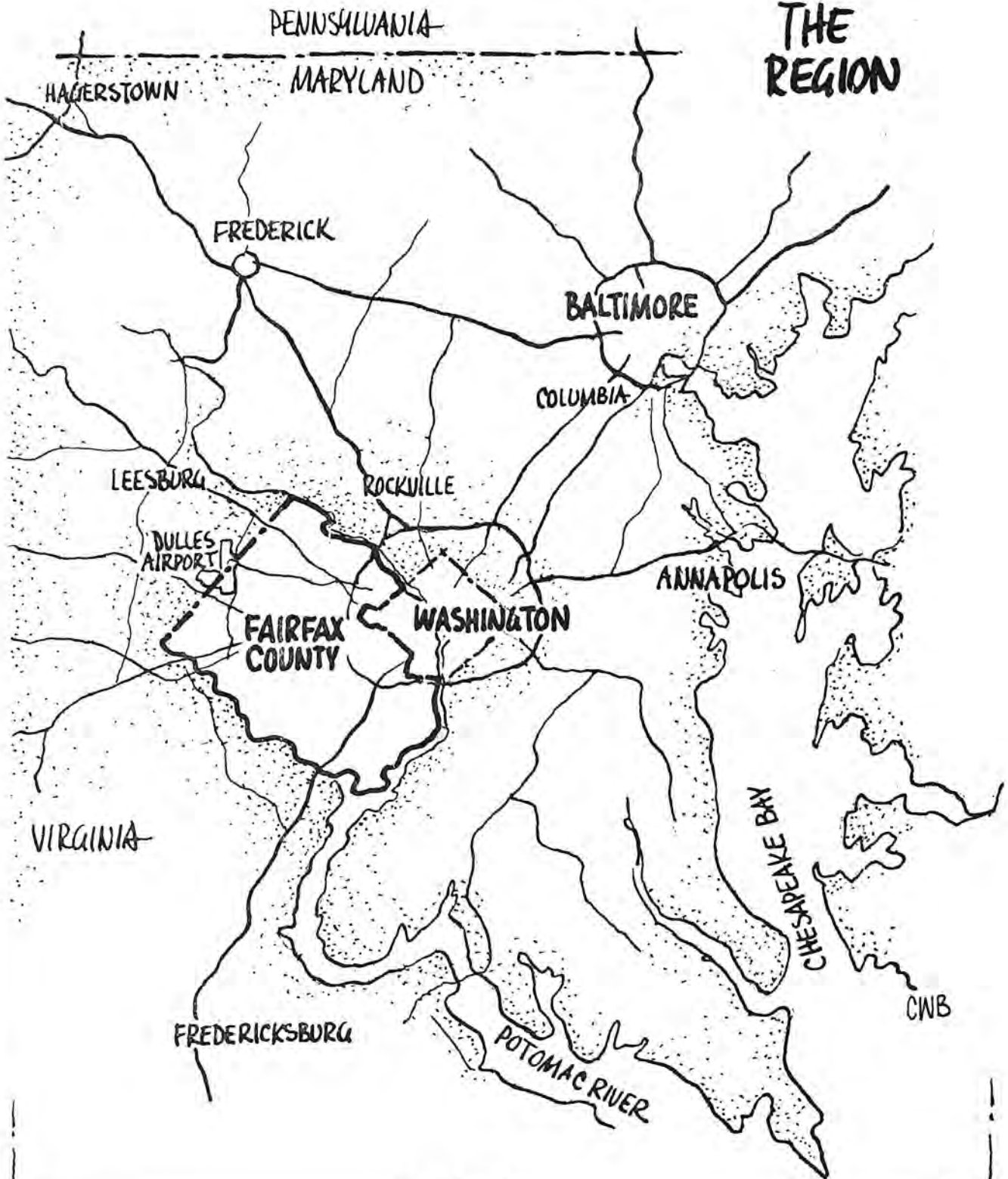
Board of Supervisors

- Develop general guidelines for growth.
- Recommend approaches for economic development and transportation.
- Advise on maintenance of the "quality of life" of Fairfax County residents.

ACKNOWLEDGMENTS

- To the County staff and AIA Chapter members listed above.
- To Major General Robert R. Ploger, Commanding General of Fort Belvoir, and to the helicopter crews.
- To Dan Mahaney, Manager of Dulles International Airport.

THE REGION



100 MILES

FAIRFAX COUNTY



25 MILES

FAIRFAX
COUNTY, VA.
APRIL 21

Breakfast introduction



EDWARD CASTILLO Publicity Fairfax Co.	ROBERT JENTSCH Director of Planning	CHARLES PEARSON No. Va. Chapter AIA	GEORGE BARTON Transportation Barton-Aschmann Chicago	JOSEPH WILLS planner, housing NY	JOHN REED ecologist GREEN BAY	WILLIAM MAYNE Chairman No. Va. Chapter AIA	HAROLD PIERCE chairman ATA/RUDAT No. Va. Chapter
JOHN McMAHAN economics Dev. Research Associates L.A.	BILL BRUBAKER architect Perkins & Will Chicago	LARRY MELILLO architect & planner Louisville	HENRY STEINHARDT architect & planner Mercer Island Washington	CHARLES BLESSING Director of Planning Detroit	JOHN KEEGAN No. Va. Chapter AIA	PAUL BARKLEY No. Va. Chapter AIA	

Bob Deutsch & Ed Castillo =

Fairfax County

rich variety & contrast

from Mount Vernon to Dulles Airport

military lands, open land, county + towns =

Herndon & Reston (not a town)

Vienna (town) and City of Fairfax

very small black population

Bailey's Crossroads congestion

recent past = pride in "fastest growth"

.... but now = reaction against growth, high taxes, "problems"

Anti-growth philosophy now dominates part of
Fairfax County Bd. of Supervisors

and
Planning
Staff
members

CHARLES LEWIS, AIP
Senior Planner

YORK PHILLIPS
Associate Planner

RALPH BELL, AIP
Senior Planner

JANE STERN

NEIL MAURER
AIA, Octagon

Bob Jentsch, Director of Planning =

Compare 1960 land use map
with 1965 map (20,000 people/year)
growth

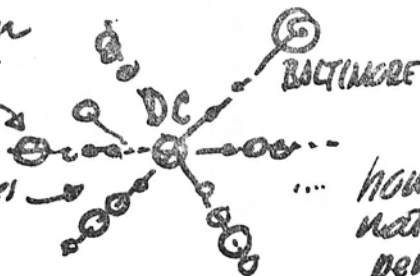
1958 plan

6 parts ... all adopted, except transportation
recognized urban eastern 1/3 of county

"Year 2000" plan

development
corridors

+ green wedges



however,
watershed was
perpendicular to
the proposed wedges.

Radial routes ...

developing in the "Route 1" manner (The Strip)

and some citizens would like to see

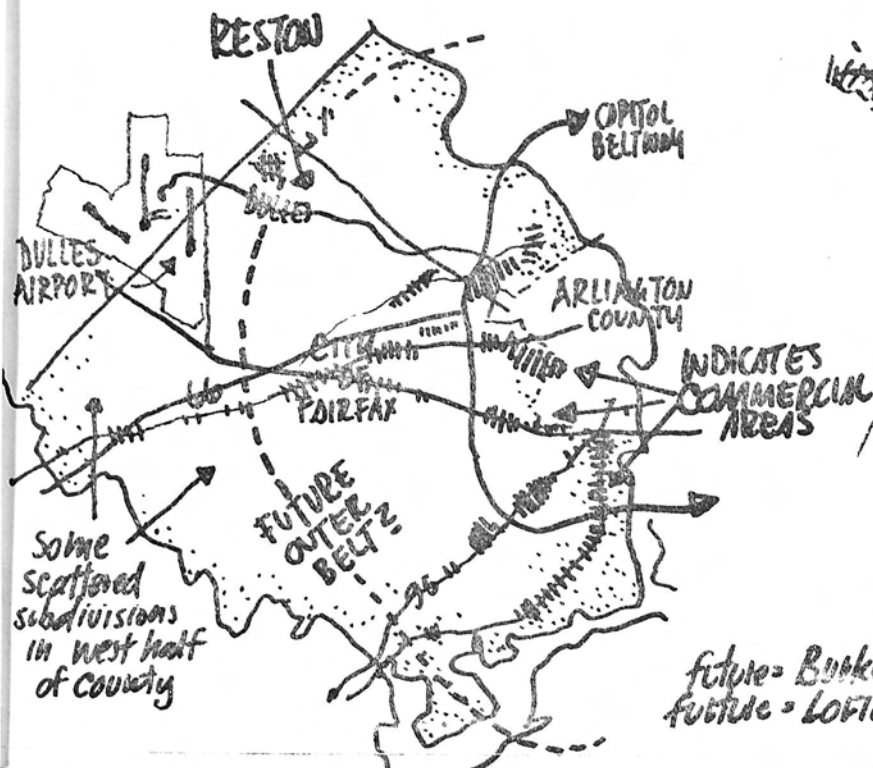
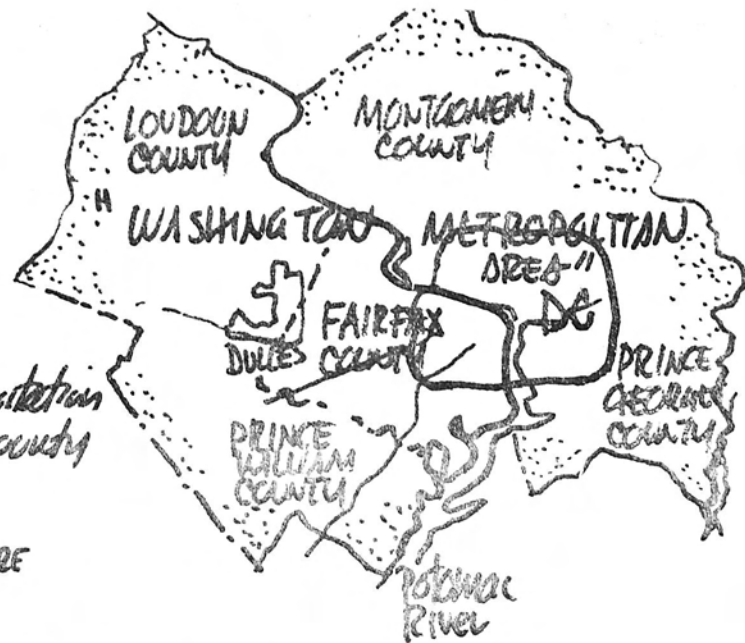
the radial routes protected

from further strip development.

Comprehensive up-to-date

county plan

has not been prepared.



Regional Centers =

Tysons Corners

Herndon - Reston

future = Centerville (south of Dulles)

Springfield

Seven Corners } related

Baileys

Fairfax - Vienna

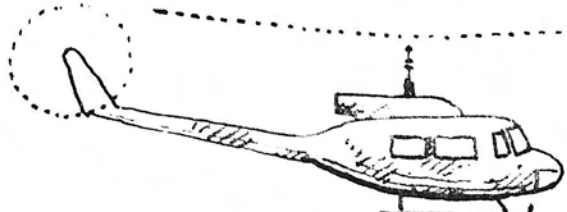
future = Burke
future = Loudon

Flight over
 Fairfax County
 via 3 US Army
 Helicopters (Bell
 UH-1H)
 Turbine
 powered



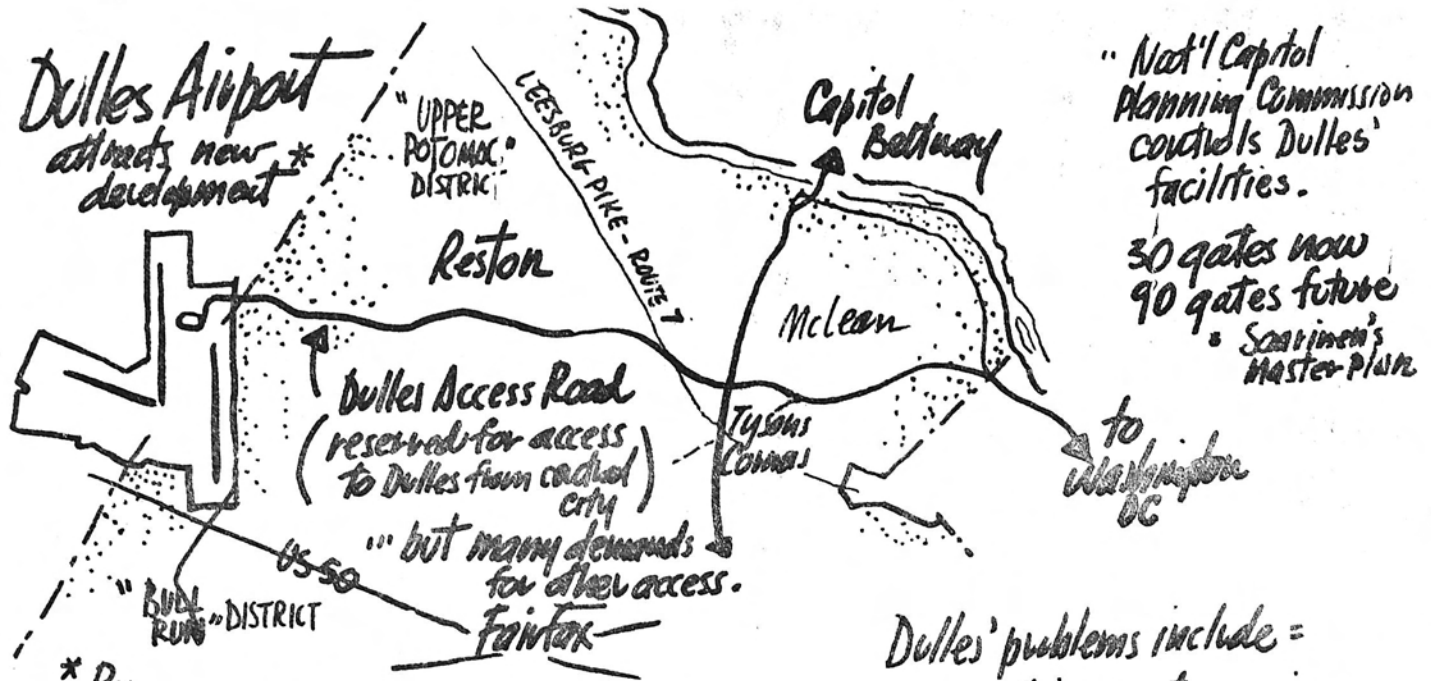
arranged by Chas. Pearson
 many thanks to U.S. Army

a beautiful day ...
 ... good opportunity to see
 and photograph Fairfax County.



Dulles Airport

attracts new development *



" Nat'l Capitol Planning Commission controls Dulles' facilities.

30 gates now
90 gates future

* Scavini's Master Plan

Dulles Access Road
(reserved for access to Dulles from capital city)

" but many demands for other access.

BURN RUN DISTRICT

* Per
is making a study for FAA
of land near Dulles ...
... encourages International
associations, institutes,
housing, etc.

* Washington Post
objects to movement out
of Washington DC

* sewer & water / no low-cost
problems housing

Dulles' problems include =

- getting county zoning beyond runways
- protecting Dulles Access Road
- completion of C66
- overtaxed rush hour but under-utilized at other hours
- conflict regarding development in area.
- growth of air freight
- manpower (currently 2600 people employed)

1) 747 takes 20 tons of freight
2) and new IATA rules
= dramatic increases in
air freight expected.

- Don Mahoney, Manager
Dulles Airport

" Transpo '72 " Transportation Show
planned to open at Dulles on May 27, thru June 4

6 "people movers" systems
dirshows & parked aircraft

2 million visitors expected
50,000 parking spaces



FAIRFAX COUNTY'S MAGISTERIAL DISTRICTS ... (do not coincide with the 14 "Planning Districts")

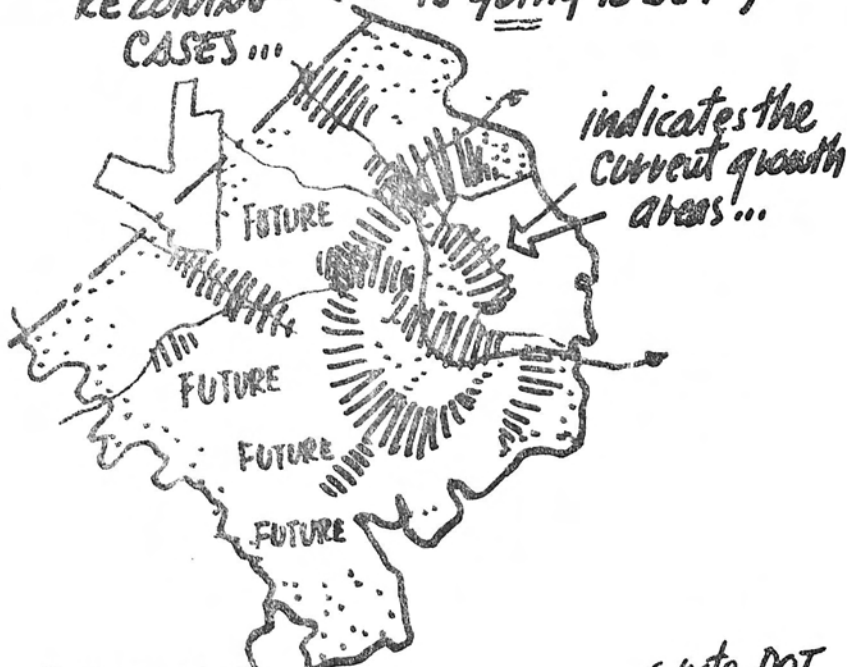


A major issue
continues to develop =

GROWTH VS CONTROLLED GROWTH
(and NO GROWTH)

... both a Fairfax Co and
national concern.

