

City of Fairfax

2035 Comprehensive Plan FACT BOOK



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REVISED April 2017
REVISED July 2017

-DRAFT-



A FACT BOOK

Land Use Strategies

Land Use

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FIGURE 1: Regional Context

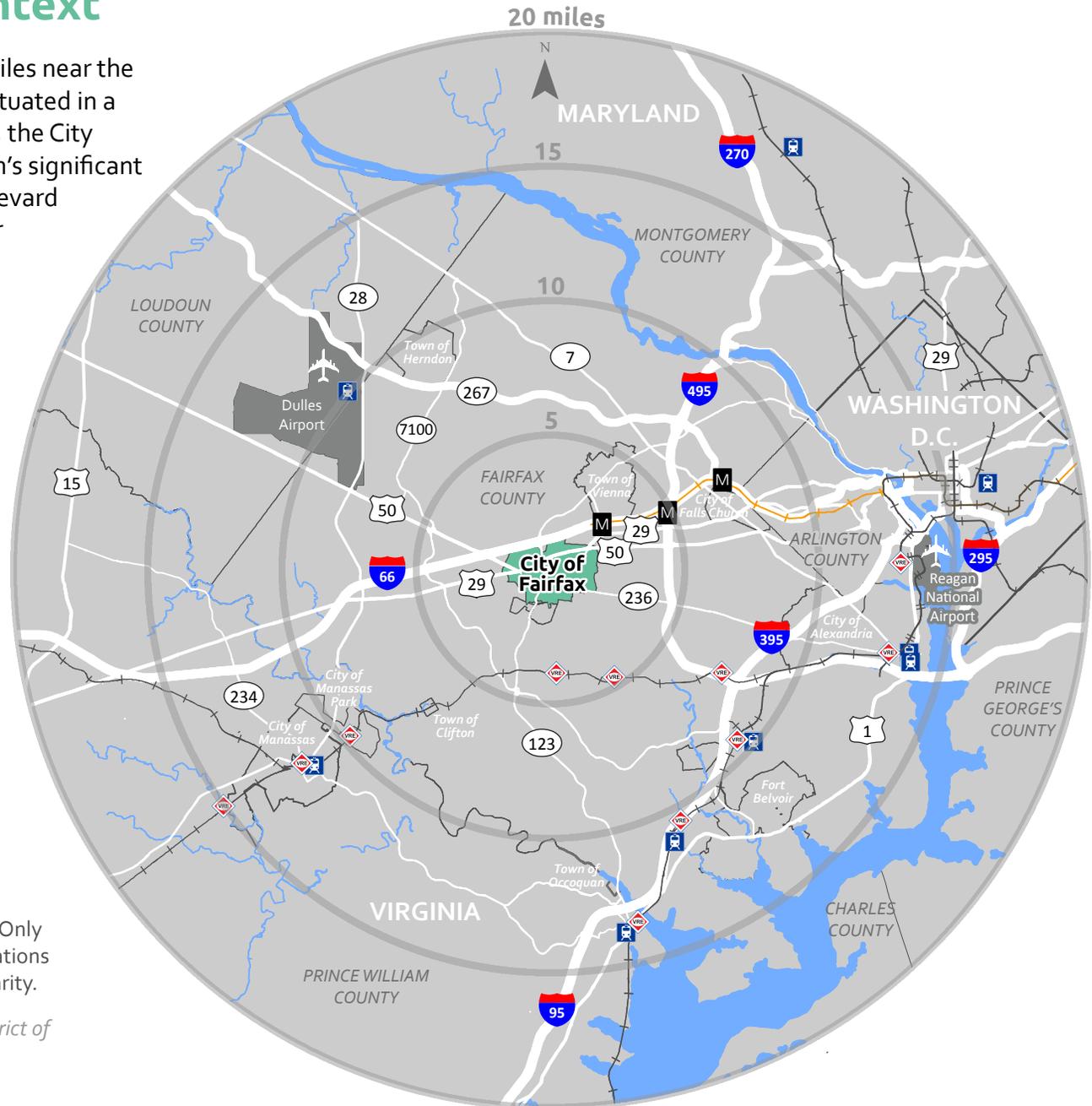
The City of Fairfax occupies 6.3 square miles near the geographical center of Fairfax County. Situated in a central location within Northern Virginia, the City is home to, or nearby, many of the region's significant thoroughfares, such as I-66, Fairfax Boulevard (Routes 29 & 50), Main Street/Little River Turnpike (Rte. 236), Chain Bridge Road (Rte. 123) and Metrorail and Virginia Railway Express (VRE) stations.

Legend

-  Metrorail Station
-  Virginia Railway Express (VRE) Station
-  Amtrak Station

Note: Map is for illustrative purposes only. Only the three closest Metrorail Orange Line Stations are shown and the others are left off for clarity.

Sources: City of Fairfax, Fairfax County, District of Columbia, and ESRI

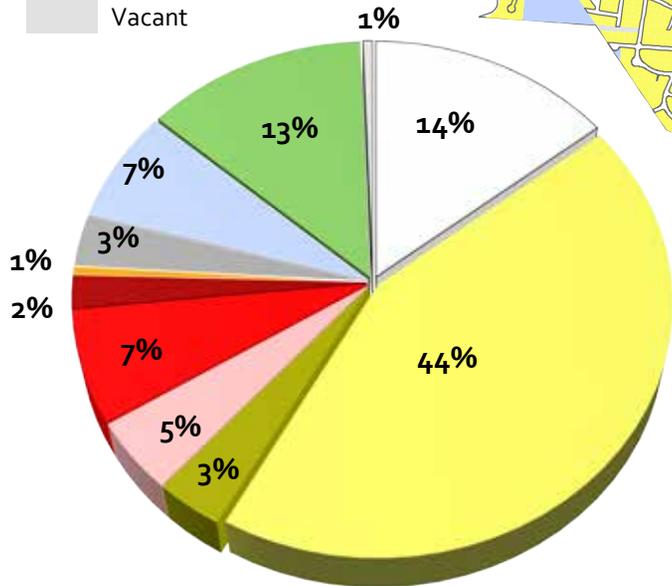
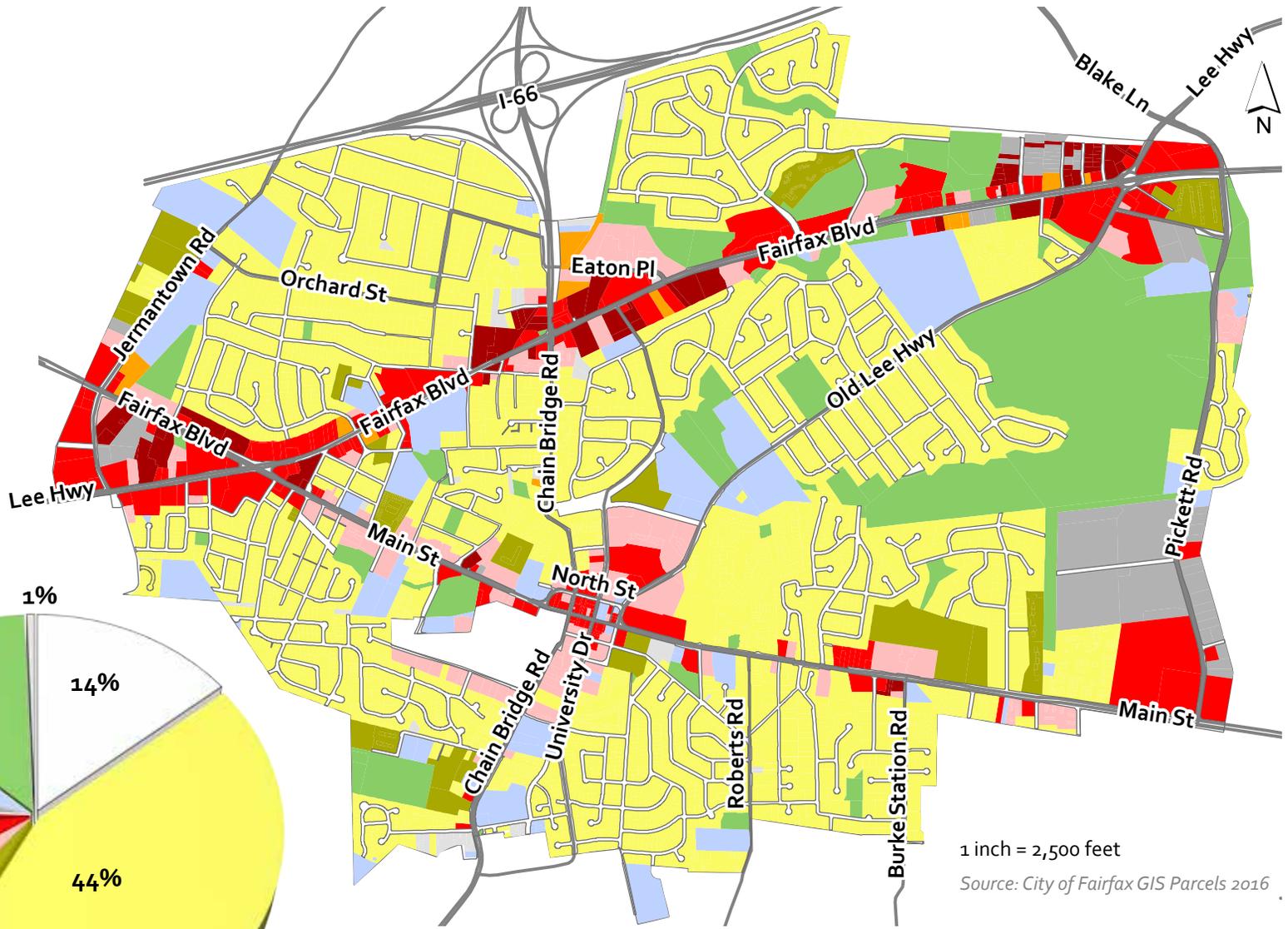


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FIGURE 2: Existing Land Use Map

Legend

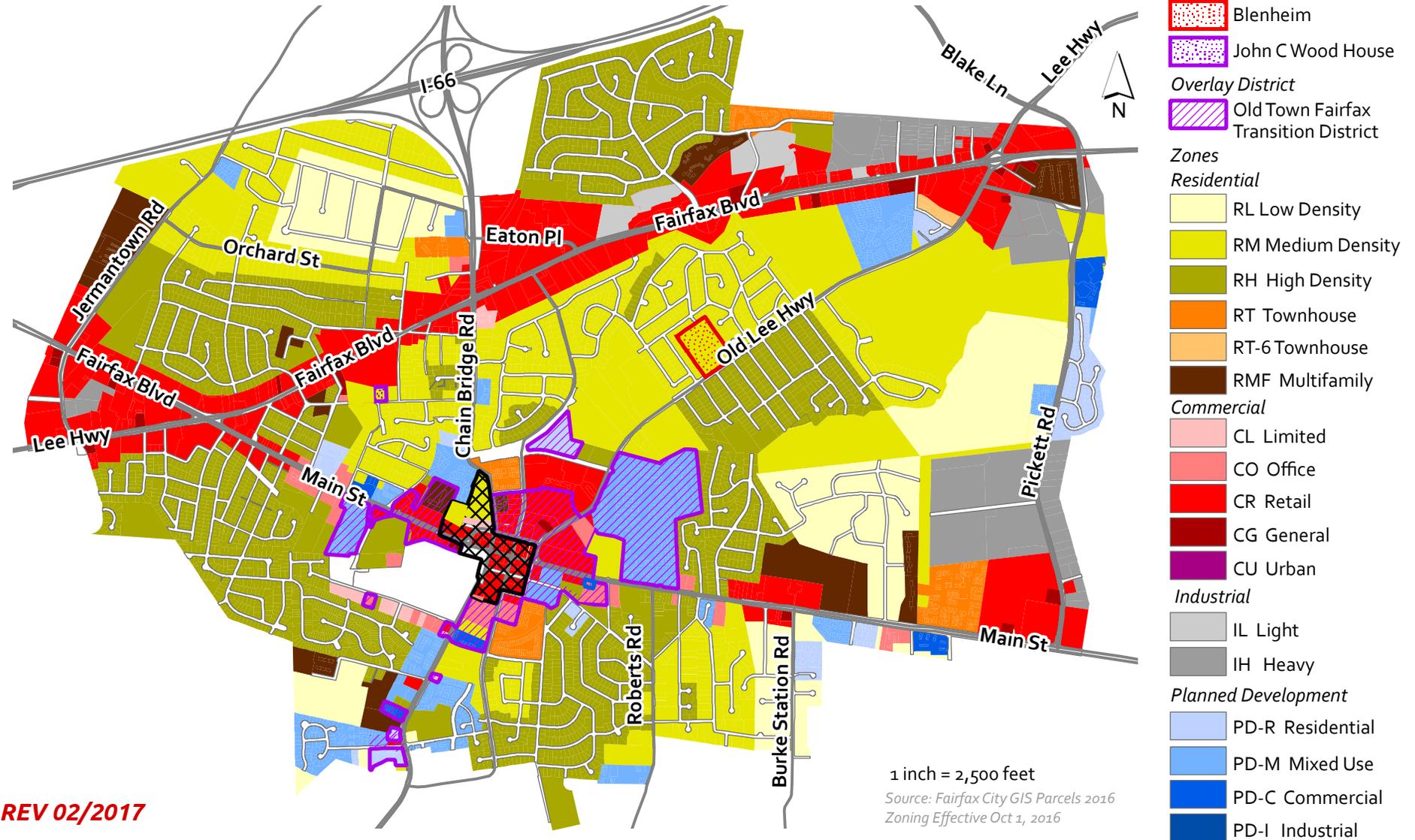
- Right of Way
- Residential - Single Family
- Residential - Multifamily
- Commercial - Office
- Commercial - Retail
- Commercial - Auto
- Commercial - Lodging
- Industrial
- Institutional
- Open Space
- Vacant



1 inch = 2,500 feet
 Source: City of Fairfax GIS Parcels 2016

FIGURE 3: Zoning Map

On July 12, 2016, the City Council repealed the previous zoning and subdivision ordinances in their entirety and adopted new ordinances with significant revisions, effective October 1, 2016. Two new zoning districts, Commercial Urban (CU) and Planned Development - Industrial (PD-I), are included in the legend, but implementation of the districts will require an application from a property owner and the approval of City Council.



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FIGURE 4: Future Land Use Map
2012 Comprehensive Plan

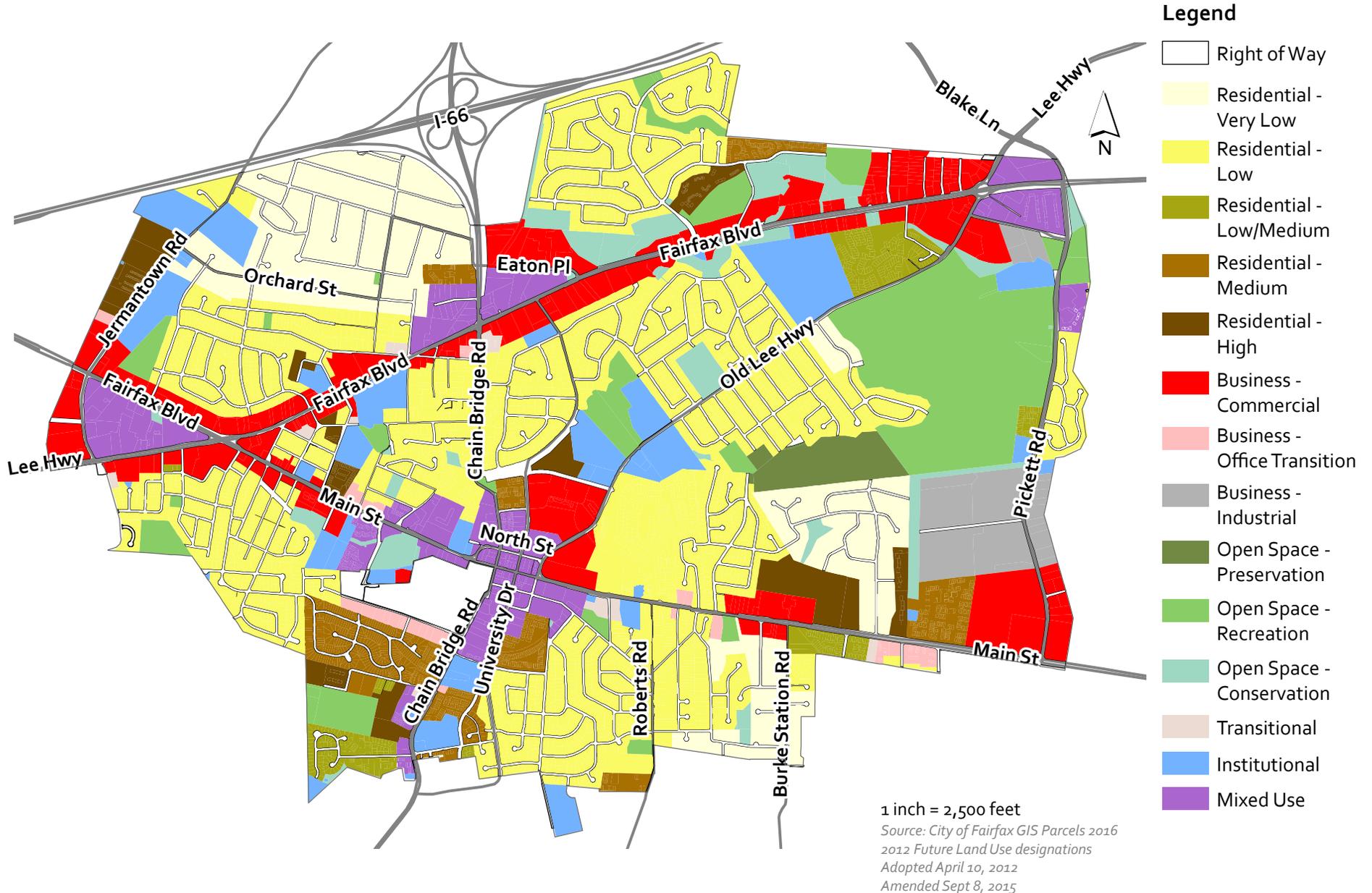
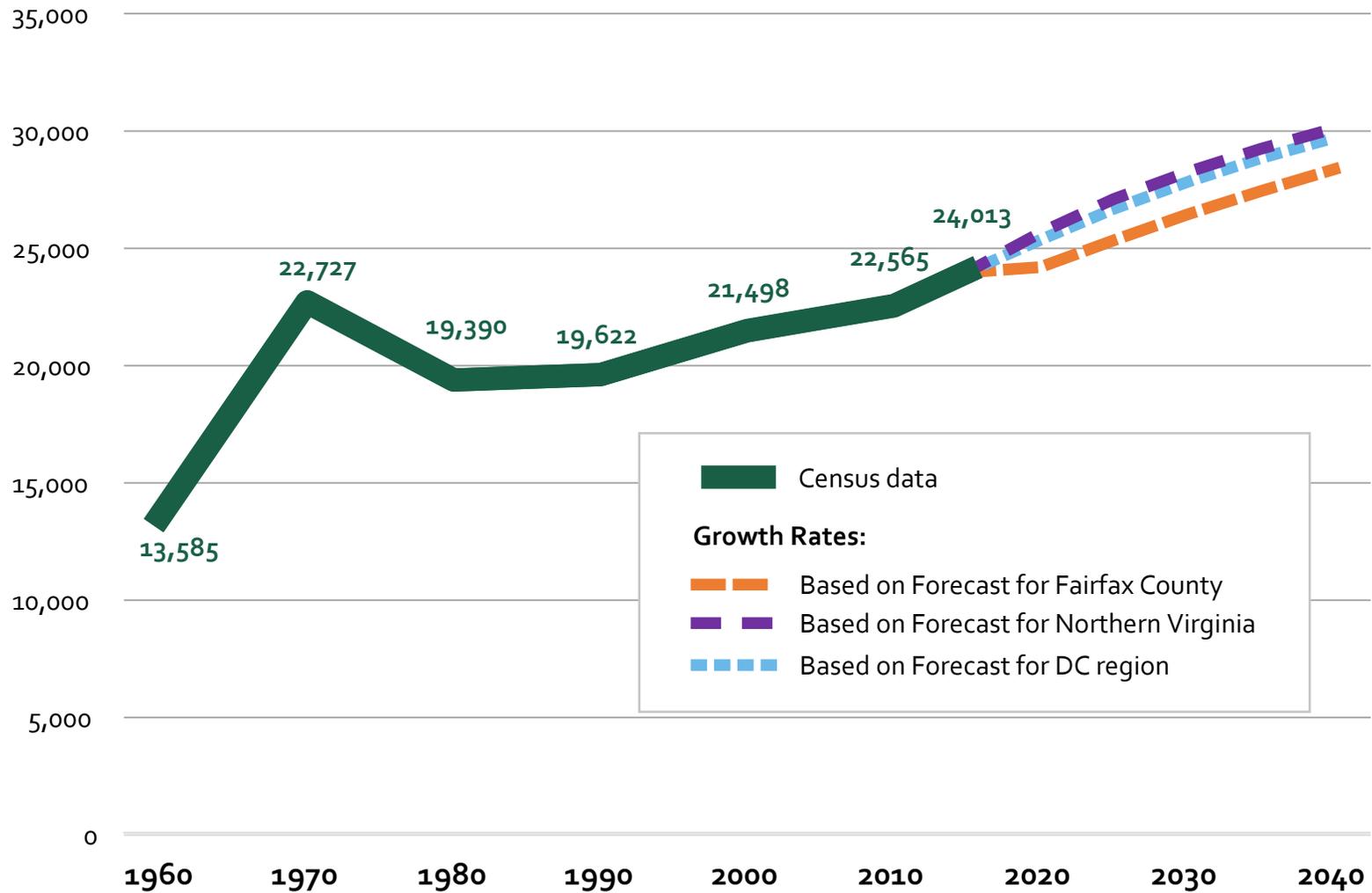
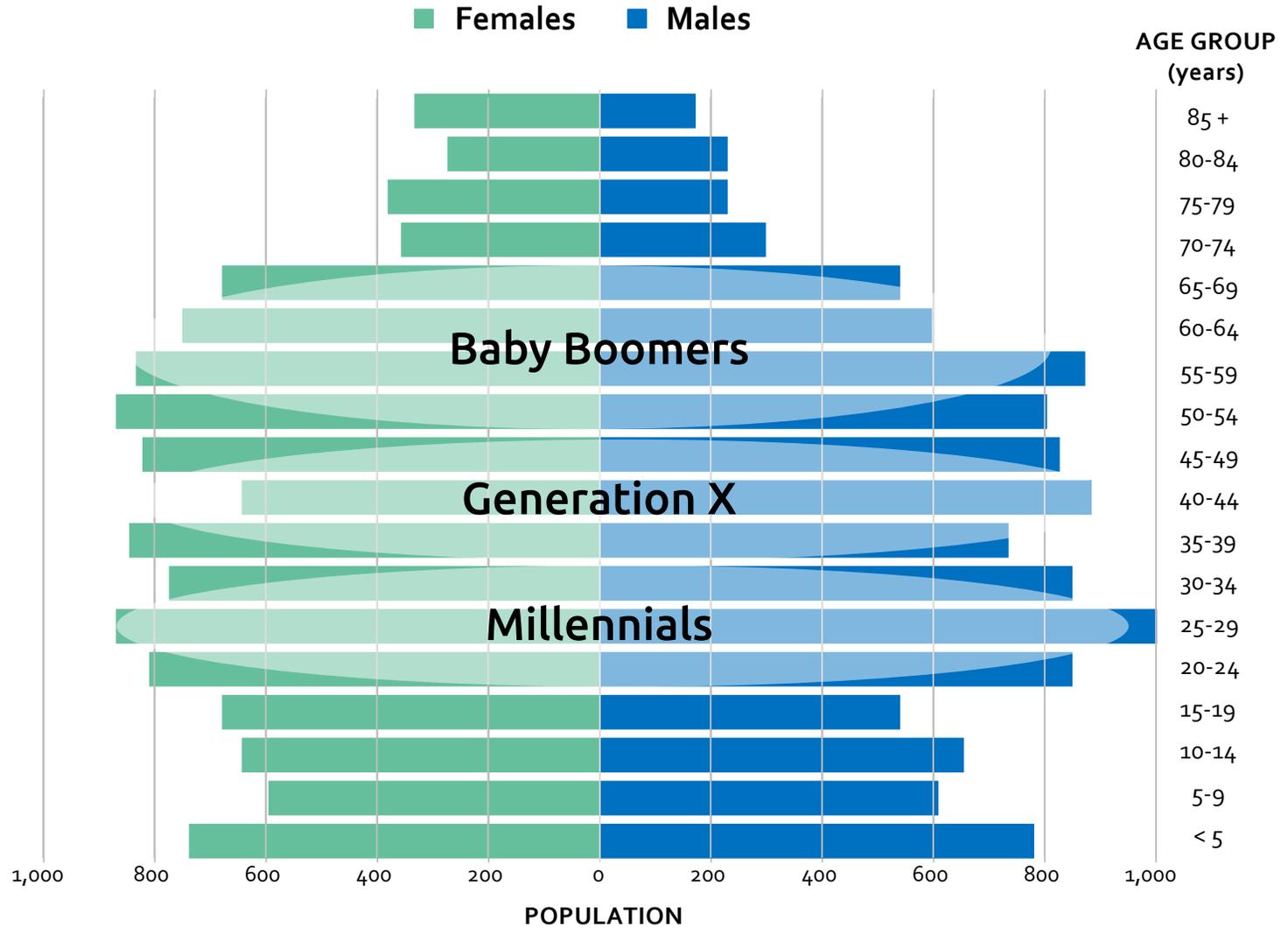


FIGURE 5: Population History and Forecasts



Source: US Census and MWCOG Round 8.4 Cooperative Forecasting: Population and Household Forecasts

FIGURE 6: Age and Gender Distribution
City of Fairfax, 2015

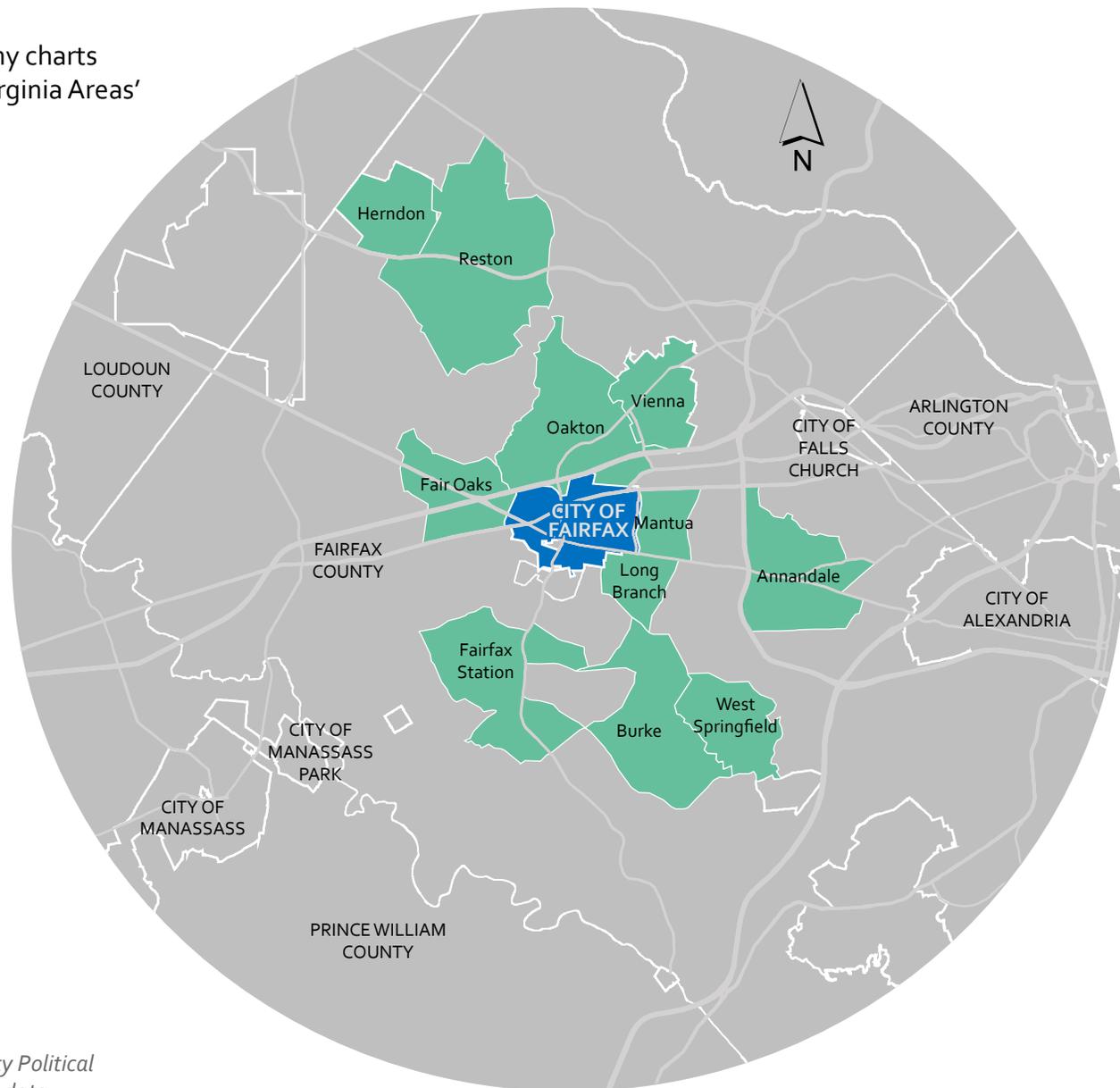


Source: US Census ACS, 2011-15

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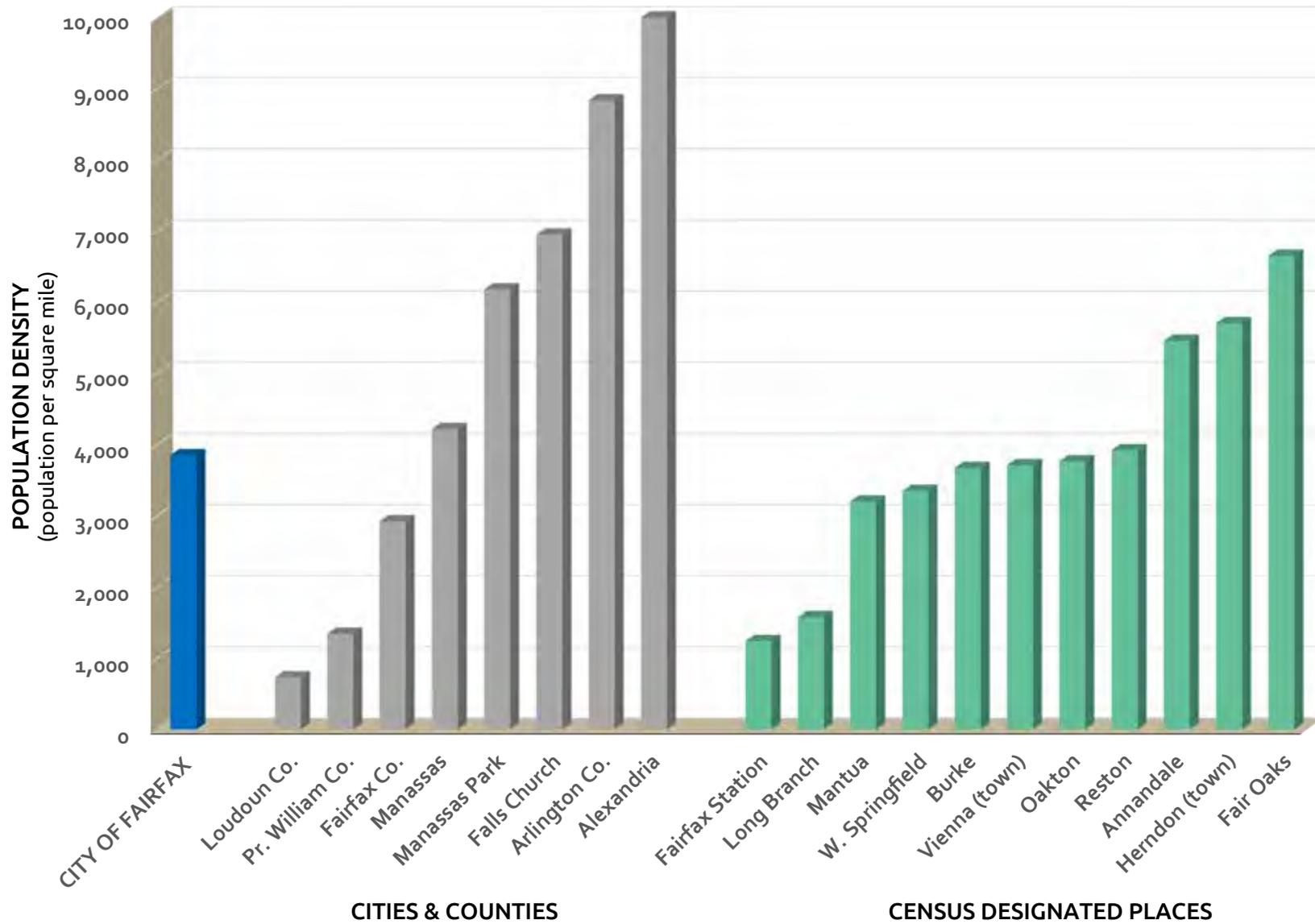
FIGURE 7: City of Fairfax and Select Northern Virginia Areas Cities, Counties and Census Designated Places

This map is provided to accompany charts which refer to 'Select Northern Virginia Areas' using Census Designated Places.



Sources: City of Fairfax GIS, Fairfax County Political Jurisdictions and Census Designated Places data

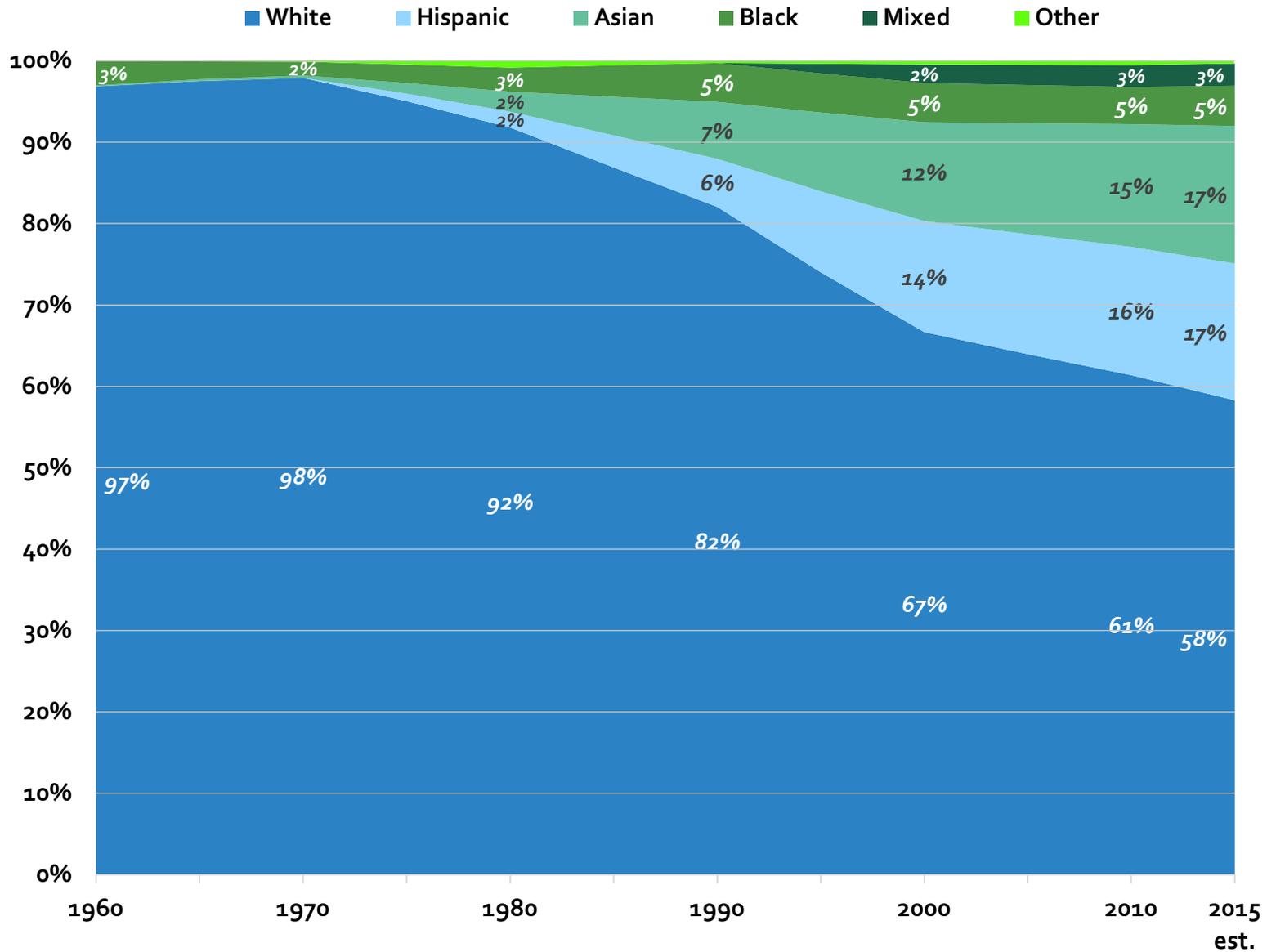
FIGURE 8: Population Density
 City of Fairfax and Select Northern Virginia Areas



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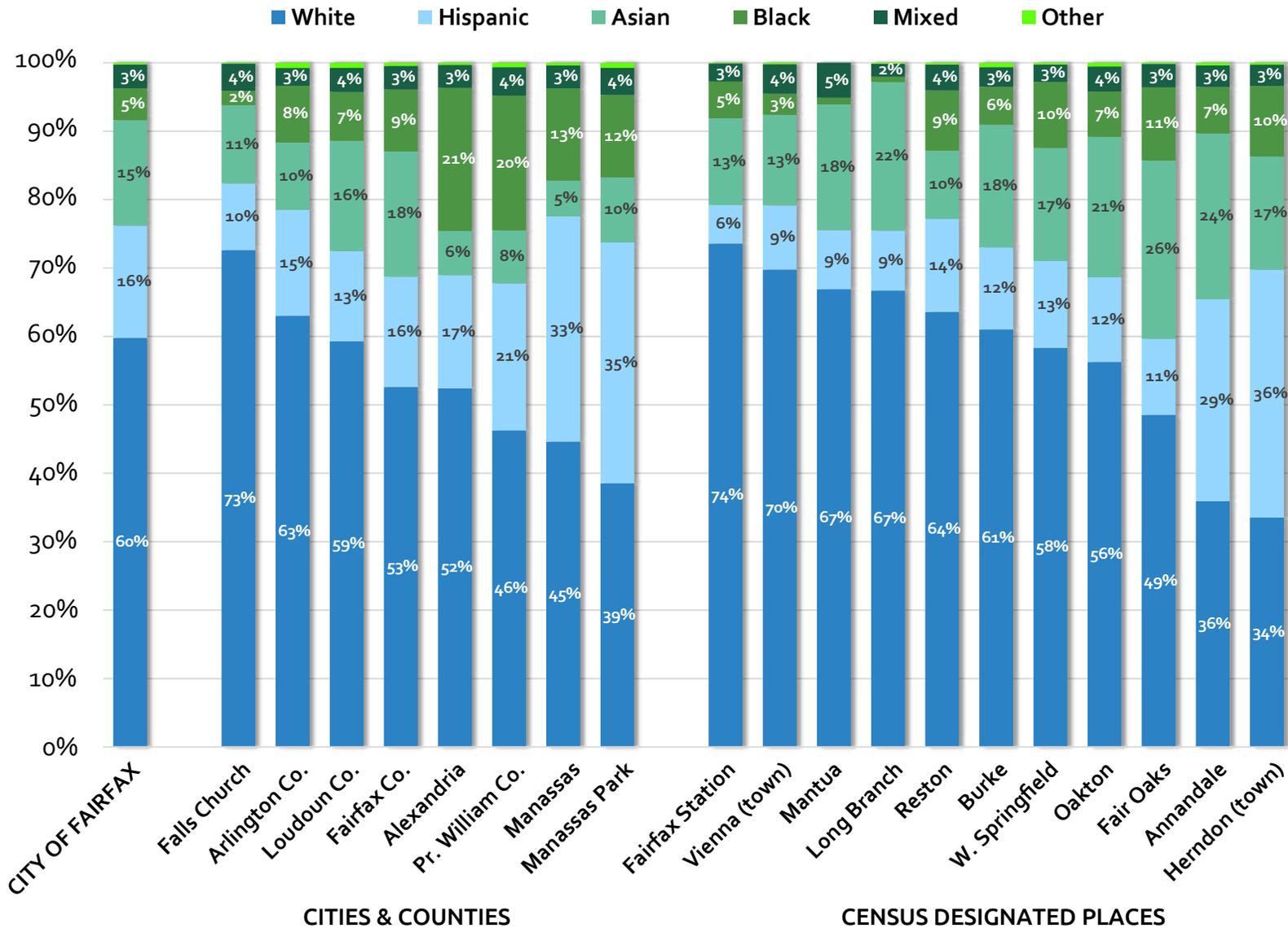
Sources: Population: US Census 2015 (Counties & Cities) and 2011-15 ACS (towns & CDPs)

FIGURE 9: Percentage of Population by Ethnicity
City of Fairfax (1960-2015)



Source: US Census

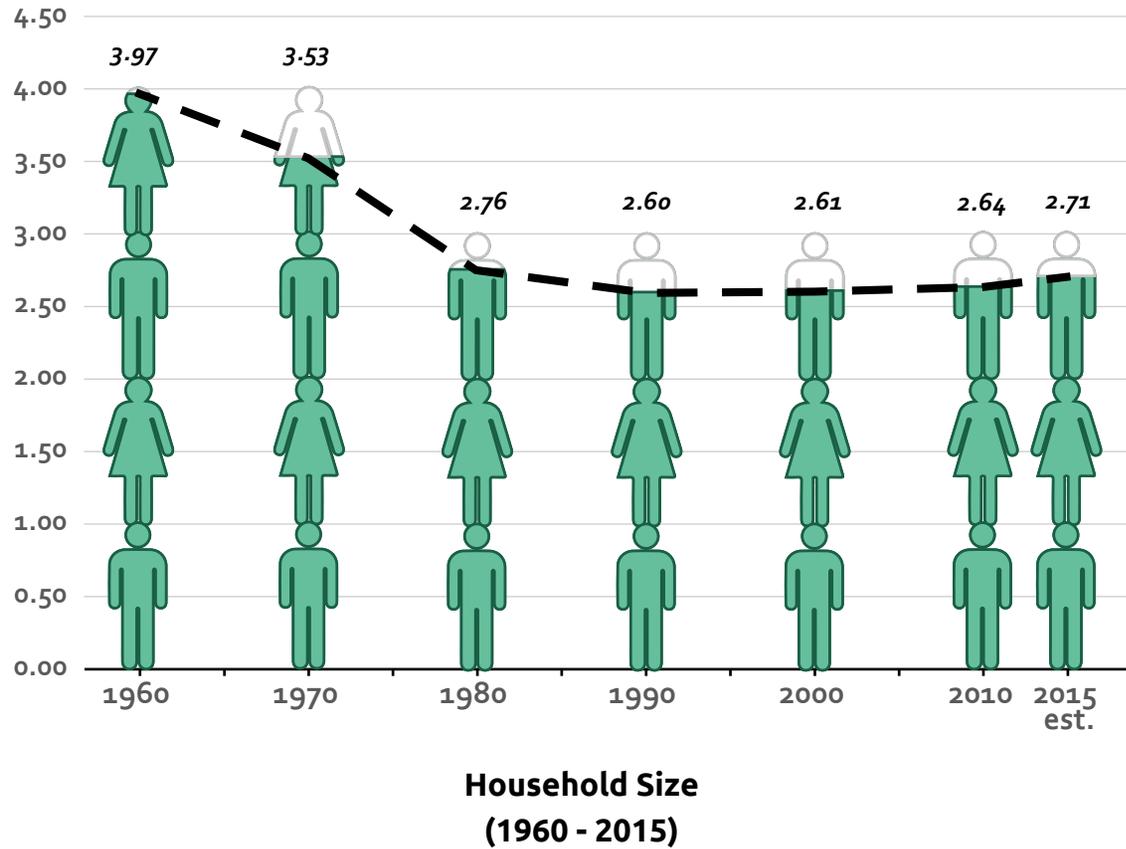
FIGURE 10: Percentage of Population by Ethnicity
City of Fairfax and Select Northern Virginia Areas



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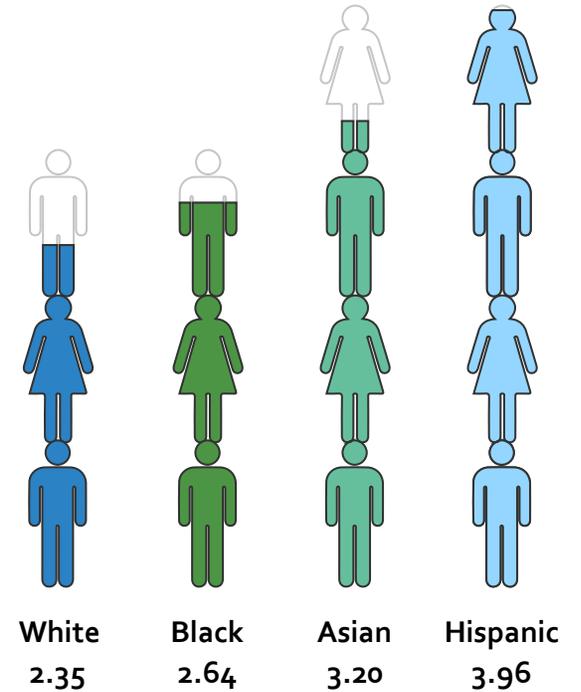
Source: US Census ACS, 2011-15

FIGURE 11: Average Household Size
City of Fairfax



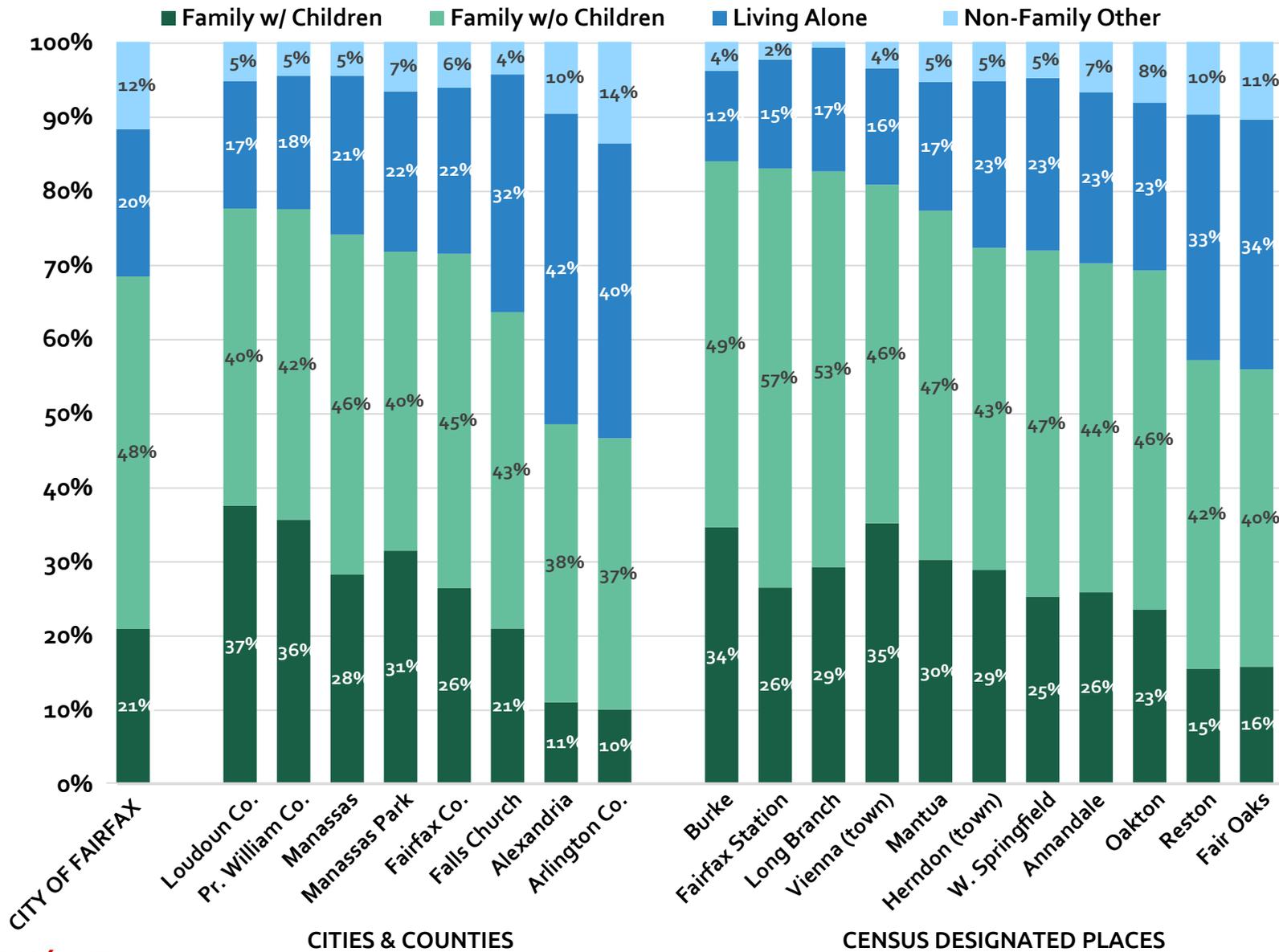
Median Age by Ethnicity (2015)

White	Black	Asian	Hispanic
44.7	36.7	37.2	31.0



Household Size by Ethnicity (2015)

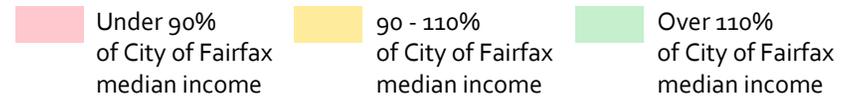
FIGURE 12: Percentage of Households by Type
 City of Fairfax and Select Northern Virginia Areas



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Source: US Census ACS 2011-15

FIGURE 13: Median Household Income
City of Fairfax and Select Northern Virginia Areas

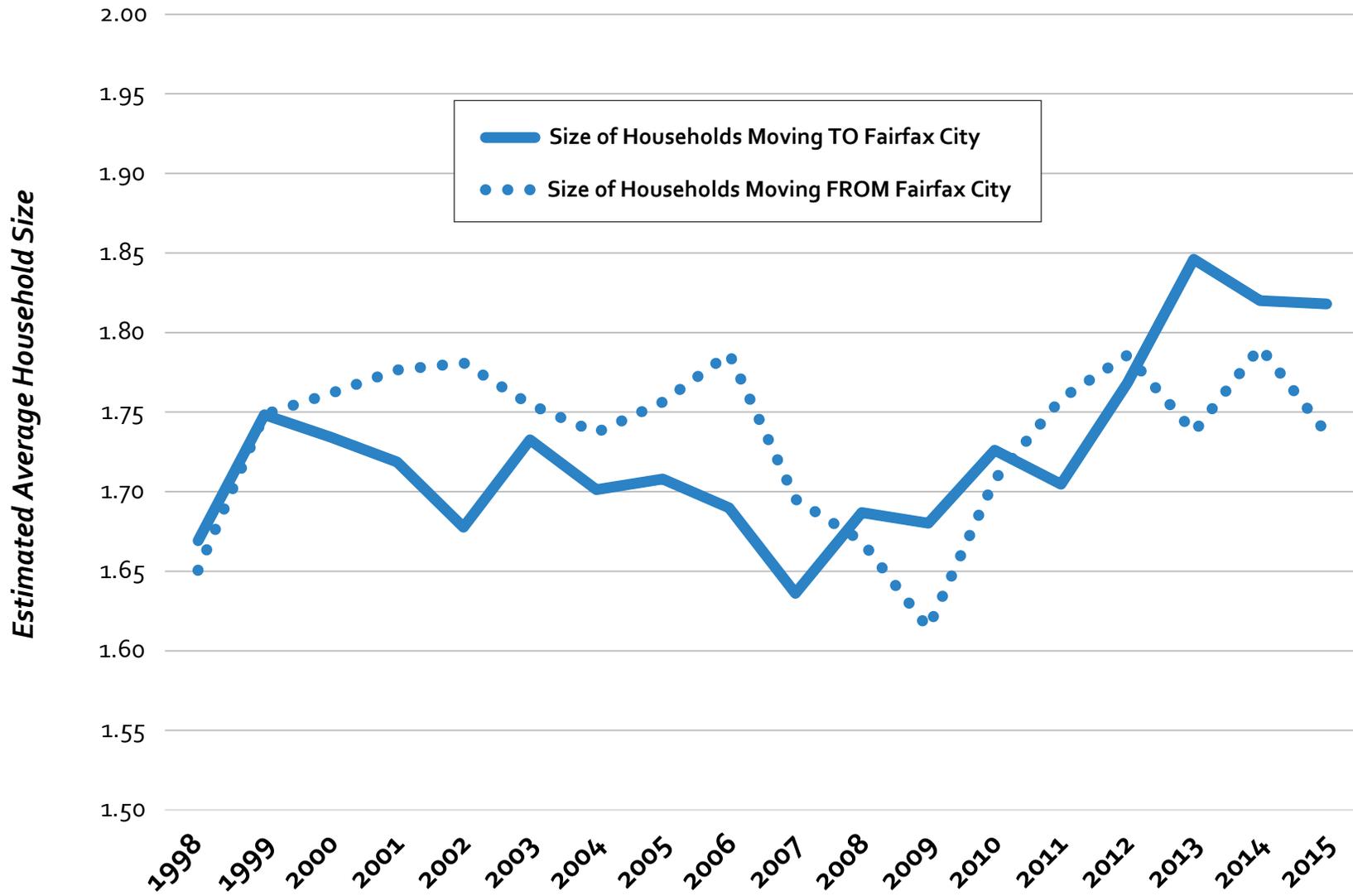


	INCOME BY CATEGORY				COMPARISON TO FAIRFAX MEDIAN INCOME			
	Median Household Income	Median Family Income	Median Family w/kids Income	Median 65+ Household Income	Median Household Income	Median Family Income	Median Family w/kids Income	Median 65+ Household Income
CITY OF FAIRFAX	\$105,297	\$124,547	\$135,550	\$86,424				
CITIES & COUNTIES								
Manassas Park	\$73,528	\$78,177	\$73,041	\$40,268	70%	63%	54%	47%
Manassas	\$72,890	\$78,304	\$73,113	\$54,522	69%	63%	54%	63%
Alexandria	\$89,134	\$109,075	\$94,099	\$70,361	85%	88%	69%	81%
Pr. William Co.	\$98,657	\$107,304	\$100,410	\$74,580	94%	86%	74%	86%
Arlington Co.	\$98,441	\$140,838	\$148,629	\$75,095	93%	113%	110%	87%
Fairfax Co.	\$112,552	\$129,805	\$125,737	\$88,376	107%	104%	93%	102%
Loudoun Co.	\$123,453	\$137,534	\$140,384	\$76,234	117%	110%	104%	88%
Falls Church	\$120,522	\$165,430	\$163,796	\$99,643	114%	133%	121%	115%
CENSUS DESIGNATED PLACES								
Annandale	\$79,774	\$86,810	\$76,044	\$72,885	76%	70%	56%	84%
Herndon (town)	\$101,872	\$100,609	\$98,942	\$68,660	97%	81%	73%	79%
Fair Oaks	\$101,899	\$110,508	\$103,472	\$73,611	97%	89%	76%	85%
Reston	\$110,401	\$131,264	\$124,816	\$80,529	105%	105%	92%	93%
W. Springfield	\$111,809	\$127,113	\$125,324	\$87,430	106%	102%	92%	101%
Oakton	\$120,762	\$130,849	\$145,069	\$100,417	115%	105%	107%	116%
Mantua	\$112,008	\$150,402	\$172,885	\$79,352	106%	121%	128%	92%
Burke	\$131,243	\$137,698	\$133,845	\$104,713	125%	111%	99%	121%
Vienna (town)	\$139,201	\$152,668	\$156,230	\$84,375	132%	123%	115%	98%
Long Branch	\$145,329	\$158,077	\$155,455	\$79,236	138%	127%	115%	92%
Fairfax Station	\$165,250	\$177,167	\$194,390	\$121,833	157%	142%	143%	141%

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Source: US Census ACS, 2011-2015

FIGURE 14: Estimated Size of Households Moving TO and FROM Fairfax City



Source: Internal Revenue Service Migration Data.

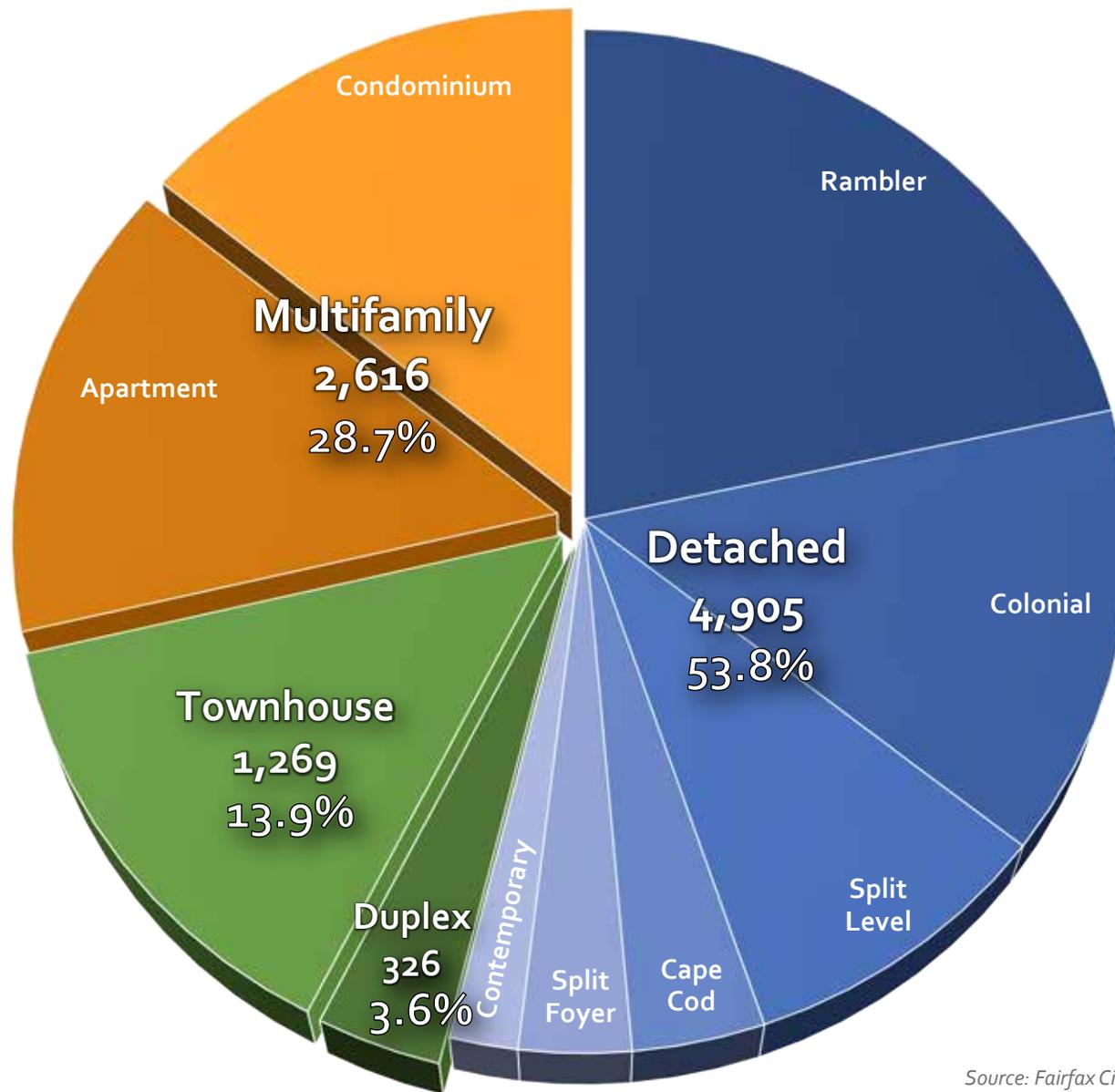
Note: For this chart, each tax return is imputed as a household and each exemption is imputed as a person.

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FIGURE 15: Housing Type



FIGURE 16: **Housing Type**

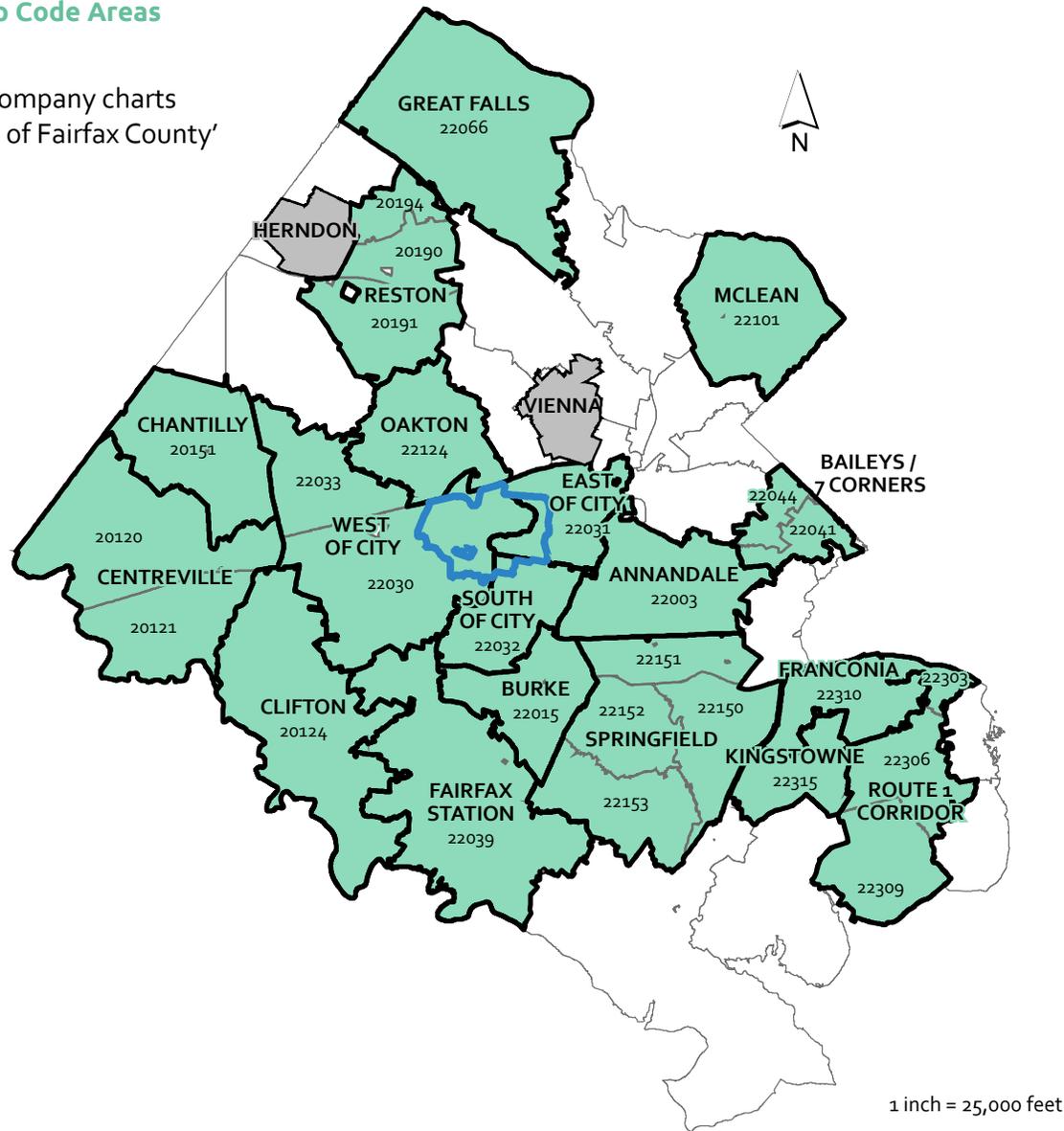


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Source: Fairfax City Real Estate Assessments, 2016
Includes units under construction.

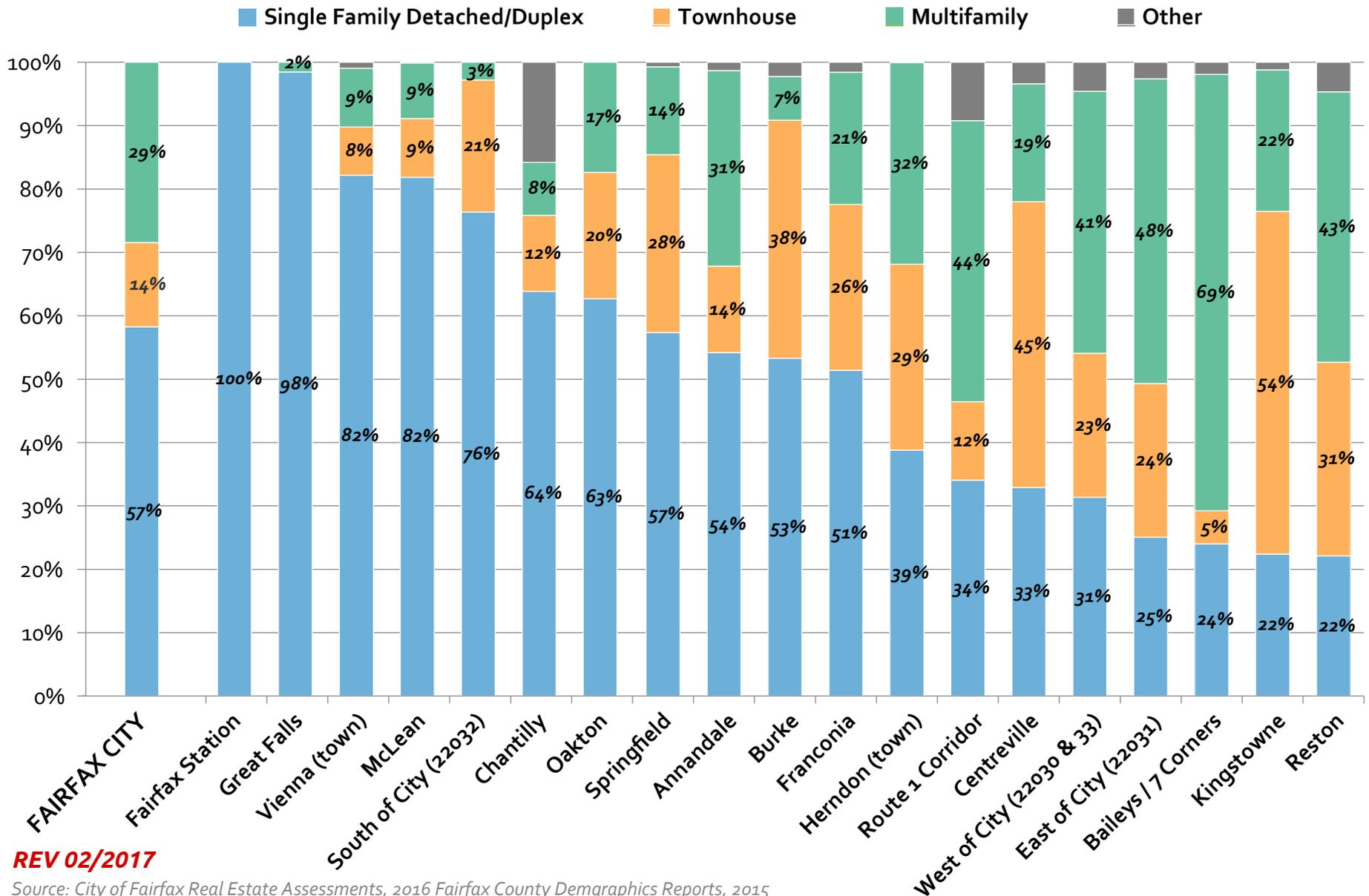
FIGURE 17: City of Fairfax and Select Areas of Fairfax County
 Cities and Zip Code Areas

This map is provided to accompany charts which refer to 'Select Areas of Fairfax County' using Zip Codes.



Source: Fairfax County Zip Code and Political Jurisdictions shapefiles

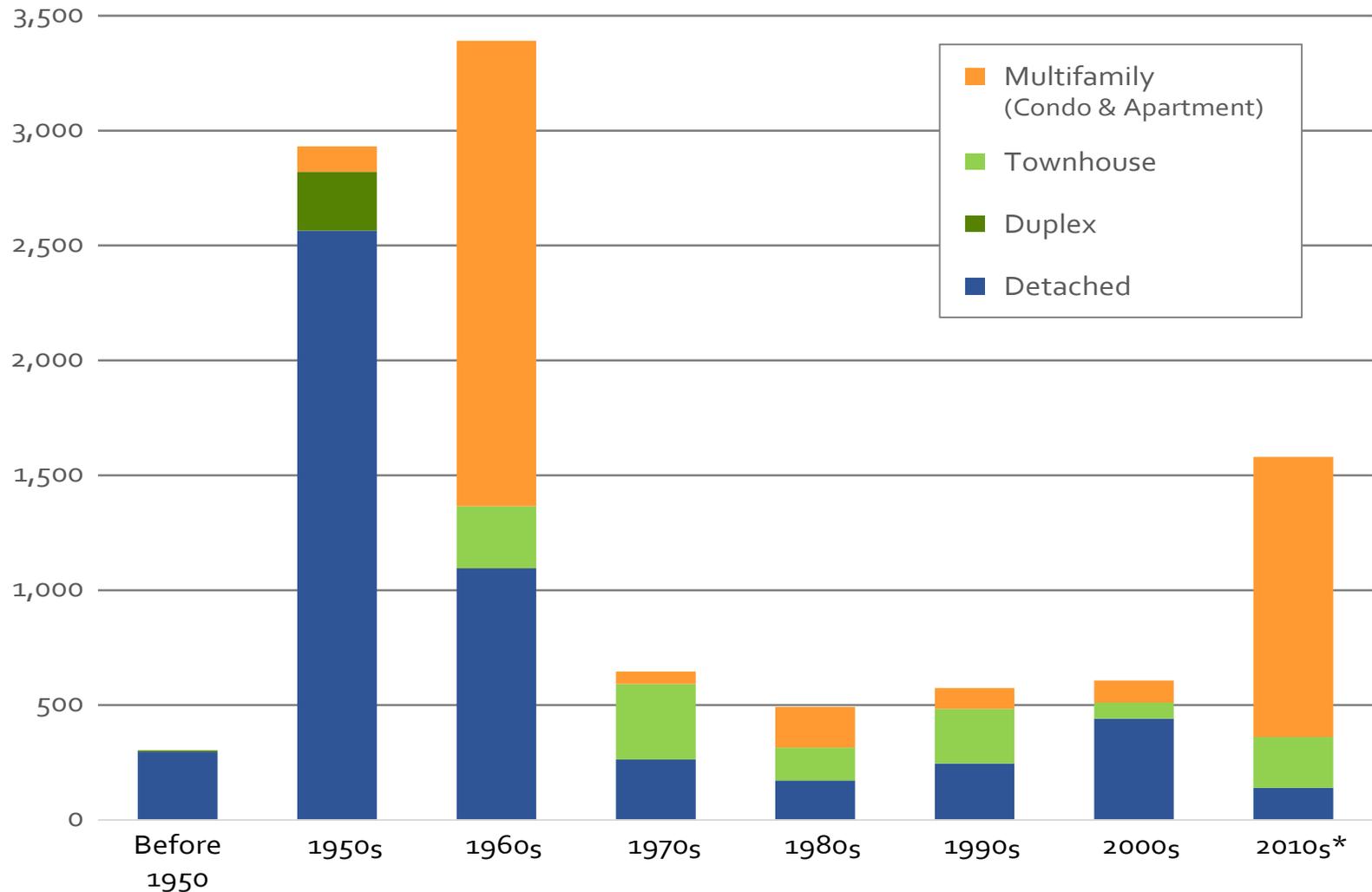
FIGURE 18: Housing Units by Type
Fairfax City and Select Areas of Fairfax County



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Source: City of Fairfax Real Estate Assessments, 2016 Fairfax County Demographics Reports, 2015

FIGURE 19: Housing Units by Type and Decade Built
Fairfax City



Note: Includes housing units existing and approved as of March, 2017. "2010s" includes housing units under construction, as well as projects that have been approved by City Council, but for which construction has not begun.