PENDING-
REZONING
CASES ... (where the action is...
... is going to be!)



PARKS ...

County Park System =

1. Neighborhood parks
2. District parks
3. Stream Valley

Bull Run Regional System

Federal parks (Nat'l Park Service).

COMMUNITY COLLEGE ..
multi-campus system
evolving

also GEO MASOON COLLEGE
... a state college
south of City of Fairfax

HIGH SCHOOLS ...

BUS SYSTEM ...
will eventually be taken over by
Washington METRO system.

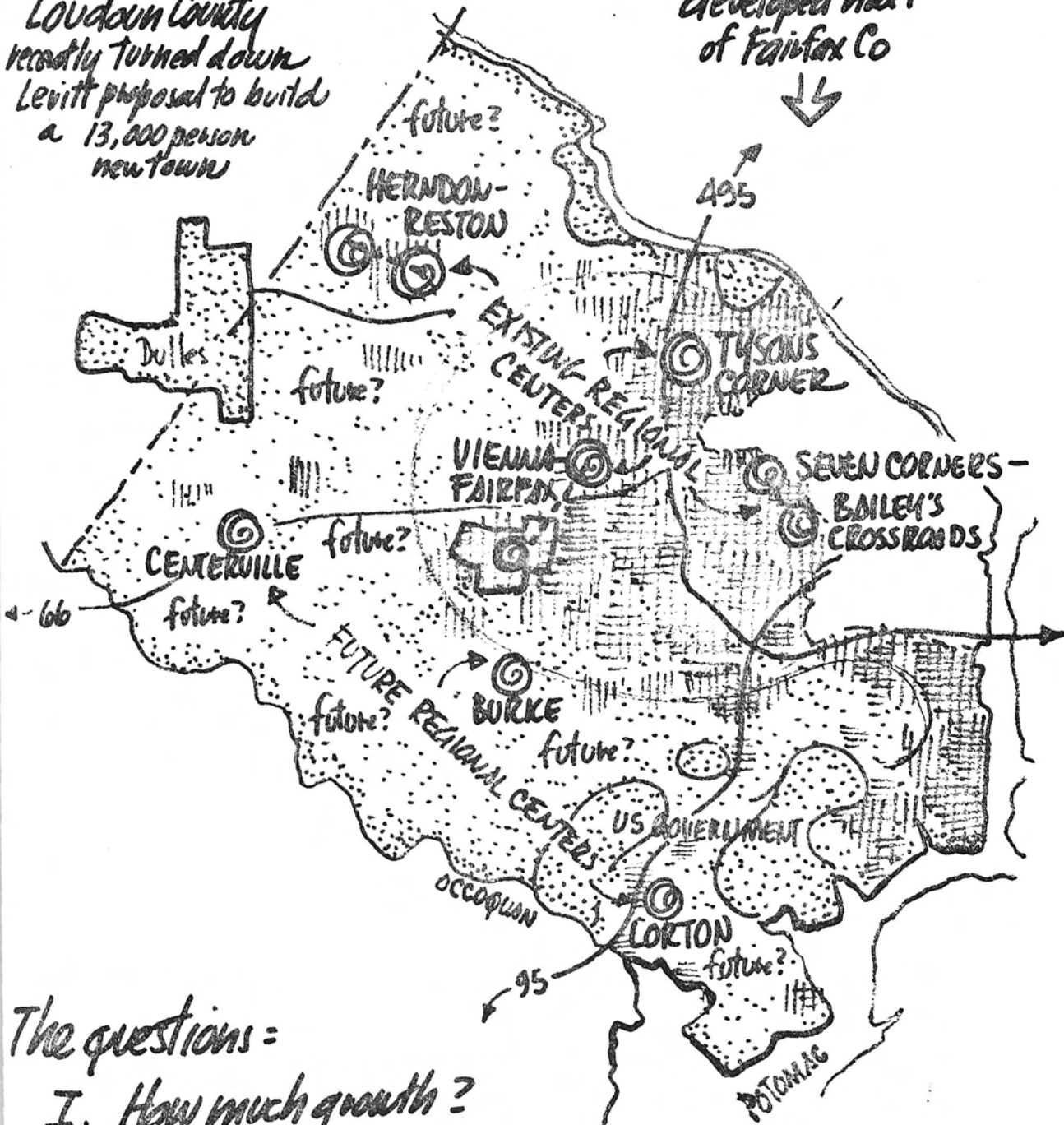
(note DOT
experiment =
Shirley highway
bus lanes.)

... 7 PM, Fri, April 21

The Western
undeveloped half
of Fairfax Co.

The Eastern
developed half
of Fairfax Co

adjacent
Loudoun County
recently turned down
Levitt proposal to build
a 13,000 person
new town



The questions =

I. How much growth?

II. Where?

III. How?

(Advanced
Planning
required)

From the "Summary of Adopted Long Range Plans for Fairfax County" 3/20/72

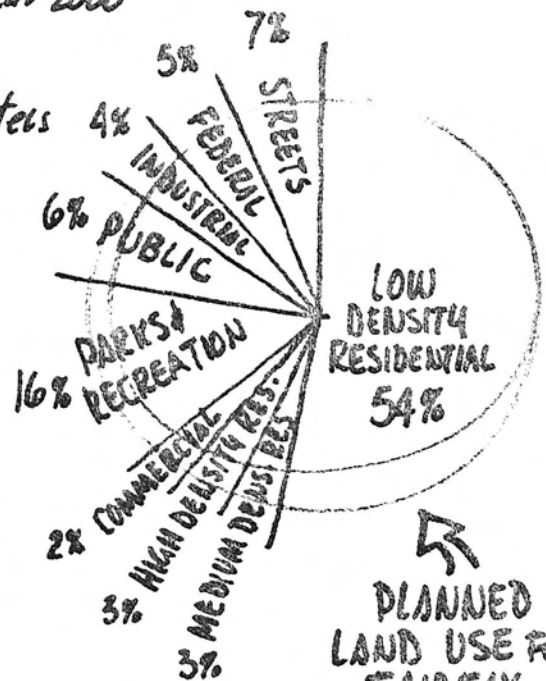
1972: Bd. of Supervisors directed Planning Division
to prepare a 5 year Countywide Development Program.

Background: 1938: First Planning Commission
1941: First countywide zoning ordinance
1958: Comprehensive Master Plan
1961: NCP's regional "Plan for the Year 2000"
... radial corridors
... green wedges
... development clusters
1963: 14 Planning Districts
by 1972: 31 approved plans or studies

Total planned population: 1,425,000

Total Jan '72 population: 447,000

... not incl. City of Fairfax, and
towns of Clifton, Vienna, Herndon.



Land Use:
"Multiuse Urban Clusters" (Reston-Herndon,
Couterville,
Burke, Lorton.

Higher density growth (at 50-606, W. of Fairfax
at Tysons Corner area
& along some main routes.

Community Centers (in Pohick watershed.

Existing centers (Chantilly, Vienna, Fairfax, Merrifield, Springfield,
McLean, Seven Corners, Bailey's Crossroads, Annandale, Lincolnia.

Rest of county = low density growth.

Industrial (on transp.
corridors.

PLANNED
LAND USE FOR
FAIRFAX
COUNTY'S
257,000 ACRES

Saturday, April 22

CITIZENS GROUPS

Donald Cook

Fairfax Co Chamber of Commerce

existing ... median household income \$16,000

median value of housing \$36,000

"bedroom community" nature

an unbalanced economic situation

small amount of land zoned for commerce & industry

proposed ... CofC urges highway intersections zoned for commerce & industry.

Dulles Access Road

should be a corridor for international business & industry.

Interstate 66 should be completed

Balanced transportation system needed

Jefferson Smith

Northern Virginia Home Builders Assn.

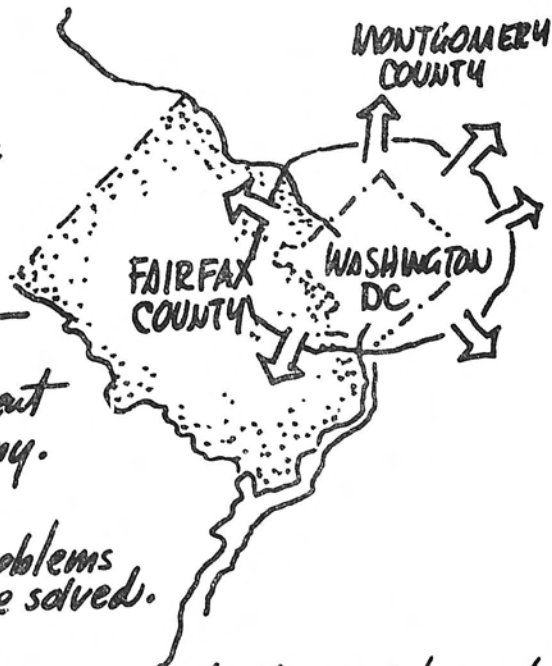
sewer problems are intense

"by-passing" resulted in dumping sewage in Potomac

Fairfax Co. is a part of the Washington Metro region which continues to grow

Growth is an essential component of a healthy local economy.

Recognize current arguments against growth ... but problems can be solved.



Dave Edwards

Fairfax Co. Industrial Authority (but name will be changed to emphasize broader economic dev, especially office bldg's.)

... basic change: strengthen tax base ...

presently = county offers 25% of employed jobs in Fairfax Co.

goal = 60% of employed persons should work in the county.

(note = even if that percentage is achieved, Traffic into DC will increase if county population triples..)

Bob Abrash

Fairfax Co. History Commission



.. an historic county .. with many significant sites ...
note relationship to parks

CUB = new development in City of Fairfax does not relate to
fine older buildings.

Example = Centerville

is a challenging problem

since it has both 1) some quality older areas (Victorian homes

2) future possibility of becoming a
"Regional Center"

John Bloom Preservation

suggest a survey of historic places

Bicentennial opportunity, 1976

a good museum is needed (John Reed - how about a new kind of
"museum" with ecological
growing Geo Mason Univ
relationships should be cultivated. studies & concern?)

Dr. Paullin

Public Library System (second busiest in the South)

200,000 citizens borrowed 3.7 million items, at 14 locations

Fairfax Central

Geo Mason, Annandale
Shawwood, Reston, Vernon

regional libraries (proposed = at
Reston, &
Centerville
plus
branches, incl.
in storefronts

Donald Bowman

Growth pressure
due to success of metro area.

Growth from 1/2 million to 1 1/2 million
should utilize some higher-density clusters (saving significant
open space ...)
which relate to transit systems
& efficient utilities.

The visiting
Regional - Urban Design Assistance Team
can help resolve public/private conflicts.

Coalition for
Housing Action

promoted
low-income
housing.

(Note on drainage design =

Mr. Smith - highway depts. demand over-design ...
... too much paving (therefore excessive
run off)

Scott Seeger

Virginia Potomac Valley Assn ..

to limit development (east of Great Falls Park)
(& concurrently limit expansion of
public domain)

result = a compromise
between public & private
interests.

perhaps a useful device to maintain open space
while not making public purchase necessary.

Thompson Hirst

Annapondale CofC

Capital Beltway influenced growth
business area grew auto-oriented
= many parking lots + huge signs

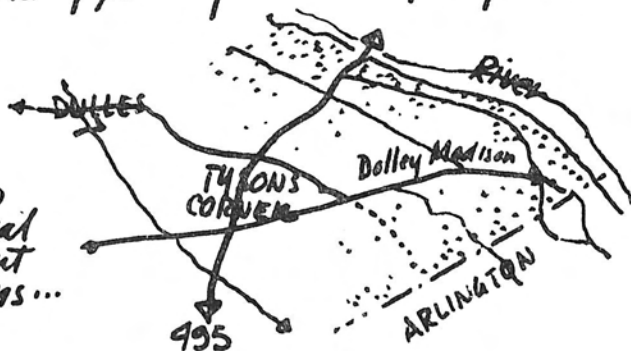
future of Annapondale =

... mixed use, compact ...
higher density center
.. (but not at a Metro
thrust station)
... attract a US Govt
office.

Mrs. Andrews

McLean

... agreed to
commercial
development
at Tysons ...



McLean's problems =

... mass transit need
for Tysons Corner

CMB - a few architectural
disasters, too ...
... the low-brow
commercial strips.

Mrs. Cook

Dianesville Environmental Force ...

⇒ The natural setting =
a high plateau, the Potomac, the forest, streams, steep slopes.
(The Potomac Task Force recommended protection, controls,
'1/2 mile from the river's edge ...

to protect Potomac parkside ...
Steep slope ordinances are needed.

"density can be concentrated"

open space ... necessary for maintenance of
natural processes ... flood control ... human amenity ...

growth, if excessive, can overtax
the natural environment ...

M Dewey

No. Virginia Conservation Commission.

environmental bill-of-rights

⇒ why not less-expensive, less-technological housing in a superior setting
with trees saved, natural environment
cherished.

Dr. William Hootnagle
County Chairman

John Herrity
Springfield
District

Saturday afternoon

Dr. George Kelley
County Executive

The Fairfax County Board of Supervisors

Wm.
Hootnagle =

major concerns include =

Growth = how much?
where?
how?

Transportation

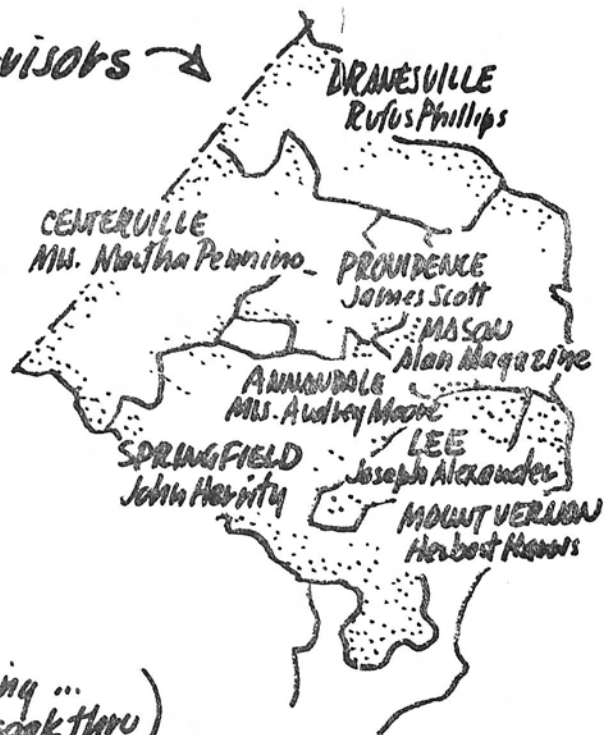
which is now inadequate

Water Supply

Sewers (shortage caused halt in building)

Environmental amenities

Acres of Asphalt (we need a pervious paving ...
to allow rainwater to soak thru)



George
Borton = why not more employment
where the people live?

John
McMahon = in 1960, about 60% of workers
committed to DC.
in 1970, after great growth,
still about 60%.

George
Kelly =

bus transportation = tough economics

Metro transit = still years away (& limited) ... Metro extension to Dulles would help.

John
Herrity = recognize need for
new industrial-research-offices
... but county can offer little incentive to industry
... government-contract research is down
... office vacancies up

no single answer ...
"can seek balanced
total economic
development."

Henry
Steinhardt =

what is the "quality of life?"

Wm.
Hootnagle = good schools, recreation, trees,
pleasant driving, open space,

Many Fairfax residents
think they have it (or had it)
on 1/4 acre lots ...
and they resist
urbanization.

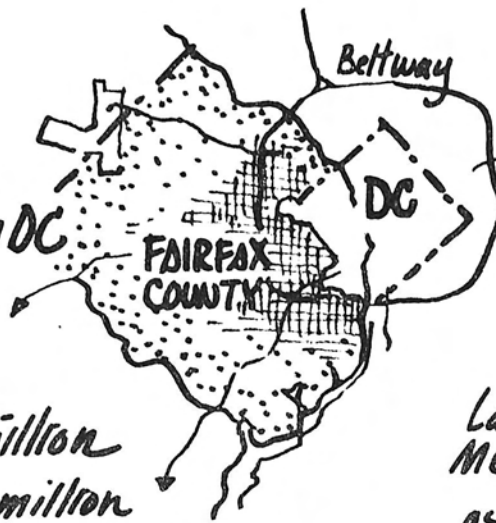
John McMahon ...
get in balance ...
... slow down residential
... speed up industrial
& office development!

Bill
Bubaker = solicit corporation
headquarters ...
... as Houston's
doing effectively.

(note = executive types
now want to live
where the water,
golf courses, & airports
are ...
= Fairfax Co.

Joseph Wills:

Fairfax Co. is inseparable from Washington DC



Can the "housing problem" be separated from the larger problem... the Washington metro housing need?

The Growth Problem =

- 1) Wash metro now 3 million
- 2) "Year 2000" plan = 5 million
- 3) Last year's study by Metro. Council of Govts predicts = 8 1/2 million (upper range)

Larry Melillo: 5 year plan goals?

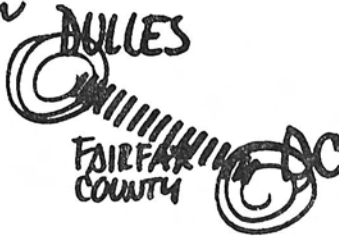
as population growth
growth pattern
the desirable mix
needed improvements

George Kelley

5 year plan forces...