NEW 04/2017

Source: Fairfax City Real Estate Assessments

FIGURE 20: Housing Age by Decade Built

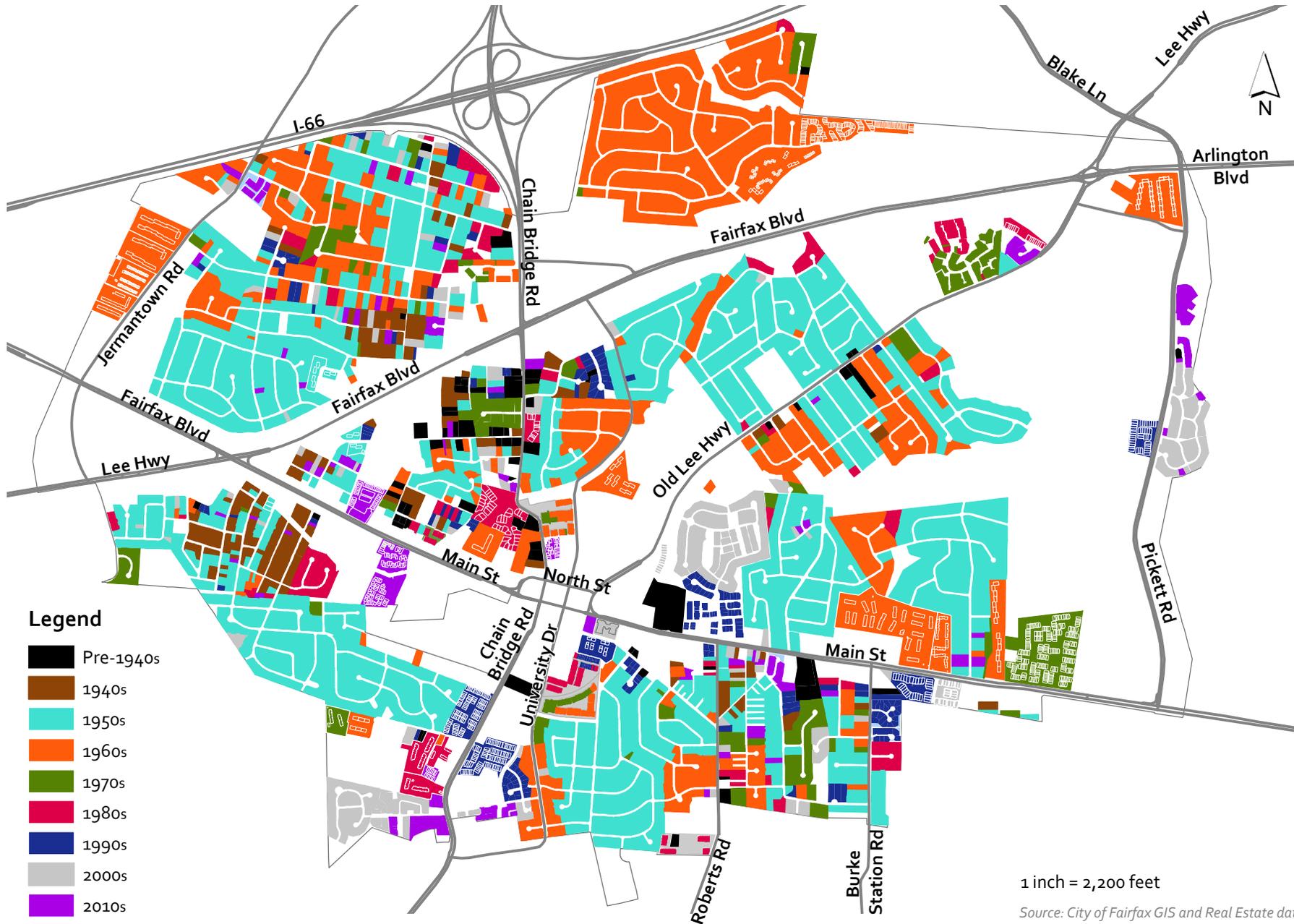
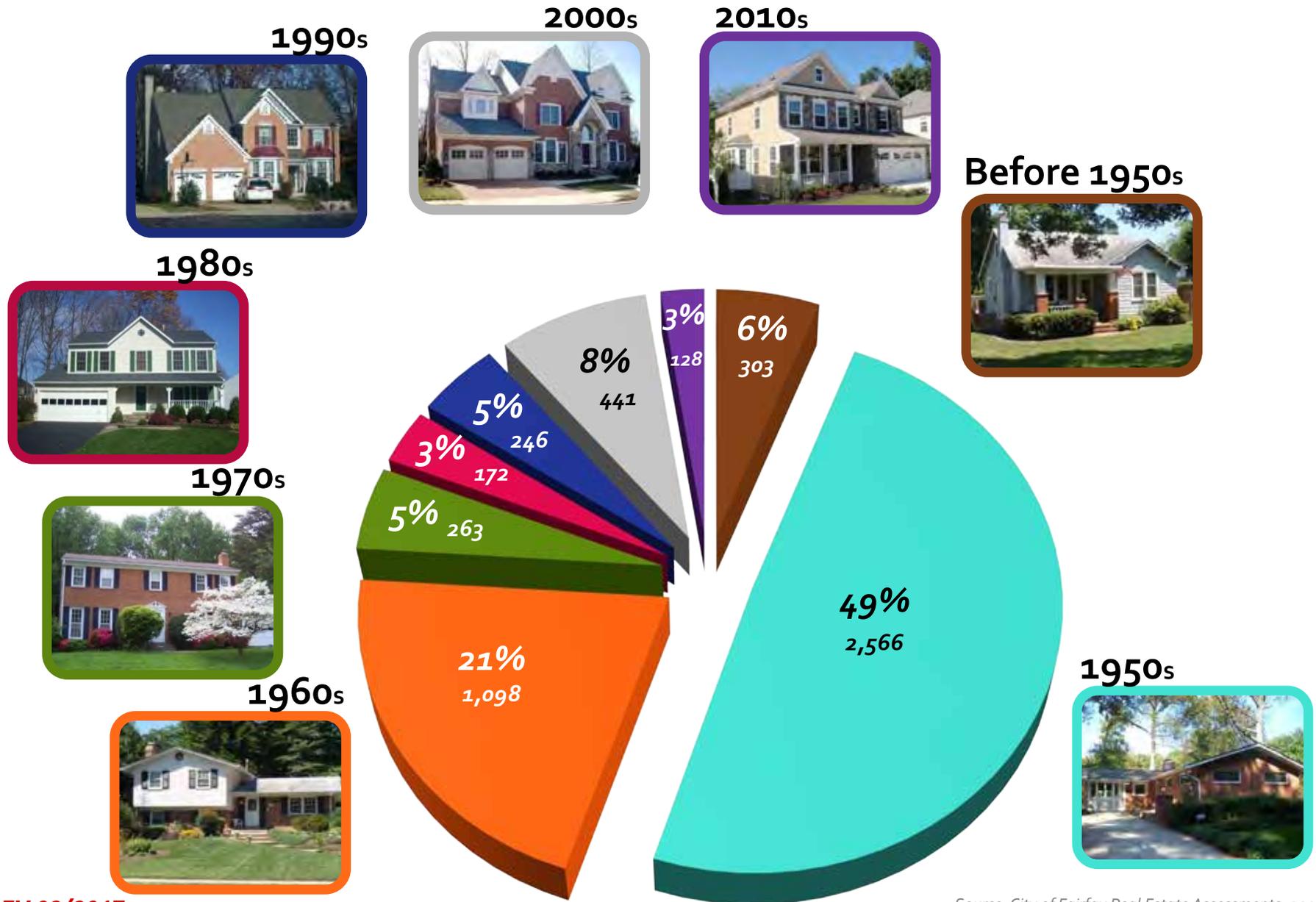


FIGURE 21: Housing Age - Detached and Duplex



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Source: City of Fairfax Real Estate Assessments, 2016

FIGURE 22: Housing Age - Townhouses

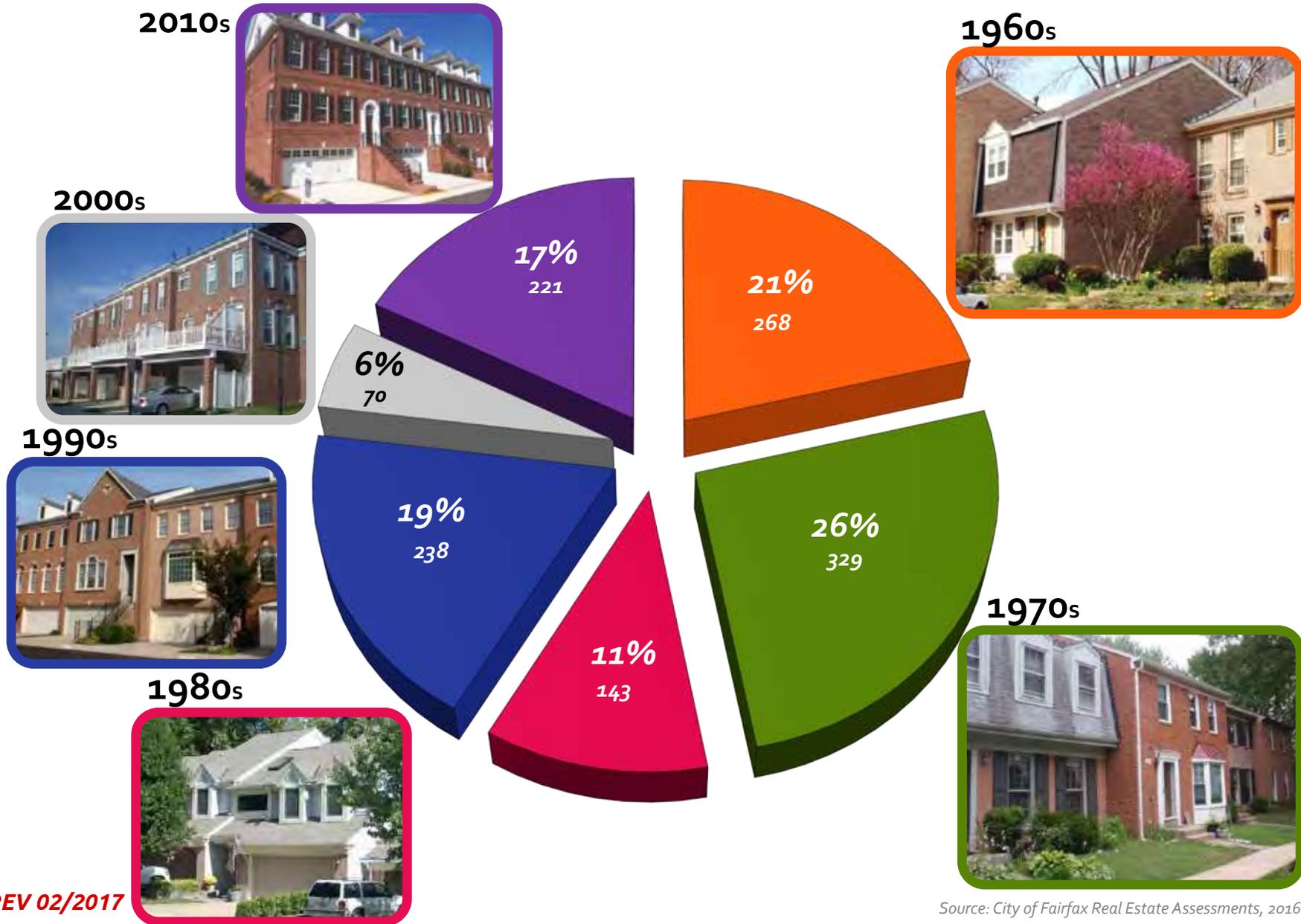
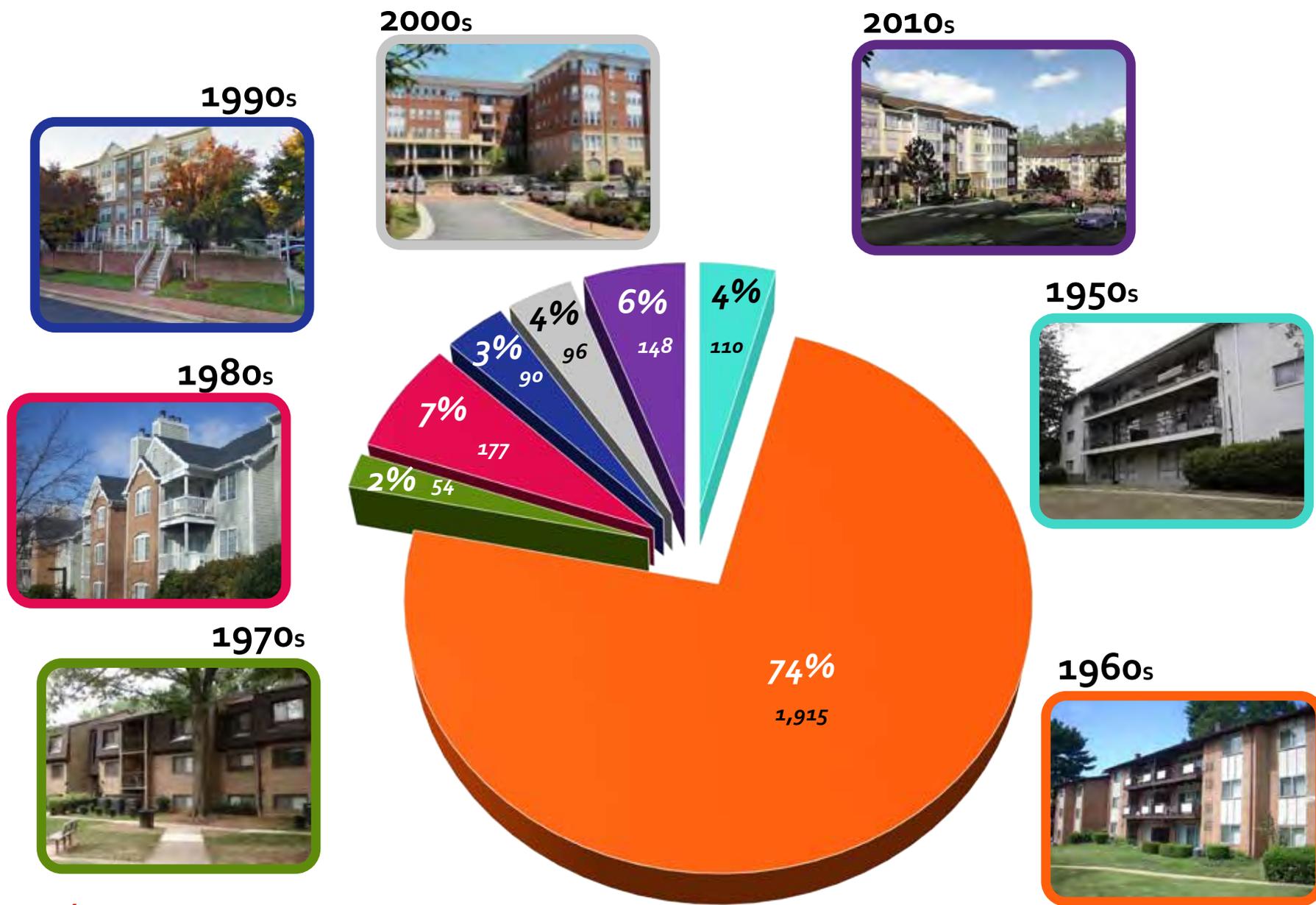


FIGURE 23: Housing Age - Multifamily Units



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Source: City of Fairfax Real Estate Assessments, 2016

FIGURE 24:

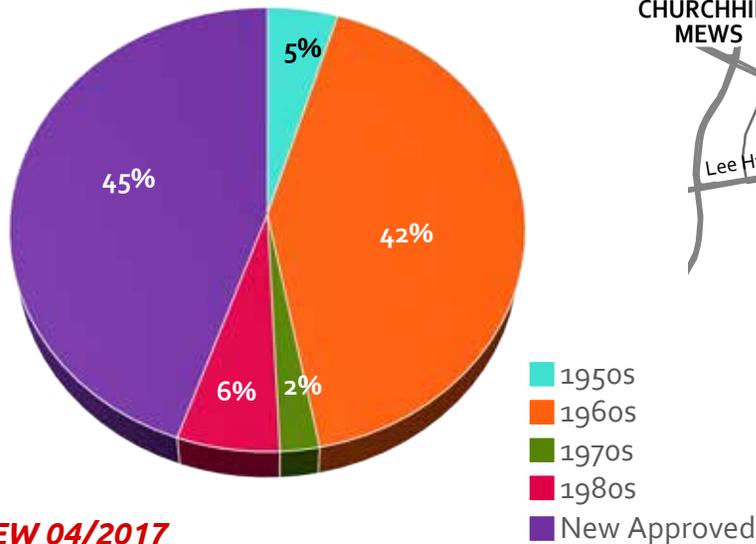
Multifamily Rental Complexes by Decade Built

Fairfax City

Existing Complex Name	Year Built	# of Units
Cardinal Court	1959	60
Cavalier Court	1964	128
Churchill Mews	1965	20
Copperfield Square	1963	77
eaves Fairfax City	1987	141
Fairfax Gardens	1959	38
Fairfax Square	1964	502
Gainsborough Court	1970	151
Hallman Street Apartments	1953	12
Layton Hall Apartments	1961	110
West Wood Oaks	1971	54

Approved New Rental Complexes	# of Units
Novus Fairfax Gateway	403
Scout on the Circle	392
Layton Hall (replaces existing complex)	360

Percentage of Total Multifamily Units by Decade Built



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Source: Fairfax City Real Estate Assessments

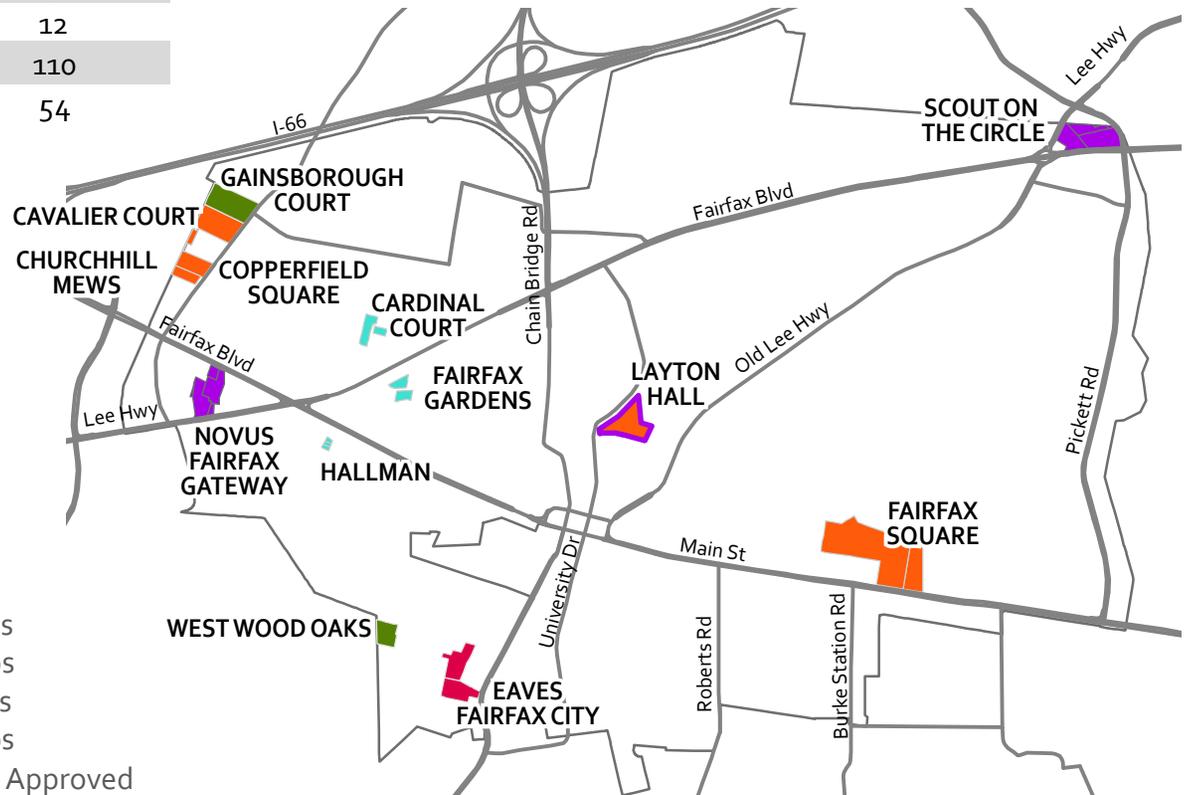


FIGURE 25: Detached Housing Styles

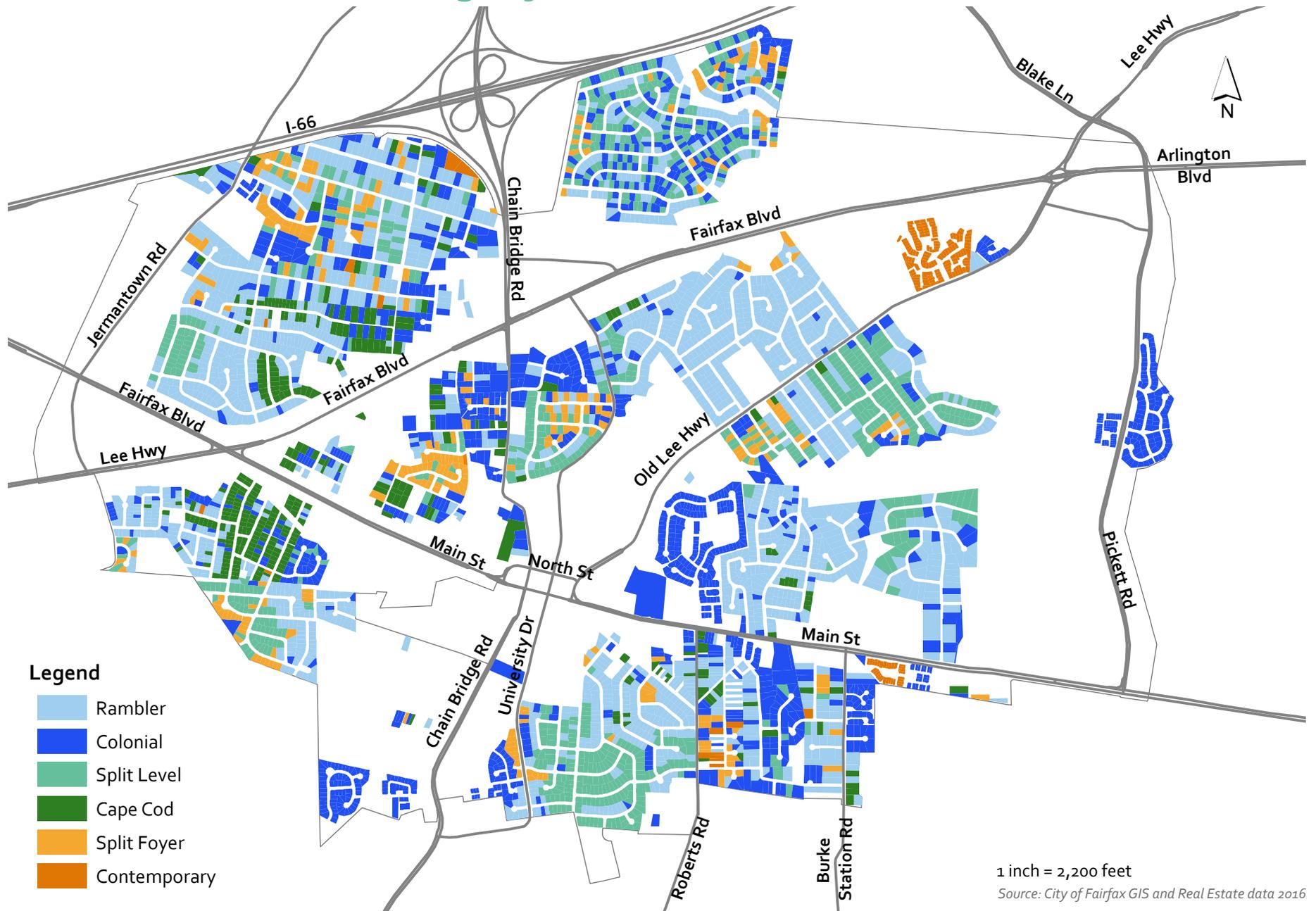
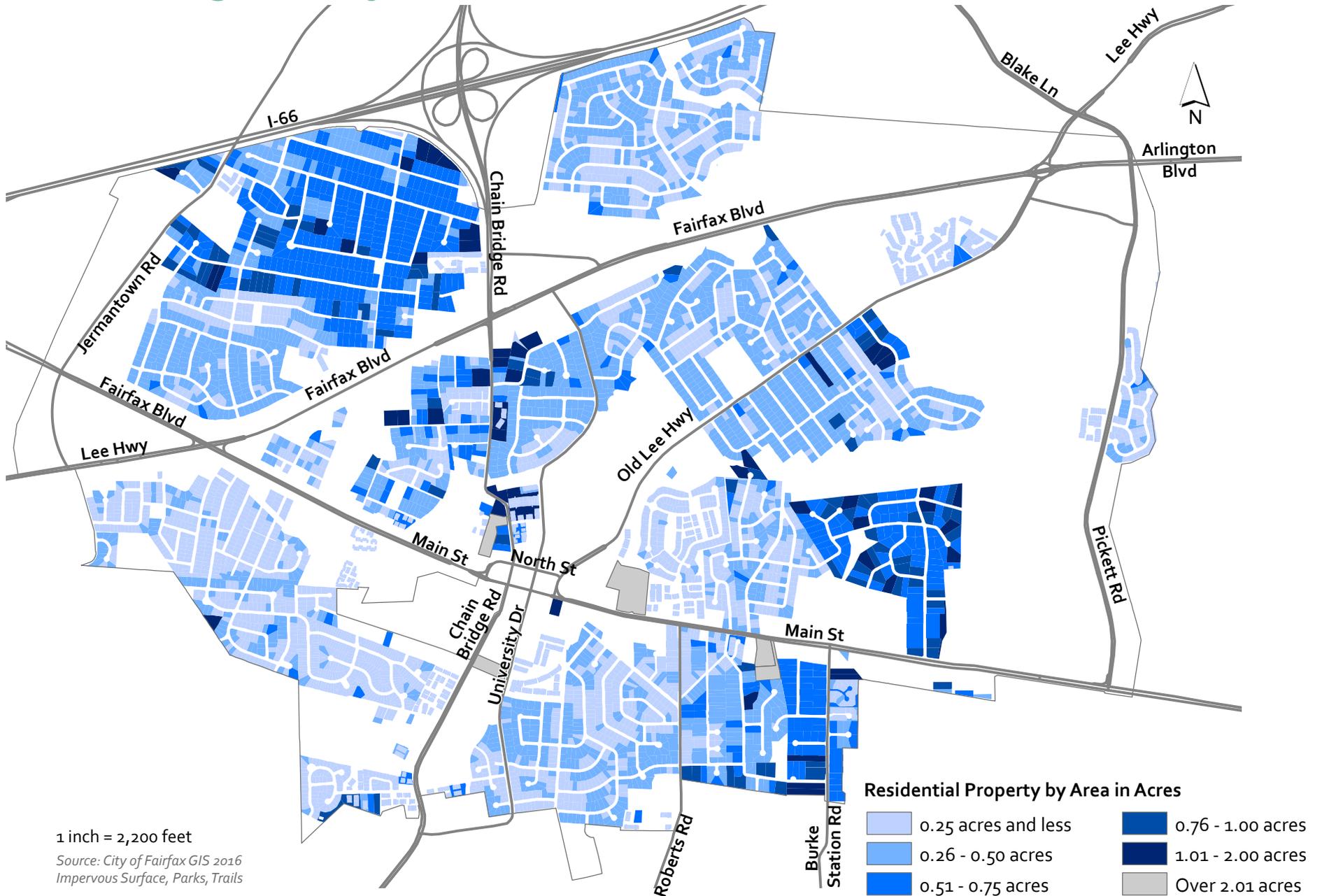


FIGURE 26: Single Family Residential Lot Size

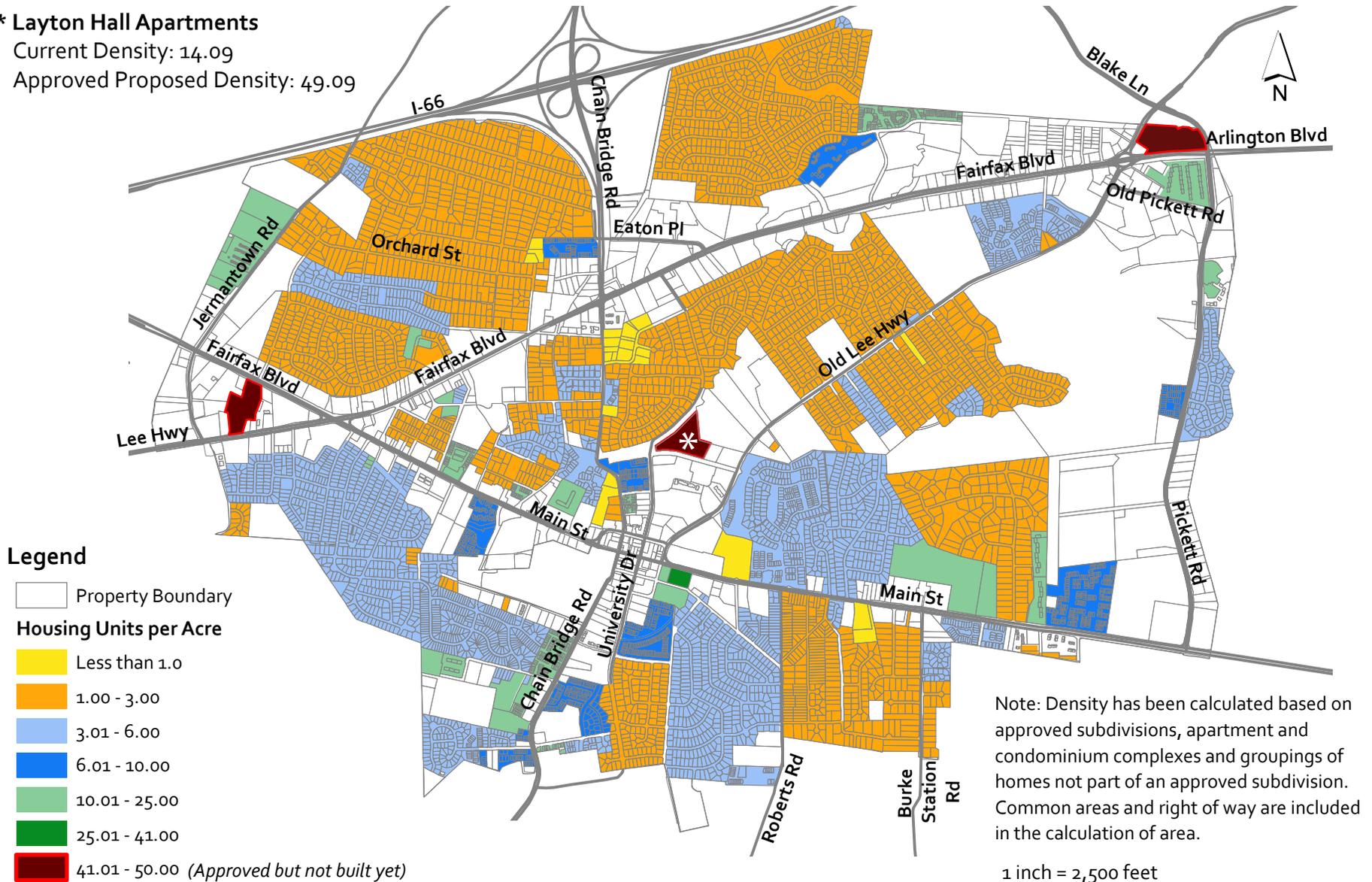


1 inch = 2,200 feet

Source: City of Fairfax GIS 2016
Impervious Surface, Parks, Trails

FIGURE 27: Dwelling Units per Acre

* Layton Hall Apartments
 Current Density: 14.09
 Approved Proposed Density: 49.09



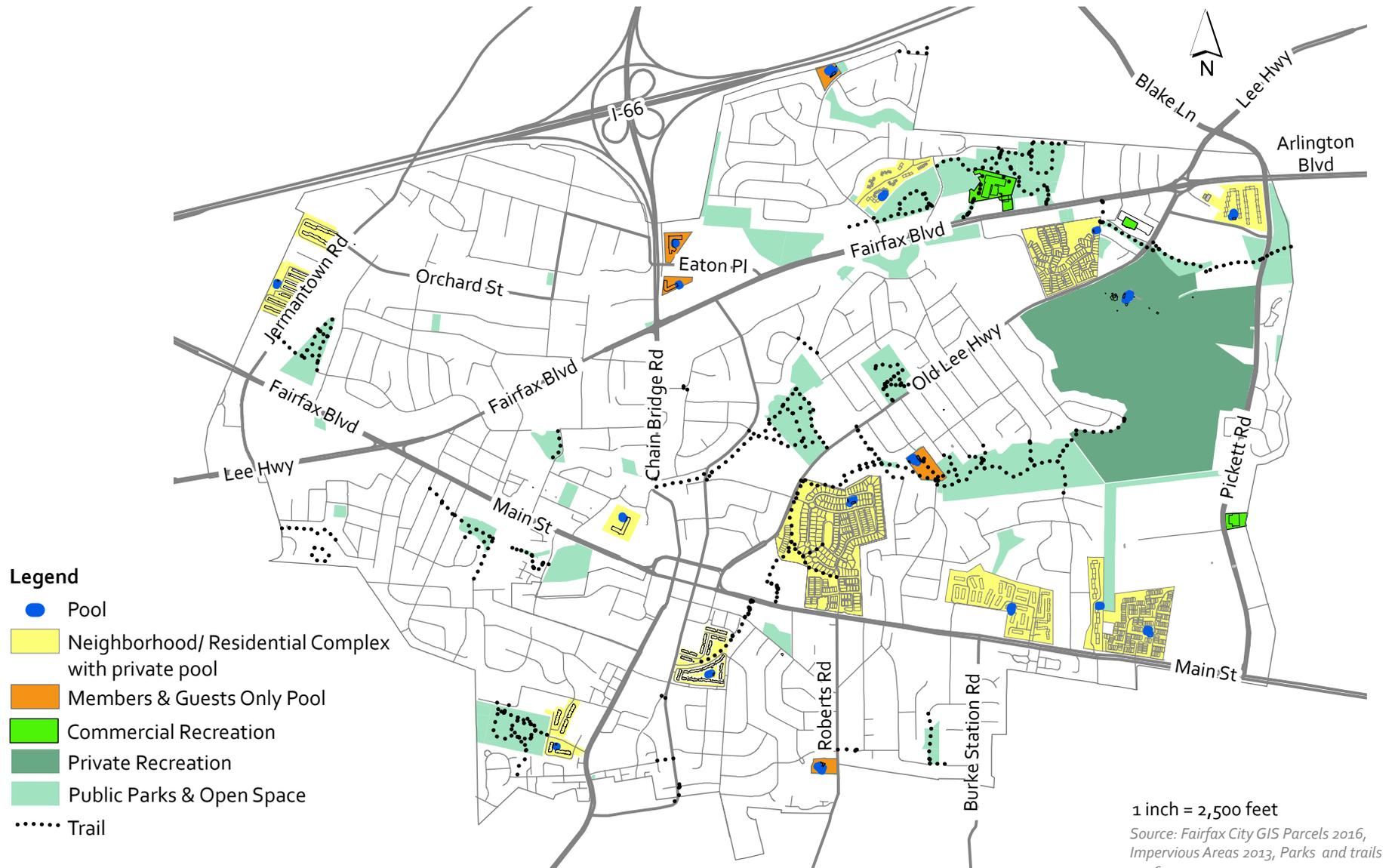
Note: Density has been calculated based on approved subdivisions, apartment and condominium complexes and groupings of homes not part of an approved subdivision. Common areas and right of way are included in the calculation of area.

1 inch = 2,500 feet

Source: City of Fairfax GIS and Real Estate data 2016

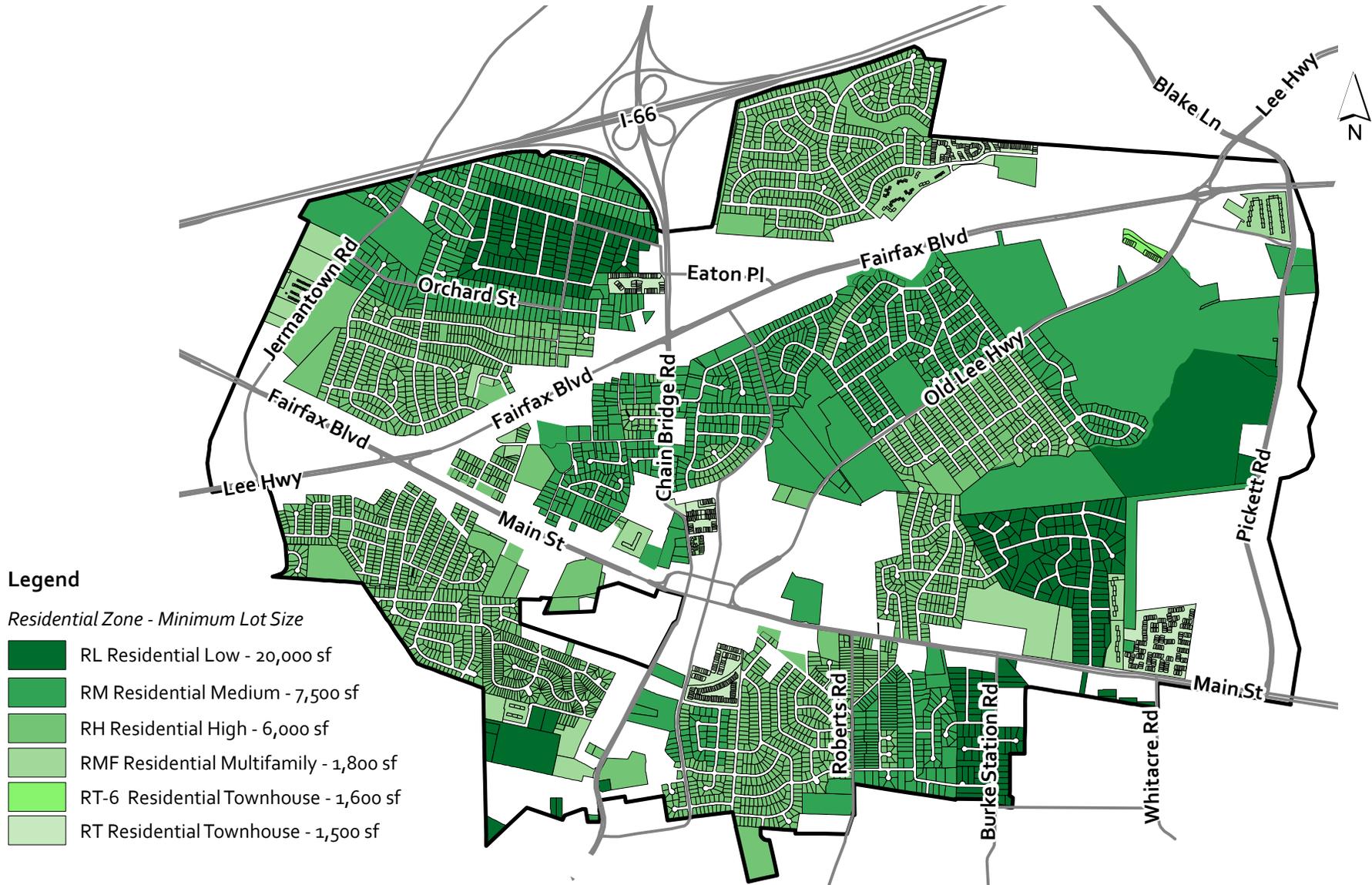
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FIGURE 28: Neighborhood, Commercial and Private Recreation



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FIGURE 29: Minimum Lot Size for Residential Zoning Districts



1 inch = 2,500 feet

Source: Fairfax City GIS Parcels, 2017

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FIGURE 32: Civic Associations

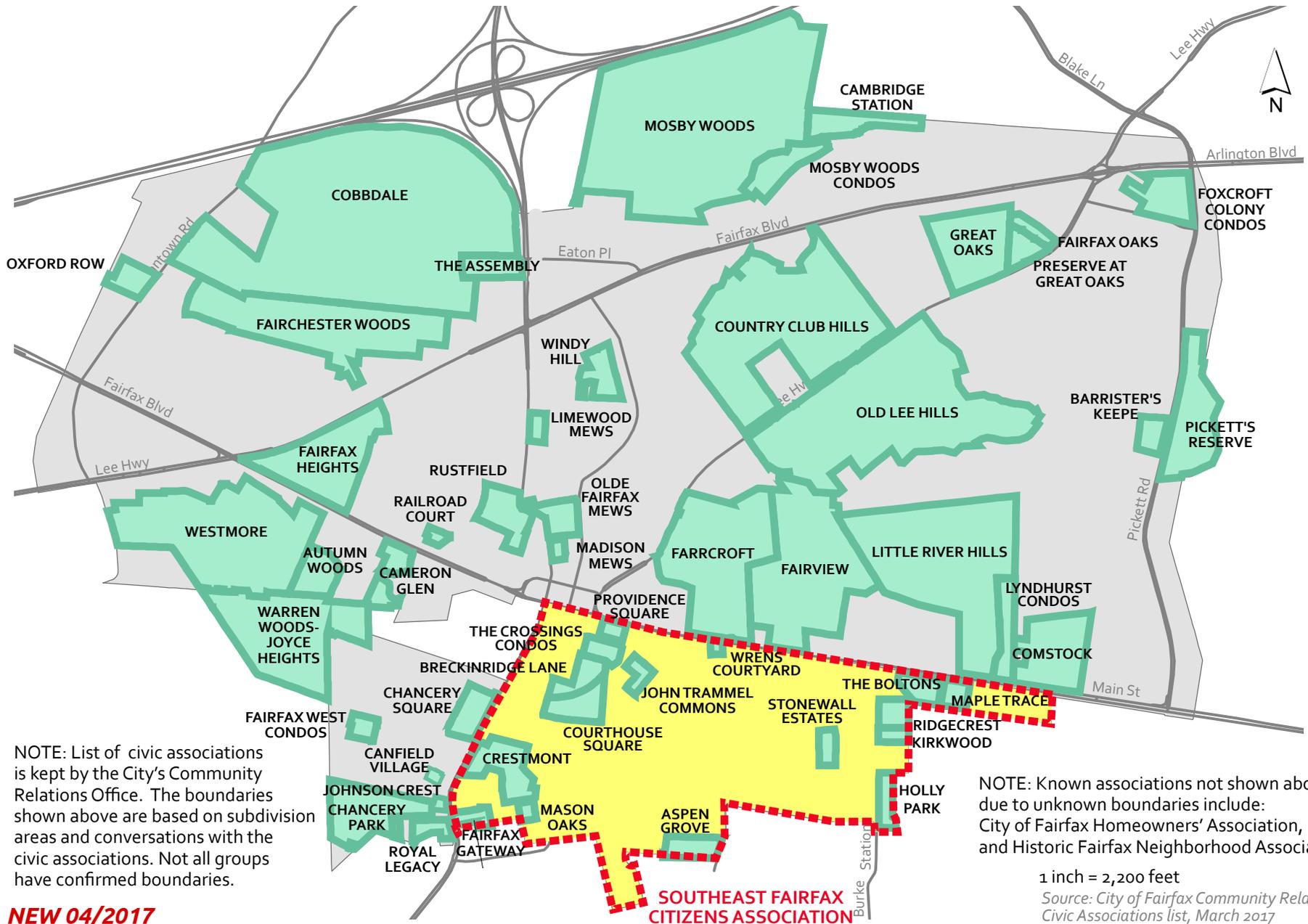


FIGURE 33: Commercial and Industrial Uses

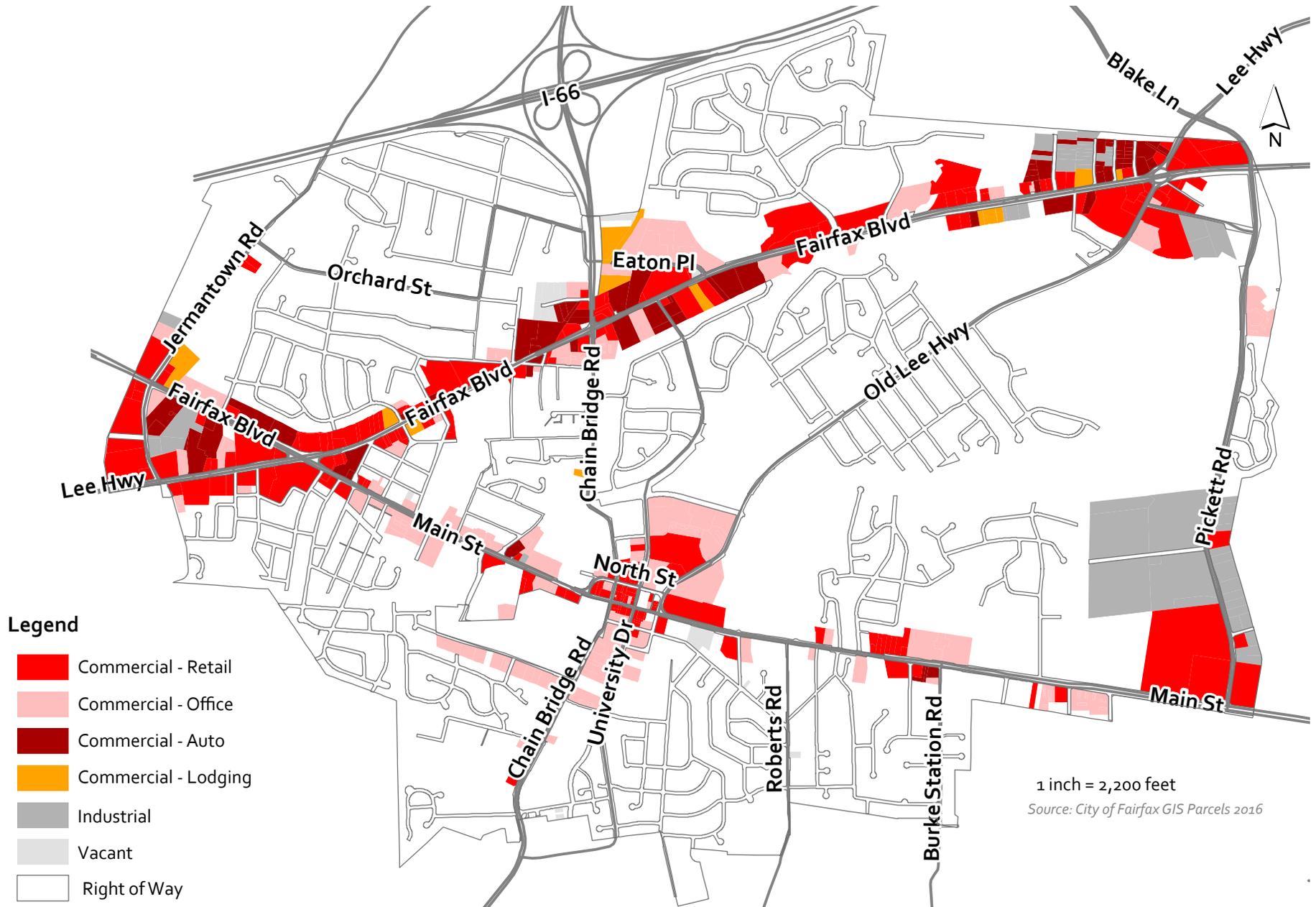


FIGURE 34: Commercial and Industrial Building Age by Decade Built

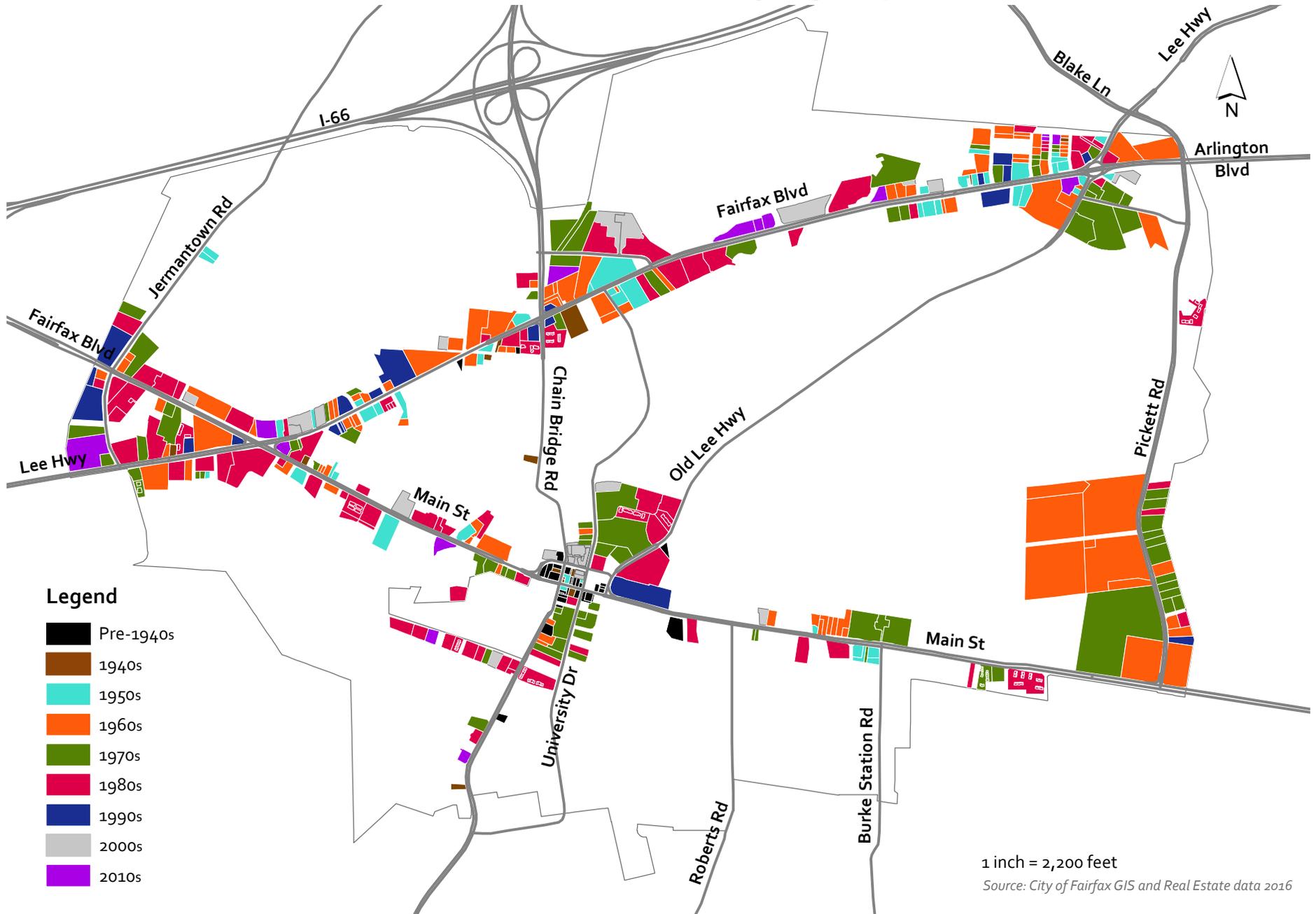


FIGURE 35: Commercial and Industrial Surface and Structured Parking

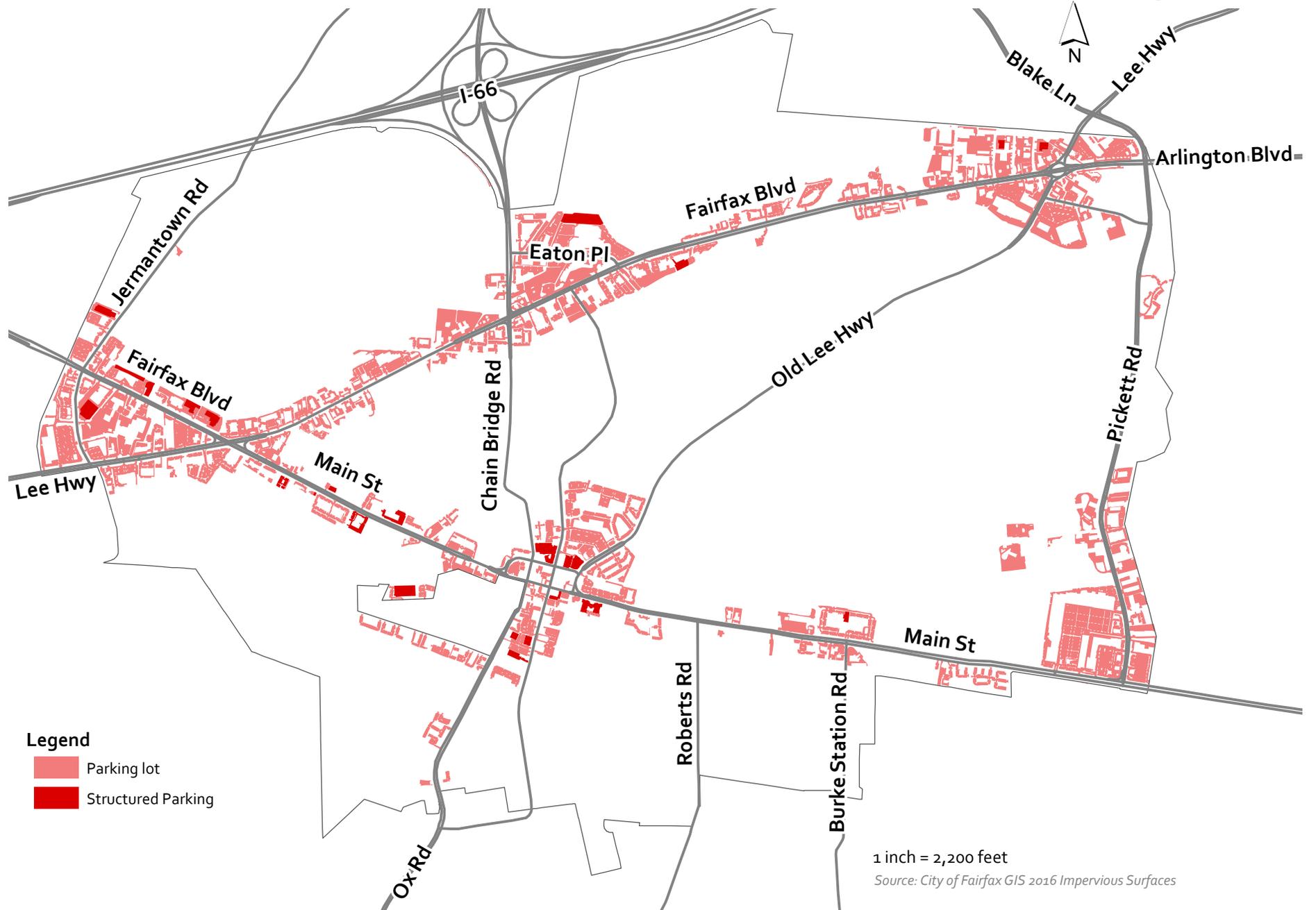


FIGURE 36: Restaurants by Service Type

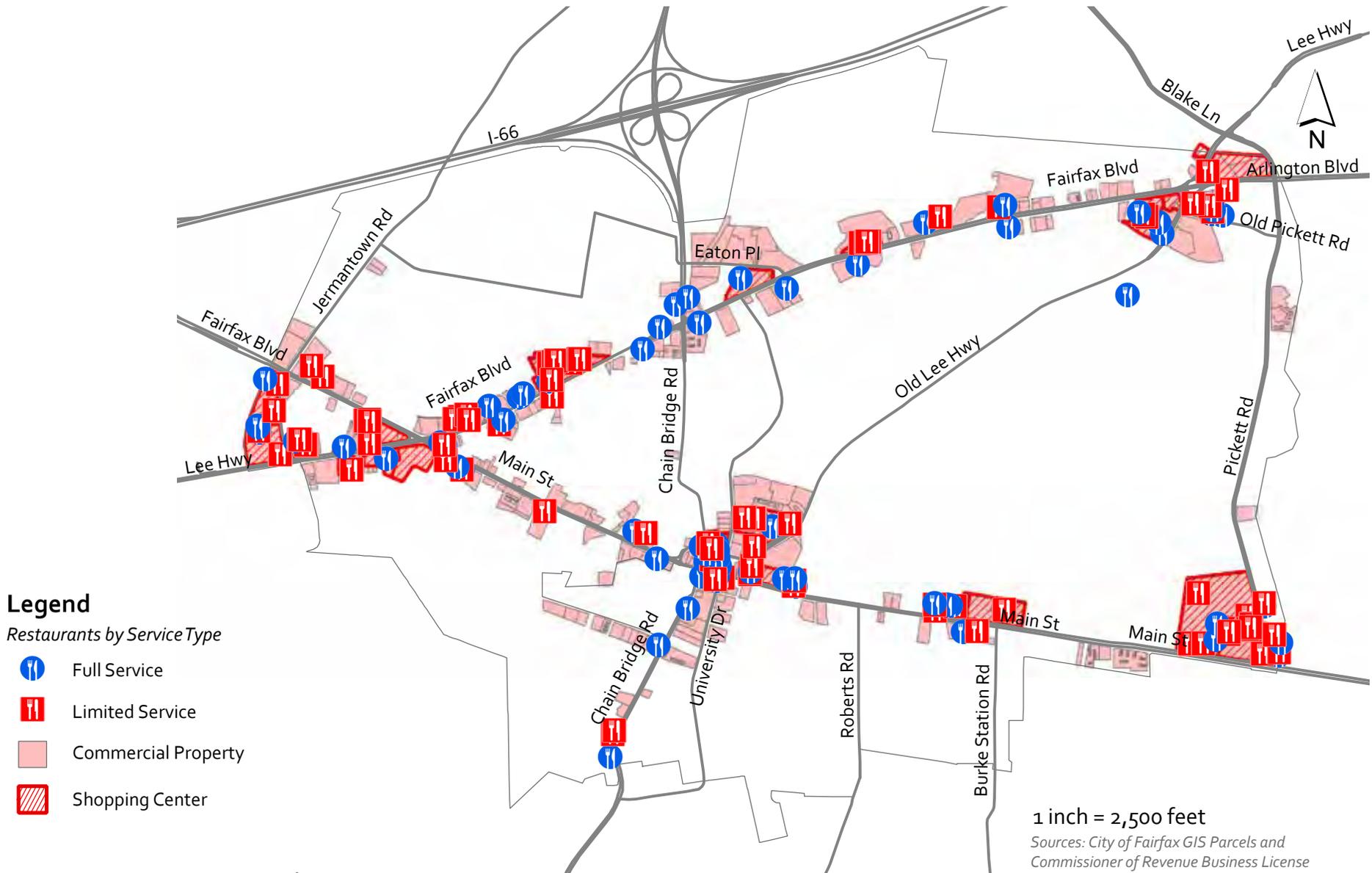
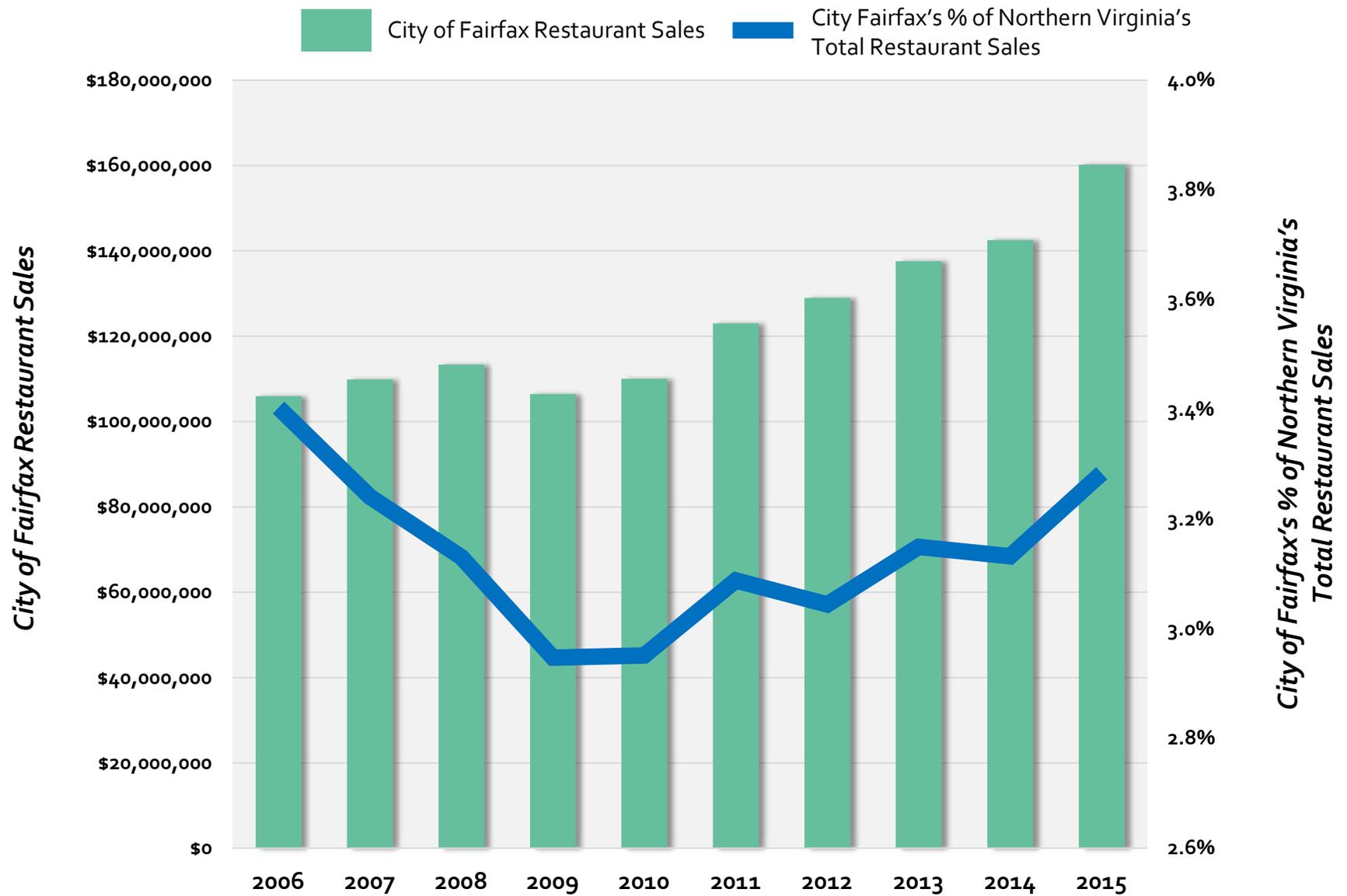


FIGURE 37: Restaurant Sales
 City of Fairfax, 2006-2015



NEW 02/2017

Source: Virginia Department of Taxation

FIGURE 38: Vehicle Dealerships

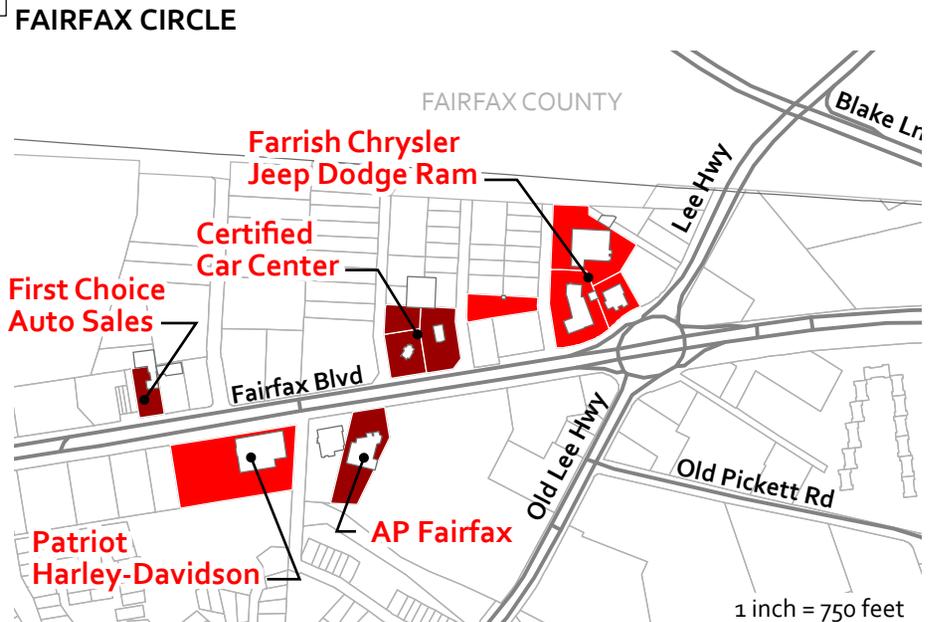
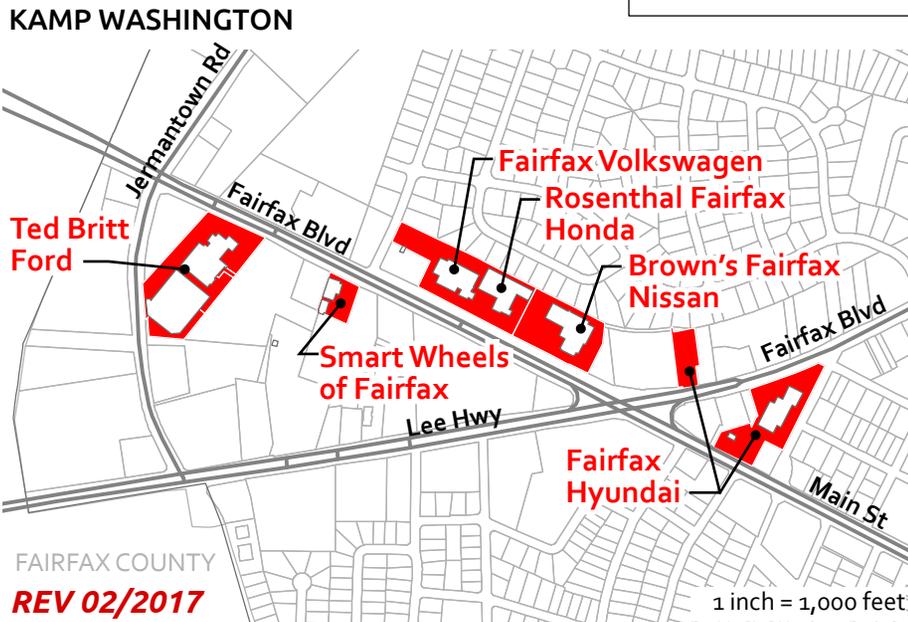
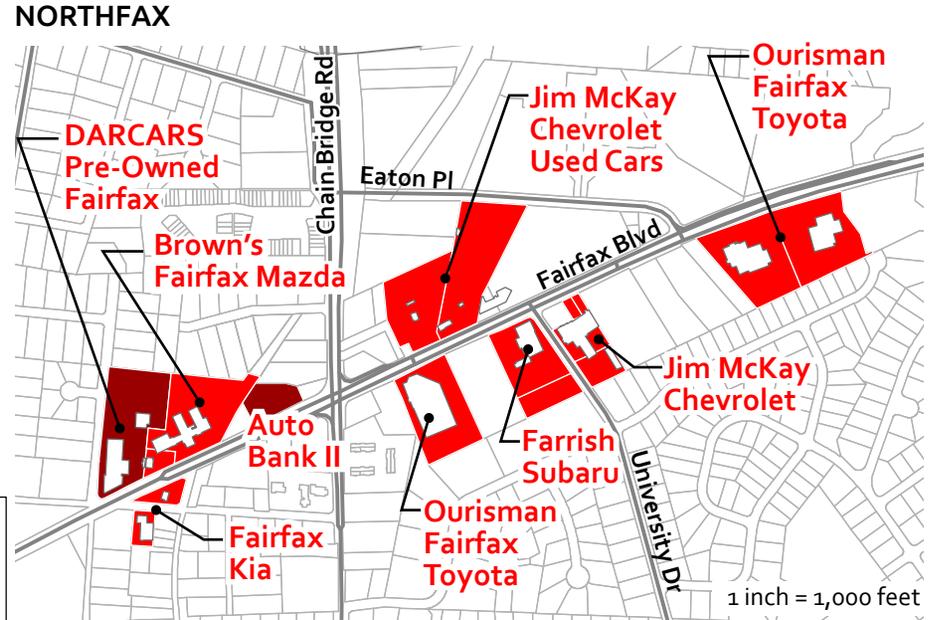
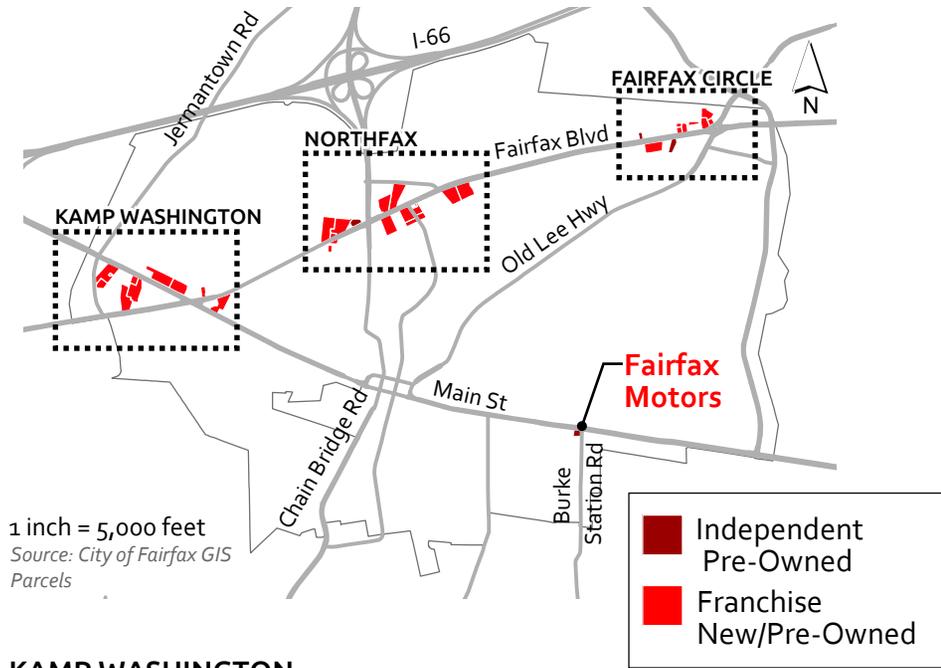


FIGURE 39: Healthcare Facilities



Legend

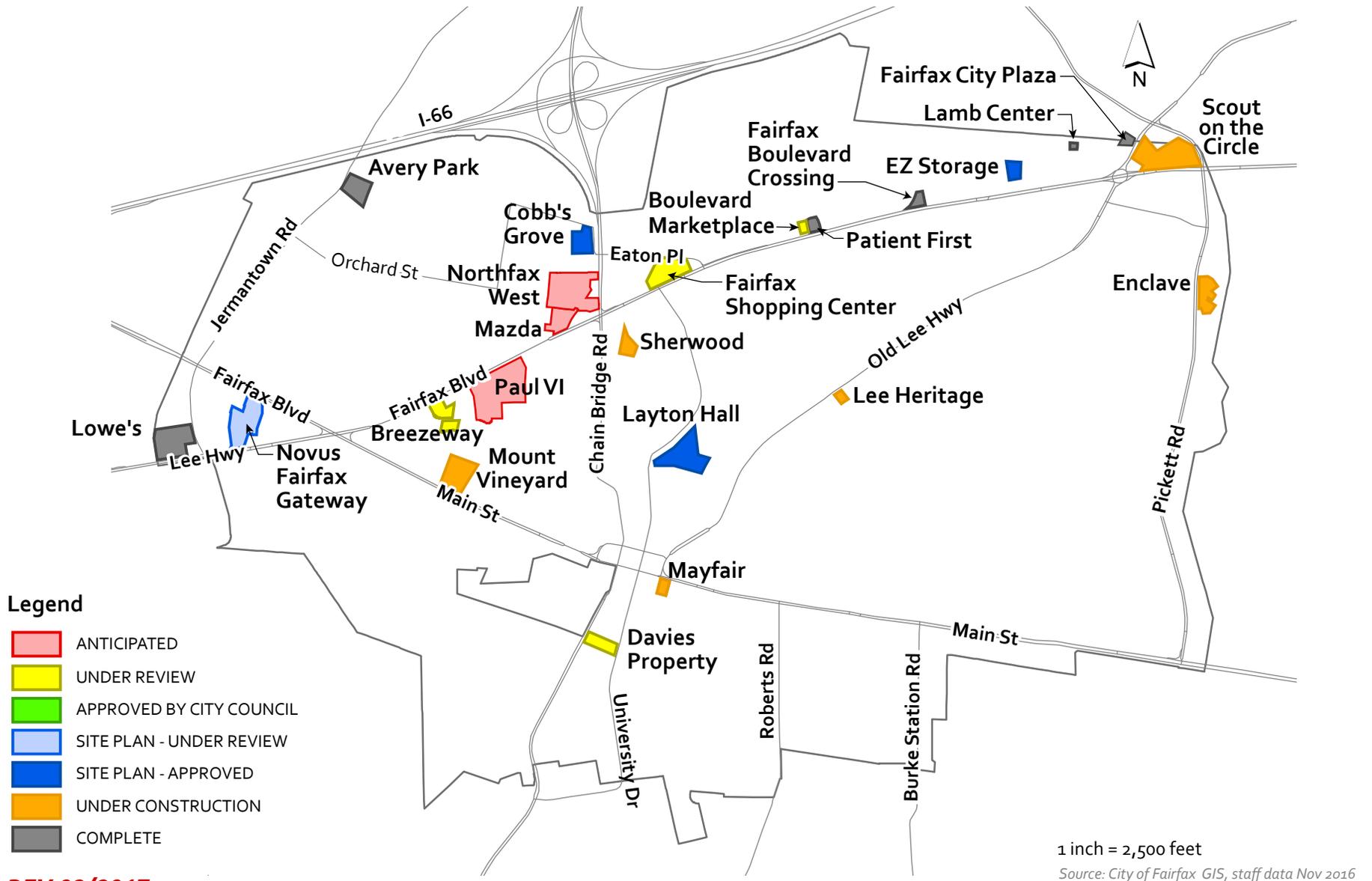
- Inova Emergency Room
- Inova Care Facility/Agency
- Primary/Urgent Care Facility