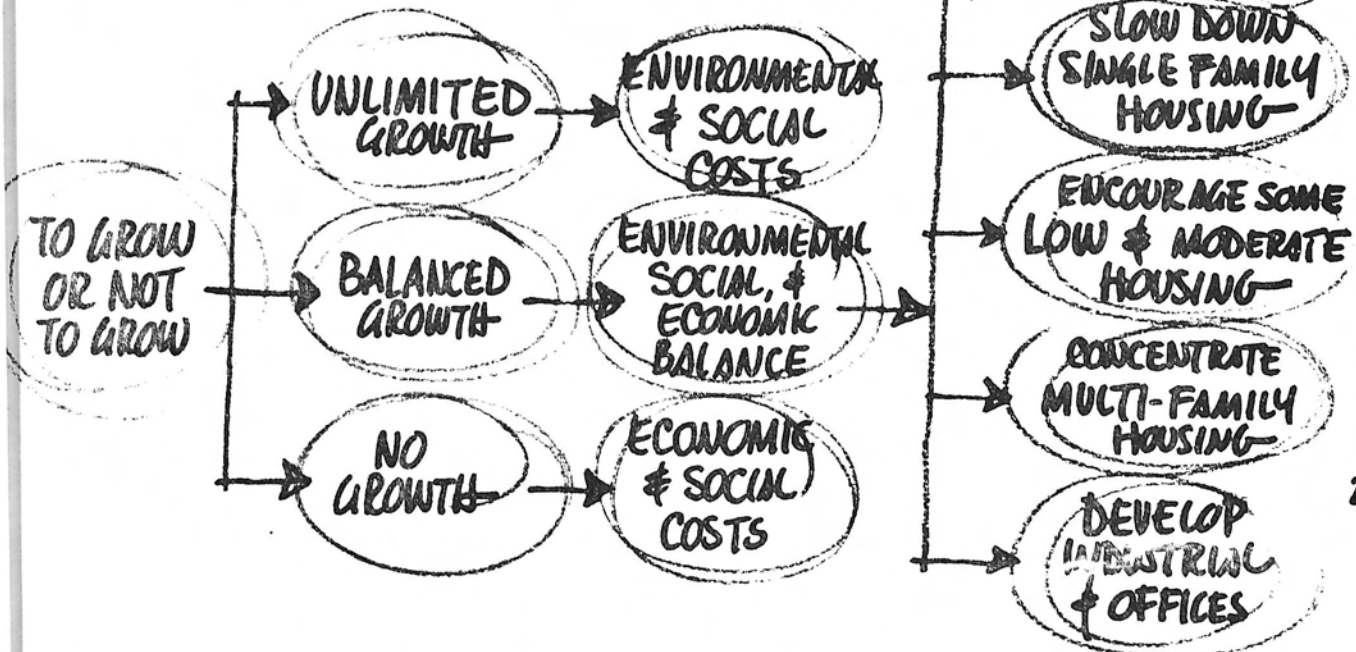
- ... a better data base
- ... identification of alternatives
- ... land use planning

If growth continues...
the corridor between
Dulles & DC
will be one of the
hottest areas in the
world!



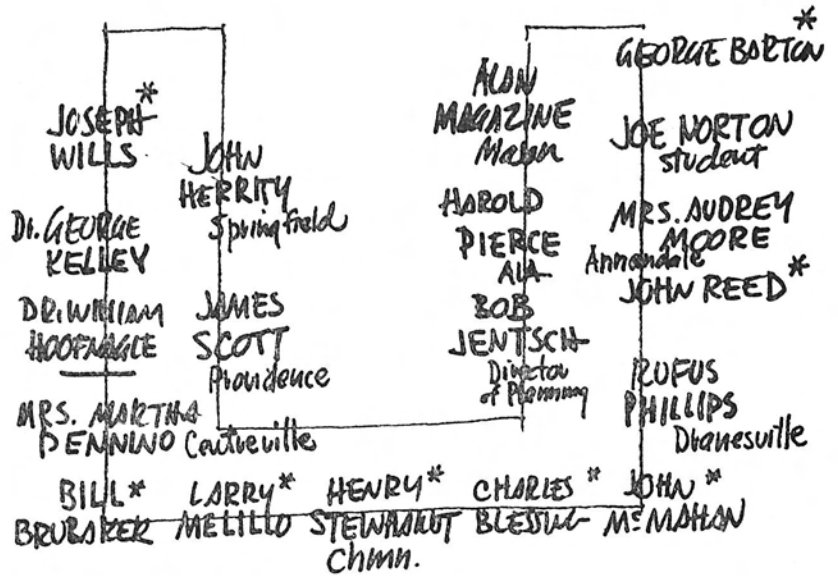
John McMahon...

FAIRFAX COUNTY GROWTH DECISIONS



Monday morning breakfast with
the Board of Supervisors

* AIA Regional-Urban Design
Assistance Team



Henry Steinhilber ...
After three-day analysis
of the county ... the report
is developing ...

Bill Brubaker ...
Growth is the
main issue ...
... we have heard &
considered both sides.

John Mc Mahan ...
Good economics demands "balanced growth"
with more places of employment
especially office bldgs, corp. bldgs,
research
light industry
(especially near Dulles)

- = less reliance on
committing to DC.
- = less auto traffic
- = better tax base
- = low cost housing
added to the mix

George Barton ...
Growth patterns
can be planned to
utilize transportation
efficiently.

New Metro system
won't solve traffic
problems ...
... but other modes
should supplement it.

most people demand
improvements to other
roads ... but don't want
their own road
changed.

John Reed ...
Growth in concert
with the natural environment
is the future opportunity.

Charles Blessing ...
... Fairfax County is
a beautiful area
... the board members
are "Supervisors
of the Future"



Joseph Wills ...
Urban growth clusters = an alternative to
unplanned sprawl
... with some zoning
for higher density
... & lower income
housing, too.
Clusters integrate
high schools, recreation,
commerce, housing, etc.

Larry Melillo ...

Conclusion = long range
new concern for planning, directing future growth, creating a
fine environment.
... AND MAKING IT UNDERSTANDABLE TO CITIZENS!

THE ECOLOGICAL DIMENSION THE FAIRFAX COUNTY COUNTRYSIDE-THE LANDSCAPE

A system relating a variety of living organisms to the physical environment.

The System In Balance - 18th Century

- Scarce but essential life giving materials used and reused.
- Dependable and adequate water for life processes available at all times.
- Environmental extremes unusual.
- Maximum variety of organisms living together.
- Behavior system predictable
- Environmental quality optimal.

The Present Unbalanced System (1972)

- Stresses evident due to inadequacy or unavailability of essential life giving materials and water.
- Stresses related to frequency of environmental extremes.
- Fewer kinds of organisms living together.
- Future system processes not predictable.
- Environmental quality deteriorating.

Causes of the Present Unbalanced System

- Removal of original forests.
- Intensive agricultural use.
- Abandonment of tilled land without cover planting.
- Repeated removal of transient vegetation following each period of agricultural use.
- Degradation of soil during the preparation of development sites.
- Use of land incompatible with topography and drainage patterns.

Strategy for Restoring Balance and for Insuring and Restoring the Quality of the Environment. Preparation of a datum base through:

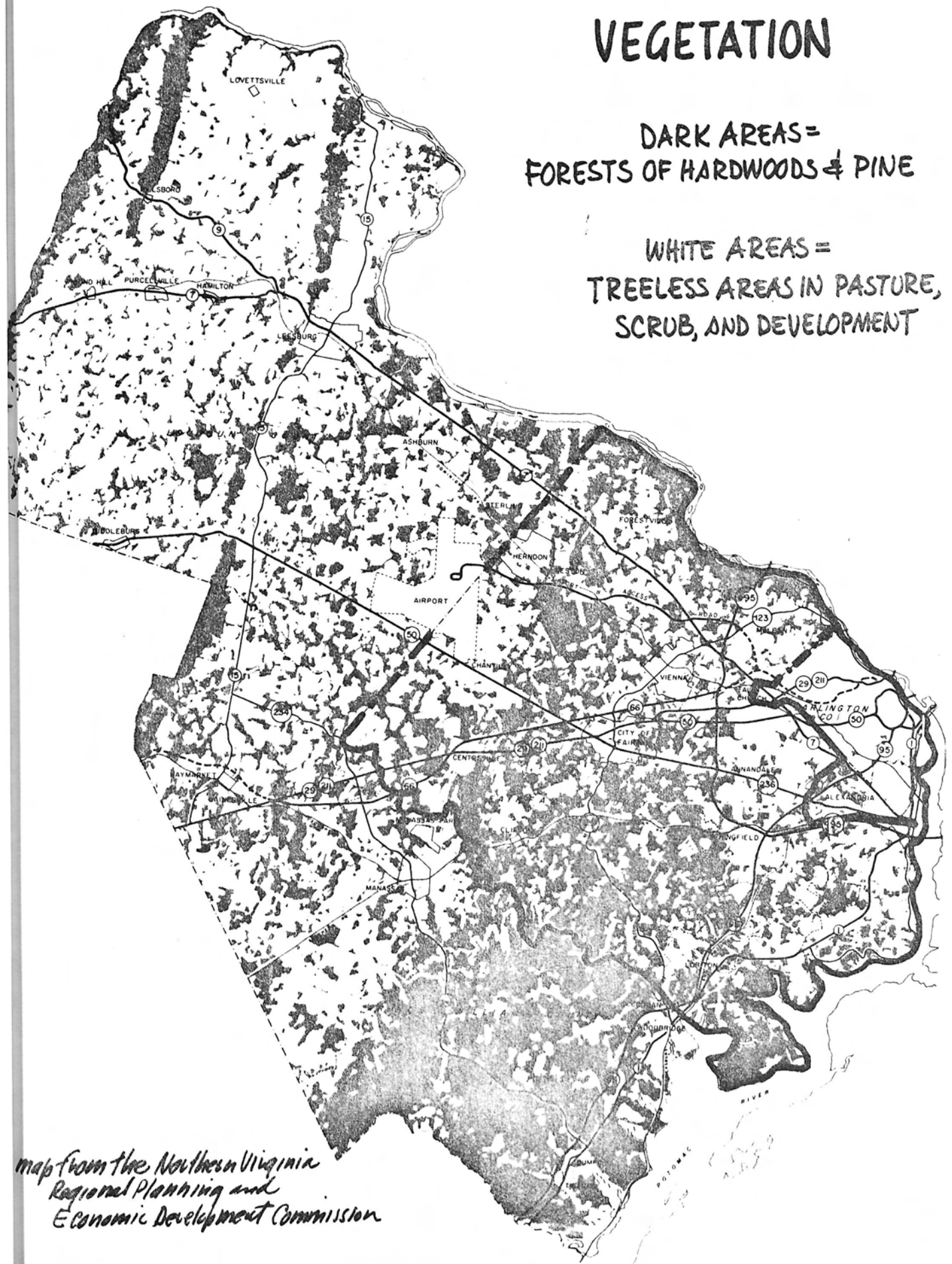
- Reconstruction of land use via historical records.

- Inventory and analysis of the present ecosystem as a base for predicting the direction and rate of change in its components.
- Monitoring of future changes in the ecosystem on both used and preserved areas.
- Construction of an ecosystem model based on all available facts and trends to be joined with an economic model for planning, decision making and action programs.

VEGETATION

DARK AREAS =
FORESTS OF HARDWOODS & PINE

WHITE AREAS =
TREELESS AREAS IN PASTURE,
SCRUB, AND DEVELOPMENT



map from the Northern Virginia
Regional Planning and
Economic Development Commission

SUITABLE FOR AGRICULTURE
FORESTS, LAWNS, & GARDENS

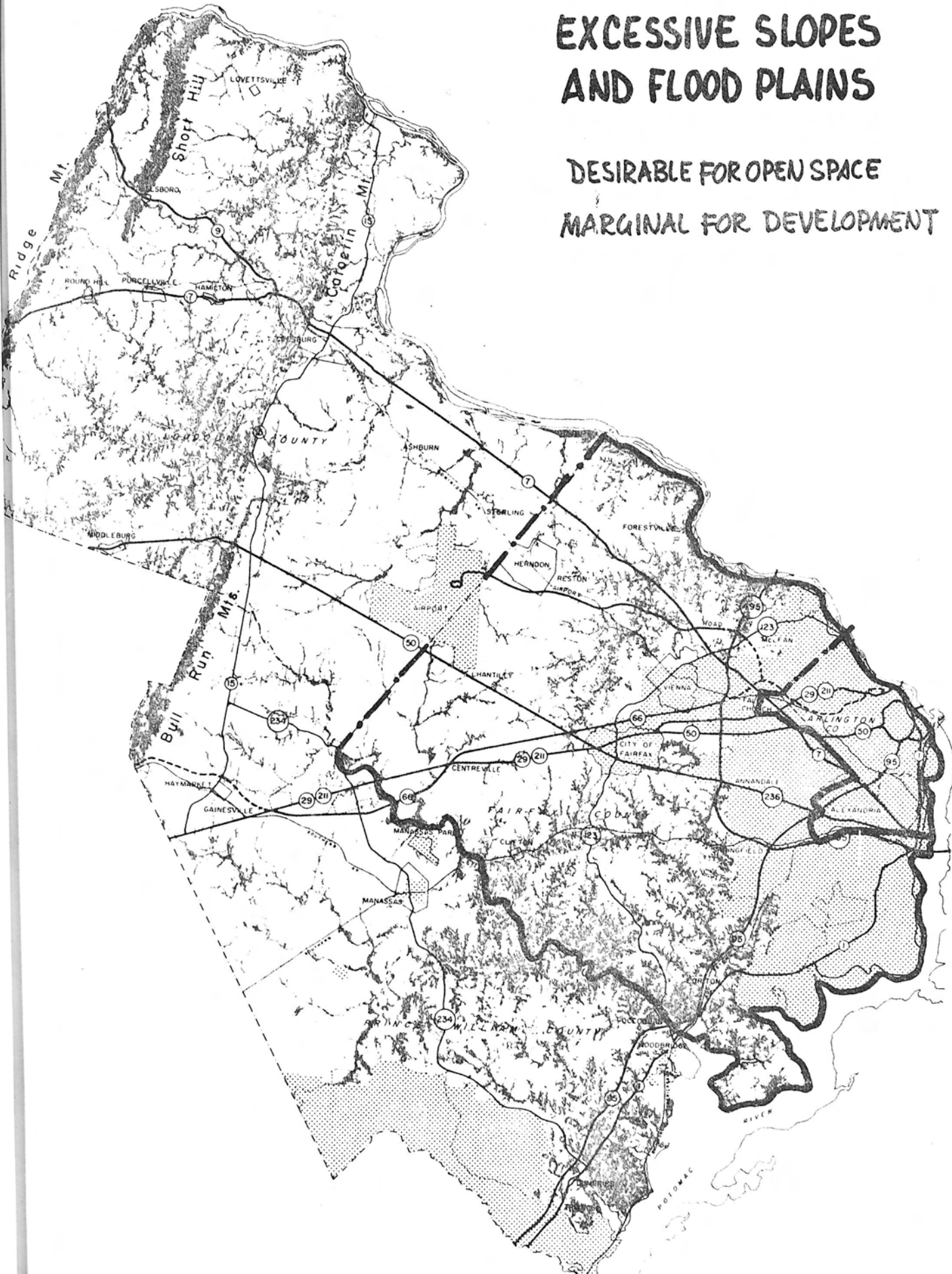


HIGH WATER TABLE, DENSE CLAY, HARD PAN WET BASEMENTS & PROBLEMS FOR ENGINEERS



EXCESSIVE SLOPES AND FLOOD PLAINS

DESIRABLE FOR OPEN SPACE
MARGINAL FOR DEVELOPMENT



POORLY DRAINED AREAS

**UNSATISFACTORY FOR
SEPTIC TANKS**

**IMPOUNDMENTS POSSIBLE
IN STREAM VALLEYS**

29

[illegible]

POORLY DRAINED AREAS

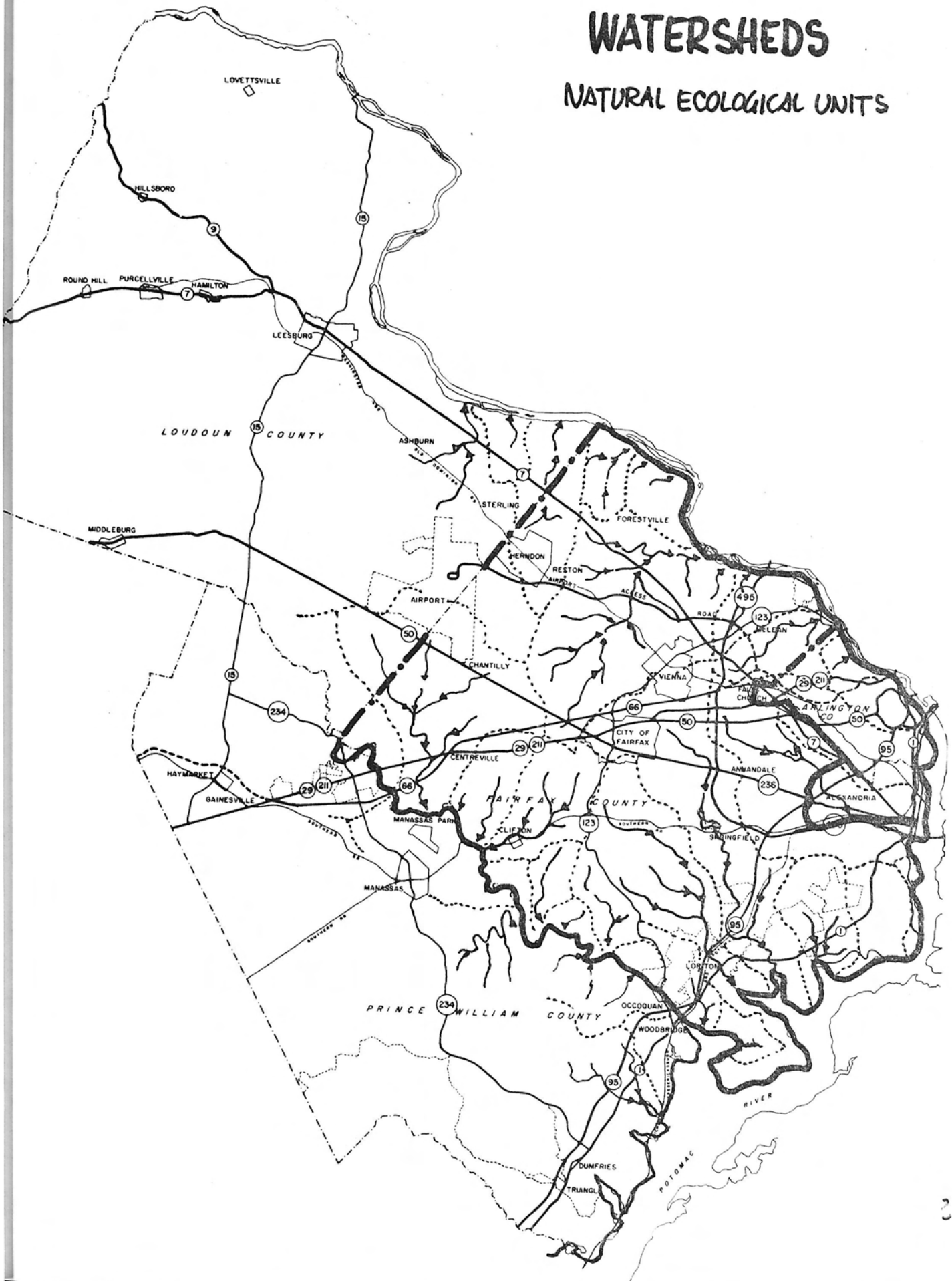
UNSATISFACTORY FOR
SEPTIC TANKS

IMPOUNDMENTS POSSIBLE
IN STREAM VALLEYS

29

WATERSHEDS

NATURAL ECOLOGICAL UNITS



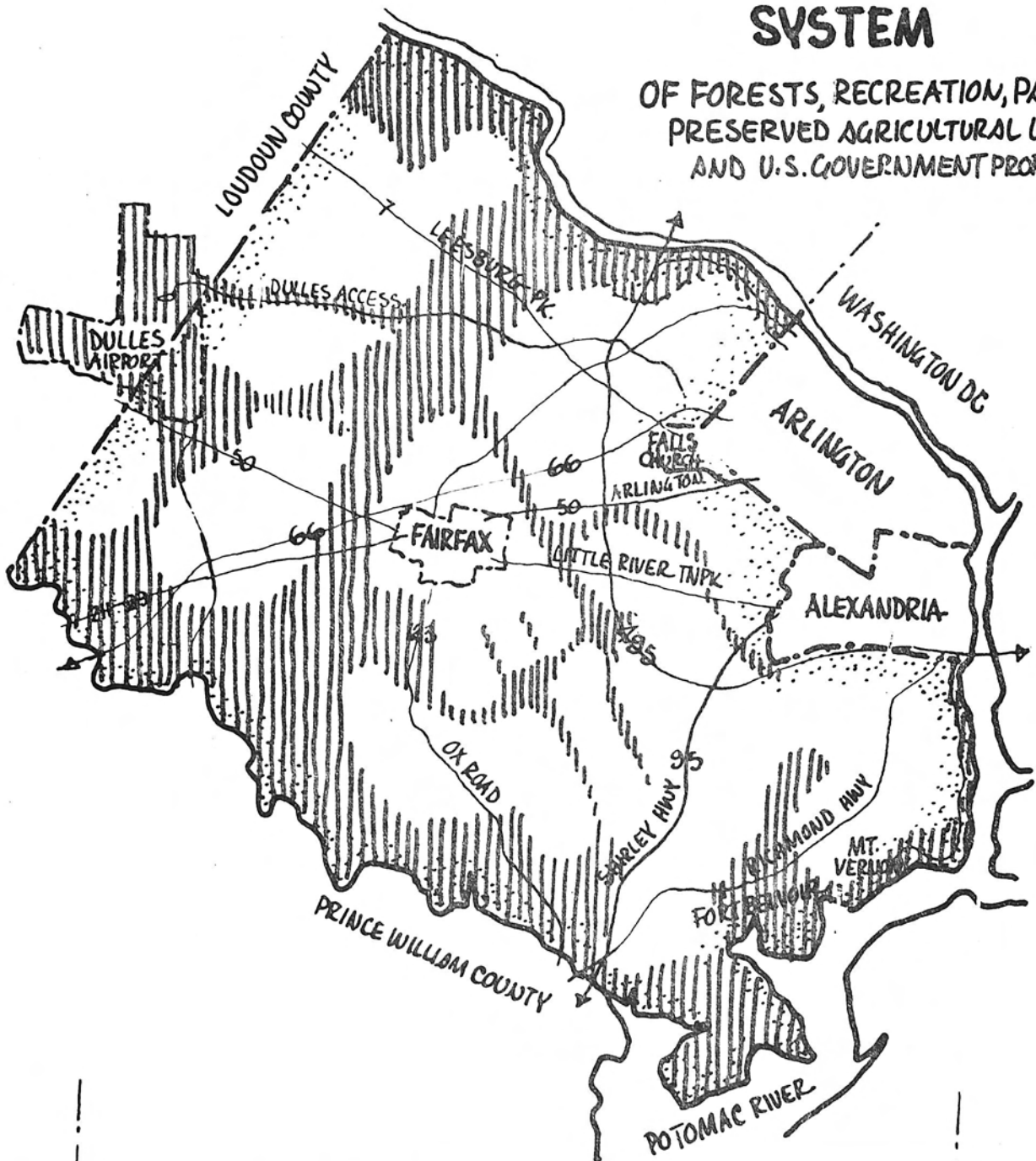
CHAIN OF LAKES * RESIDENTIAL AREA



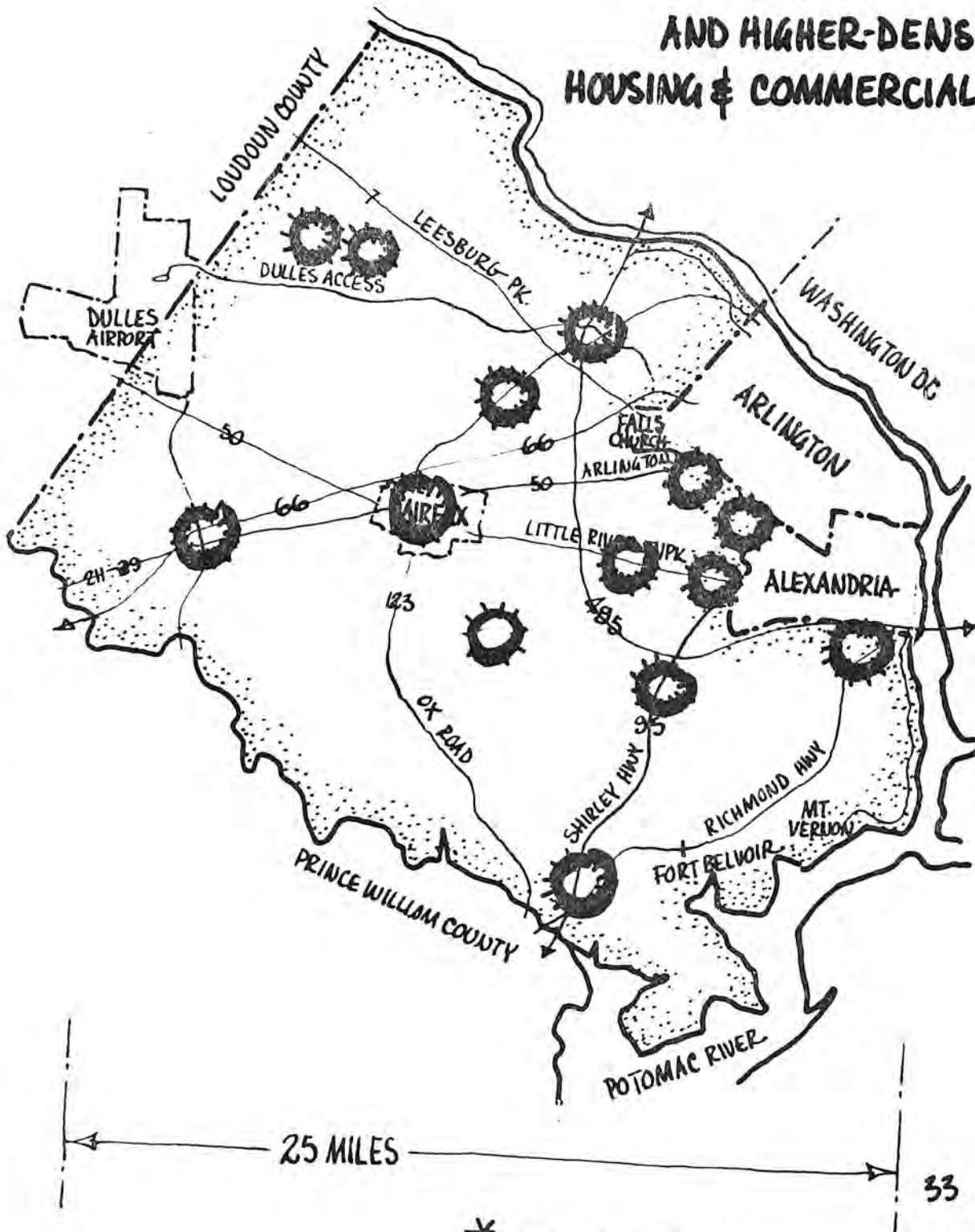
* LAKES CREATED BY IMPOUNDMENT OF
STREAMS — TO ENHANCE OPEN SPACE,
TO IMPROVE MICRO-CLIMATE, TO SLOW EROSION,
AND TO GIVE FORM TO RESIDENTIAL DEVELOPMENT.

AN OPEN SPACE SYSTEM

OF FORESTS, RECREATION, PARKS,
PRESERVED AGRICULTURAL LAND,
AND U.S. GOVERNMENT PROPERTY.

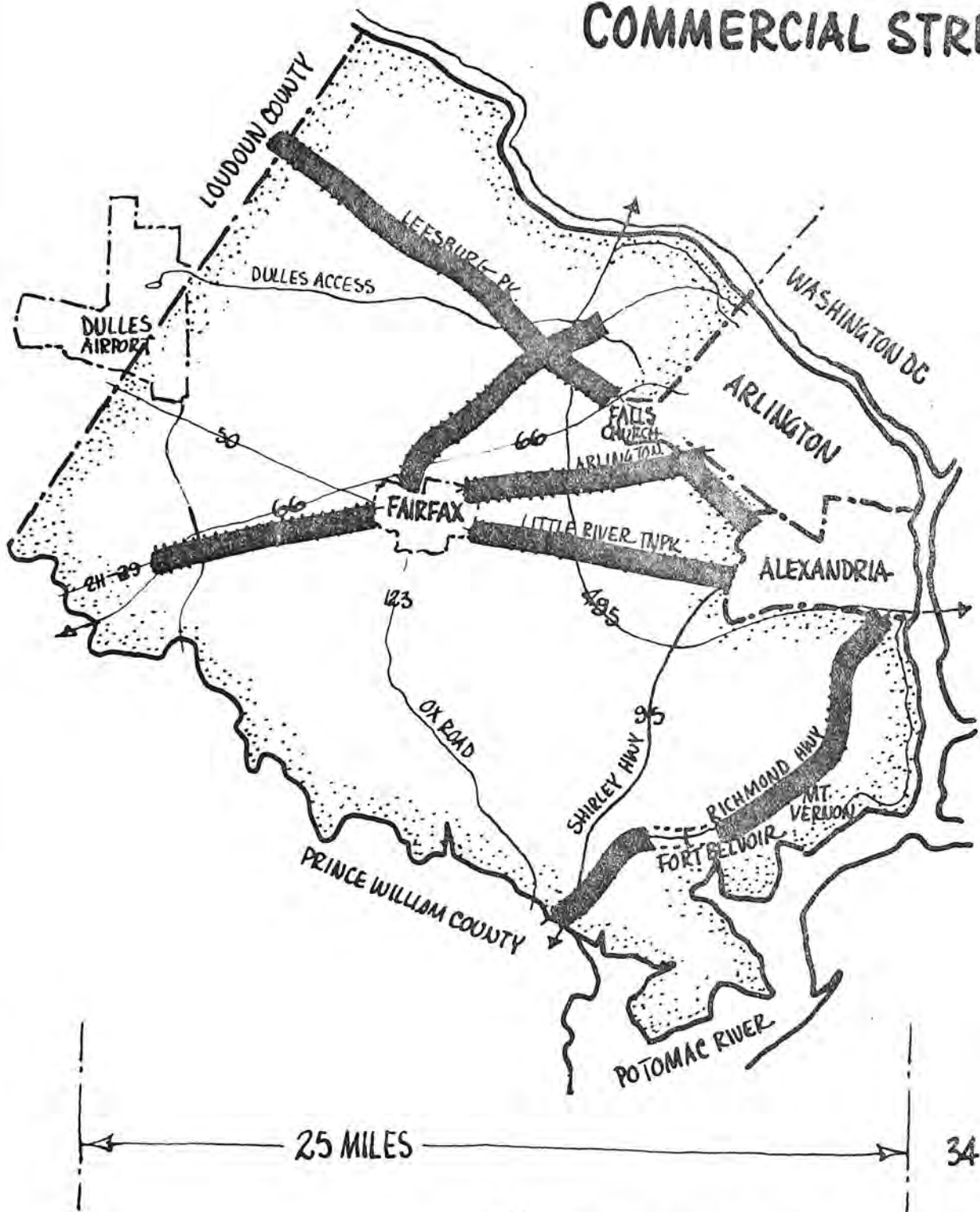


REGIONAL CENTERS AND HIGHER-DENSITY HOUSING & COMMERCIAL AREAS*



* HIGHER DENSITY HOUSING—
CAN BE CONCENTRATED AT
POINTS OF HIGH ACCESSIBILITY
AND AT SHOPPING CENTERS

THE EXISTING COMMERCIAL STRIPS*



* AN OPPORTUNITY FOR
IMPROVEMENT VIA
FUTURE HIGHER-DENSITY
LINEAR DEVELOPMENT ?

THE PROBLEMS OF GROWTH

TRANSPORTATION

Present growth trends maximize demand, but greatly complicate satisfaction.

FUTURE:

PLAN BALANCED TRANSPORTATION

COMMUNITY FACILITIES

Present trends overtax schools, water systems, sewers, etc., with diminishing quality of services.

FUTURE:

PLAN FACILITIES TO GUIDE DEVELOPMENT

ENVIRONMENTAL QUALITY

Present trends, with continued growth at low density, mean continued consumption of open space, crowded roads, etc.

FUTURE:

PLAN GROWTH TO AVOID REPEATING MISTAKES, AND TO SOLVE EXISTING PROBLEMS

ALL PROBLEMS ARE INTER-RELATED

THE ECONOMY

Present trends, with heavy reliance on residential, result in unbalanced conditions.

FUTURE:

SEEK A BALANCED ECONOMY

HOUSING

Present trends limit scope to middle and upper income, mostly at low density.

FUTURE:

ENCOURAGE BROADER VARIETY, WITH HIGHER DENSITY AT SOME LOCATIONS.

THE PLANNING PROCESS

Present trends separate citizens from planning, favor short range exploitation, and fail to establish long range goals & plans.

FUTURE:

IN RESPONSE TO WISHES OF CITIZENS, ESTABLISH GOALS, THEN, PLANS.

TO GROW OR NOT TO GROW

The major question facing Fairfax County is GROWTH: how much; what kind; and where. Some believe that growth is intrinsically good and should be encouraged regardless of consequences. Others would bring a total halt to growth, believing that in so doing they would solve the problems of the County.

Neither of these extreme positions is realistic or desirable and only tends to confuse the real issues. Since they are expressed so often and so vociferously, however, it is necessary to discuss them.

The Problems of Unlimited Growth:

Unlimited growth presents many problems:

- * Unlimited growth can severely tax the physical and financial resources of an area. Generally revenues do not materialize as fast as expenditures, particularly in "bedroom areas" where residential land use predominates.
- * Unlimited growth can create problems of congestion and overcrowding, again particularly in "bedroom areas" where commuting is generally in one direction.
- * Unlimited growth can destroy open spaces, watersheds, and other natural areas as great pressure is placed on cheap, easily developed land.
- * Unlimited growth can create high levels of air and water pollution as well as generating enormous quantities of solid wastes.
- * Unlimited growth can lead to building development that is quickly "thrown together" and lacks adequate planning and design. This can accelerate the formation of urban slums.

Problems of "No Growth":

A "no growth" policy is not the answer either.

- * "No growth" can lead to economic stagnation, discouraging efficient, enterprising commercial enterprises, and ultimately resulting in a loss of jobs. This situation can be particularly critical in a "bedroom area" where local jobs are usually not sufficient to begin with.
- * "No growth" can curtail the fiscal resources necessary to pay for past and current public services.

- * "No growth" shuts off economic opportunity to the low and moderate income families in the community who desire to improve their economic status.
- * "No growth" is really impossible; growth will come in any event and, if it is unplanned, can be equally disastrous.