REV 02/2017

1 inch = 2,500 feet

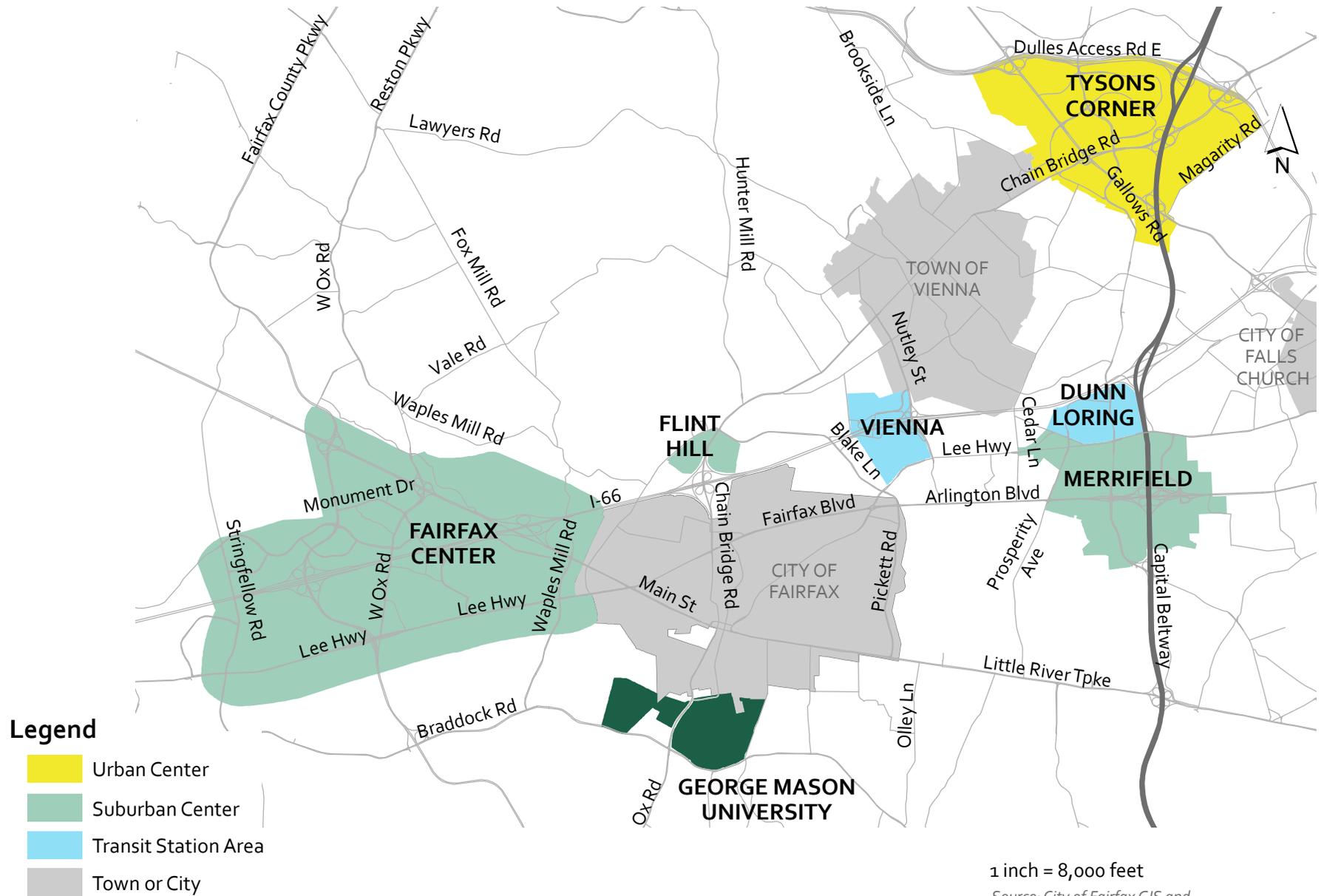
Source: City of Fairfax GIS Parcels 2016, Inova website

FIGURE 40: Recent and Anticipated Development Projects, 2012 - 2017



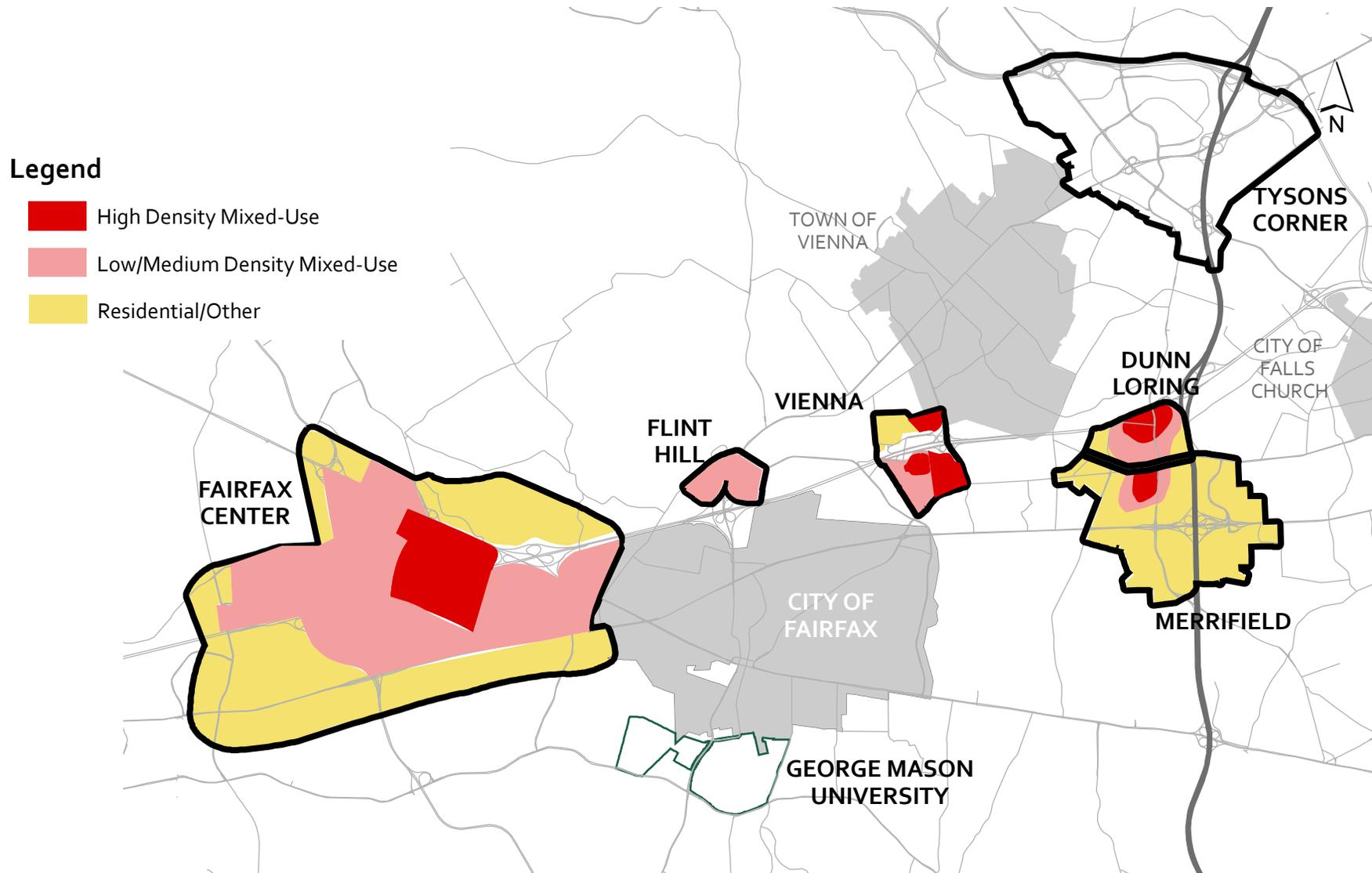
REV 02/2017

FIGURE 41: Nearby Major Mixed Use Centers



REV 02/2017

FIGURE 42: Conceptual Land Use of Nearby Major Mixed Use Centers



NEW 02/2017

1 inch = 8,000 feet

Source: Fairfax County Special Planning Areas and 2014 Zoning data

FIGURE 43: Public Right-of-Way Widths and Building Footprints
 Old Town



FIGURE 44: Public Right-of-Way Widths and Building Footprints

Kamp Washington

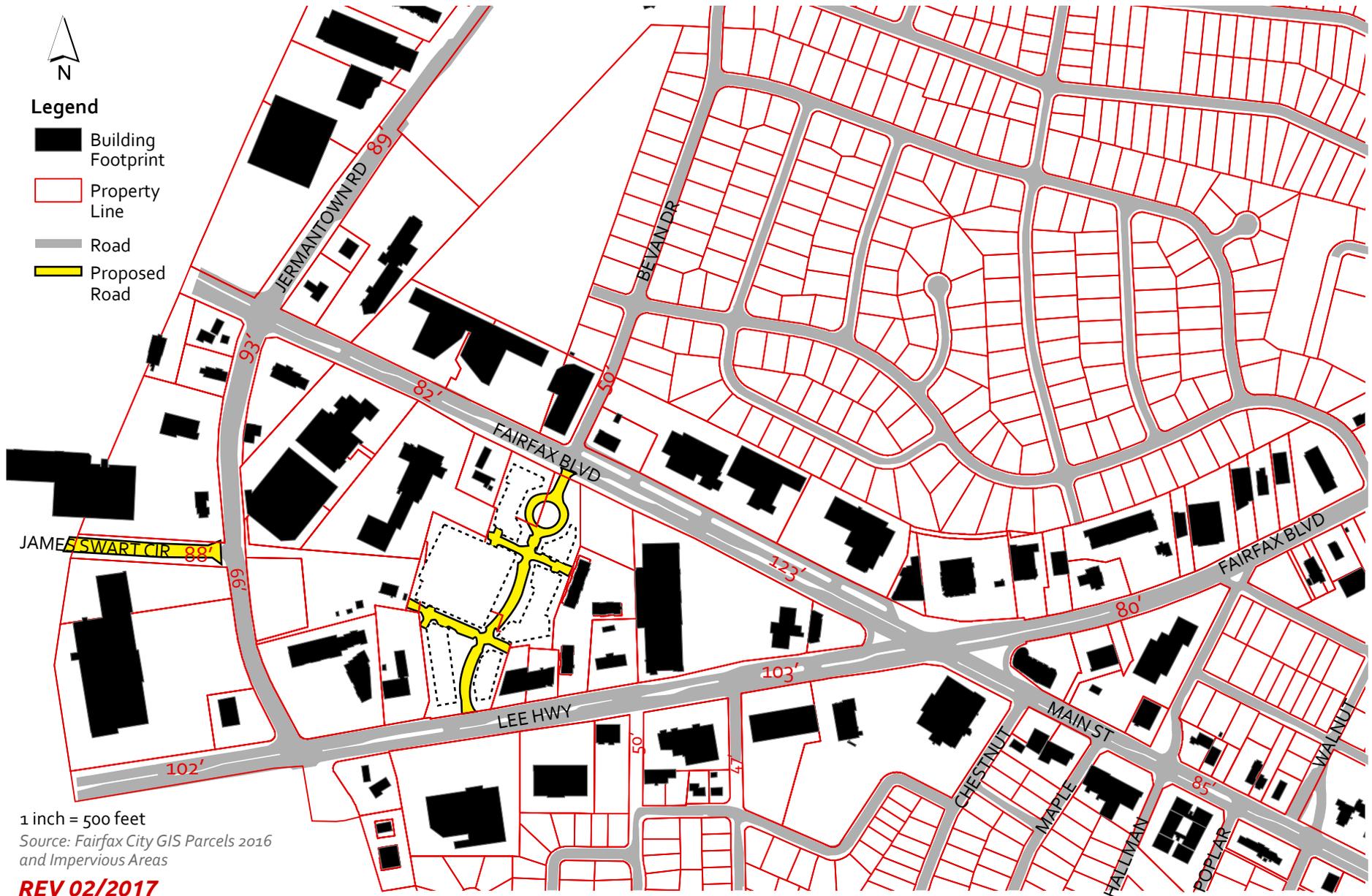


FIGURE 45: Public Right-of-Way Widths and Building Footprints
 Northfax

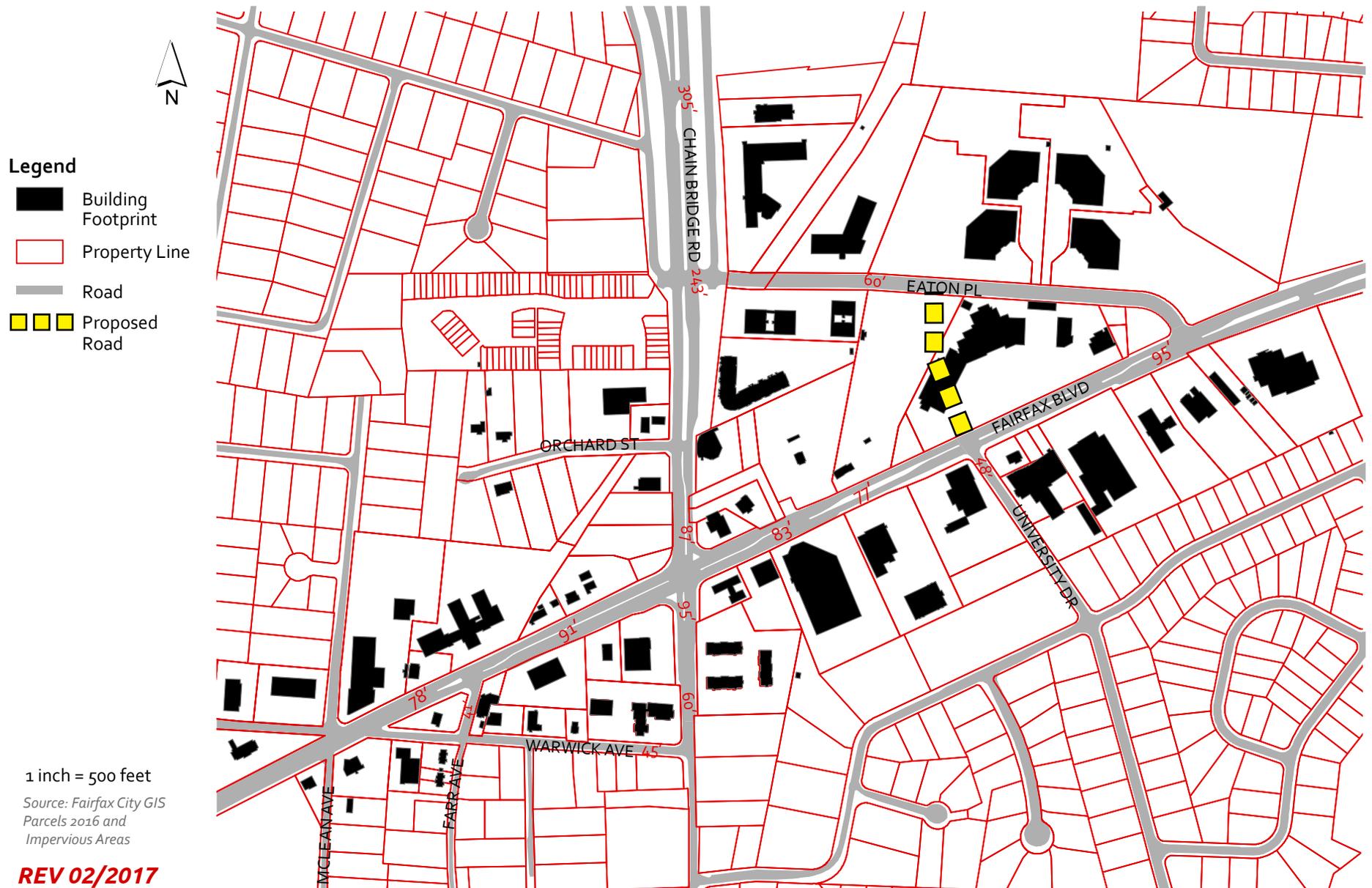


FIGURE 46: Public Right-of-Way Widths and Building Footprints
Fairfax Circle

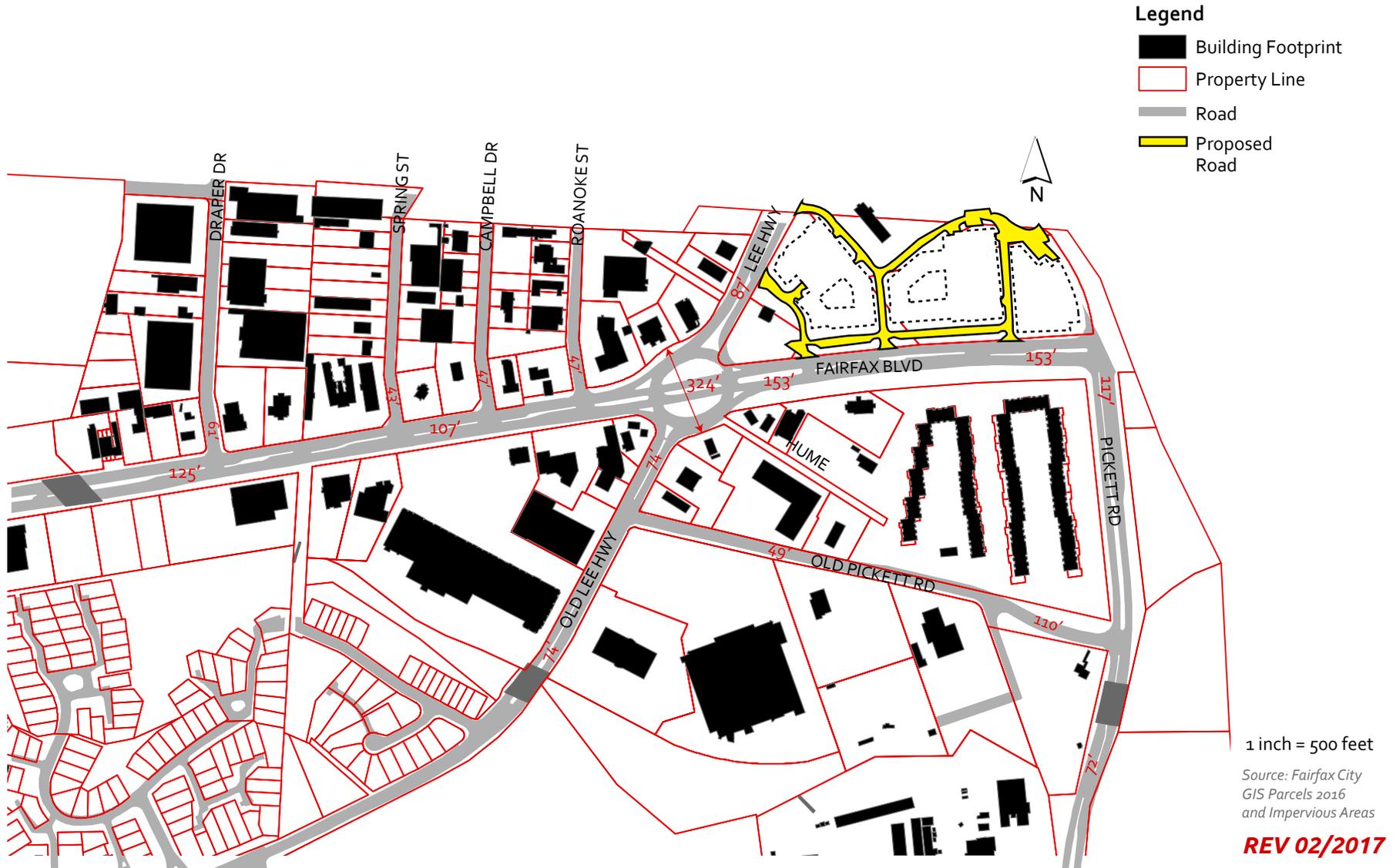


FIGURE 47: Public Right-of-Way Widths and Building Footprints

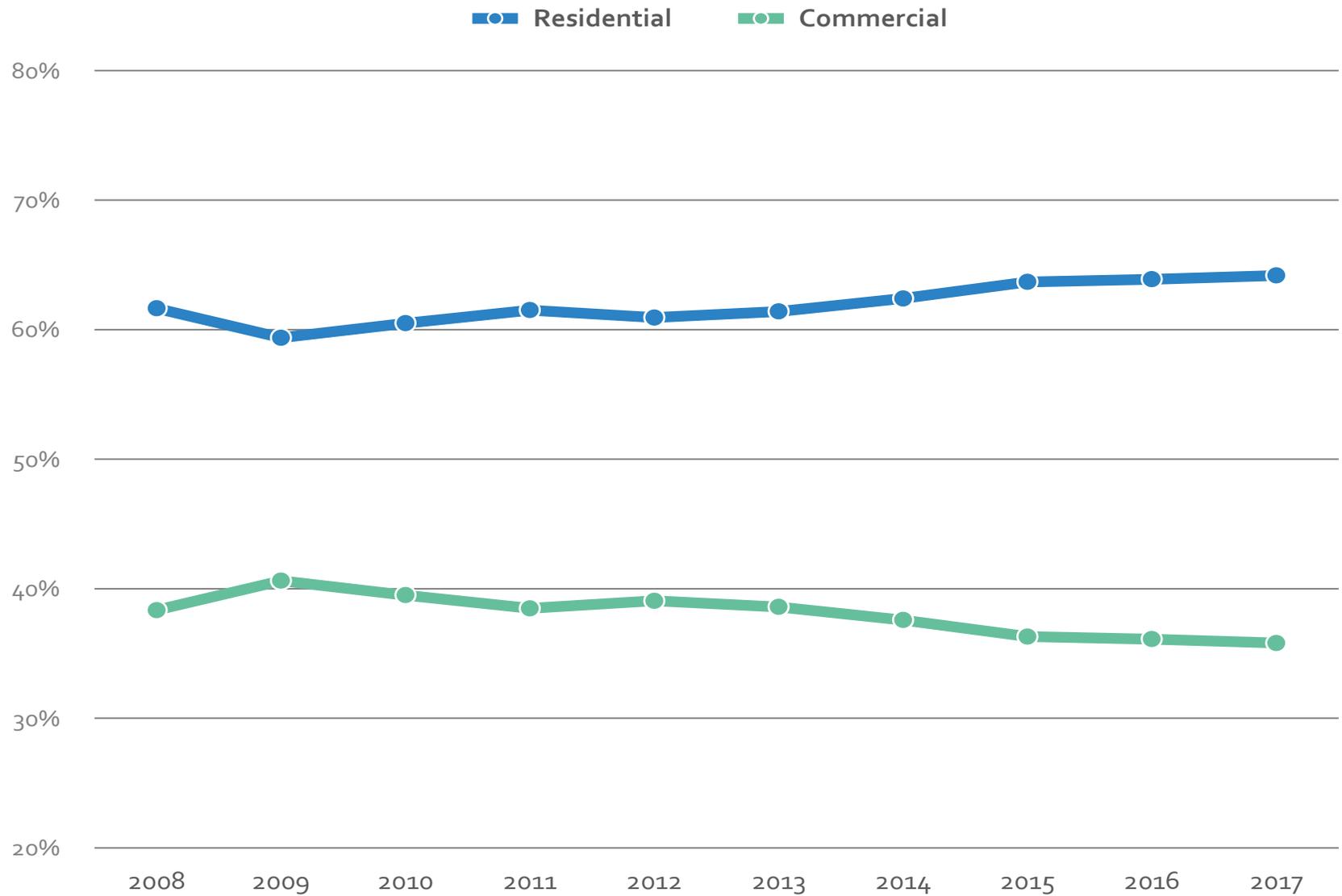
Pickett and Main



FIGURE 48: Full-Service Grocery Stores, Farmers Markets and Community Gardens



FIGURE 49: Real Estate Assessments by Commercial and Residential Sectors
 City of Fairfax, 2008-2017

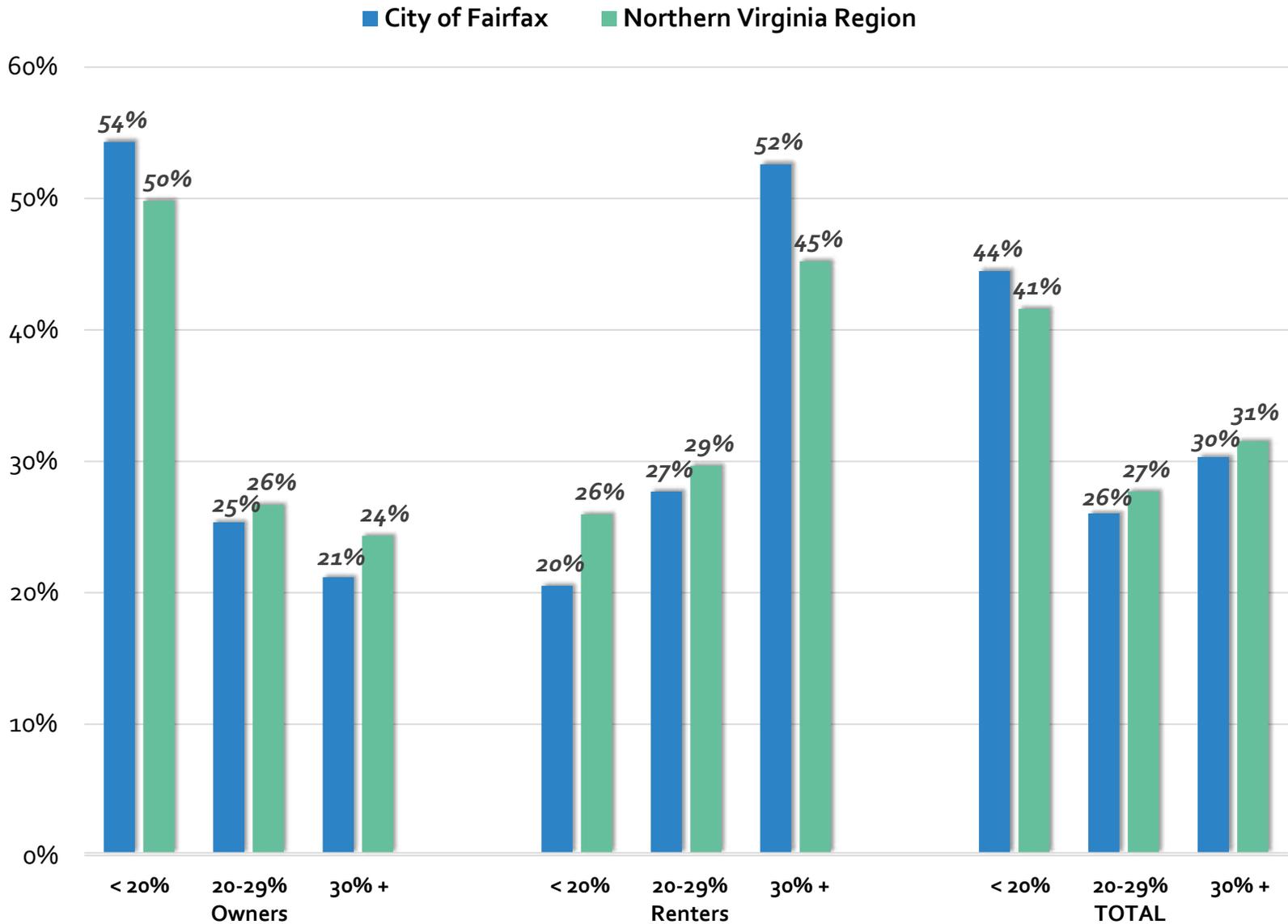


NOTE: Data pertains to calendar year assessed values.

NEW 04/2017

Source: City of Fairfax Budgets

FIGURE 50: Housing Costs as a Percentage of Household Income
by Tenure and in Total



REV 02/2017

Source: US Census ACS, 2011-15

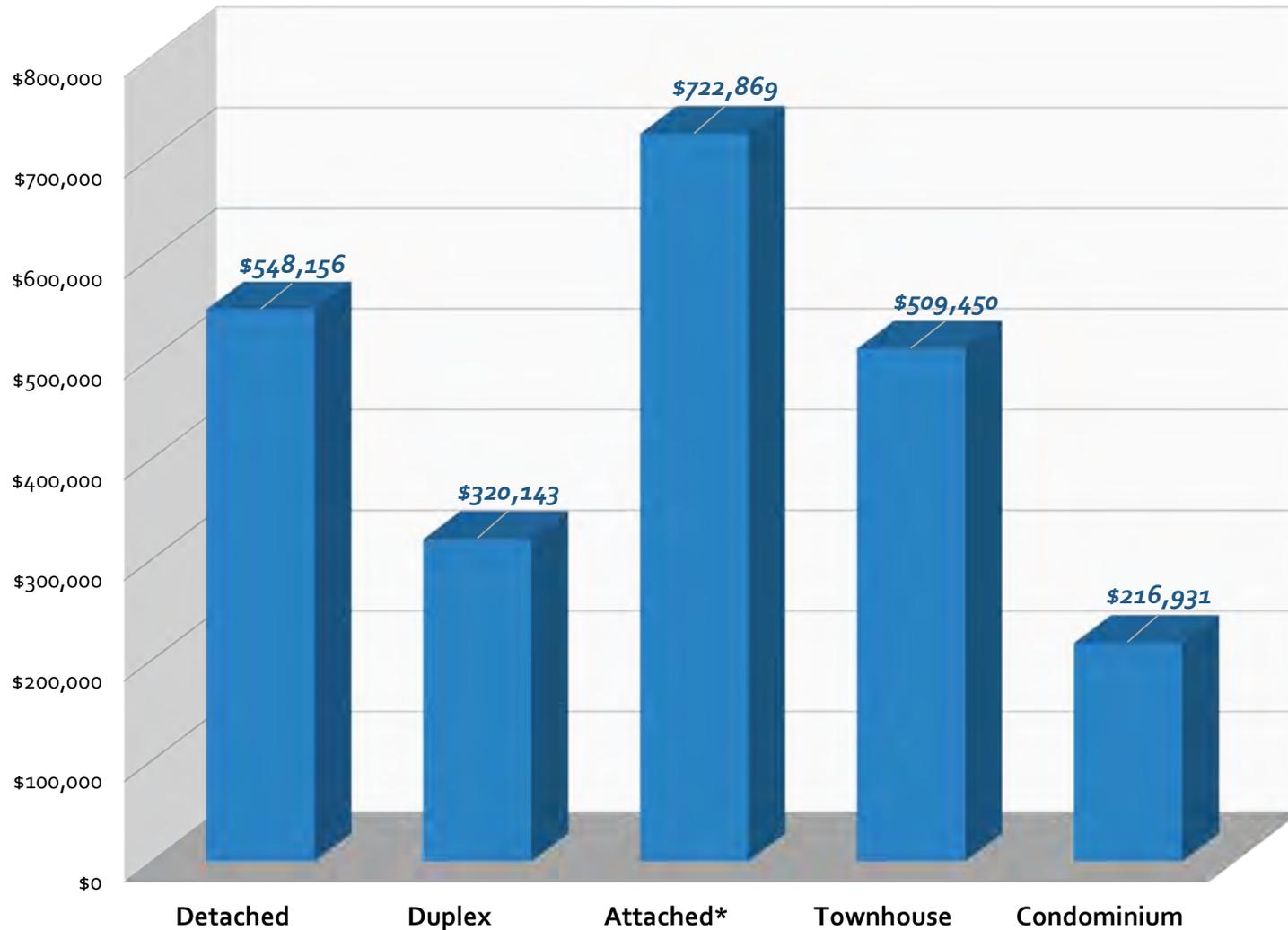
FIGURE 51: Area Median Family Income
Washington, D.C. Metropolitan Area, 2016

Income Category	Number of Persons in Household							
	1	2	3	4	5	6	7	8
LOW INCOME (80%)	\$49,150	\$56,150	\$63,150	\$70,150	\$75,800	\$81,400	\$87,000	\$92,600
VERY LOW INCOME (50%)	\$38,050	\$43,450	\$48,900	\$54,300	\$58,650	\$63,000	\$67,350	\$71,700
EXTREMELY LOW INCOME (30%)	\$22,850	\$26,100	\$29,350	\$32,600	\$35,250	\$37,850	\$40,450	\$43,050
MEDIAN INCOME (100%)	\$108,600							

NEW 04/2017

Source: US Department of Housing and Urban Development
(www.huduser.gov/portal/datasets/il/il2016/2016summary.odn)

FIGURE 52: Average Assessed Value by Housing Unit Type
City of Fairfax, 2016



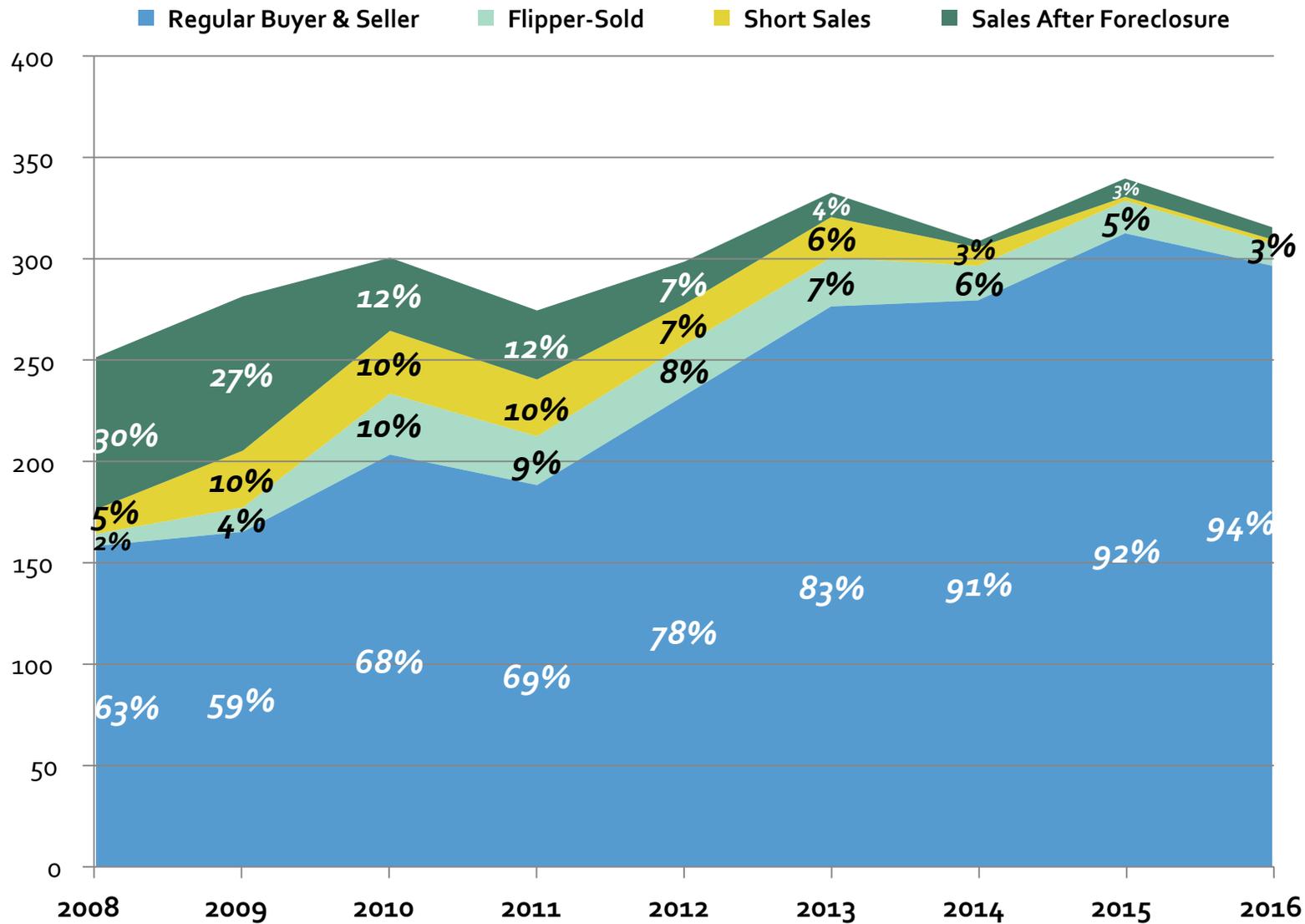
* Attached housing units are clusters of 2 or 3 houses in newer subdivisions.