The Answer: Balanced Growth:

The answer is not to be found at either end of the spectrum but rather in a balanced growth policy which would include:

- * Residential development geared to the ability of the community to provide public facilities and services.
- * A sound mix of land uses in which those uses which require subsidy (e.g. residential) are balanced with those that produce surplus (e.g. commercial and industrial).
- * Concentration of residential in those areas and in planning configurations where it can be handled best.
- * Emphasis on producing local jobs to reduce reliance on commutation.
- * Establishment and maintenance of effective controls for air, water, and noise pollution. Stabilization of all deteriorating trends in soil, air, and water quality.
- * Establishment of an effective open space policy to protect areas from development and create necessary recreational resources.
- * A multi-modal transportation system geared to the needs of the community and closely tied to land use planning.
- * Zoning and building codes that encourage good planning and design.

Fairfax County's Growth Has Not Been Balanced:

By any measure, the growth of Fairfax County in recent years has not been sound.

- * 39 percent of developed land in the County is residential; 94 percent of taxable land uses.
- * 65 percent of general fund revenue comes from property taxes; 87 percent of property taxes are based on residential land uses. Most new residential units built in the County require \$1,000 - \$1,500 annually in local services beyond the property taxes paid.
- * Over 60 percent of County workers commute out of the County; this hasn't changed since 1960 despite a doubling of employment within the County.

- * The number of employees commuting into the County has gone up over eight times since 1960. Of the new jobs created in the County in the '60s, 40 percent went to out-of-County residents.
- * Open spaces are being lost at a rapid rate.
- * Pollution levels are increasing.

The Year 2000 Looks Even More Ominous:

If current trends continue, the Year 2000 would find Fairfax County with:

- * Over 200,000 commuters leaving the County for employment each day; this will require the equivalent of over 25 new freeway lanes (50 in both directions).
- * Most two lane roads widened to four lanes.
- * Loss of all open areas.
- * The last remaining tree in the County made a historical shrine.
- * Fiscal bankruptcy.

A Program to Restore Balance in Fairfax County

Economic, ecological, and social balance can be restored in Fairfax County; the task is to develop a program that systematically moves in the proper direction. Elements of such a program might:

- * Prohibit all forms of development in areas which should be ecologically protected. This would include watershed areas, areas of unstable soils, and areas of wildlife protection.
- * Discourage single family residential development in areas where public infrastructure (e.g. sewers, roads, etc.) have not been provided.
- * In areas where public infrastructure has been provided, but development has not occurred, encourage more efficient use of land through clustering and other planning techniques.
- * Encourage medium density residential development in existing "urban clusters" such as shopping centers, existing multifamily areas, freeways, etc. This would encourage the joint use of school facilities; enhance pedestrian accessibility between residential and local commercial facilities; and provide a strong imageability in terms of the elements of urban design.
- * Encourage high density residential development in and near METRO stations. This policy would facilitate the movement of people and goods to areas of population concentration without introducing the deleterious effects of traffic and pollution into lower density residential neighborhoods.

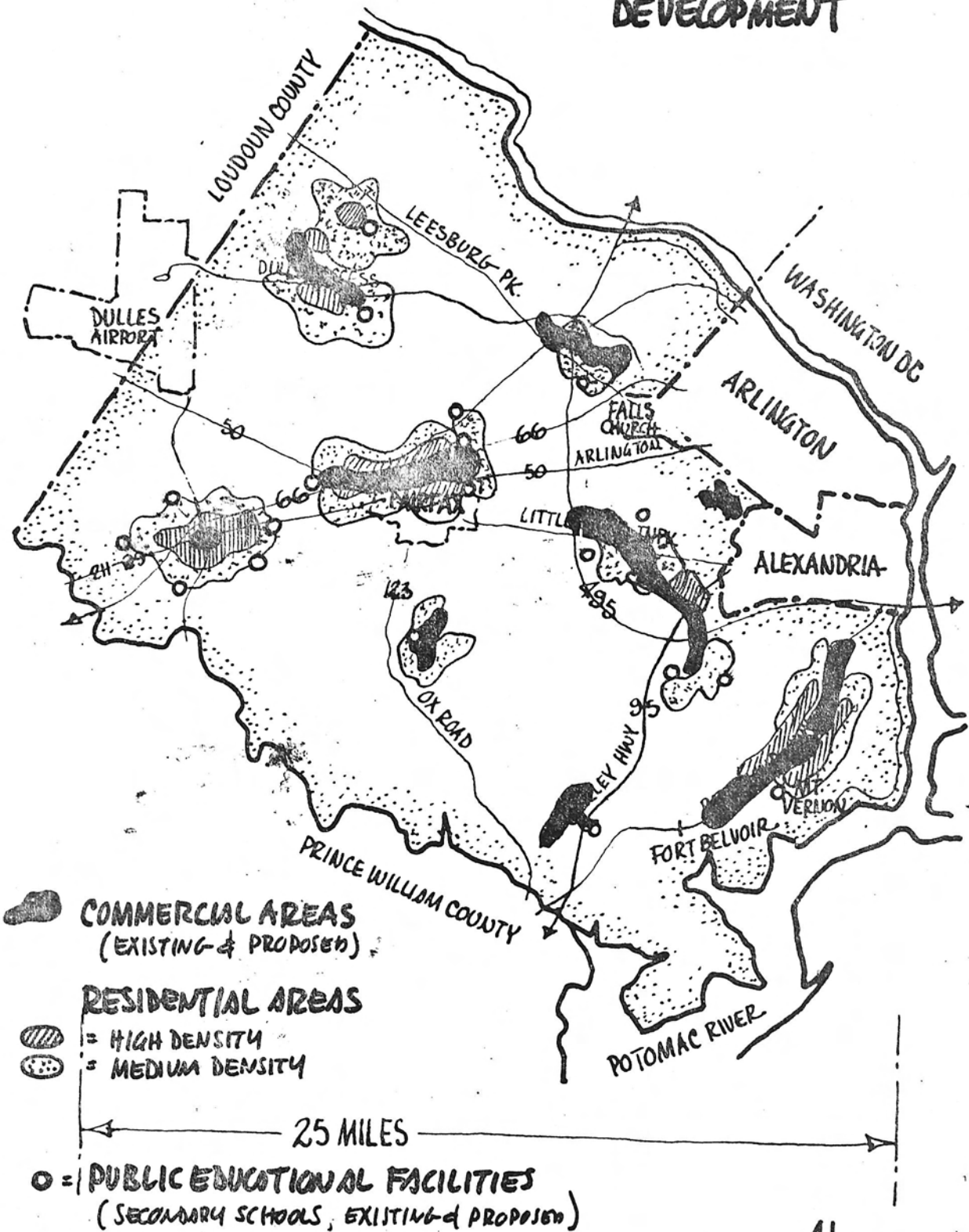
- * Encourage housing choice in terms of housing price and structure type in specific areas of development and redevelopment. Such areas should:
 - Be located according to the existing or currently adopted pattern of income distribution and housing price within Fairfax County.
 - Be located near METRO stations.
 - Include housing for those members of the community who can no longer afford market rate housing and must be assisted through Federal and other low and moderate income housing programs.
- * Establish a strong design control and review process with regard to the redevelopment of existing strip commercial frontage. This policy would be aimed at encouraging the selective clustering of commercial facilities in appropriate areas in a manner whereby they are adequately buffered from adjacent residential neighborhoods and within walking distances of residential clusters.
- * Develop a major new office and distributive center near Dulles. Such a center would be directed at "footloose" national headquarters office space; trade and other associations; and major air-oriented distributive operations. Additional uses might include hotels, conference centers, a theme park, and other destination oriented uses. This endeavor would require close cooperation with Loudoun County.
- * Extend METRO past Tysons Corner, Wolf Trap Park, Reston, to Dulles. This would provide convenient service to the airport with intervening stops at major emerging activity centers. This would also help to rationalize development in the Dulles Corridor.
- * Design and build a circumferential highway in the Western part of the County. Provision should be made for transit service in the corridor.
- * Provide for a high order of community and neighborhood definition by:
 - Encouraging the existing or currently adopted system of thoroughfares as boundaries to communities and neighborhoods. This policy would lead to eliminating the need for school children to cross heavily trafficked streets.
 - Rezoning for mixed use urban clusters which would include residential, commercial and educational facilities following the existing or currently adopted pattern of locating such facilities.
- * Evaluate the desirability of reorganizing the planning process in order to provide a more effective political base.

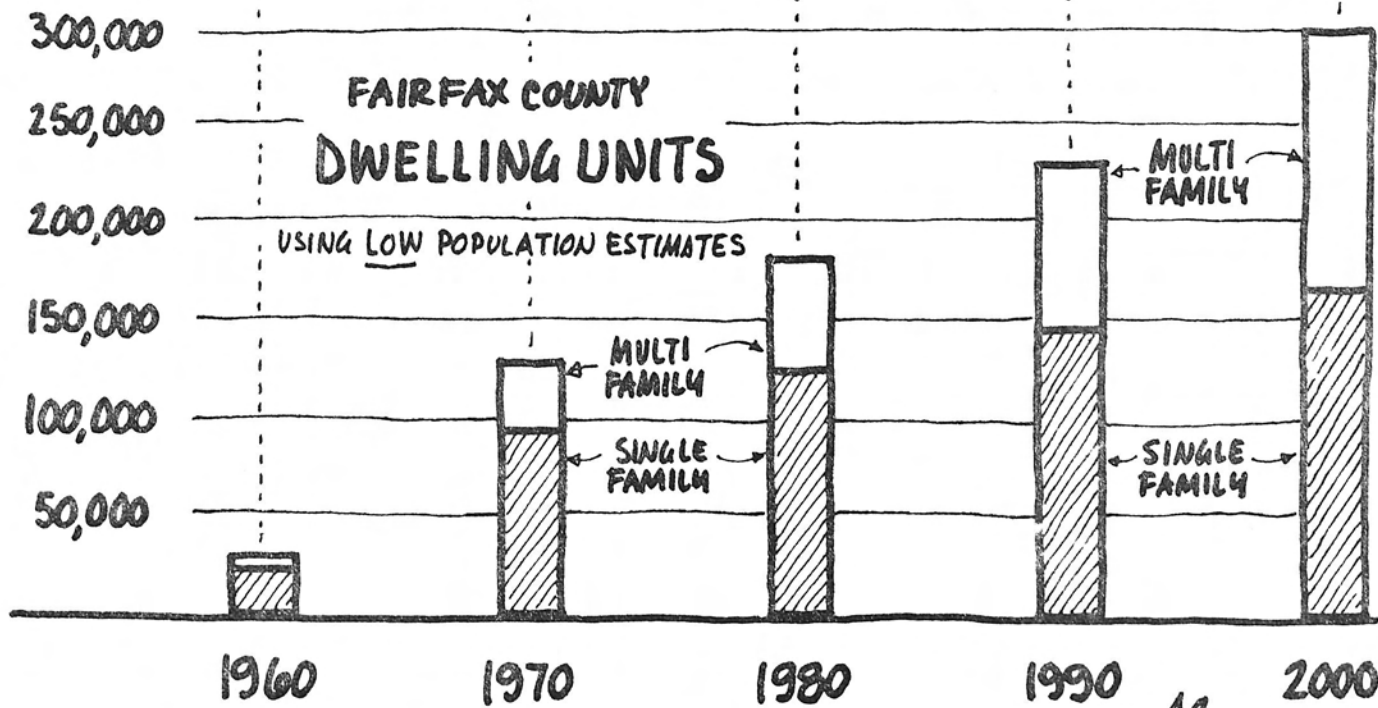
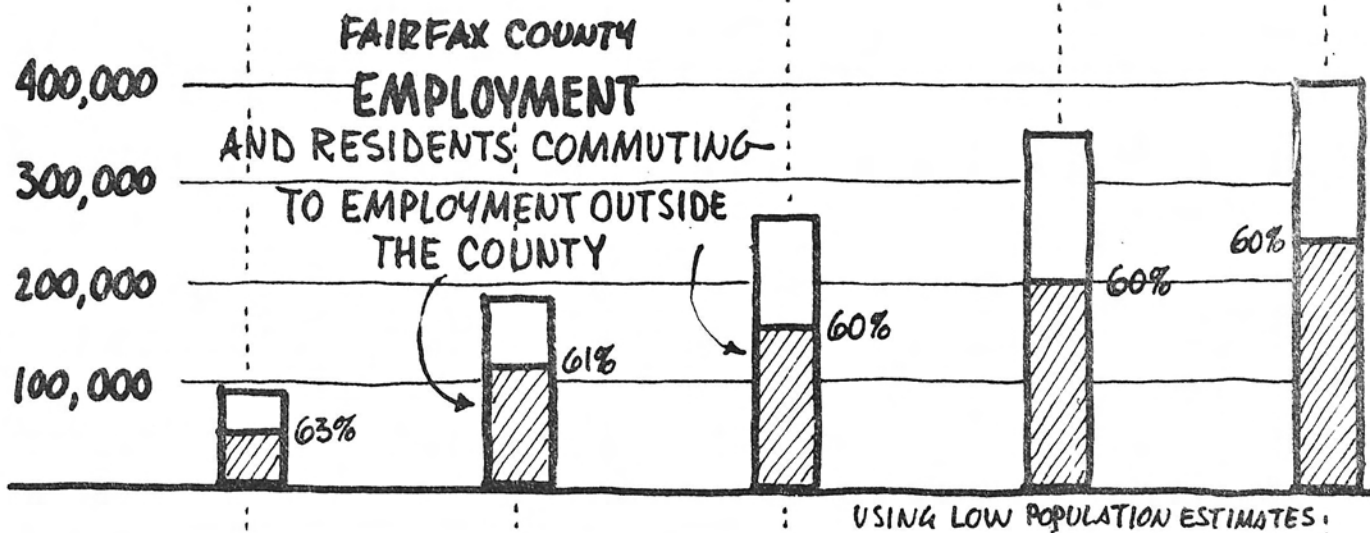
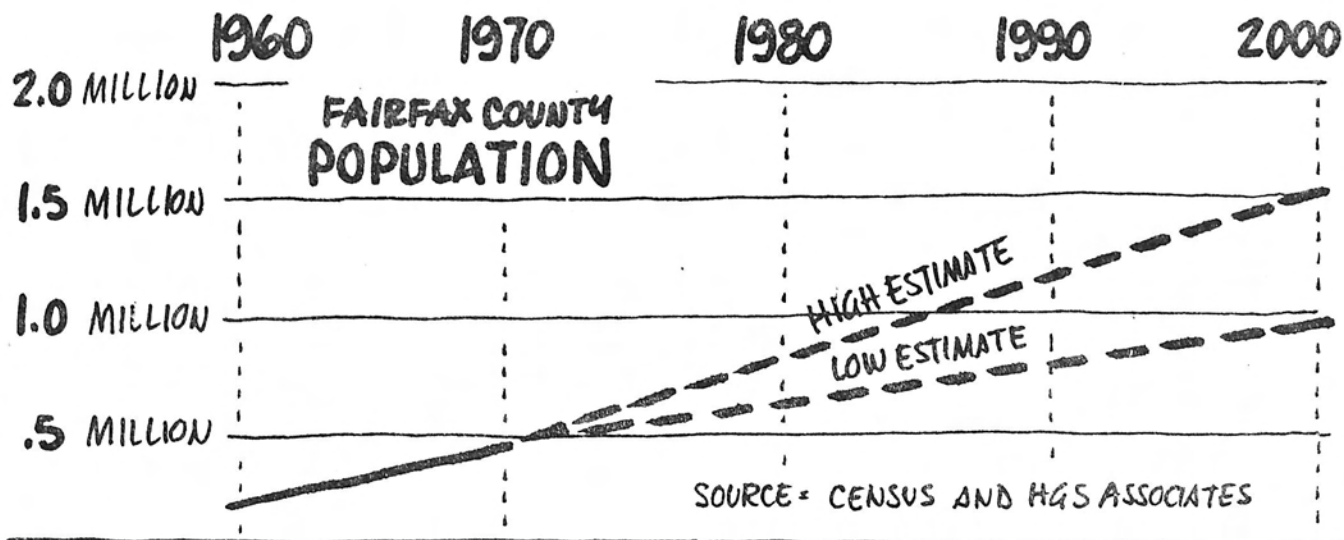
Encourage the development of additional residential, commercial and educational facilities demanded by a future increased population. So that the quality of life will be preserved for present and potential future residents, it is recommended that needed increased facilities be limited to specific areas.

These specific areas are defined as "urban clusters". They contain a balanced mixture of shopping, housing and school facilities in a manner whereby existing conservable single-family residential areas are not blighted by the deleterious effects of increased pedestrian or vehicular traffic. Furthermore, these clusters are located according to the existing and currently adopted land use and reuse pattern. This means that a) growth will take place without the problems of family dislocation and property devaluation usually associated with the redevelopment of areas presently in residential land use, b) that the perception of uncontrolled, unpredictable and unwieldy tasteless "slurbanization" usually associated with suburban construction will be avoided, and c) that currently planned capital resources can be channeled toward the development of urban clusters in a manner supporting goals and objectives inherent in an adopted master plan.