REV 02/2017

Source: City of Fairfax Real Estate Assessments, 2016

FIGURE 53: Home Sales by Type of Sale

City of Fairfax, 2008 - 2016

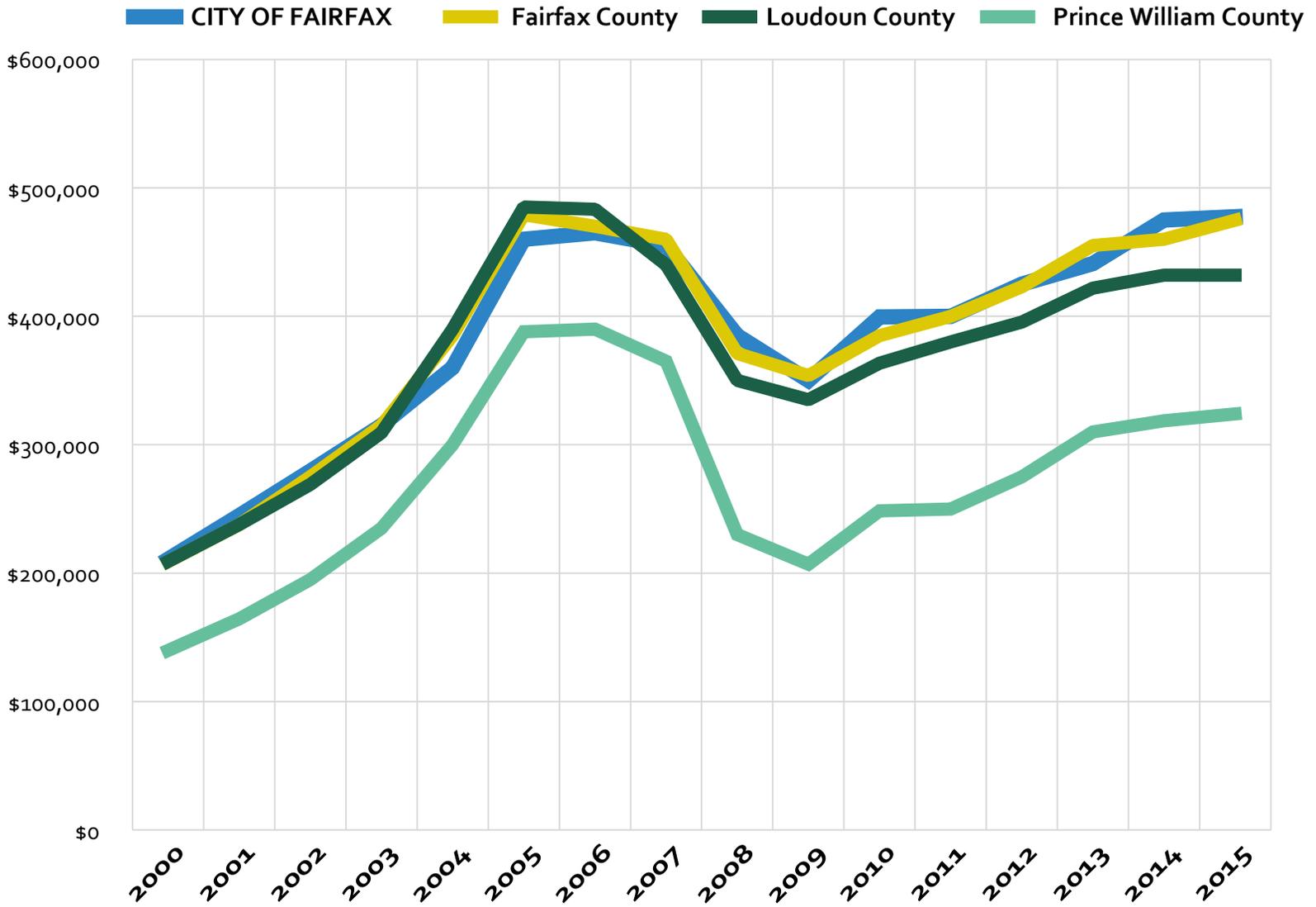


REV 02/2017

Note: Includes resales only (does not include new housing units). 'Flipper-Sold' means a housing unit that was sold twice within a 1-year period, after significant improvements.

Source: Metropolitan Regional Information Systems (MRIS) and City of Fairfax Community Development and Planning data

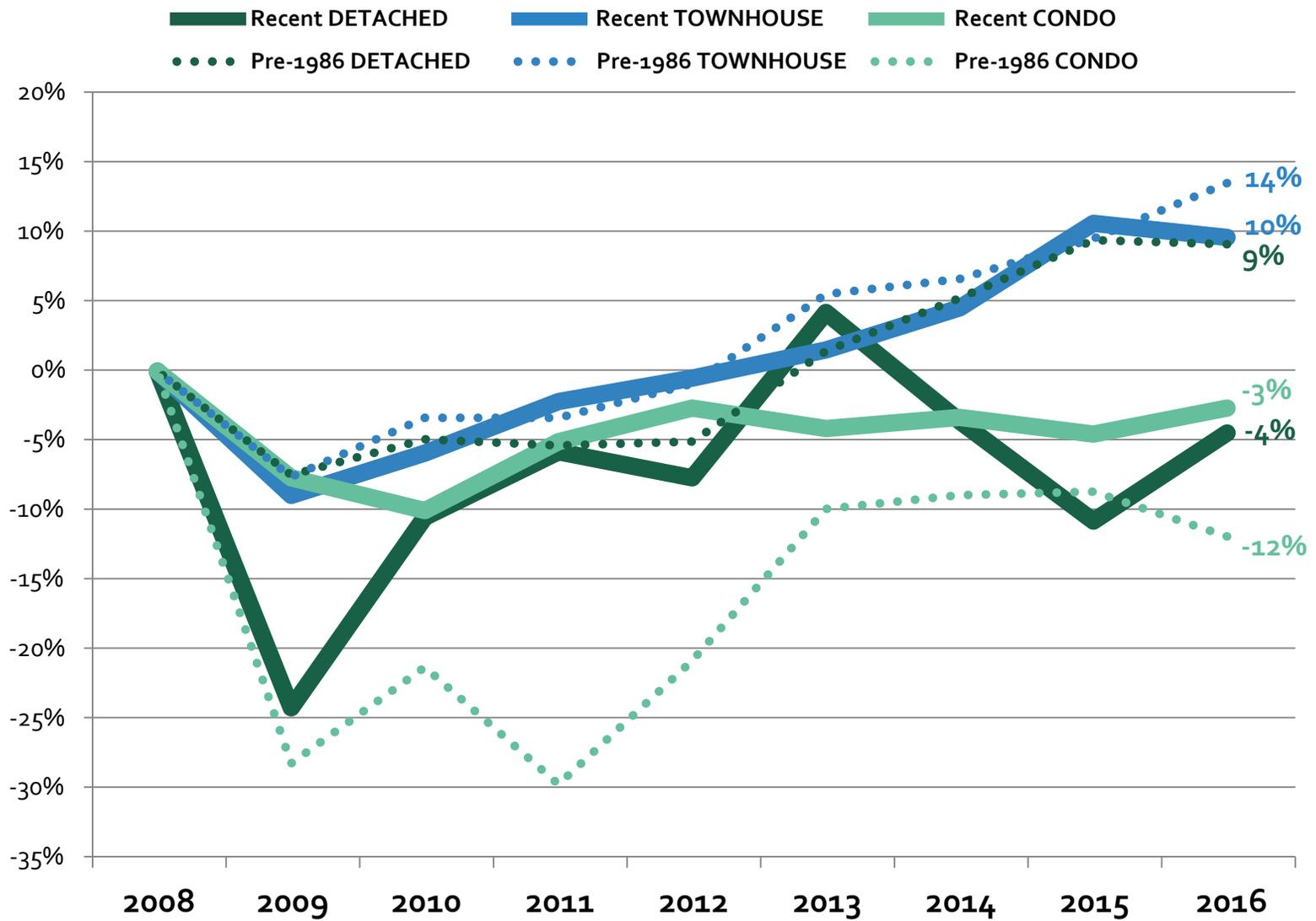
FIGURE 54: Median Annual Residential Sales Price
2000 - 2015



Source: Metropolitan Regional Information Systems (MRIS)

FIGURE 55: Median Sales Price Indexed to 2008

City of Fairfax, by Percent Change from 2008 Medians



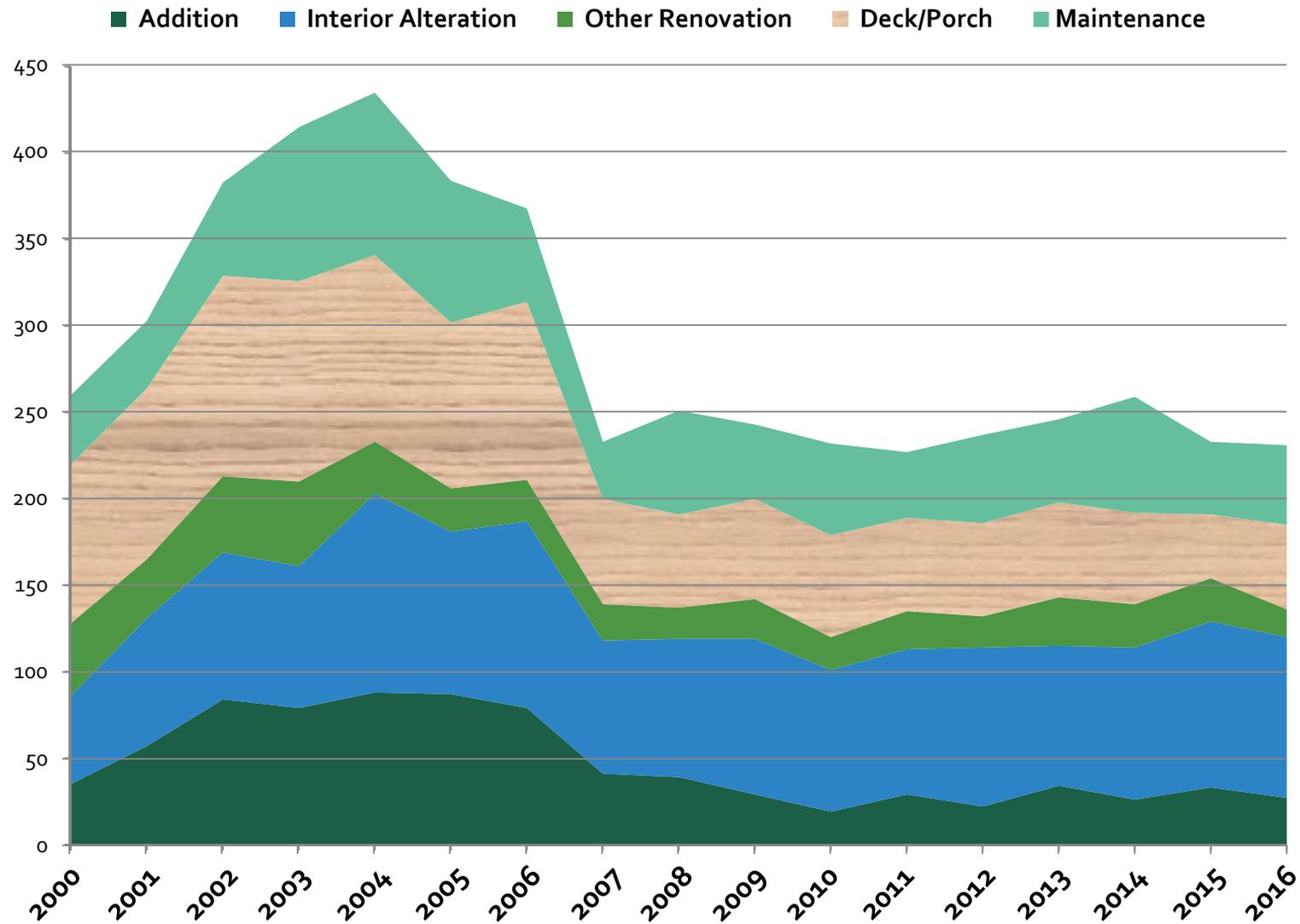
REV 02/2017

Note: Includes regular resales only (does not include foreclosures, short sales, or new housing units).

Source: Metropolitan Regional Information Systems (MRIS) and City of Fairfax Community Development and Planning data

FIGURE 56: Annual Residential Building Permits

by Select Categories, 2000 - 2016



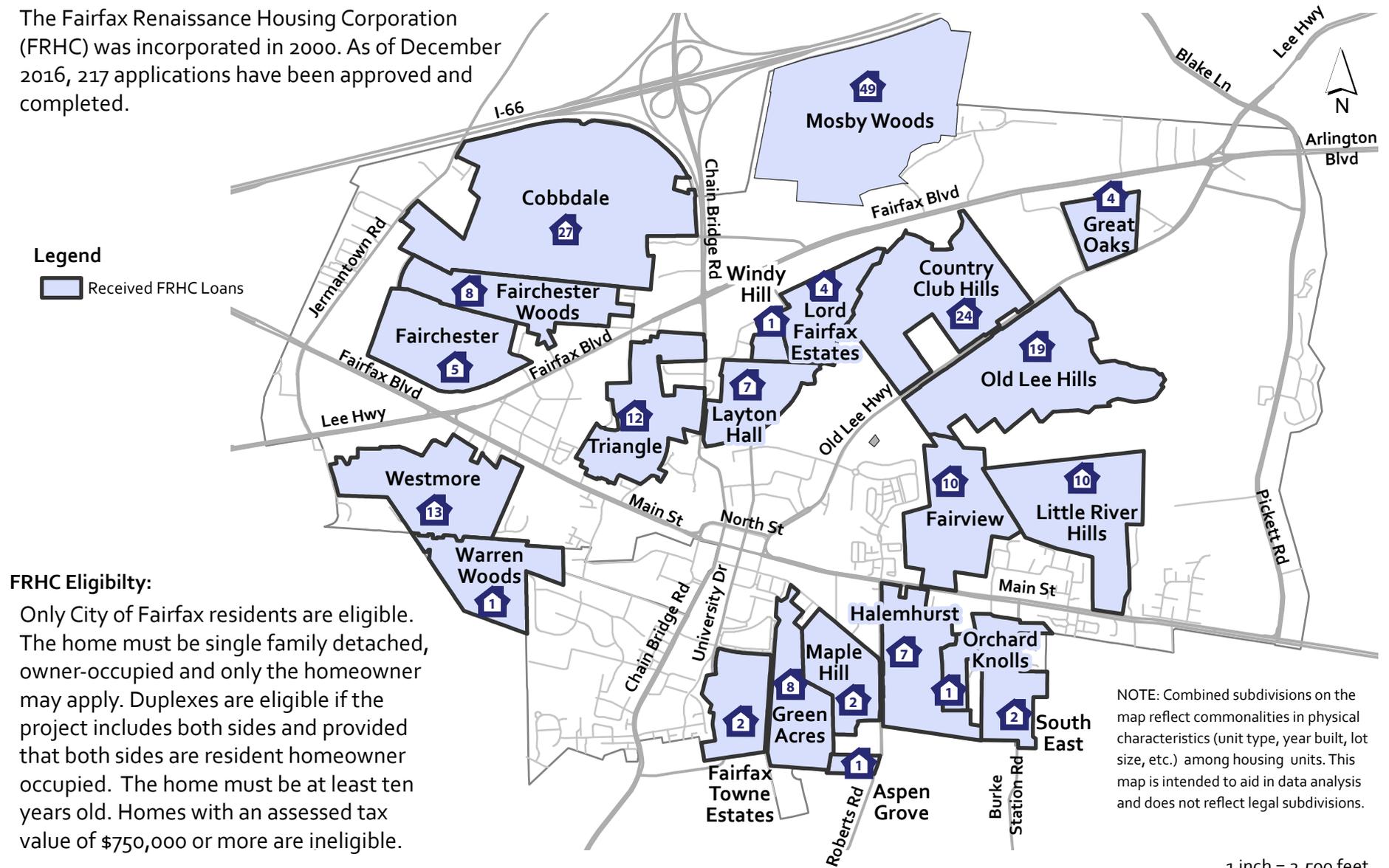
REV 02/2017

NOTE: Does not include building permits issued as a result of storm or fire damage. 'Maintenance' includes operational projects that require building permits, such as waterproofing, foundation repair, chimney work, etc.

Source: City of Fairfax Code Administration data

FIGURE 57: Residential Improvement Projects with Fairfax Renaissance Housing Corporation (FRHC) Loans

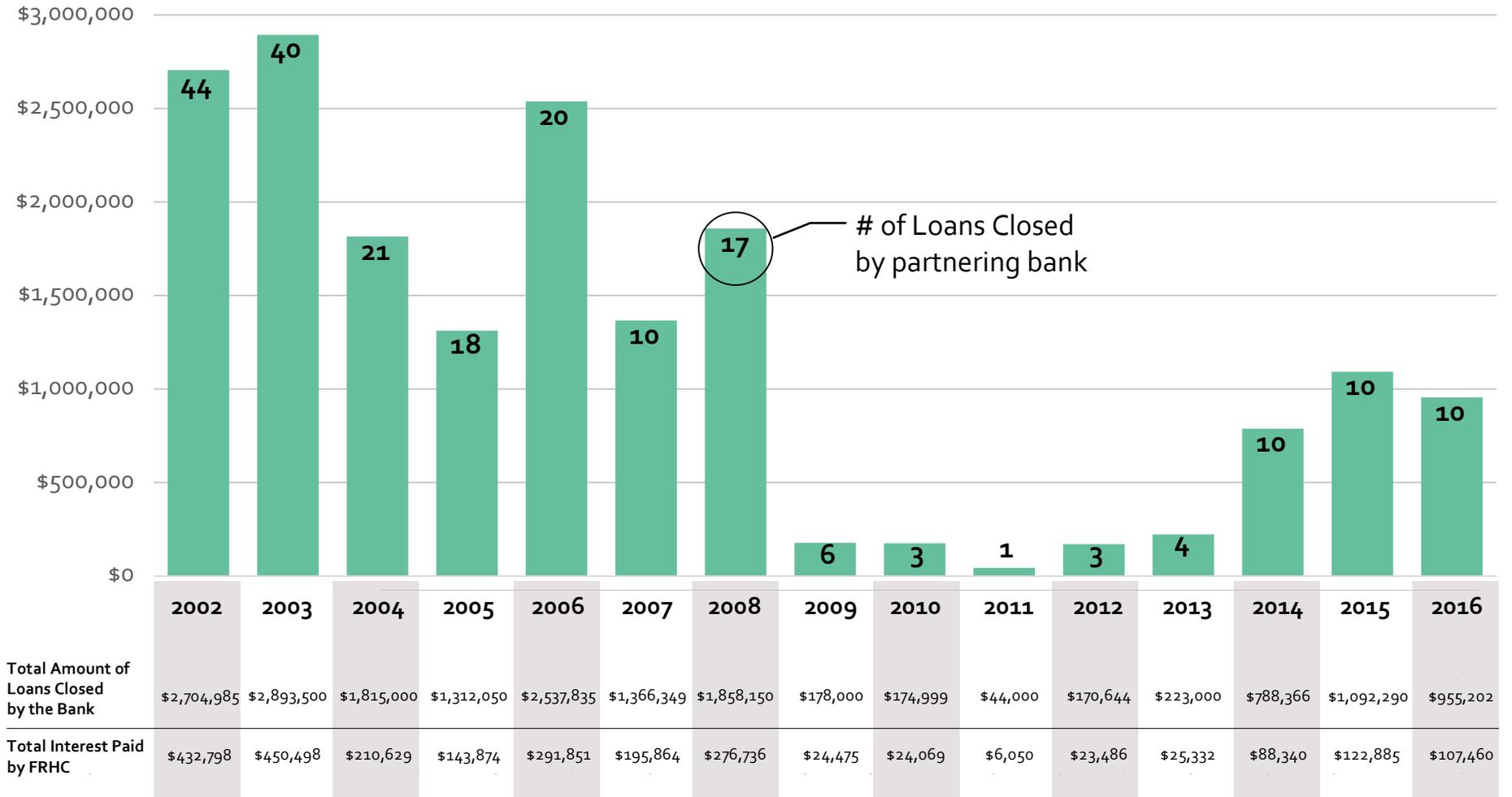
The Fairfax Renaissance Housing Corporation (FRHC) was incorporated in 2000. As of December 2016, 217 applications have been approved and completed.



REV 04/2017

FIGURE 58: Fairfax Renaissance Housing Corporation Loans

Number of Loans, Total Amounts, and Interest Paid, 2002 - 2016



Sum of Loans Closed by the Bank from 2002 to 2016: **\$18,114,369**

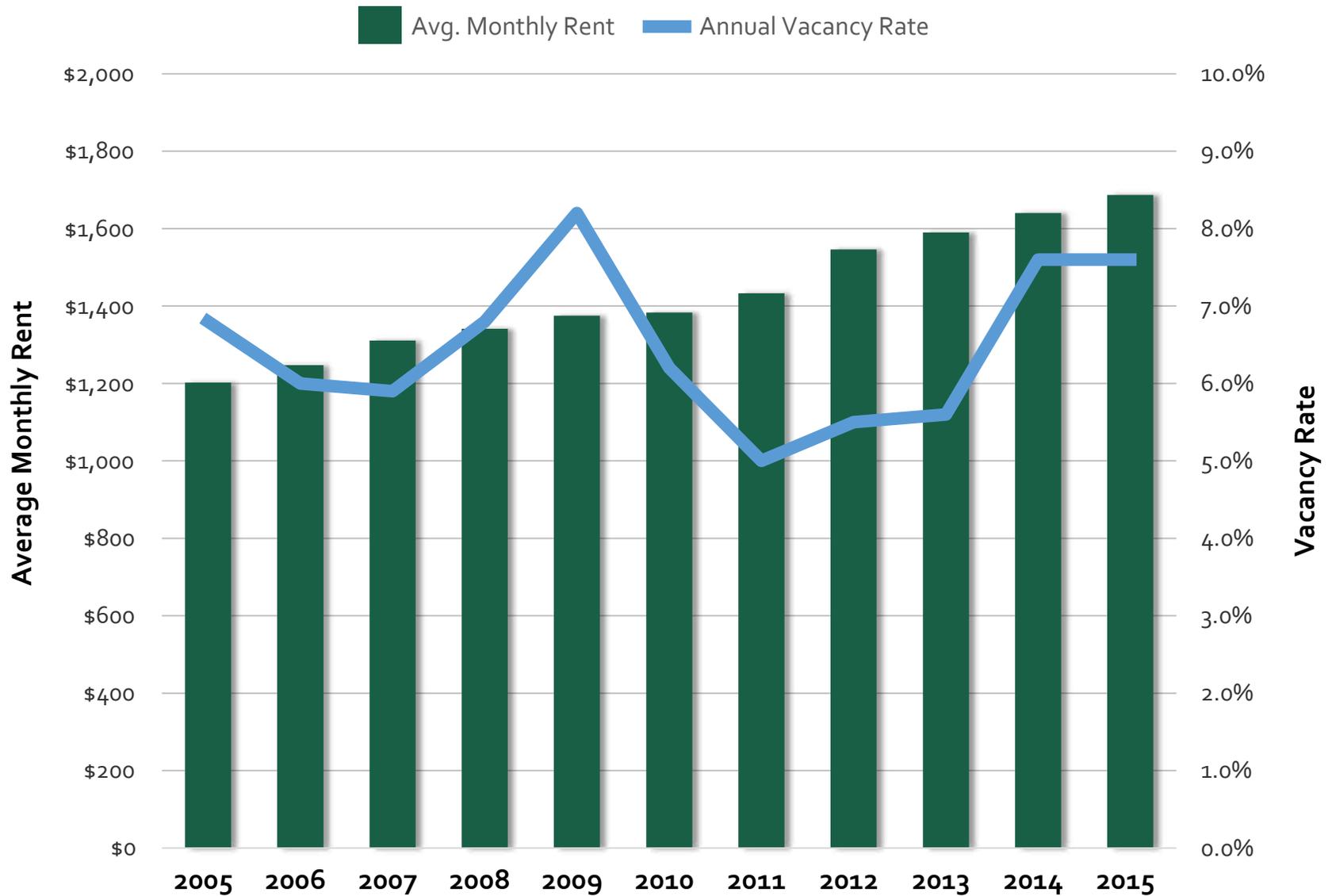
Sum of Interest Paid by FRHC from 2002 to 2016: **\$2,424,345**

NEW 04/2017

Source: Fairfax Renaissance Housing Corporation

FIGURE 59: Annual Fairfax County Rental Rates

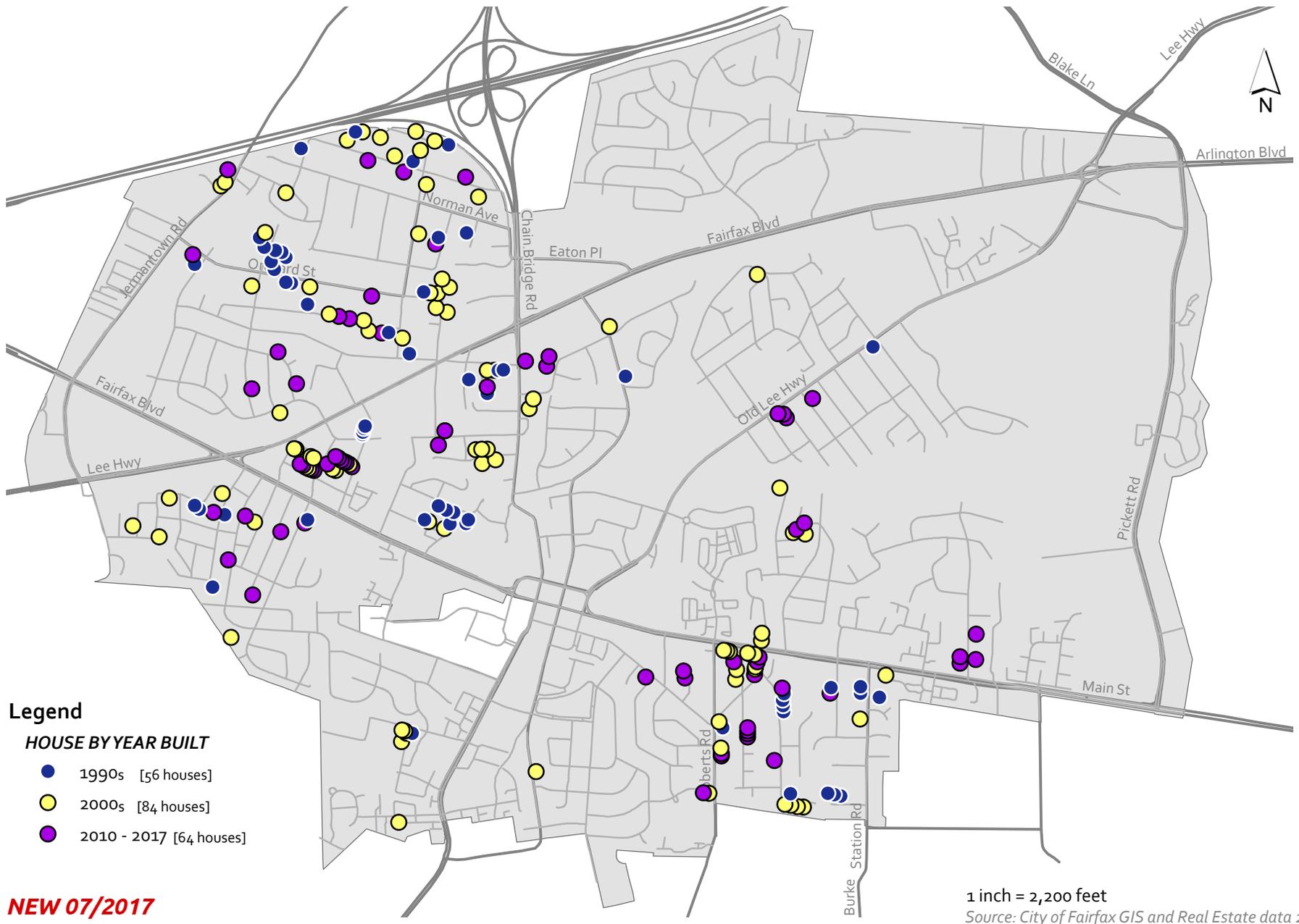
Average rents and vacancy rates for apartment complexes, Fairfax County 2005 - 2015



NEW 02/2017

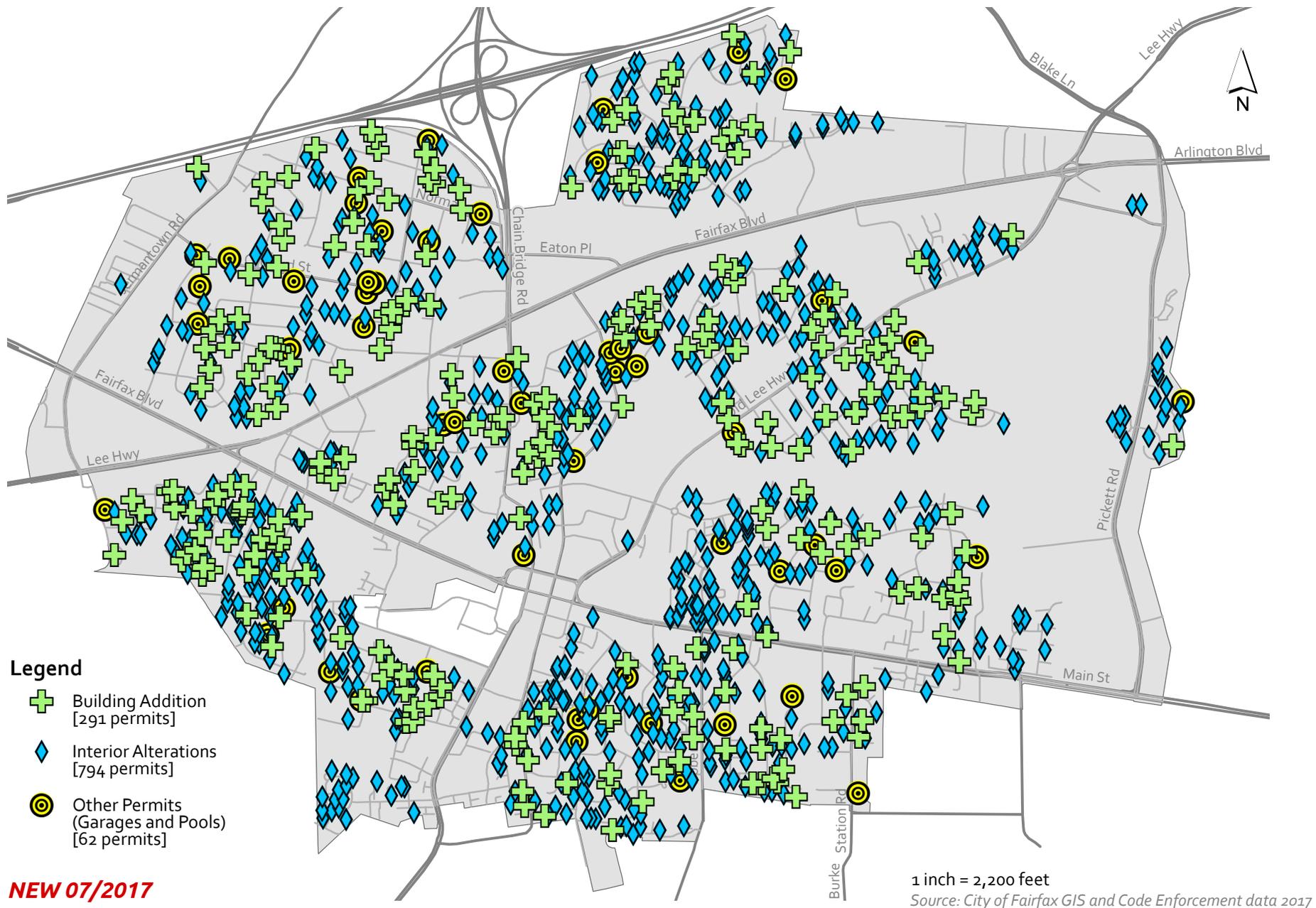
Source: Fairfax County Rental Housing Complex Analysis 2015

FIGURE 60: Infill Housing by Decade Built



NEW 07/2017

FIGURE 61: Residential Building Permits, 2007 - 2016



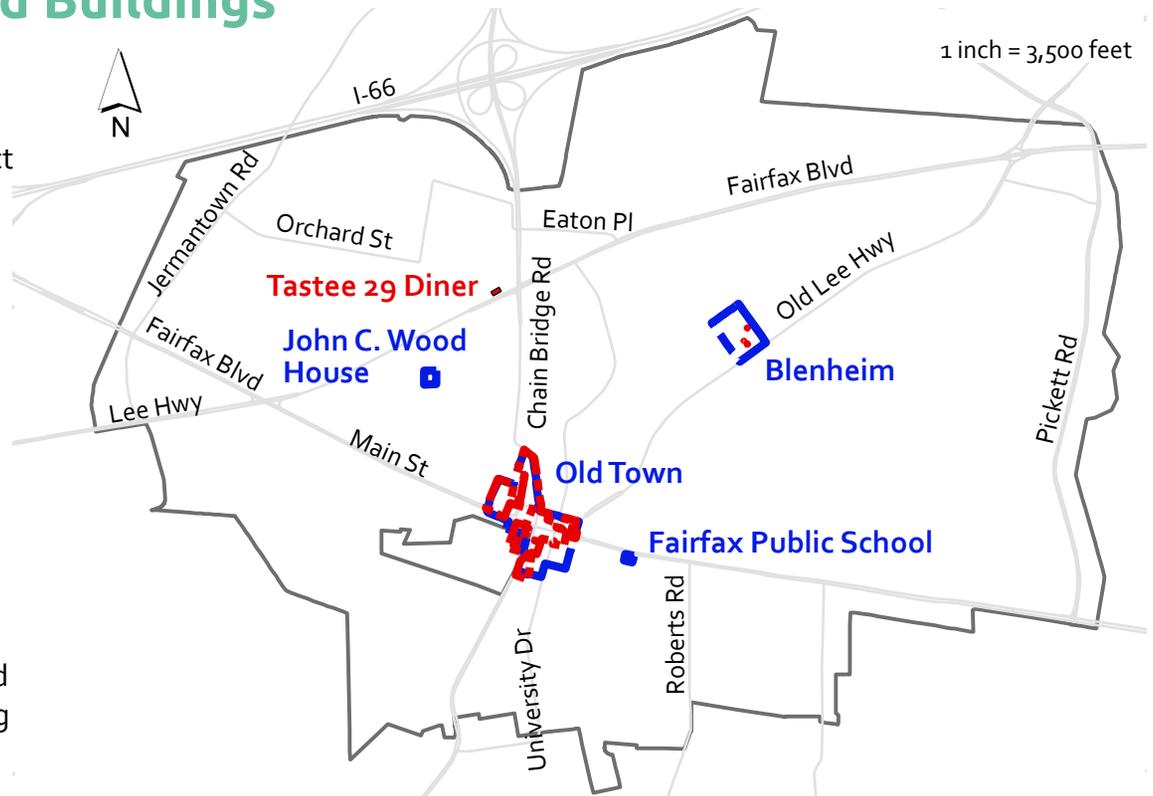
NEW 07/2017

FIGURE 62: Historic Districts and Buildings

The City of Fairfax has four individual historic properties; Fairfax Public School, Ratcliffe-Allison House, Blenheim, and Tastee 29 Diner; and one district listed on the National Register of Historic Places. Located in Old Town but on Fairfax County land, the County Courthouse and Jail are also listed on the National Register. The City has four local historic districts; Old Town Fairfax, Fairfax Public School, Blenheim, and the John C. Wood House.

Legend

- | | | | |
|---|-------------------------------------|---|------------------------|
|  | National Register Historic District |  | Building |
|  | National Register Historic Building |  | Paved Road and Parking |
|  | City Historic District |  | Park |



Source: City of Fairfax GIS 2016 Impervious Surfaces, Zoning Overlays, National Register Districts

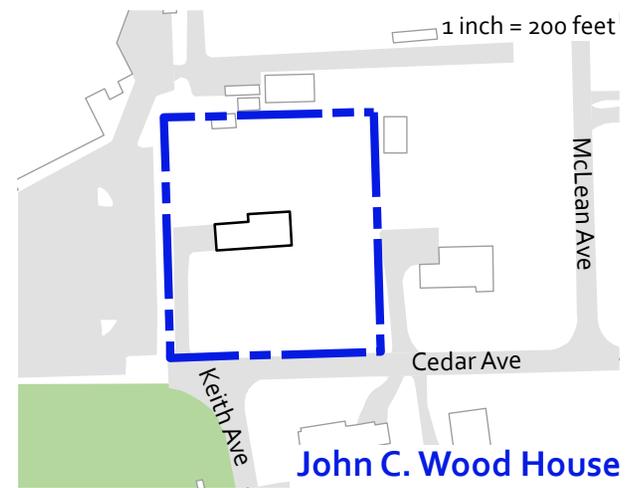
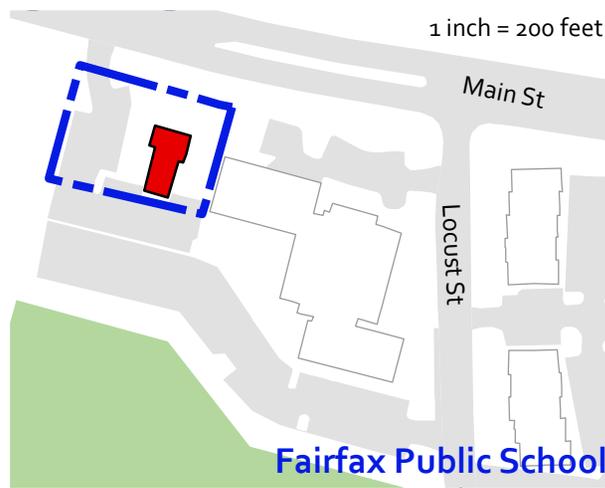
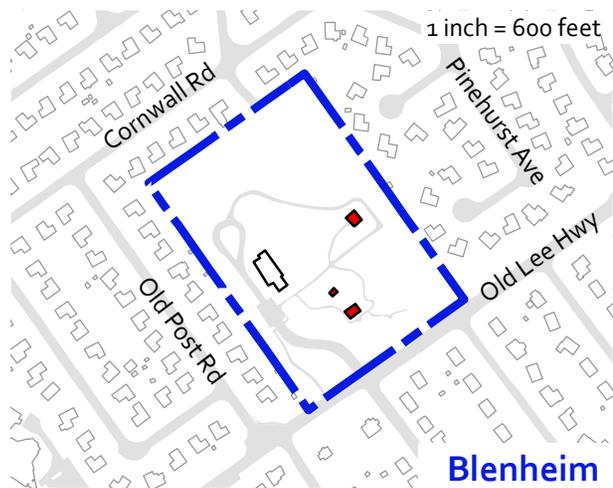


FIGURE 63: Historic Districts and Buildings

There are 52 buildings, 10 “other structures” and a monument within the National Register of Historic Places “City of Fairfax Historic District,” many of which are considered “contributing elements.” Six of the buildings predate 1850 while others are from the turn of the 20th century to the early 1930s.

The City’s locally designated Old Town historic district is larger in area than the National Register district.

Legend

- | | | | |
|---|-------------------------------------|---|--------------------|
|  | National Register Historic District |  | Building |
|  | National Register Historic Building |  | Centerline of Road |
|  | City Historic District |  | Park |

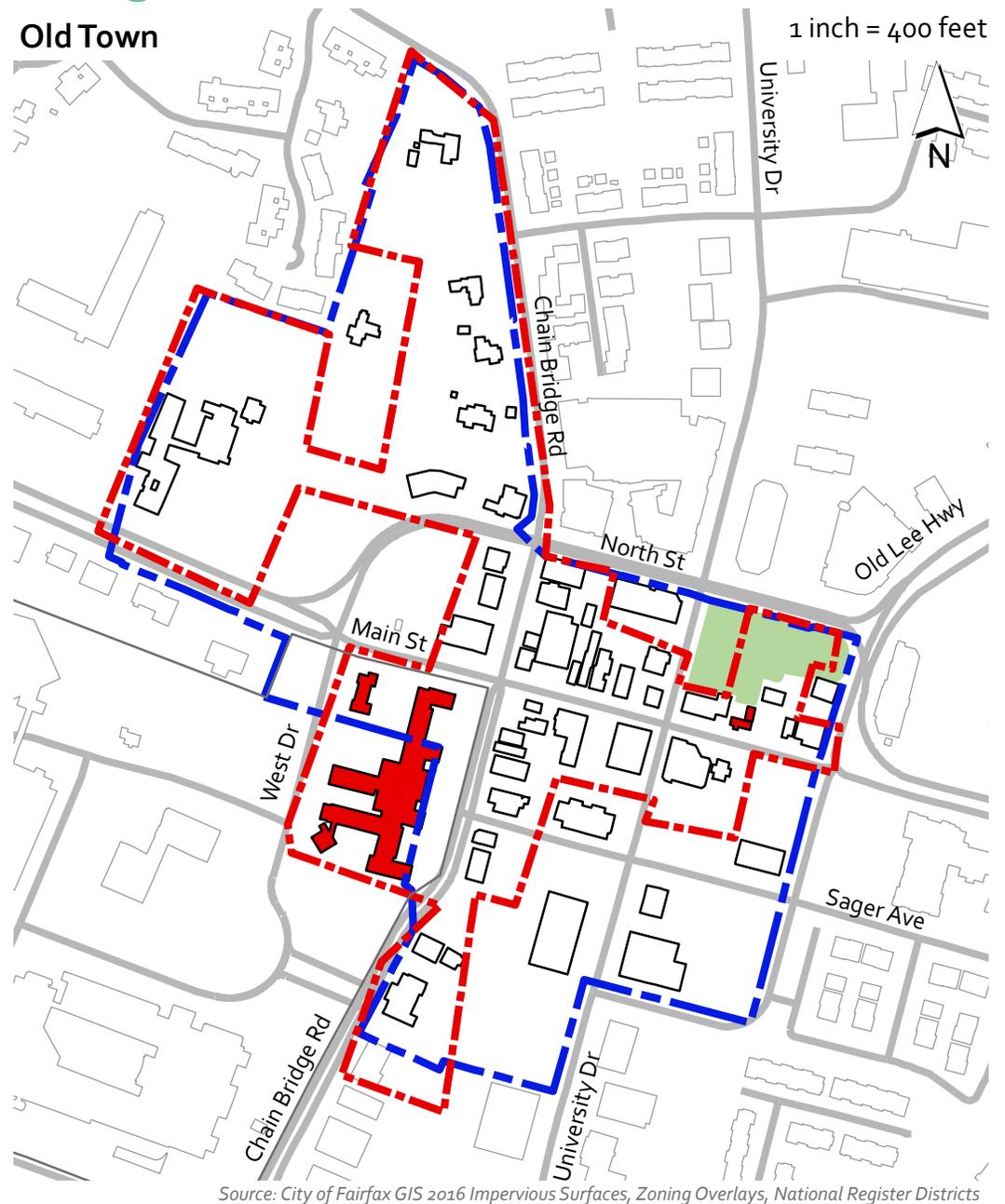


FIGURE 64: Buildings and Structures over 50 Years Old

The oldest buildings in the City, the Joshua Gunnell House and Ford Building, were built in 1800 and are located in Old Town Fairfax. Currently 4,830 residential and 198 'non-residential' buildings are 50 years of age or older.

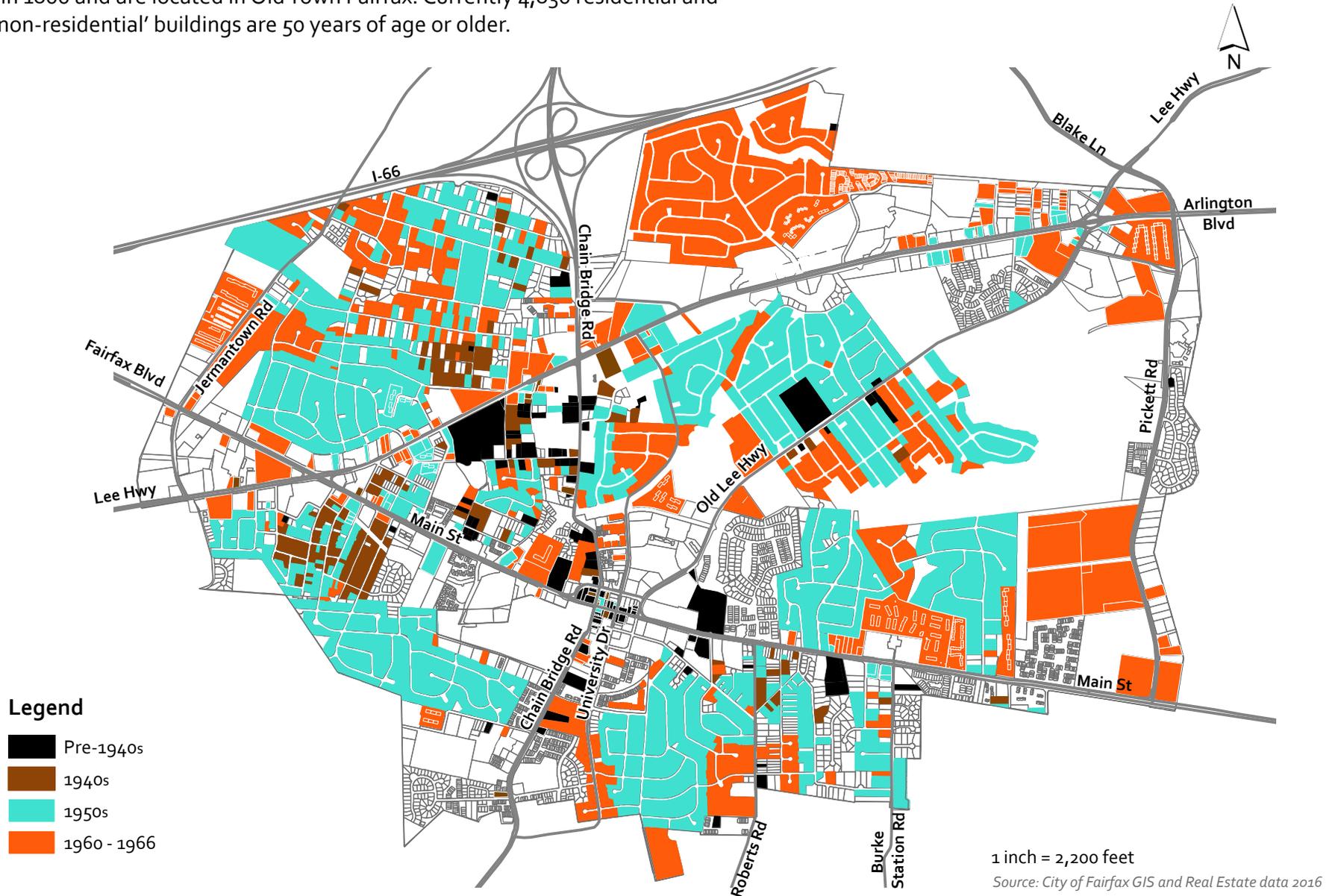
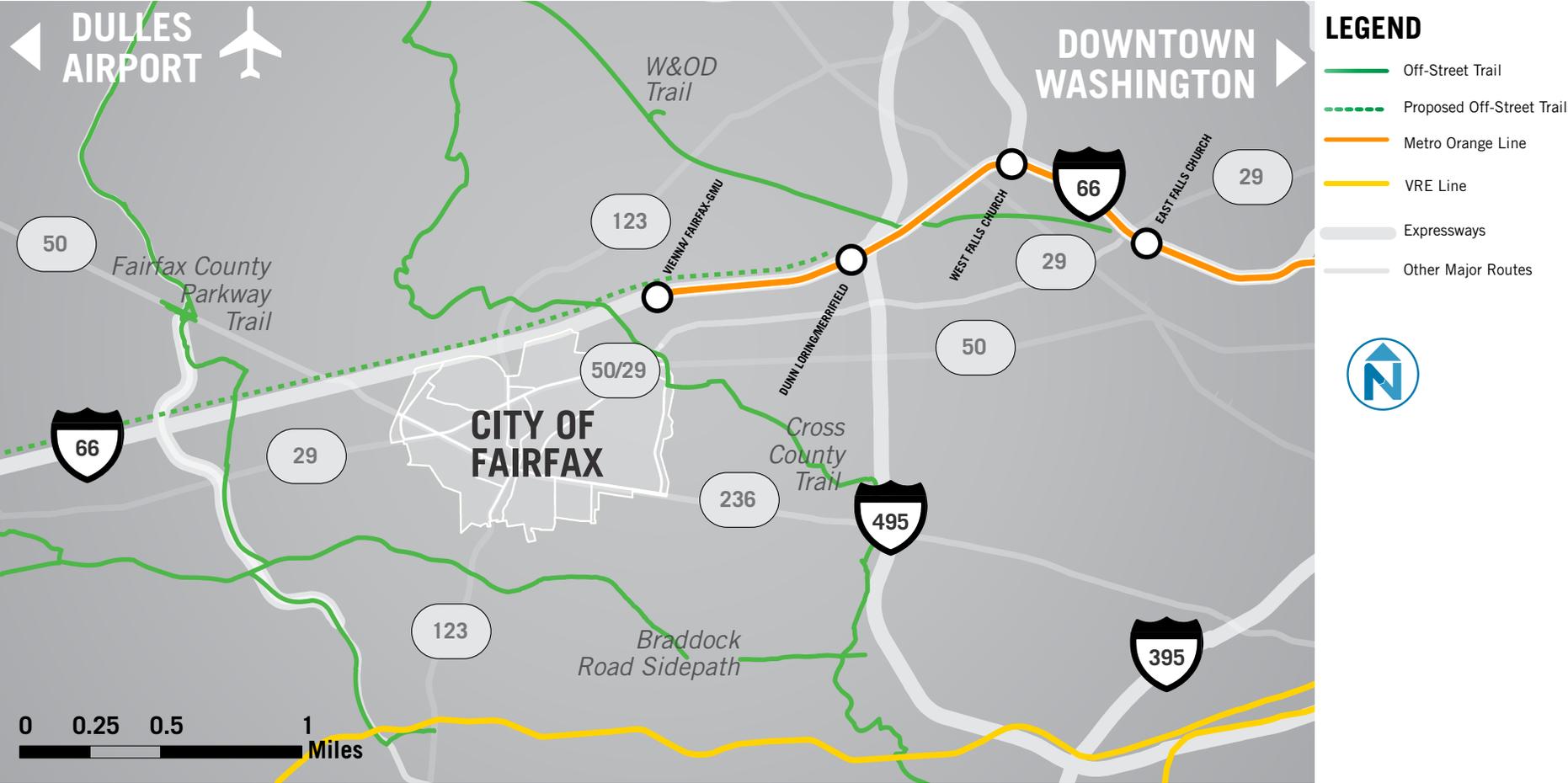


FIGURE 65: Regional Trails, Transit, And Roadway Assets/Facilities

The City of Fairfax is well positioned in the regional transportation system, surrounded by multiple significant regional transportation assets such as Dulles Airport, the Metro Orange Line, and regional trails. Although in close proximity, most generally must be accessed by vehicle.

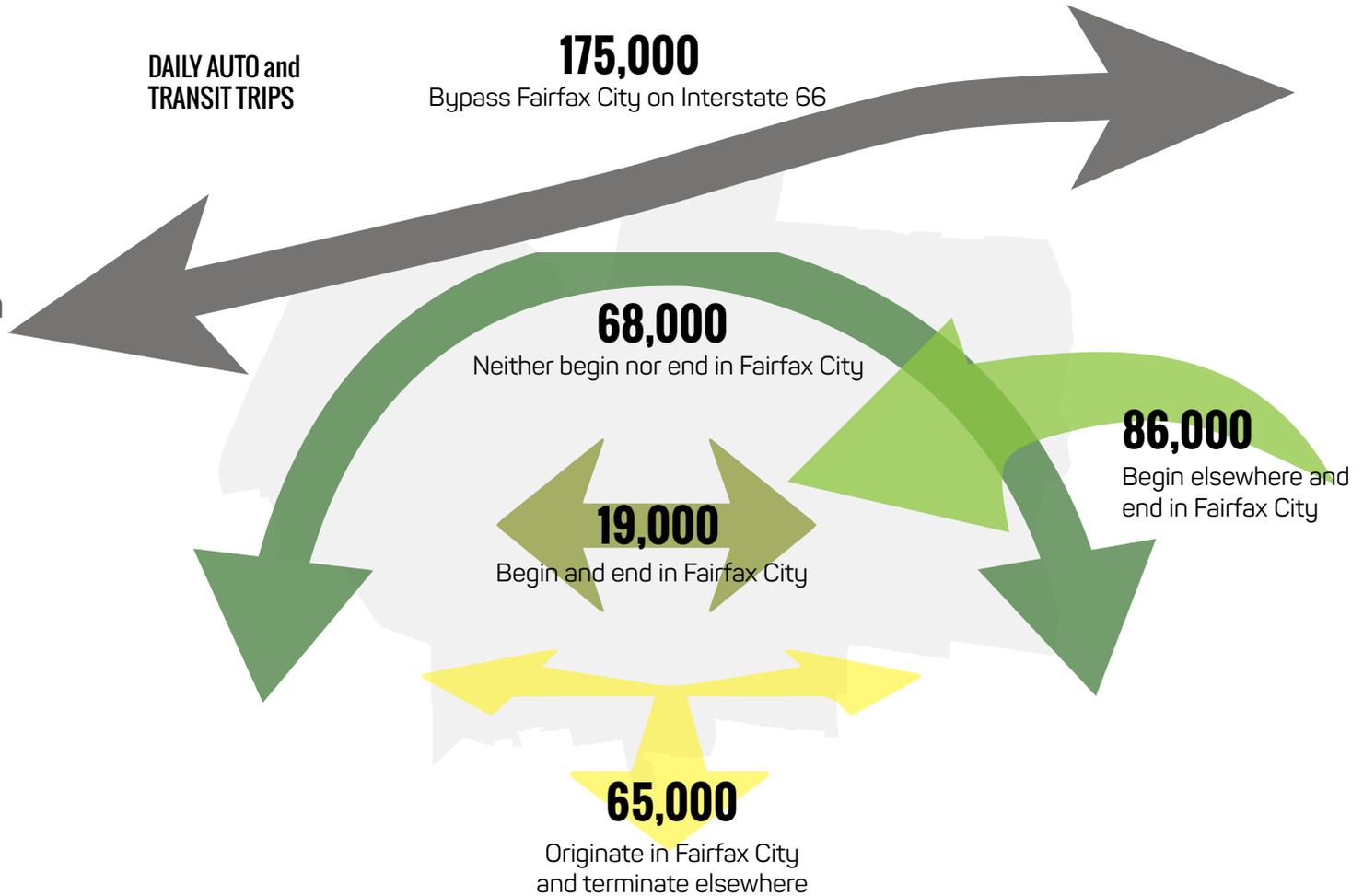


PREPARED BY NELSON\NYGAARD

FIGURE 66: Daily Trips To, From and Through the City of Fairfax

Over one quarter of all daily trips taken on City of Fairfax streets pass through the city without either origin or destination within in the city.

175,000 daily trips bypass the City of Fairfax on Interstate 66, just outside the northern city boundary.

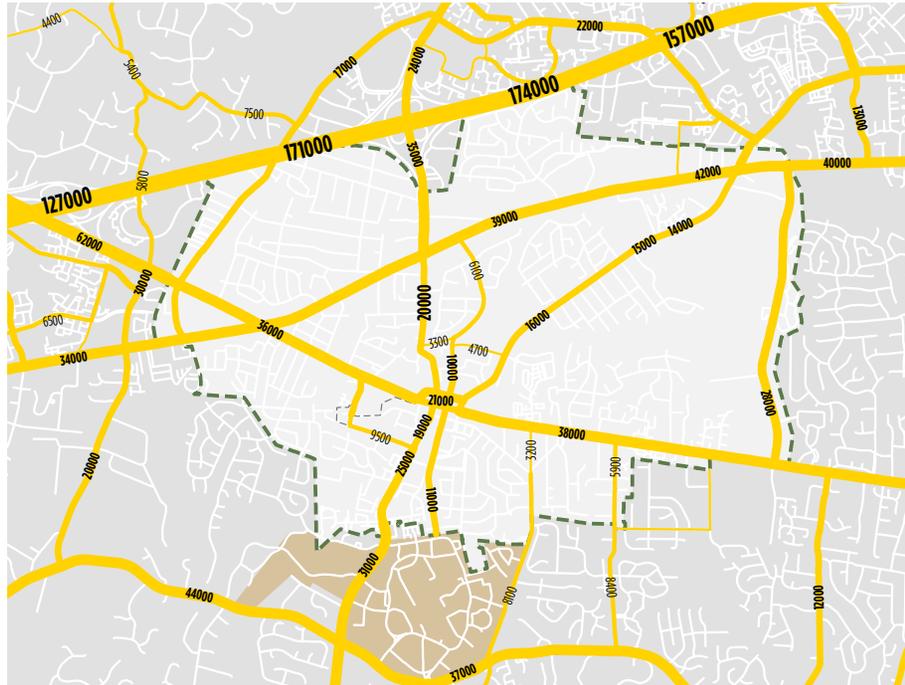


PREPARED BY NELSON\NYGAARD

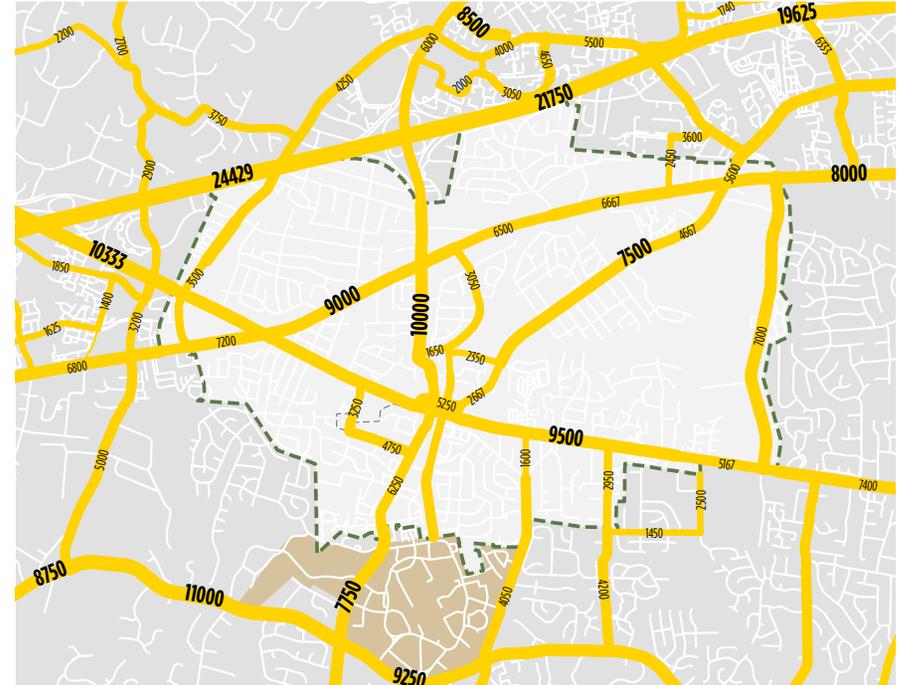
SOURCE: MWCOG 2.3 v57a Model, 2015

FIGURE 67: Vehicle Volumes

TOTAL VEHICLE VOLUMES



PER LANE VEHICLE VOLUMES



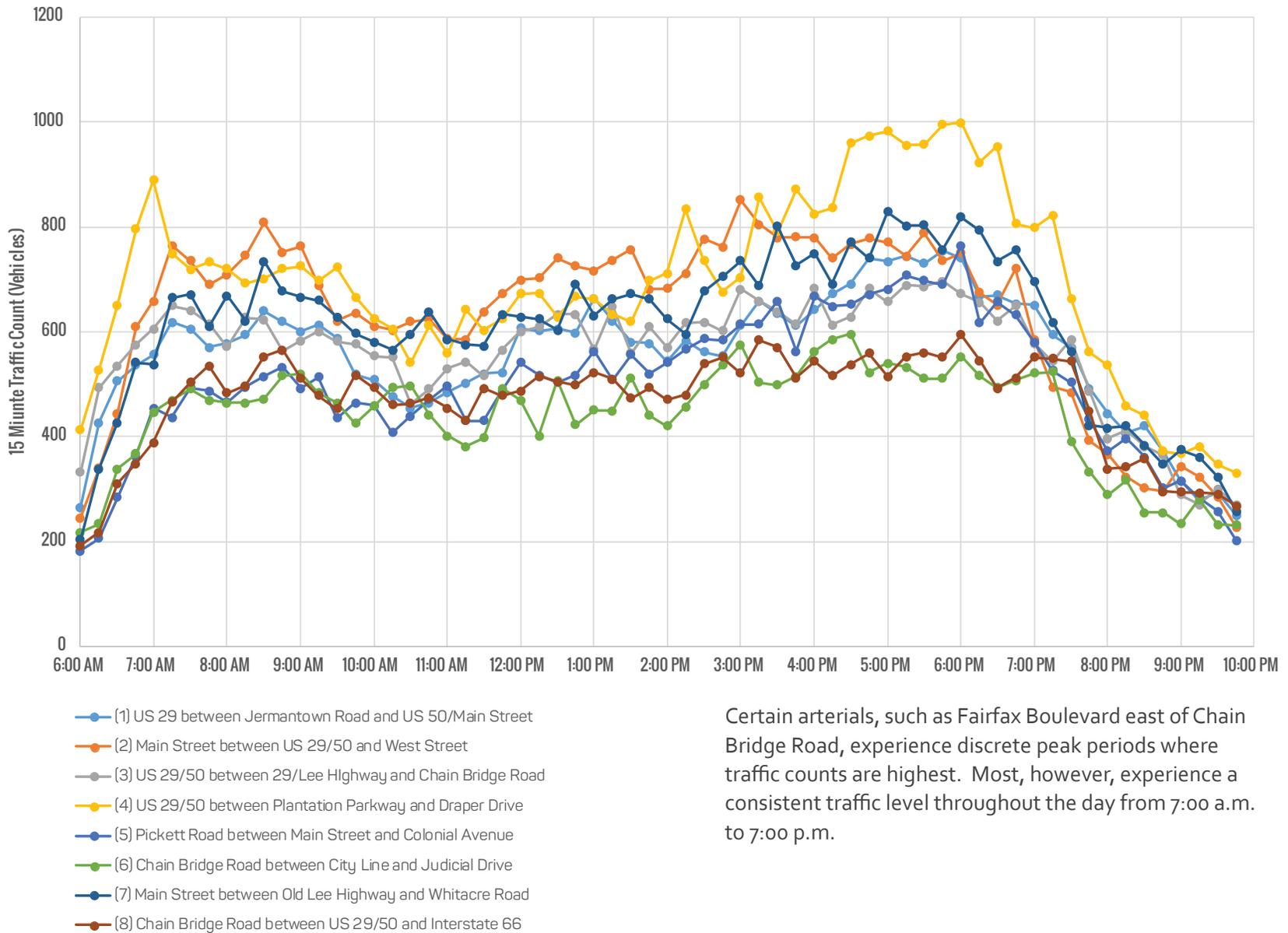
SOURCE: Virginia Department of Transportation, 2014

1. US 29 between Jermantown Road and US 50/Main Street
2. Main Street between US29/50 and West Street
3. US 29/50 between 29/Lee Highway and Chain Bridge Road
4. US 29/50 between Plantation Parkway and Draper Drive
5. Pickett between Main Street and Colonial Avenue
6. Chain Bridge Road between City Line and Judicial Drive
7. Main Street between Old Lee Highway and Whitacre Road
8. Chain Bridge Road between US 29/50 and Interstate 66

Traffic volume is significantly higher on the east-west corridors of Fairfax Boulevard and Main Street compared with Old Lee Highway or Chain Bridge Road between Fairfax Boulevard and North Street. These figures normalize to a large extent when the number of lanes is taken into account, showing that Chain Bridge Road is more often operating in a congested state.

PREPARED BY NELSON\NYGAARD

FIGURE 68: 15 Minute Traffic Trends

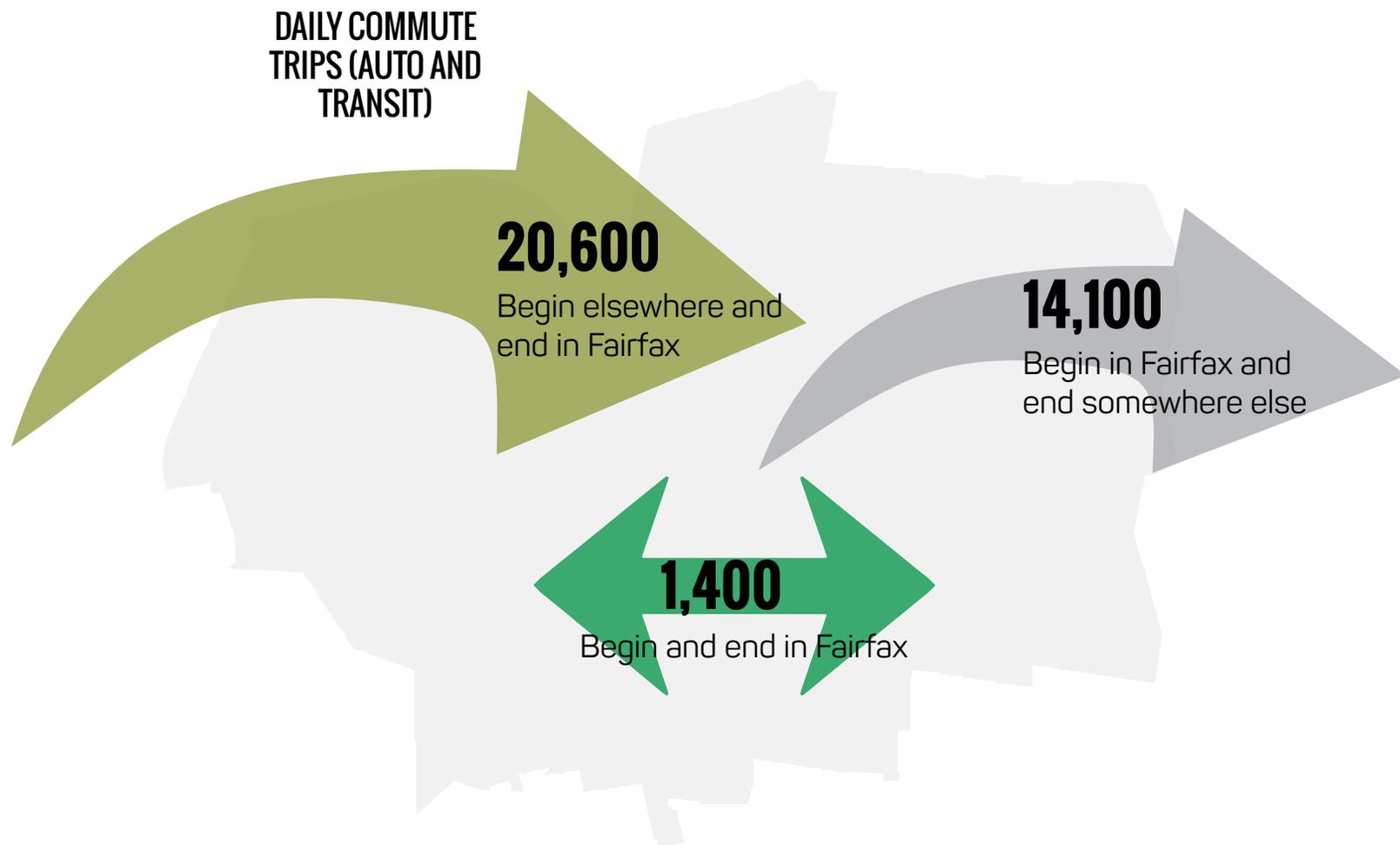


Certain arterials, such as Fairfax Boulevard east of Chain Bridge Road, experience discrete peak periods where traffic counts are highest. Most, however, experience a consistent traffic level throughout the day from 7:00 a.m. to 7:00 p.m.

SOURCE: Quality Counts, 2012
 PREPARED BY NELSON\NYGAARD

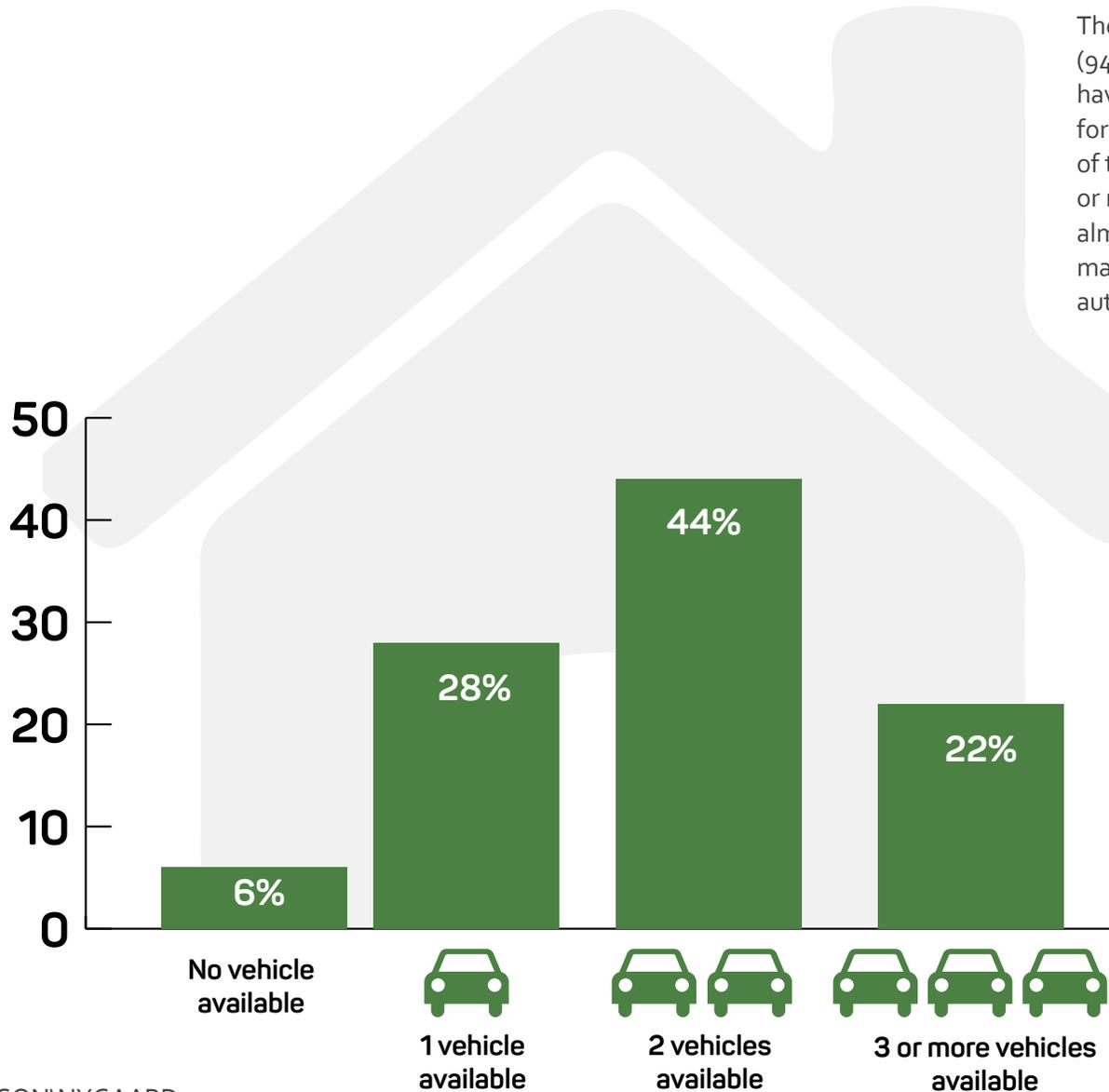
FIGURE 69: Resident And Worker Commute

With respect to commute trips originating in or destined to the City of Fairfax, 57 percent are made by non-city residents traveling into City of Fairfax for work. 39 percent are City of Fairfax residents commuting elsewhere on a daily basis. Only 4 percent of commute trips are generated by those who both live and work in the City of Fairfax.



SOURCE: MWCOG 2.3 v57a Model, 2015
PREPARED BY NELSON\NYGAARD

FIGURE 70: Vehicle Ownership



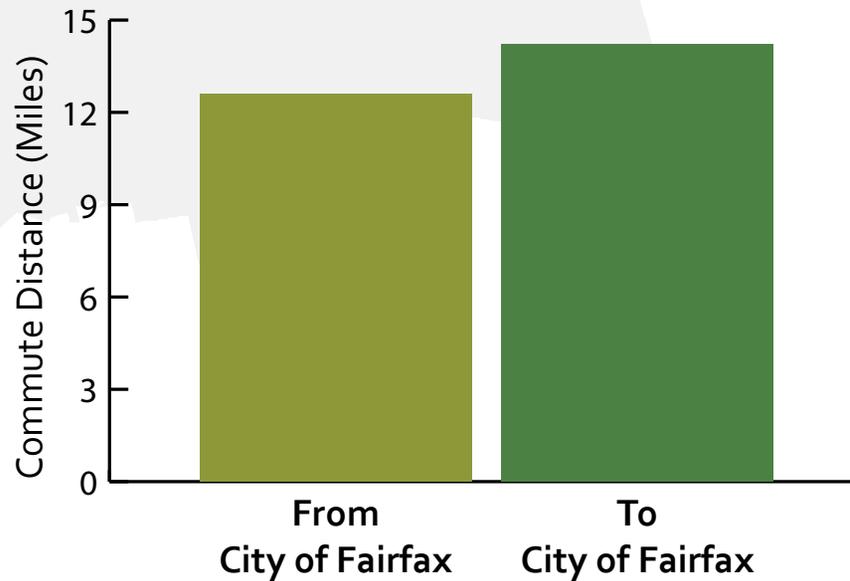
The vast majority of households (94 percent) in the City of Fairfax have at least one vehicle available for use. Approximately two-thirds of those households have two or more vehicles available, while almost one quarter of households make use of three or more personal automobiles.

PREPARED BY NELSON\NYGAARD

SOURCE: American Community Survey Dataset B08201, 2014

FIGURE 71: Average Commute Distance

The average commute distance for single-occupancy vehicles and carpools into and out of the City of Fairfax is relatively short in terms of distance. The average commute time for those who live in the City of Fairfax and work elsewhere is 12.6 miles while workers commuting into City of Fairfax travel 14.2 miles on average for each trip spending roughly 35 minutes in each direction.