Development of proposed urban clusters would take place in a sequence of steps embracing four interrelated activities. The first activity consists of a program of public education. At this time the public is organized and made fully aware of the purpose, intent and location of urban clusters. Through a series of public meetings and other more informal gatherings it is explained and discussed that urban clusters are a tool to limit and control further growth in the County, follow growth patterns based on accepted and existing experience, and that the innovative content of urban clusters acts as a benefit to efforts to preserve existing low density residential areas. The second activity consists of the legal definition of the clusters. This entails selective rezoning to accommodate high and medium density housing, comprehensive planning to incorporate housing of varying sizes and types, and necessary planning to incorporate controlled amounts of low, low-moderate and moderate income housing as part of the cluster. The third activity would consist of the effectuation of capital improvements necessary to support the ultimate size of cluster, be attractive to prospective developers and include a level of amenity that would convince the citizenry that the cluster is a positive community benefit. Fourth level development activity would consist largely of cooperating with private builders and sponsors in implementing the cluster plans. This would also include refinements to the plan to meet new market requirements and citizens' desires as well as specifications set forth by prospective developers.

PROPOSED URBAN CLUSTER DEVELOPMENT



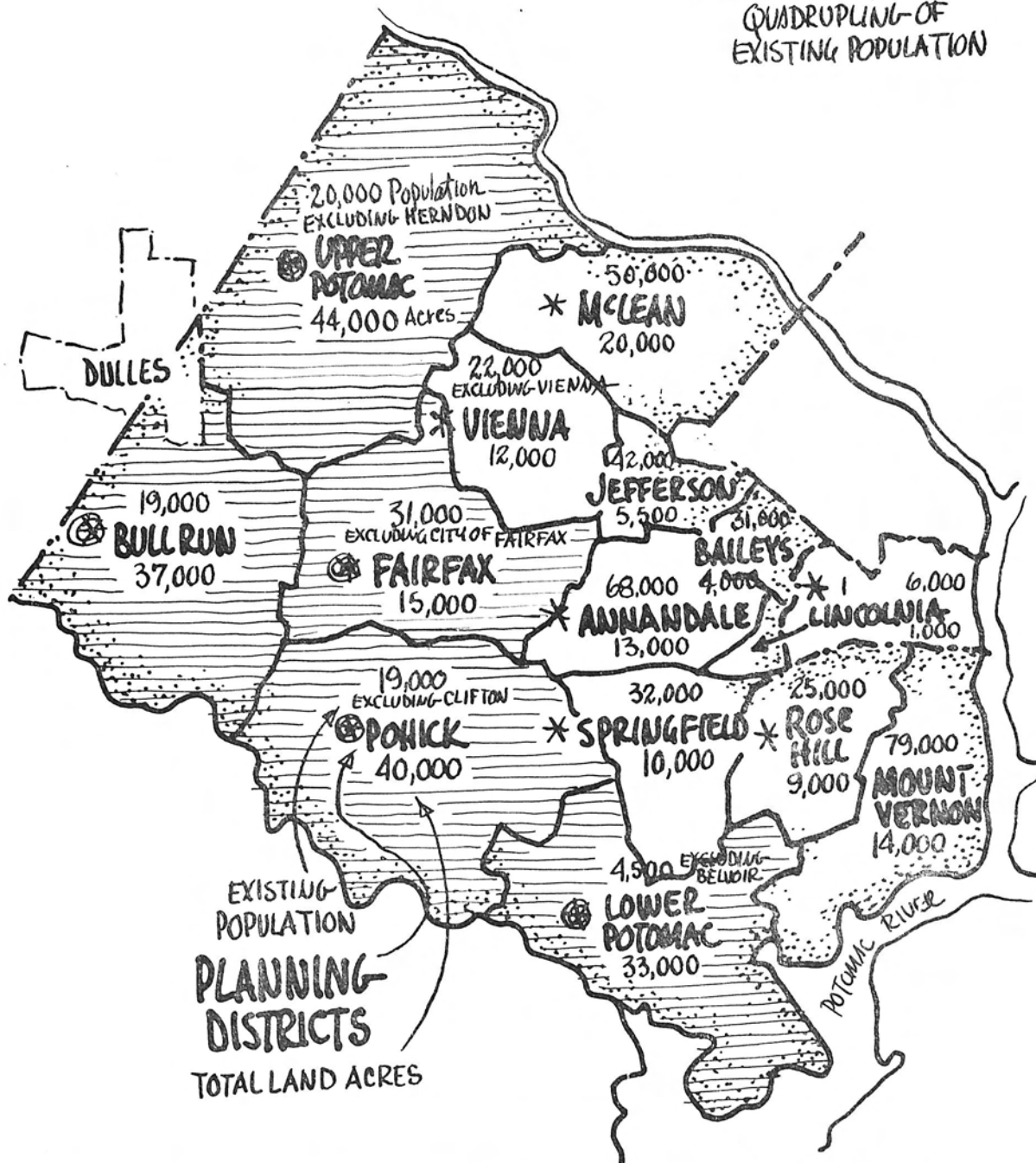


BASED ON CURRENT ADOPTED PLANS ...

TOTAL PLANNED FUTURE POPULATION
1,425,000

* INDICATES AT LEAST
DOUBLING OF
EXISTING POPULATION

⊗ INDICATES AT LEAST
QUADRUPLING OF
EXISTING POPULATION



TOTAL EXISTING POPULATION IN COUNTY
447,000
TOTAL LAND ACRES
257,000

EXISTING
POPULATION
& LAND

TRANSPORTATION

I. Problems

- A. Present growth trends maximize transportation demand.

Example: 115,000 travel to employment outside of County
26,000 employed in County reside outside the County
72,000 both live and work in County

- B. Present growth trends complicate the development of transportation service.

Example: Low density residential and dispersed employment dictates highly personalized transportation.

- C. Present transportation system is overloaded.

Example: 25% of the critical primary road system is saturated at peak hours.

- D. Present transportation system is not conducive to balanced land development within the County.

Example: Both highways and transit are focused on Washington. North-south service is rare except for the overloaded Beltway.

- E. There is no approved transportation plan designed to serve development within the County; planning has been primarily at metropolitan and regional scale.

II. Issues requiring solution

- A. Should land development within Fairfax County be designed to reduce the need for transportation?

1. Should the County's growth planning be a process of seeking balance between a number of critical subsystems such as:

- a. Transportation system
- b. Employment system
- c. Residential system
- d. Utility systems
- e. Ecological systems, etc.

2. Should there be more employment opportunities in Fairfax County to obviate need for its residents to travel elsewhere for employment.

3. Should there be a mix in residential types to make it less necessary for people employed in the County to reside elsewhere?

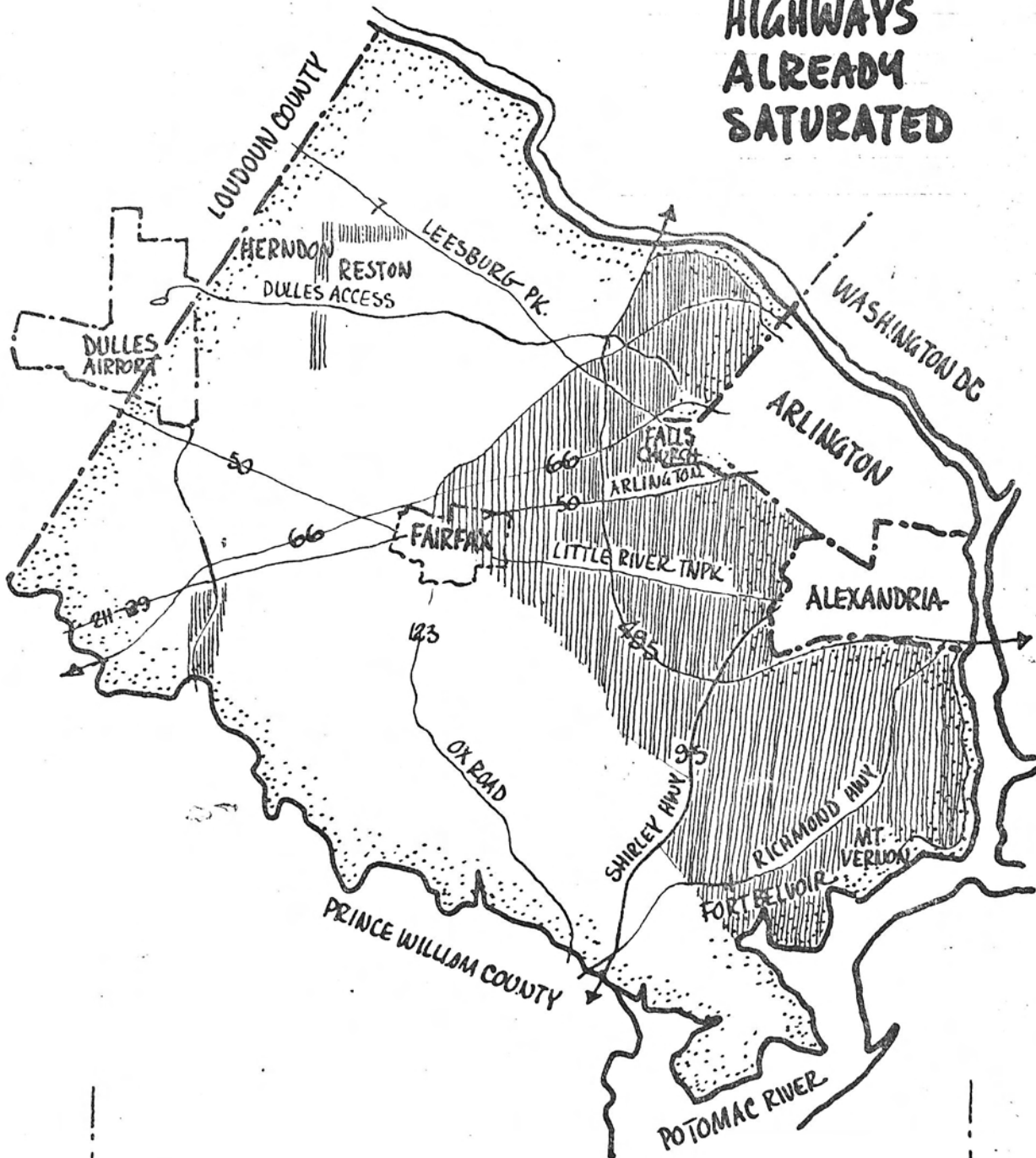
- B. Should land development be organized in patterns that are more readily servable by transportation, both public and private?
 - 1. Should development be guided into corridors or nodes that may be conducive to transit?
 - 2. Should development be dispersed at low densities that must rely largely upon private transportation?

III. Some steps in a County Transportation Program

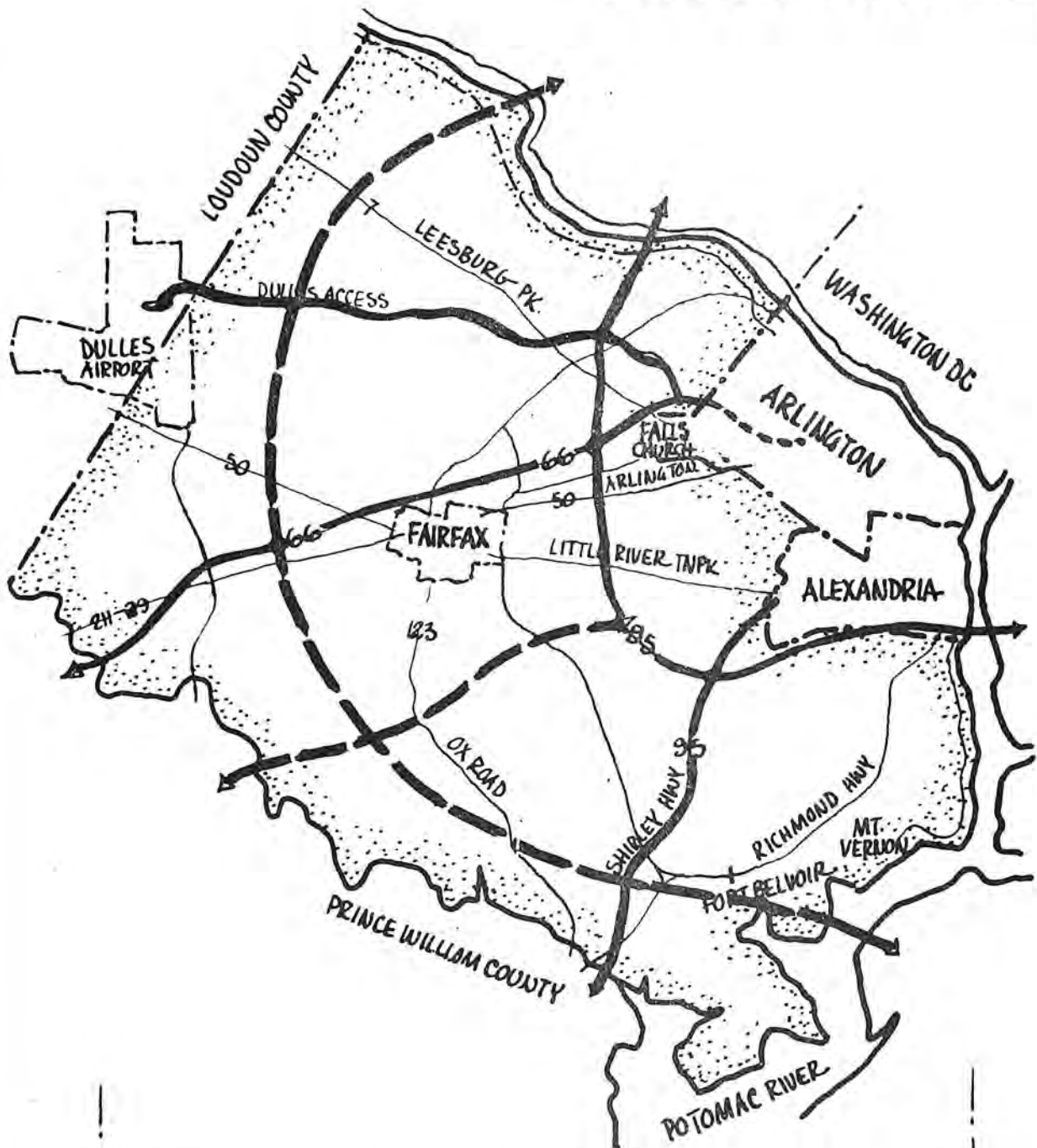
- A. Following decisions on growth policy and general physical form, a Fairfax County Transportation system should be planned in which the capacity type and location of each element of the system is in balance with the land uses it is to serve.
 - 1. A Countywide highway plan is a necessity.
 - a. Roads should be classified according to function.
 - b. Generous rights-of-way should be sought along primaries.
 - c. Minimum pavement and land should be devoted to local facilities.
 - d. Creative design standards should be devised (speeds, curvature, landscaping, walking easements, etc.) to retain as fully as possible the quality of Fairfax County.
 - e. The discontinuity of Outer Beltway illustrates need for Countywide transportation planning.
 - 2. The network of utility easements and transportation rights-of-way should be jealously guarded.
 - a. These may offer a unique opportunity to create second generation transit systems (demand-responsive, flexible, dual-mode, etc.)
 - 3. Elements of the METRO system in the County should be studied and designed now.
 - a. Station locations should be reviewed in order to achieve optimum correlation with land development.
 - b. Land development plans should be reexamined to derive the maximum benefit from the high capacity transit system.
 - c. Access to METRO stations should be assured. 94.4% of passengers will arrive via the highway system; at least 50% by private auto. An overcrowded highway system can defeat the METRO system.
- B. Action should be taken now to upgrade the County's transportation facilities to meet current demands. (The METRO rail rapid system will penetrate the eastern part of the County only in the late 1970's; extensions through the County are planned for sometime in the 1980's.)

1. The TOPICS program should be used to secure greater utility from present primary roads.
 - a. Under almost any growth policy, future traffic loads on the County road system will be heavier than they are today even after the presently financed METRO system is built.
2. The County should be alert to opportunities to create further high speed bus routes (similar to one on Shirley Highway) on freeways and expressways, with related parking facilities for commuters.
 - a. Techniques for granting priorities to bus and car pooling autos deserve attention.
 - b. Exclusive bus rights-of-way may be planned to supplement service via the freeways.
3. The bus system serving the County necessarily should go into public ownership and simultaneously render new and creative service.
 - a. New routes including north-south cross County service.
 - b. New, contemporary buses.
 - c. Contract service.
 - d. Demand scheduling.
 - e. Passenger shelters
4. The County should follow the evaluation of new transit technologies that may prove applicable to a secondary system supplementing and serving METRO.
 - a. TRANSPO being in Fairfax County will afford opportunities to study and consider new concepts.
 - b. The existing system of utility easements and transportation rights-of-way may make the application of new technologies unusually feasible in Fairfax County.
5. Additional financing for the County's transportation system is essential if program is to be implemented.

HIGHWAYS ALREADY SATURATED



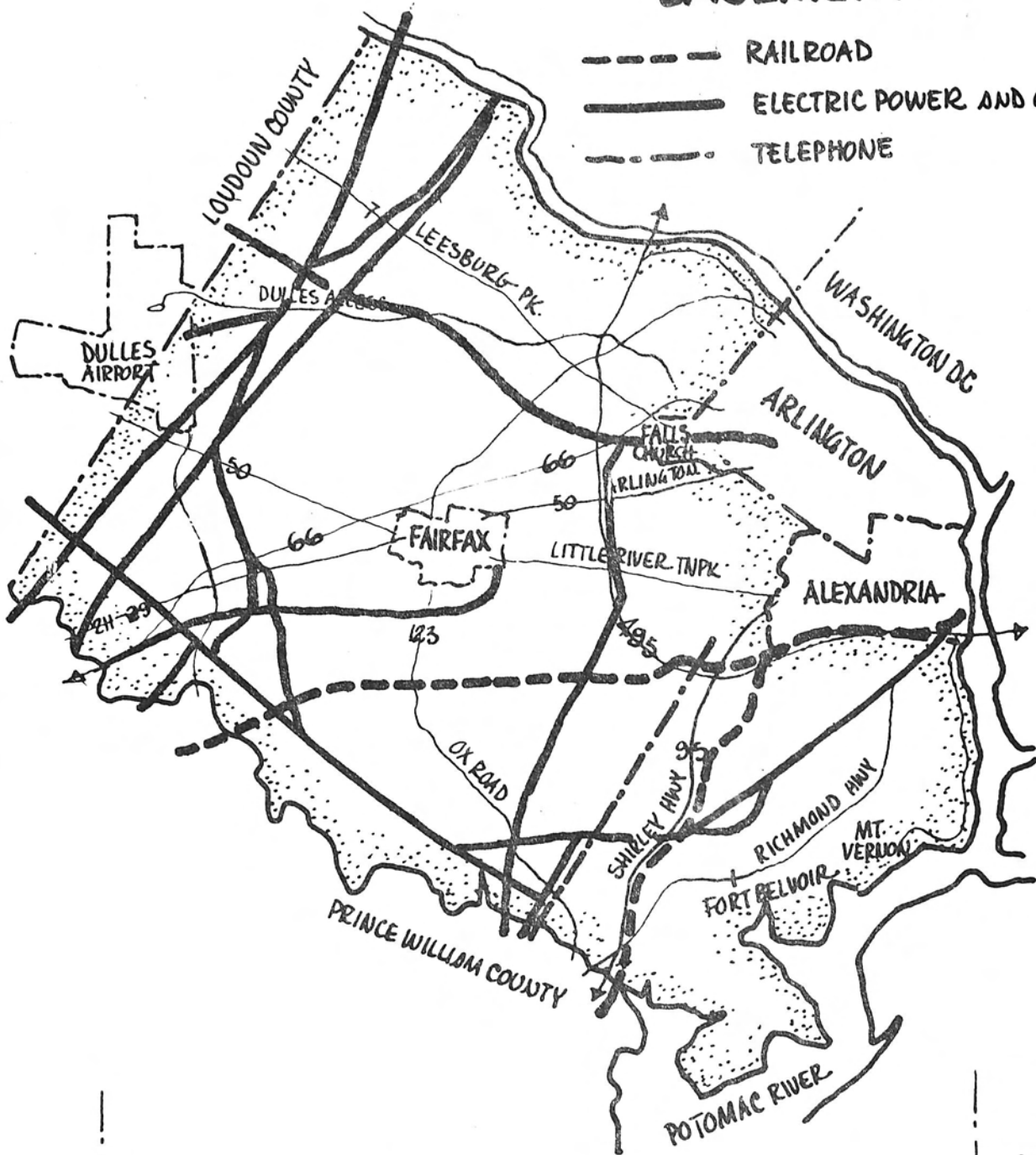
FREEWAY SYSTEM*



* A REASONABLE PLAN
TO ACCOMMODATE THE FUTURE
GROWTH OF FAIRFAX COUNTY

EASEMENTS *

- RAILROAD
- ELECTRIC POWER AND GAS
- - - - - TELEPHONE

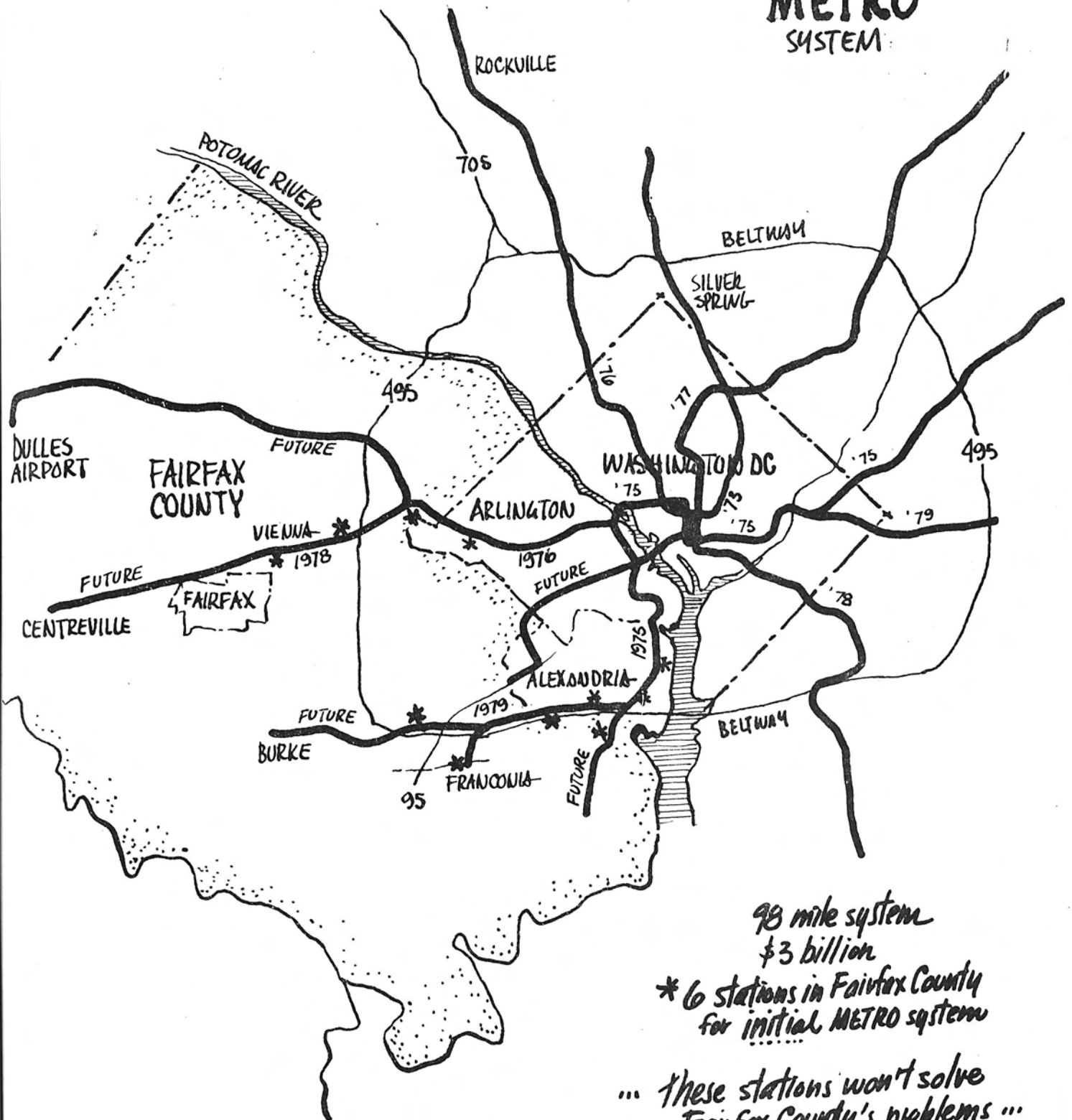


* EASEMENTS, WHICH PROVIDE DIRECT RIGHTS-OF-WAY ACROSS FAIRFAX COUNTY, ARE POTENTIAL MULTI-USE CORRIDORS, FOR TRANSPORTATION, RECREATION, ETC.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

REGIONAL RAPID RAIL TRANSIT SYSTEM

REGIONAL
METRO
SYSTEM



98 mile system
\$3 billion

* 6 stations in Fairfax County
for initial METRO system

... these stations won't solve
Fairfax County's problems ...

... they will reduce traffic
thru Arlington & Alexandria.

Where the action will be

DULLES AIRPORT AREA

INDUSTRIAL USES

LIGHT MANUFACTURING—
AS ELECTRONICS
SPECIAL PRODUCTION (AS VACCINES)
FOR FAST SHIPMENT

EDUCATIONAL USES

AN INTERNATIONAL UNIVERSITY
AVIATION SCHOOL
PERMANENT TRANSPOR SHOW
DEMONSTRATION
OF ADVANCED SYSTEMS
(AS CLOSED-SYSTEM WATER-SEWER)

RESIDENTIAL USES

HOUSING—
FOR THE THOUSANDS OF PEOPLE
EMPLOYED AT DULLES
AND THE SURROUNDING AREA.

POTENTIAL OFFICE USES

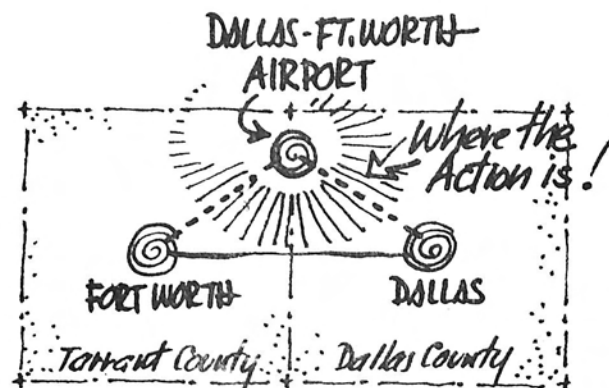
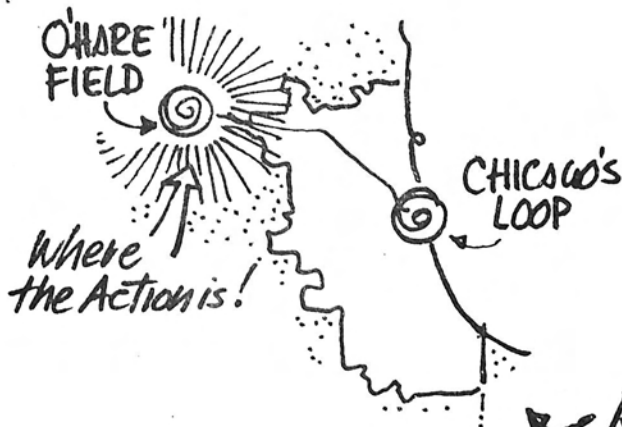
ASSOCIATIONS
CORPORATE HEADQUARTERS
INTERNATIONAL TRADE
AIRPORT RELATED OFFICES
"BACK OFFICE" OPERATIONS FOR D.C.
RESEARCH

DISTRIBUTIVE USES

DISTRIBUTION POINT FOR WASHINGTON AREA
TRANSHIPMENT POINT FOR EAST COAST
AIR FREIGHT FORWARDING FOR
WASHINGTON AREA FIRMS
US MAIL

OTHER USES

CONFERENCE CENTERS
HOTELS, RESTAURANTS, RETAIL
RECREATION
EXHIBITIONS
TRADE FAIRS



Reminders

PLANNING PROCESS

The planning procedures currently in use in Fairfax County tend to encourage only short-range, expedient adjustments while limiting the accomplishment of long-range goals. These procedures serve to depreciate the quality of life of the residents.

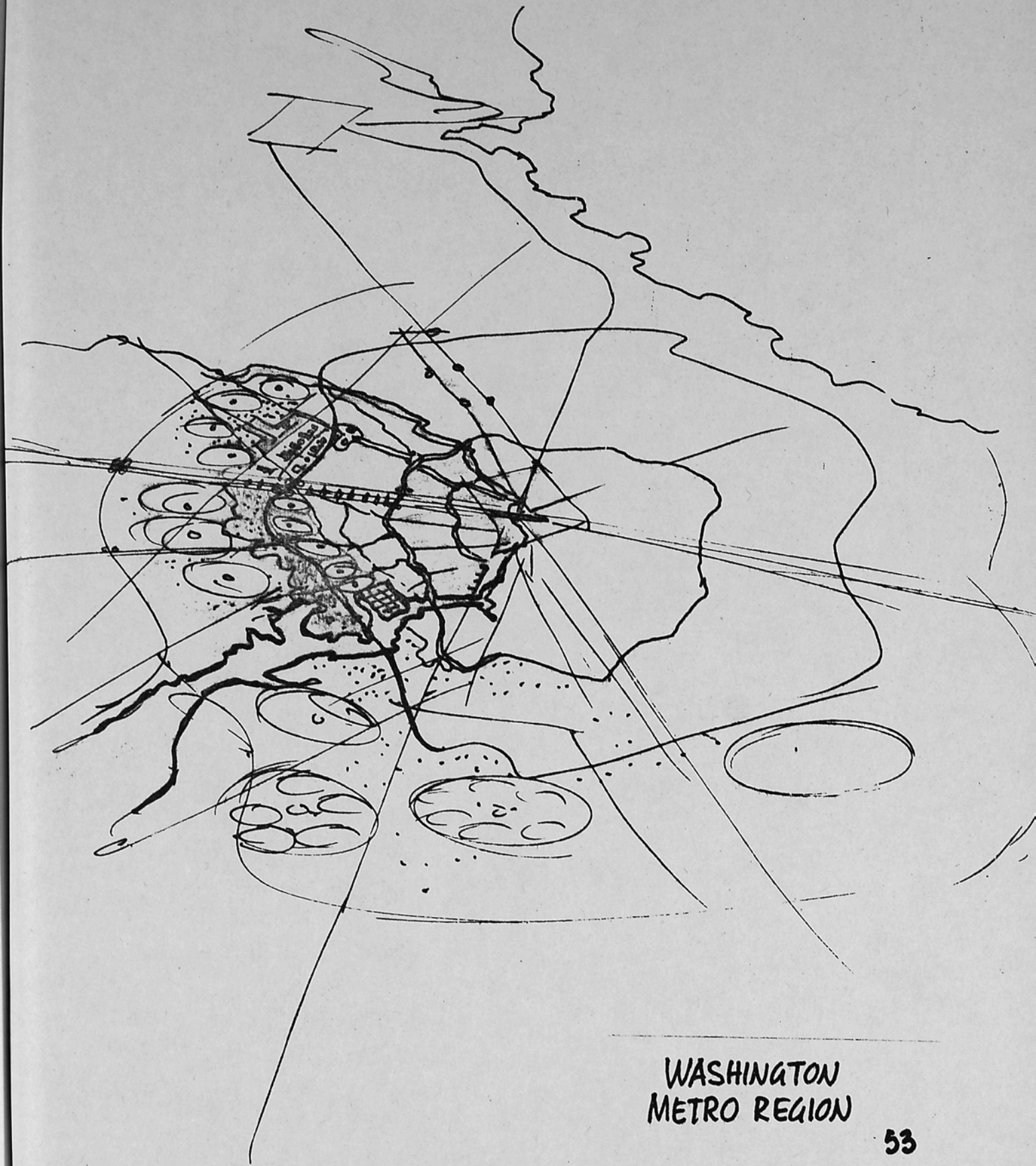
Public credence in the plans which are made and the zoning which is on the books is uncertain. The citizens make slight input into the formulation of these tools; they have apparently been isolated from the formulation of plans, although this deficiency may be overcome in the present efforts on the five-year program.

The team recommends as a policy of the County in its planning that the County government:

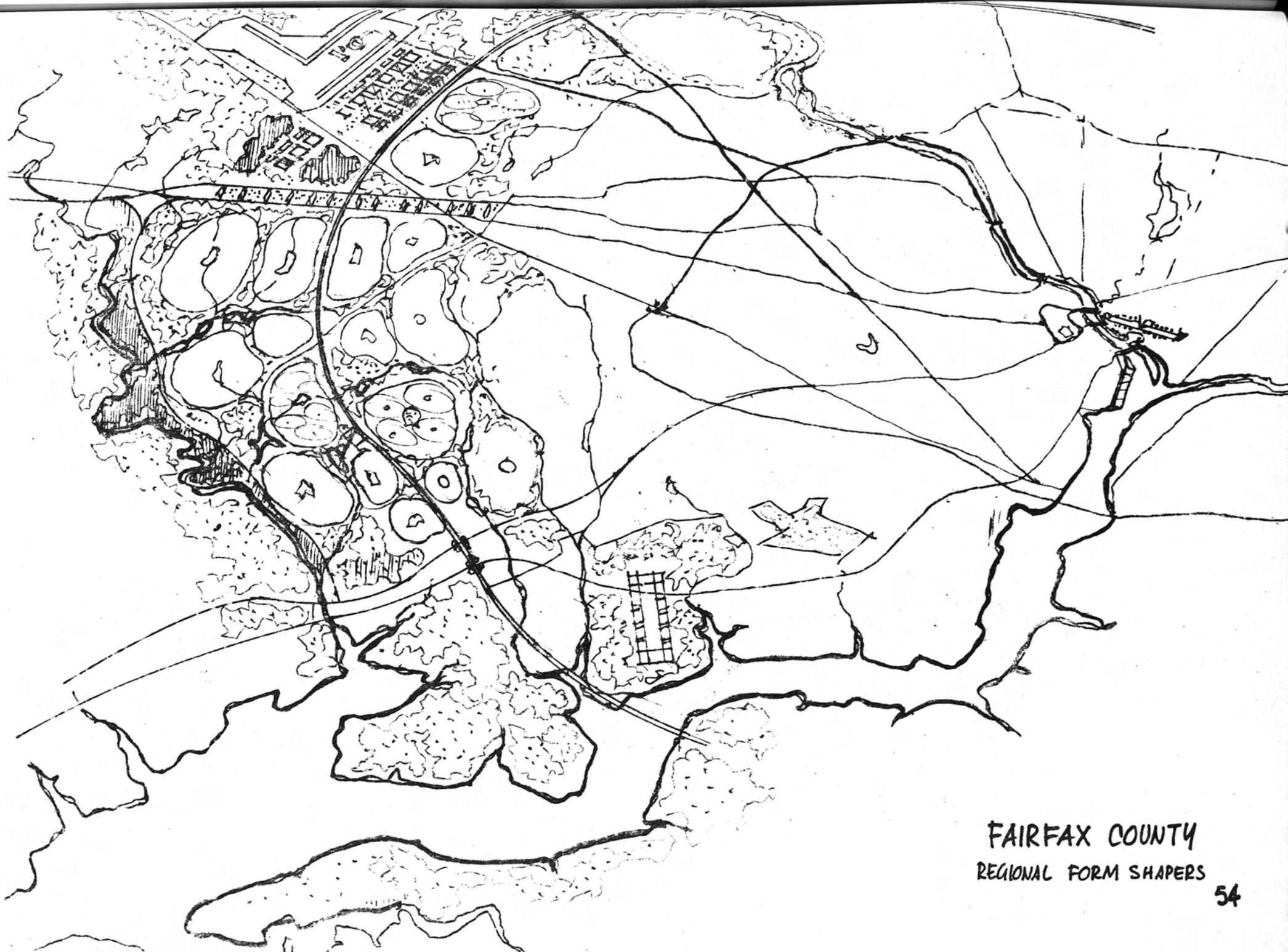
- Guide its evolution in a positive manner rather than merely respond to outside pressures.
- Bring the planning process into the public arena, as an expansion of the goals of the citizenry.
- Foster long-range planning.

In order to accomplish this, we suggest that the County take the following steps:

- Organize the County agencies involved in planning into such a departmental structure that a closer working arrangement is established between the following:
 - Budget Division,
 - Planning Division,
 - Zoning Examiner, to replace the Division of Zoning Administration,all to operate together and provide more continuity in the planning process.
- Develop the Planning Commission into a broader based Commission with a system of citizens' committees in such functional areas as land use, transportation, and recreation.
- Make a transition from the present system of fourteen planning districts to a single unified, integrated Comprehensive Plan, to include all major planning elements and to be periodically reviewed.
- Reconsider the present planning concepts, which originated in "Year 2000" thinking and in other studies, with a view to developing a new concept designed to express current policy and to guide future growth in a positive manner.
- Reinforce the effectiveness of the planning process with more extensive facilities, staff, budget, and outside consulting services.



WASHINGTON
METRO REGION



FAIRFAX COUNTY
REGIONAL FORM SHAPERS



Dulles Airport

DULLES RD.

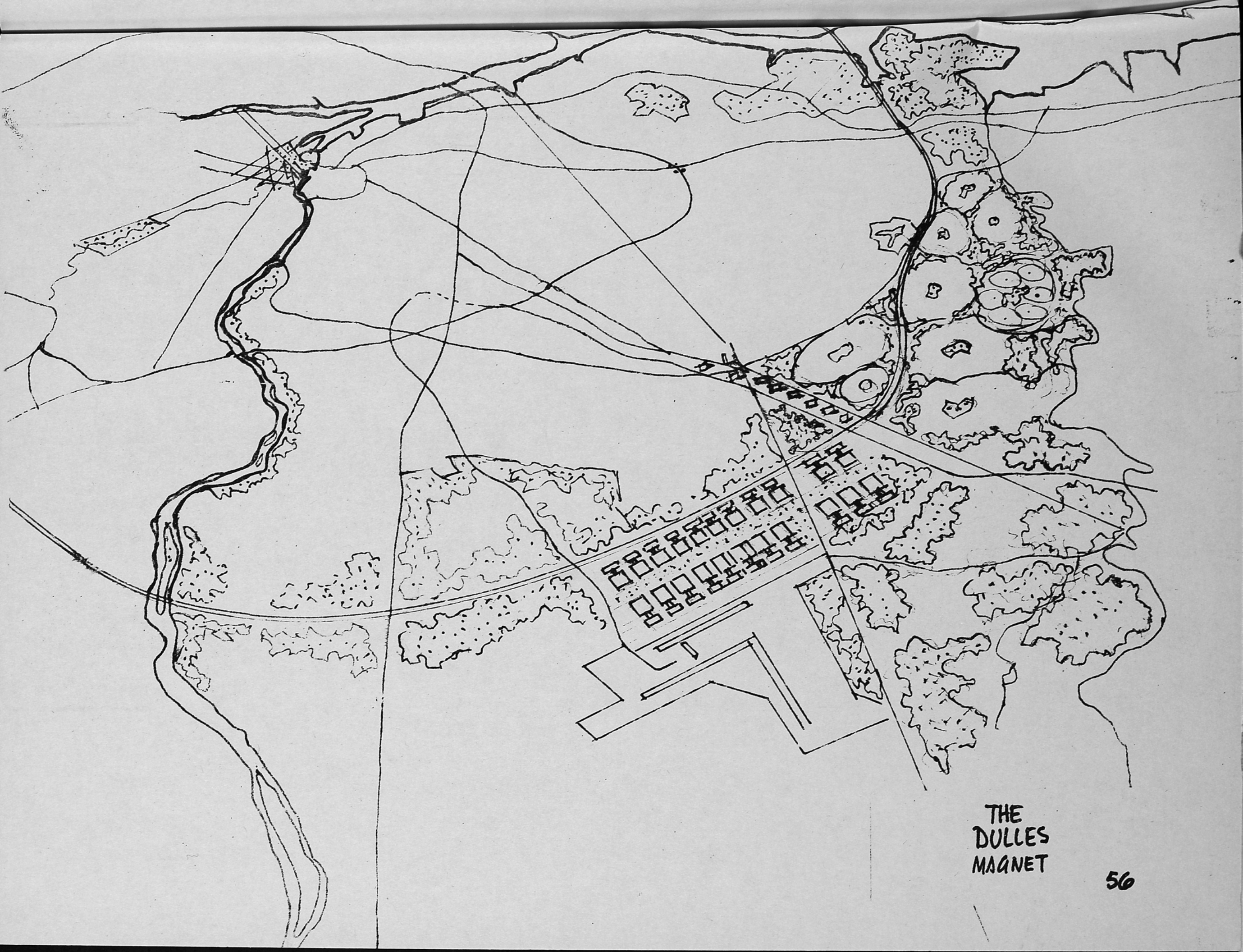
RT. 50

RT. 28

THE
DULLES AIRPORT
AREA

55

DULLES
AP 23/72
CAB.

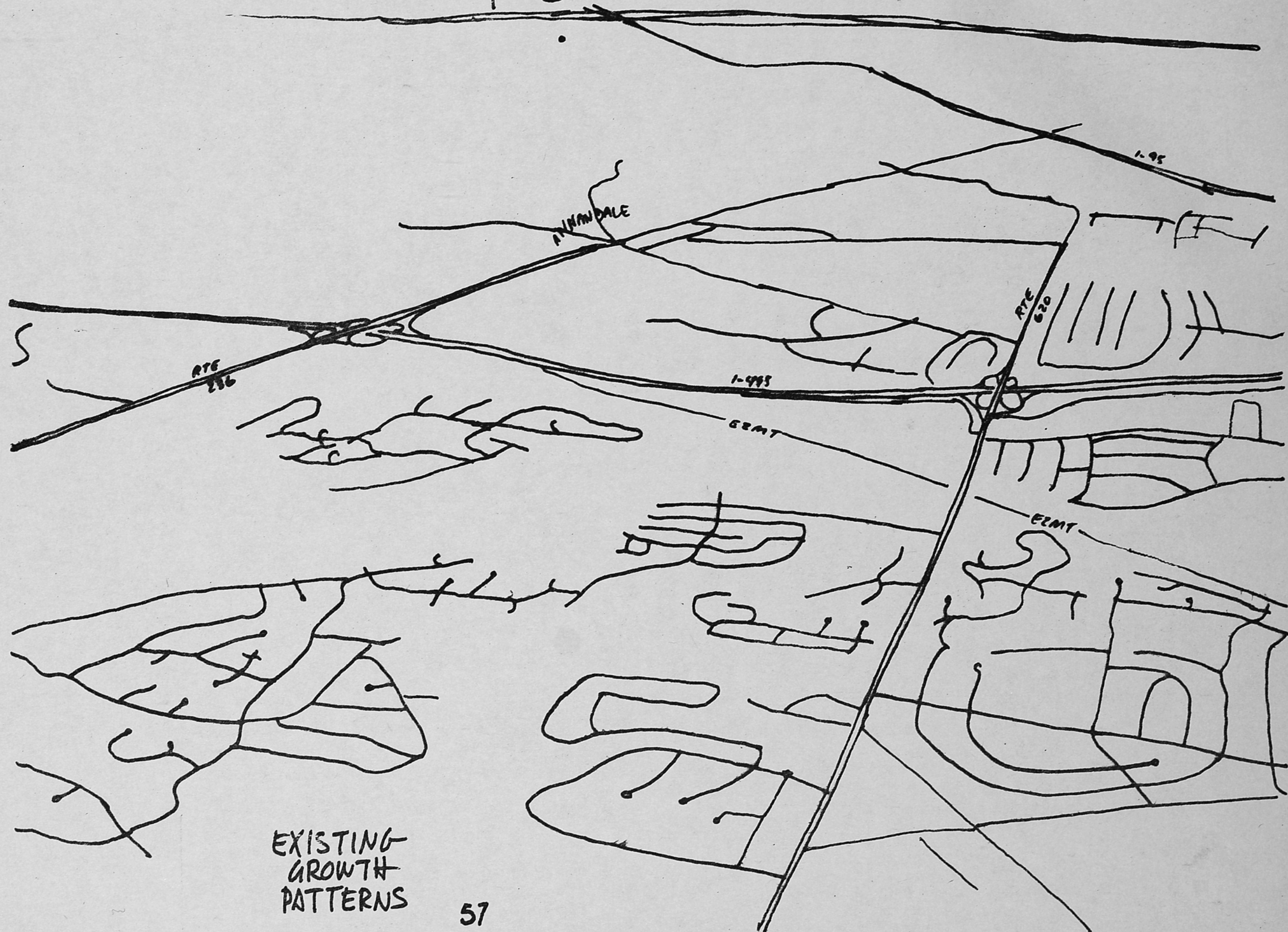


THE
DULLES
MAGNET

Wash. Mont.

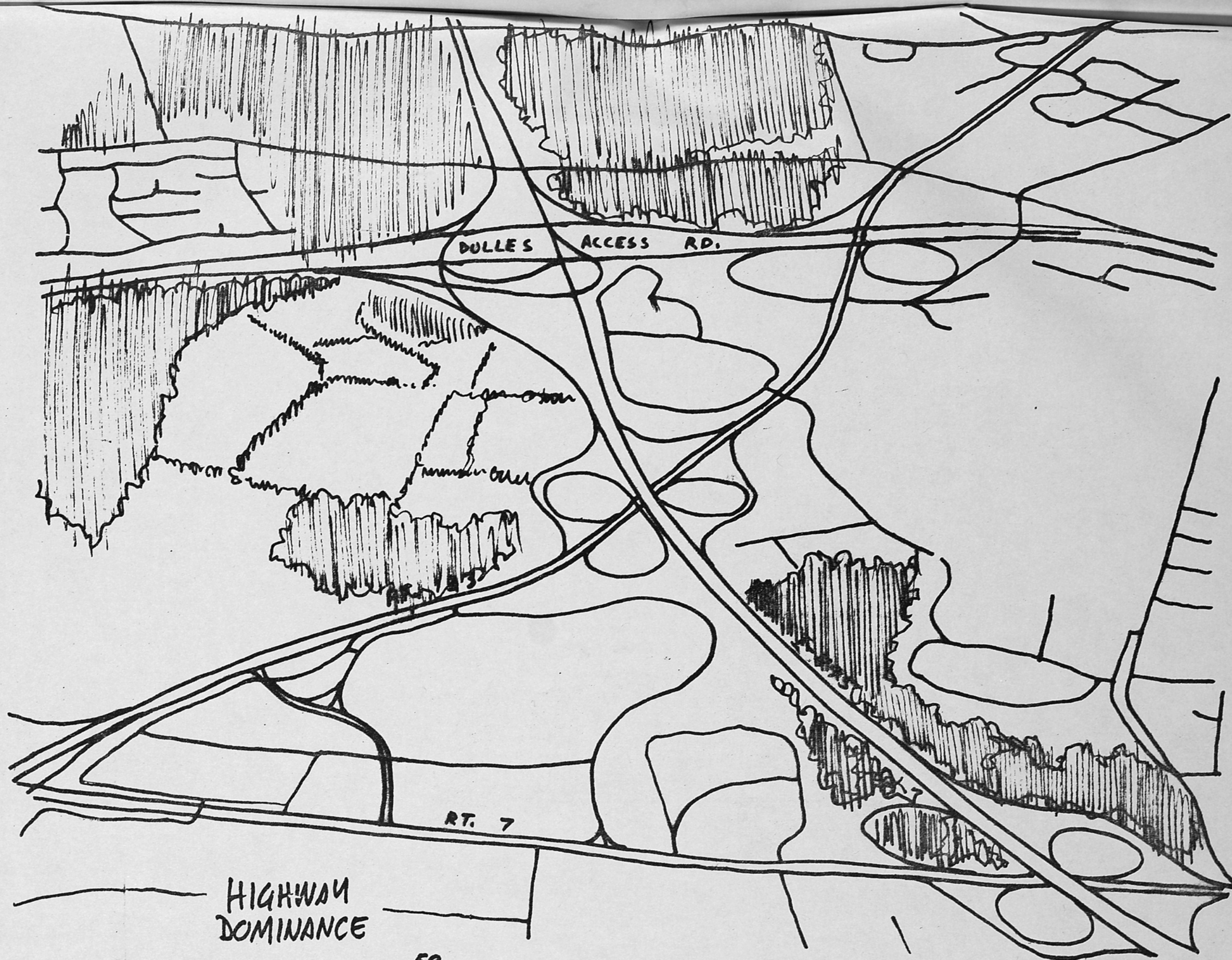
US Capitol

Pentagon

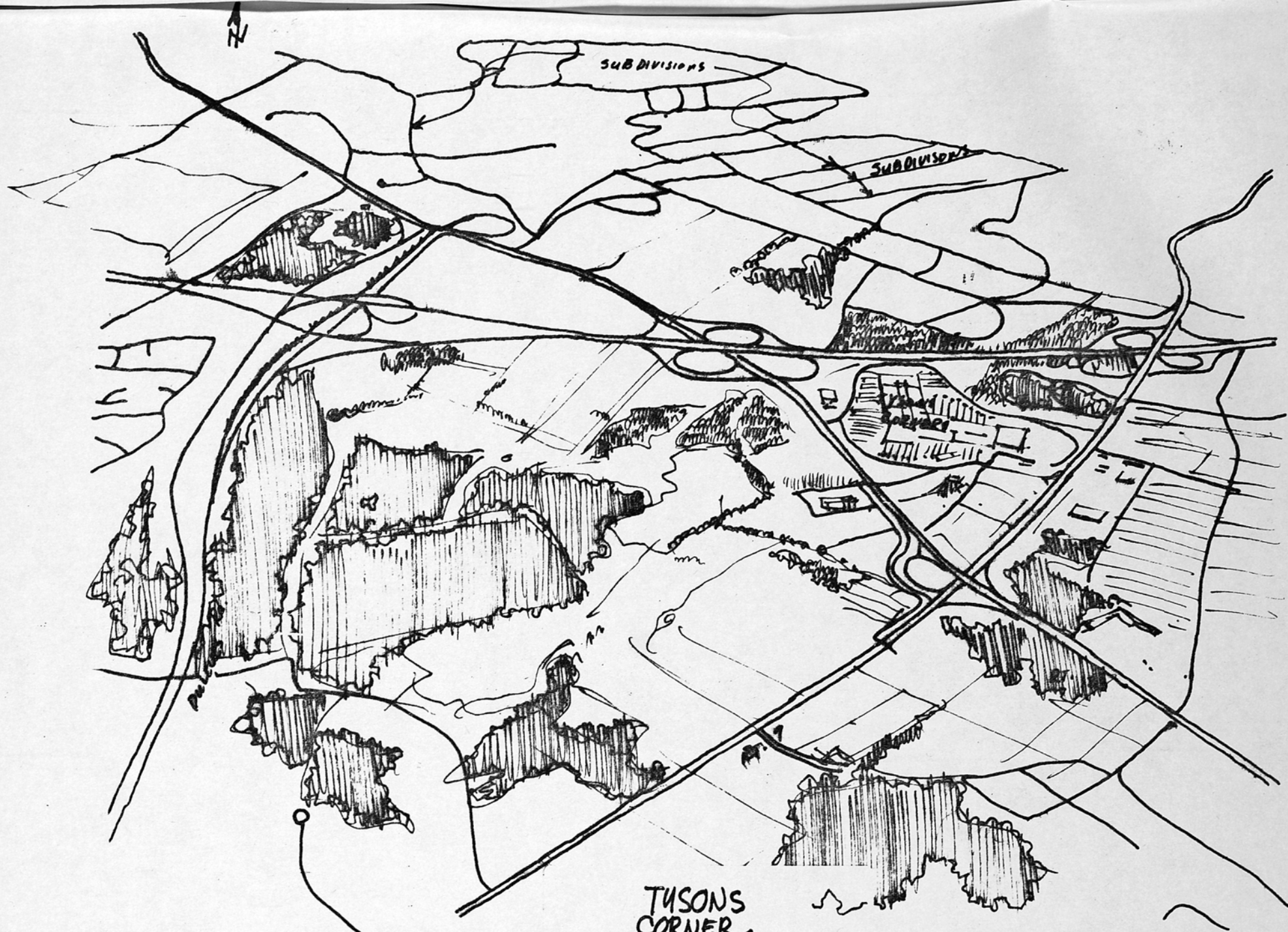


EXISTING
GROWTH
PATTERNS

NORTH ↑



HIGHWAY
DOMINANCE



7