PREPARED BY NELSON\NYGAARD
SOURCE: MWCOG 2.3 v57a Model, 2015



35 MIN COMMUTE
From City of Fairfax

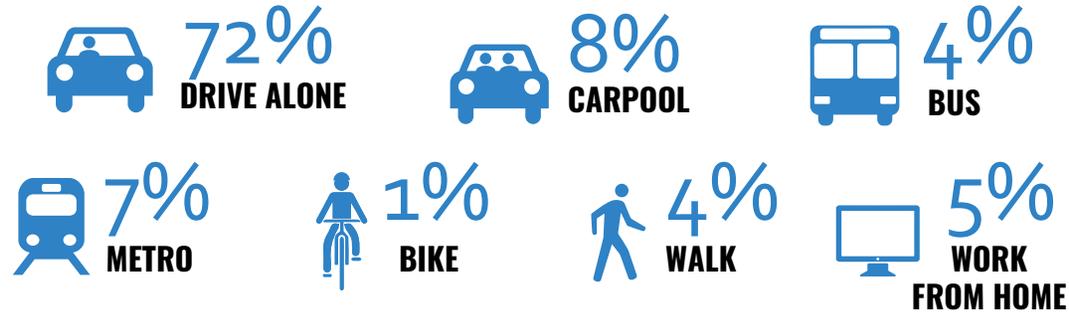


36 MIN COMMUTE
To City of Fairfax

FIGURE 72: Mode Share Comparison (Commute)

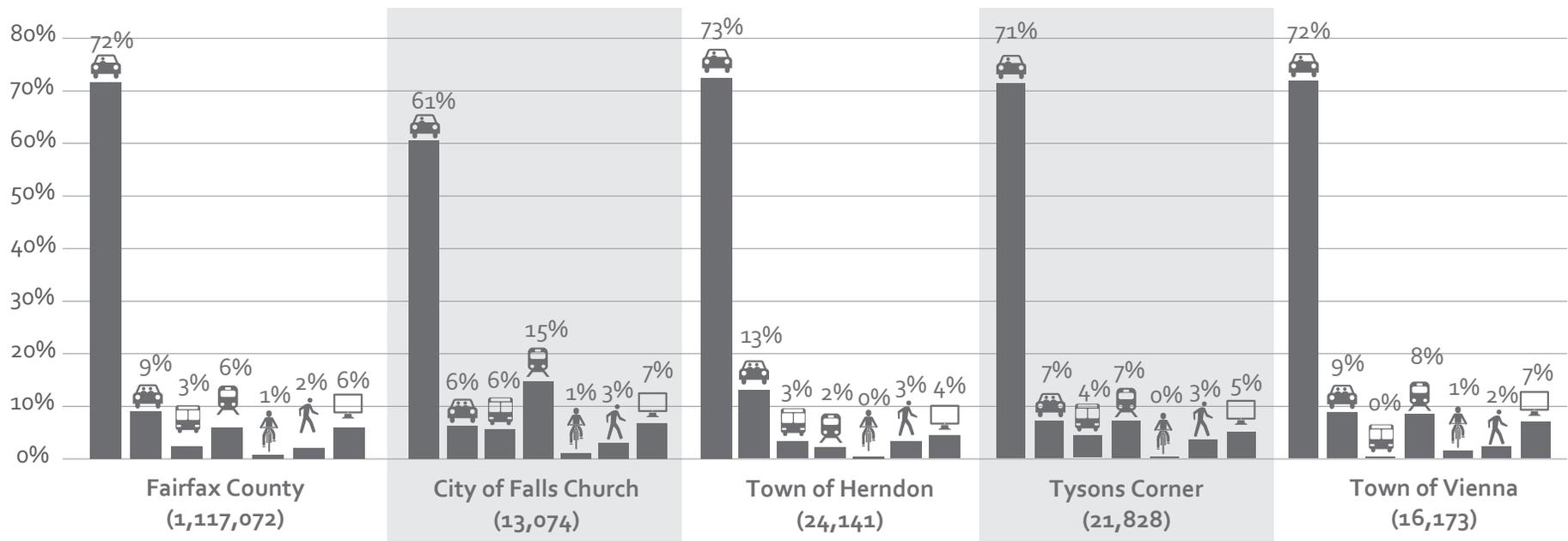
CITY OF FAIRFAX

23,507 Residents



City of Fairfax aligns with the mode share trends of the other localities and the region as a whole. Like Falls Church, Vienna, Tysons Center, Herndon, and the whole of Fairfax County, the primary commute mode is by single occupancy vehicle.

No alternative commute mode in the City of Fairfax is utilized for more than 10 percent of commute trips.



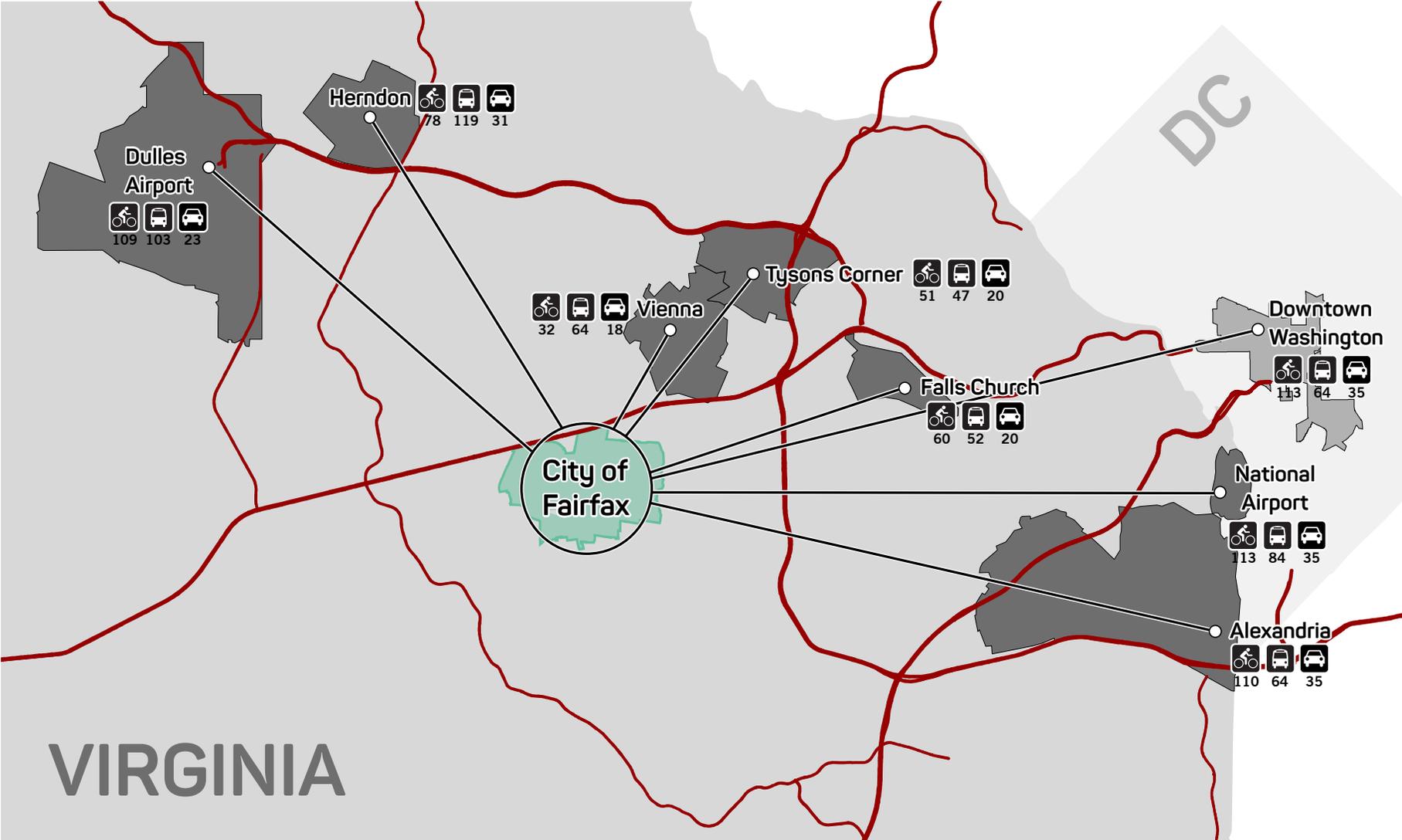
REV 06/2017

PREPARED BY NELSON\NYGAARD

SOURCE: American Community Survey Dataset Bo8301, 2014

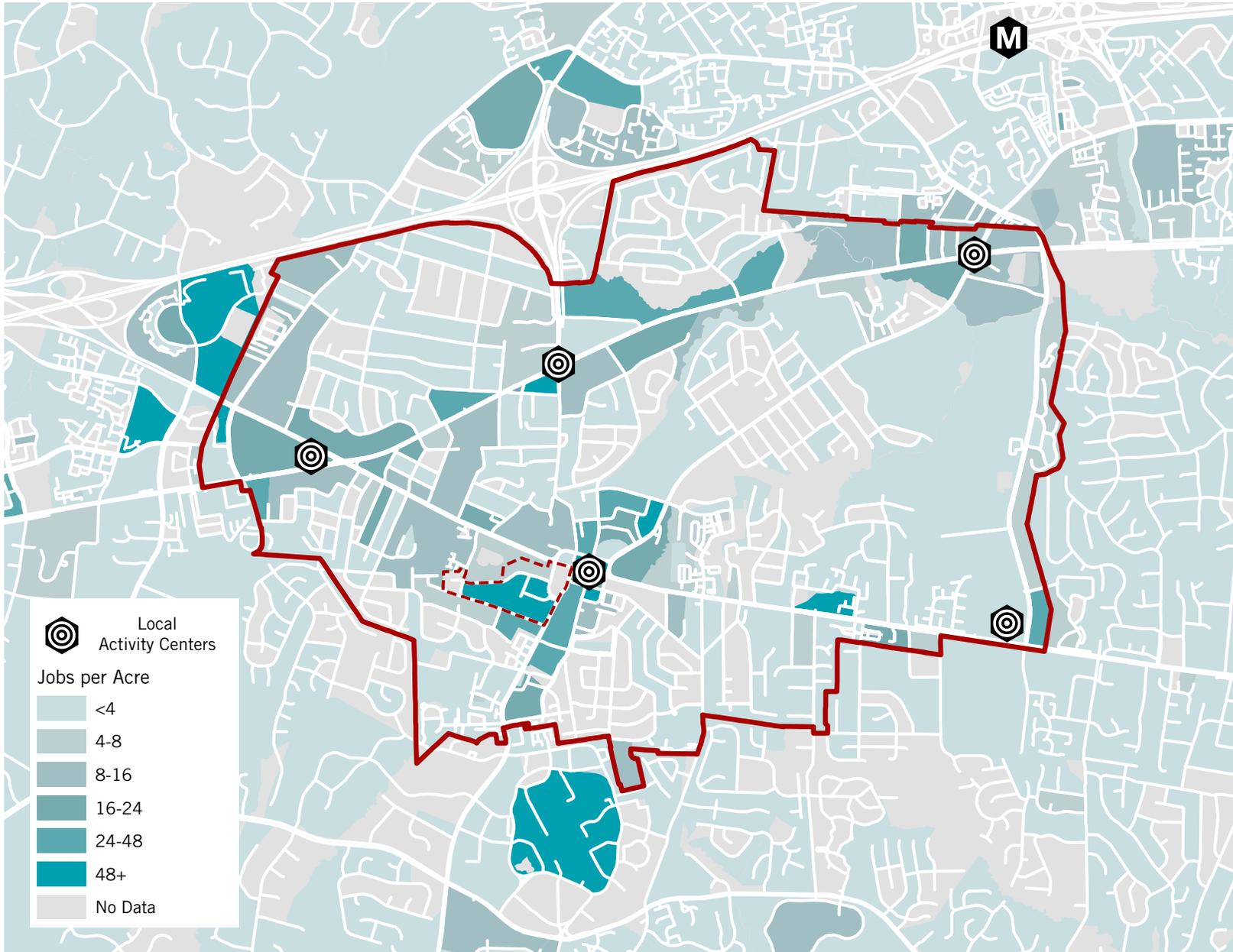
FIGURE 73: Non-Peak Travel Times

City of Fairfax is well served by highway connections to regional destinations. Despite relatively close distances, trips by transit generally take over 45 minutes due to required transfers. Bicycling is possible, but cyclists face challenges due to gaps in dedicated facilities.



PREPARED BY NELSON\NYGAARD
 SOURCE: Google, 2016

FIGURE 74: Employment Density

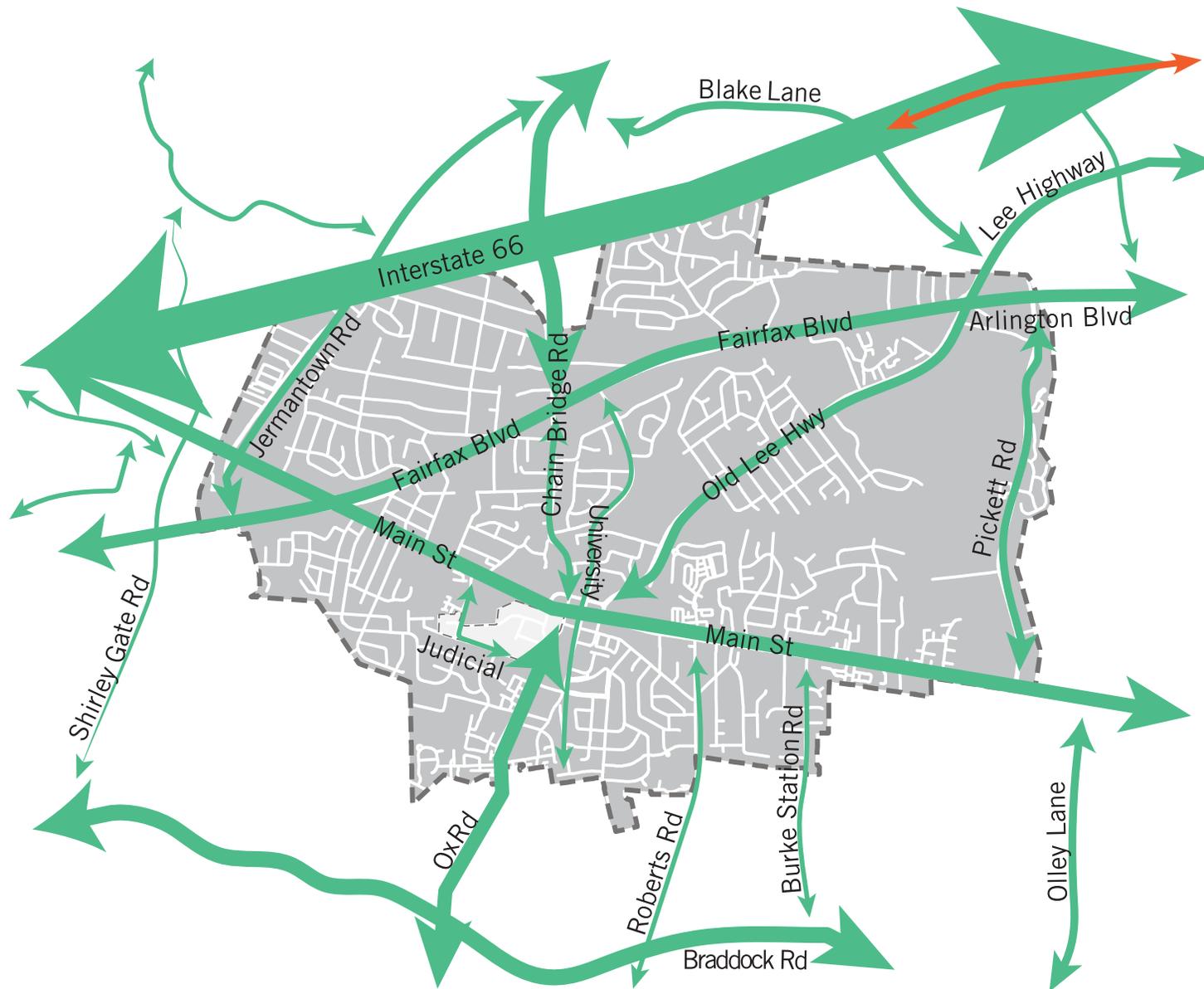


Employment within the City of Fairfax is primarily concentrated in or near the five local activity centers. Significant employment concentrations are located just outside the city along major travel corridors to the North, West, South (George Mason University), and Northeast.

SOURCE: Longitudinal Employer-Household Dynamics Workplace Area Characteristics, 2014

PREPARED BY NELSON\NYGAARD

FIGURE 75: Major Travel Flows



City of Fairfax is bounded by US Interstate 66 to the north, carrying significant travel flows in and out of the City. Major travel flows within Fairfax are concentrated along Fairfax Boulevard and Main Street. Both corridors primarily travel east west and intersect at the western edge of the city. Primary travel flows from north to south along Pickett Road, Old Lee Highway, and Chain Bridge Road.

Additional trips are generated in the vicinity of the City of Fairfax by the terminus of the Metro Orange Line.

SOURCE: Virginia Department of Transportation, 2014; Washington Metropolitan Area Transit Authority, 2015

PREPARED BY NELSON\NYGAARD

FIGURE 76: Transportation Network

TOTAL VEHICULAR NETWORK



FUNCTIONAL VEHICULAR NETWORK



A comparison of the entire City of Fairfax street grid to a functional grid, where all roads can be used to make connections to any other part of the city, paints a stark picture. The east side of the city almost entirely consists of neighborhoods isolated by physical barriers. The west side of the city is far more integrated with the city center and areas immediately northwest, southwest, and south of city boundaries. When the trail network and other non-motorized connections are introduced, the east side, as well as the city as a whole, sees much higher network connectivity.

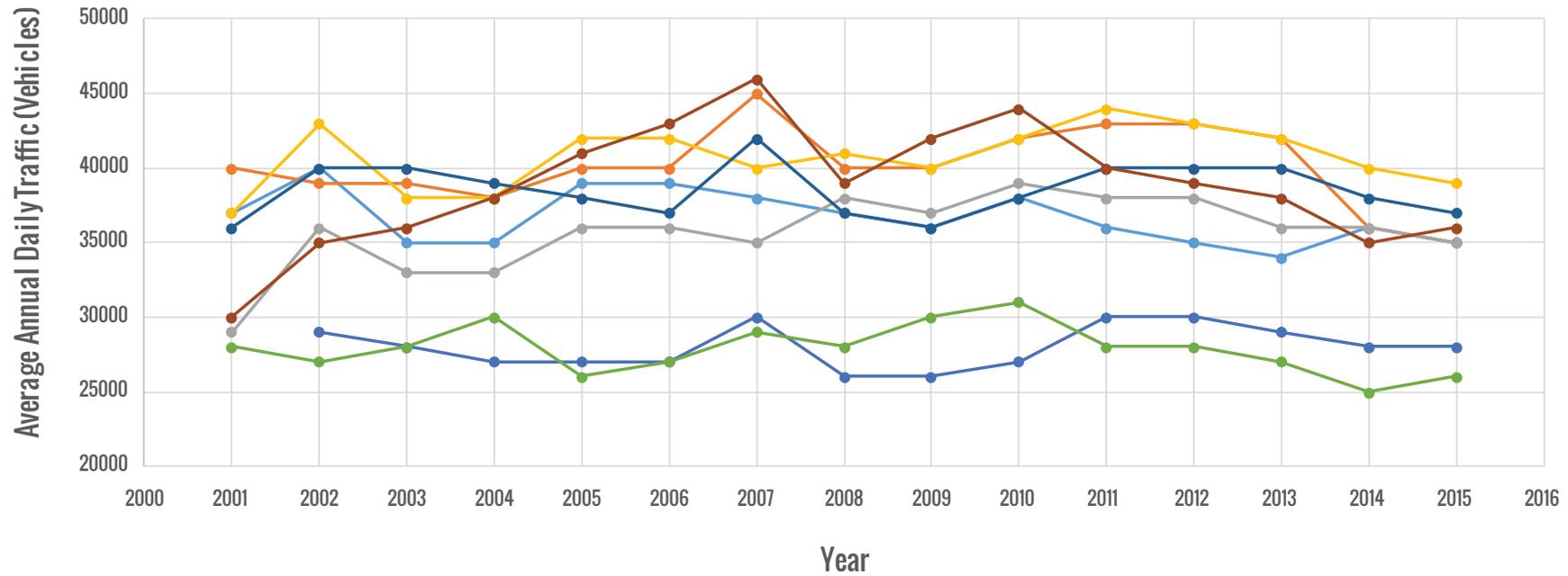
FUNCTIONAL NON-MOTORIZED NETWORK



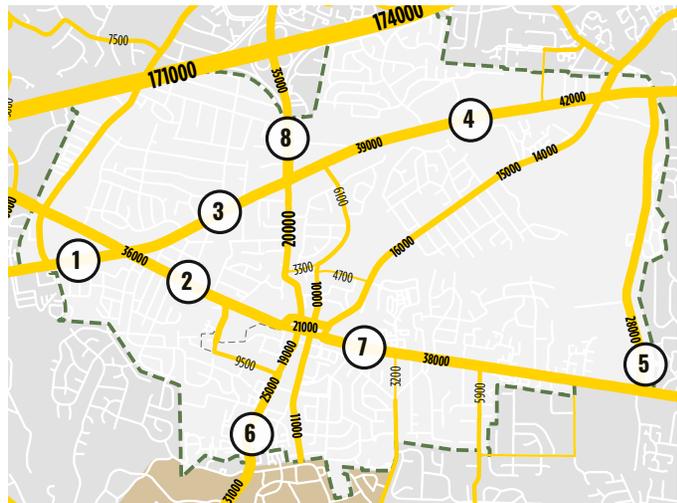
PREPARED BY NELSON\NYGAARD

SOURCE: Fairfax City, 2016

FIGURE 77: Annual Traffic Trends



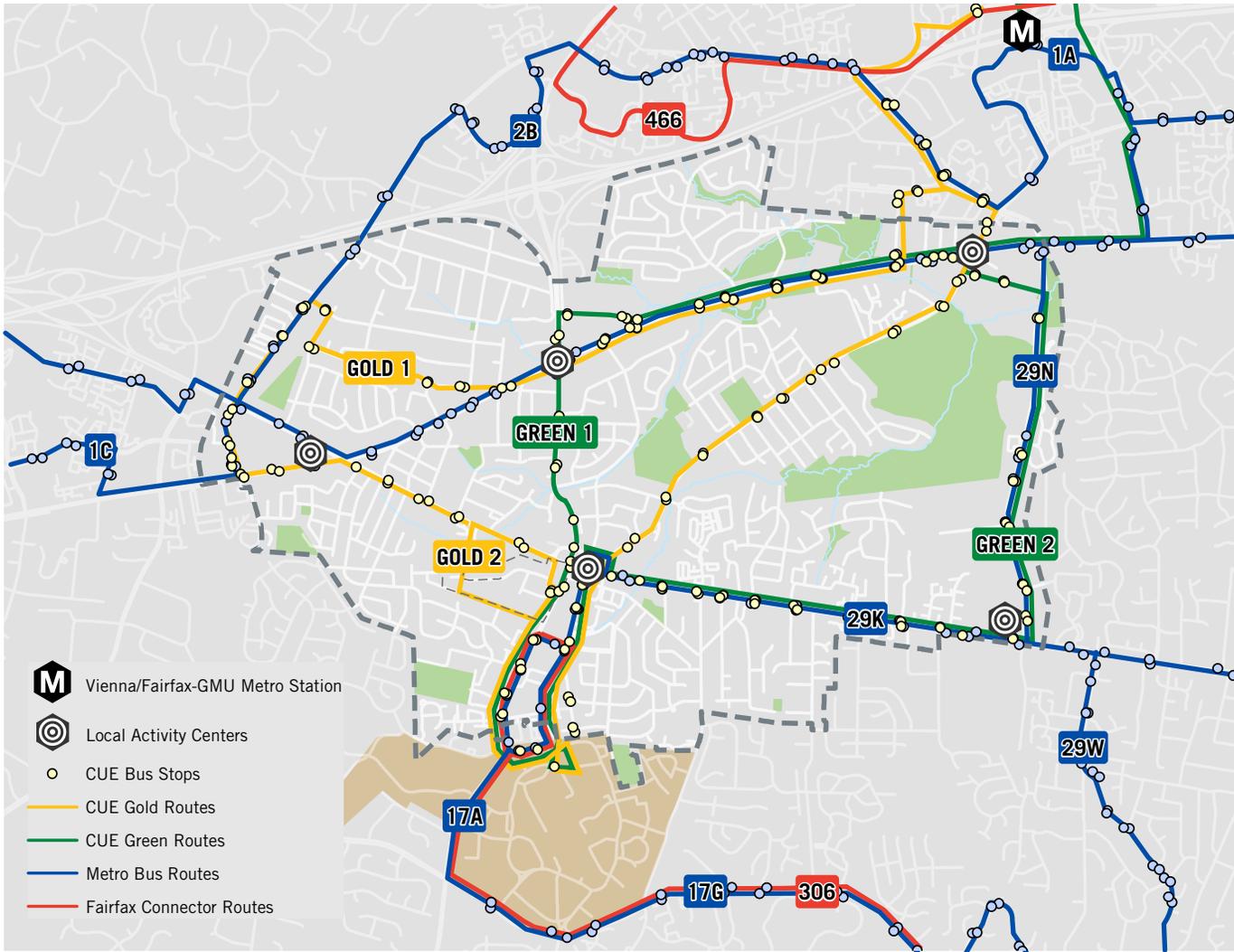
SOURCE: Virginia Department of Transportation 2001-2015
 PREPARED BY NELSON\NYGAARD



- (1) US 29 between Jermantown Road and US 50/Main Street
- (2) Main Street between US 29/50 and West Street
- (3) US 29/50 between 29/Lee Highway and Chain Bridge Road
- (4) US 29/50 between Plantation Parkway and Draper Drive
- (5) Pickett Road between Main Street and Colonial Avenue
- (6) Chain Bridge Road between City Line and Judicial Drive
- (7) Main Street between Old Lee Highway and Whitacre Road
- (8) Chain Bridge Road between US 29/50 and Interstate 66

Traffic on most arterials has remained relatively stable over the past 15 years, with some fluctuation from year to year.

FIGURE 78: Transit Coverage



The City of Fairfax is crisscrossed by a mix of CUE, Metro, and Fairfax Connector bus service. Multiple routes serve each of the local activity centers, the Vienna/Fairfax Metro station, and George Mason University.

SOURCE: Washington Metropolitan Area Transit Authority, City-University Energysaver, Fairfax Connector, 2016
 PREPARED BY NELSON\NYGAARD

FIGURE 79: Transit Frequency And Span

WEEKDAY START AND STOP TIMES



All routes run from early in the morning well into the evening on weekdays. There is Saturday and Sunday coverage on all but a pair of route groups.

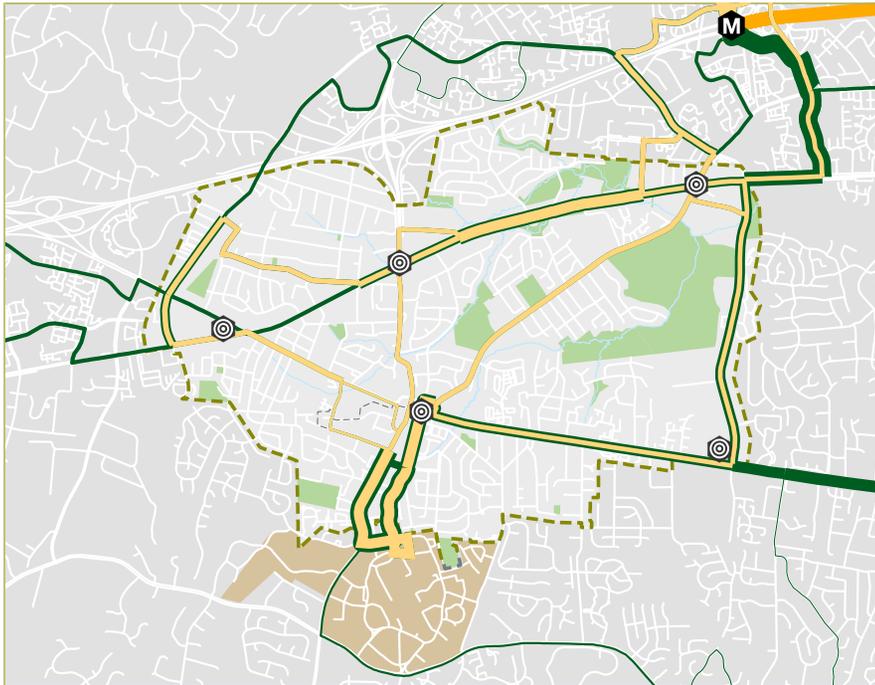
SOURCE: Washington Metropolitan Area Transit Authority, City-University Energysaver, Fairfax Connector, 2016
PREPARED BY NELSON\NYGAARD

AVERAGE TIME BETWEEN BUSES



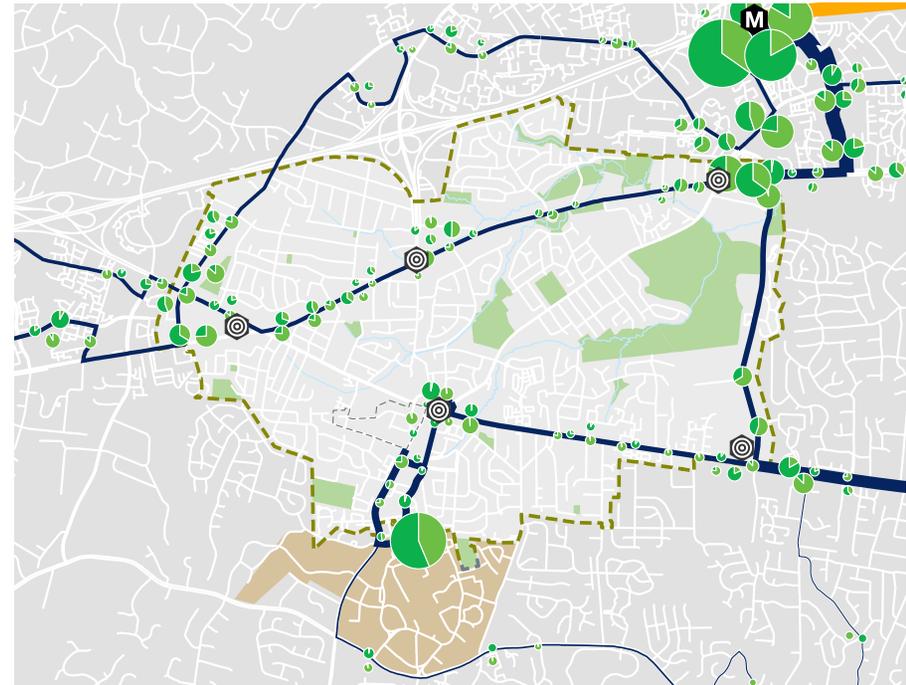
FIGURE 80: Bus Ridership

BUS RIDERSHIP - CUE, TOTAL SERVICE



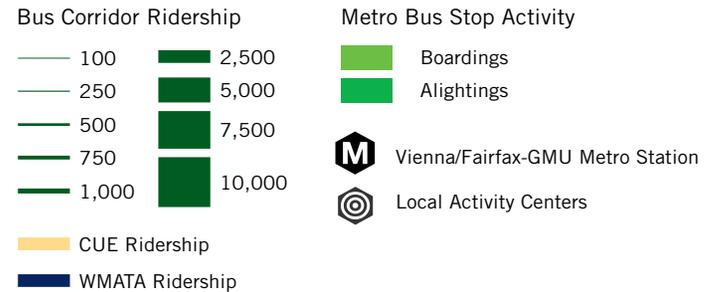
SOURCE: Metropolitan Washington Council of Governments, 2014

BUS RIDERSHIP + BOARDINGS/ALIGHTINGS - WMATA



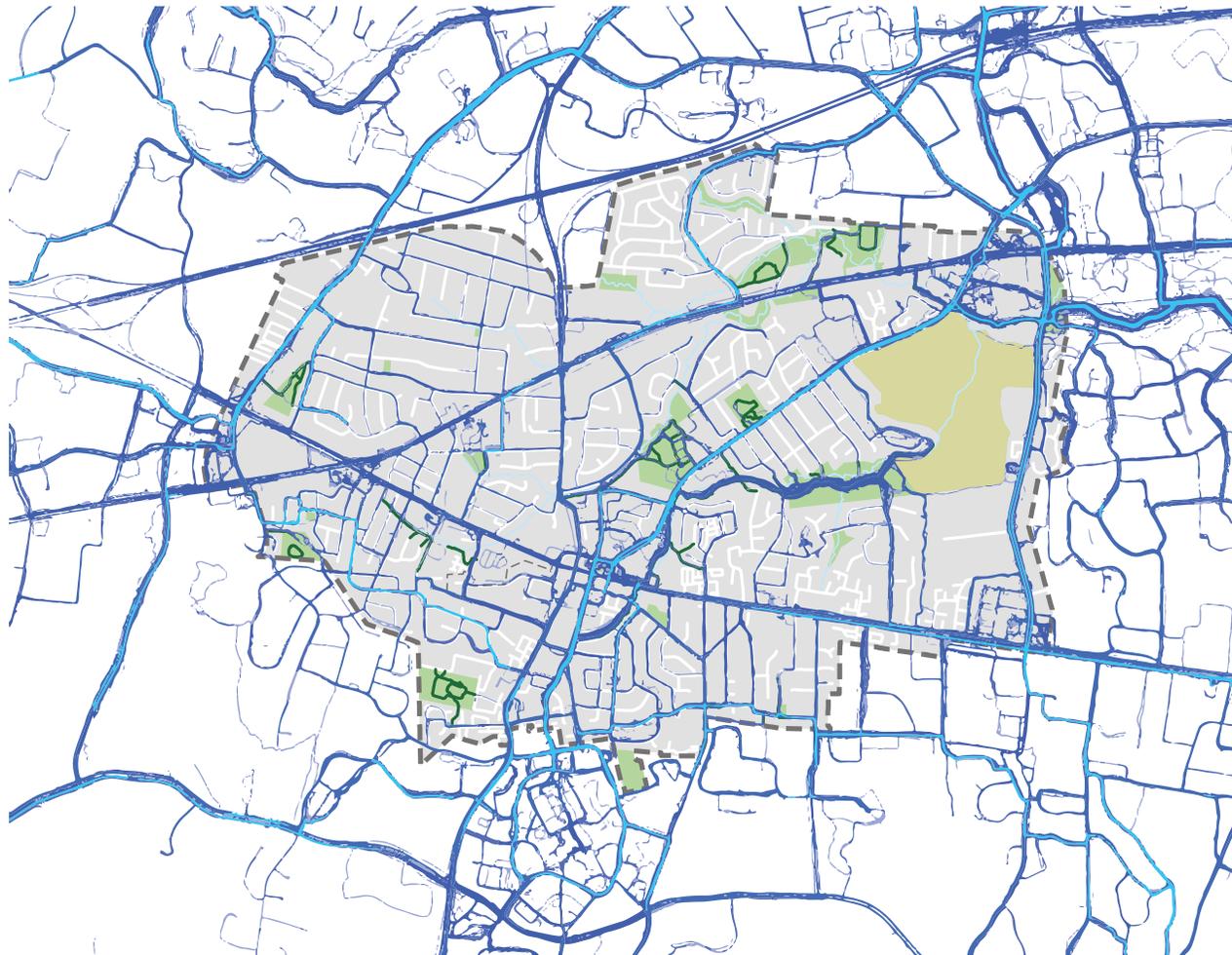
SOURCE: Washington Metropolitan Area Transit Authority, 2015

Metro bus stop activity and overall bus corridor activity shows that buses are overwhelmingly used to access the Vienna/Fairfax-GMU Metro station. George Mason University and the Fairfax Circle local activity center are secondary destinations routinely accessed by bus. CUE constitutes a large portion of ridership on transit corridors within the City of Fairfax.



PREPARED BY NELSON\NYGAARD

FIGURE 81: Bicycle Activity



Other than the city's impressive off-street trail network, dedicated bicycle facilities are limited to a shared-use path along George Mason Boulevard, bicycle lanes on Breckinridge Drive, and recently installed bike lanes on Layton Hill Drive and University Drive. As a result, bicycle activity is drawn to major vehicular corridors and limits riders to those with high bicycle stress tolerance.

LEGEND

Bicycle Facilities

— Off-Street Trails

— Low Activity

— High Activity

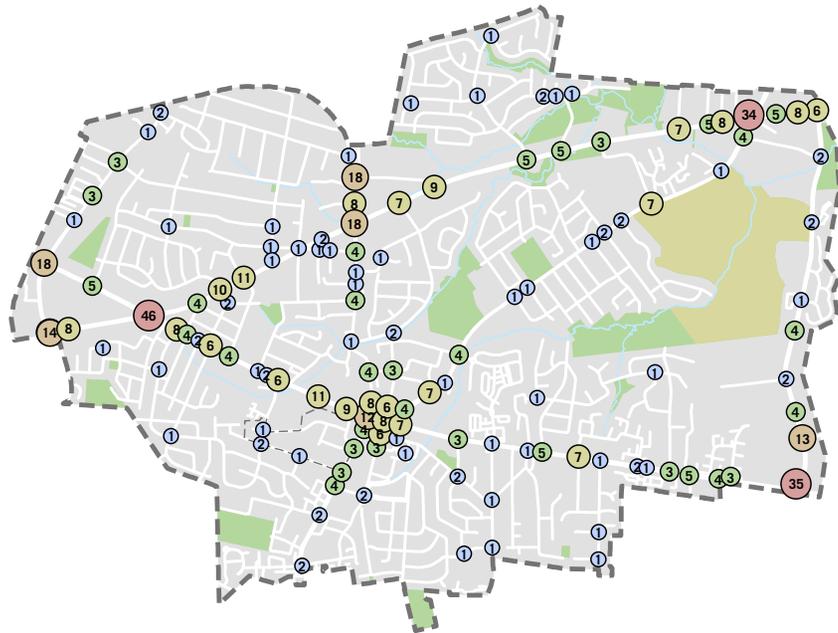
0 0.25 0.5 1 Miles

SOURCE: Quality Counts, 2012; Fairfax City, 2016
PREPARED BY NELSON\NYGAARD

REV 06/2017

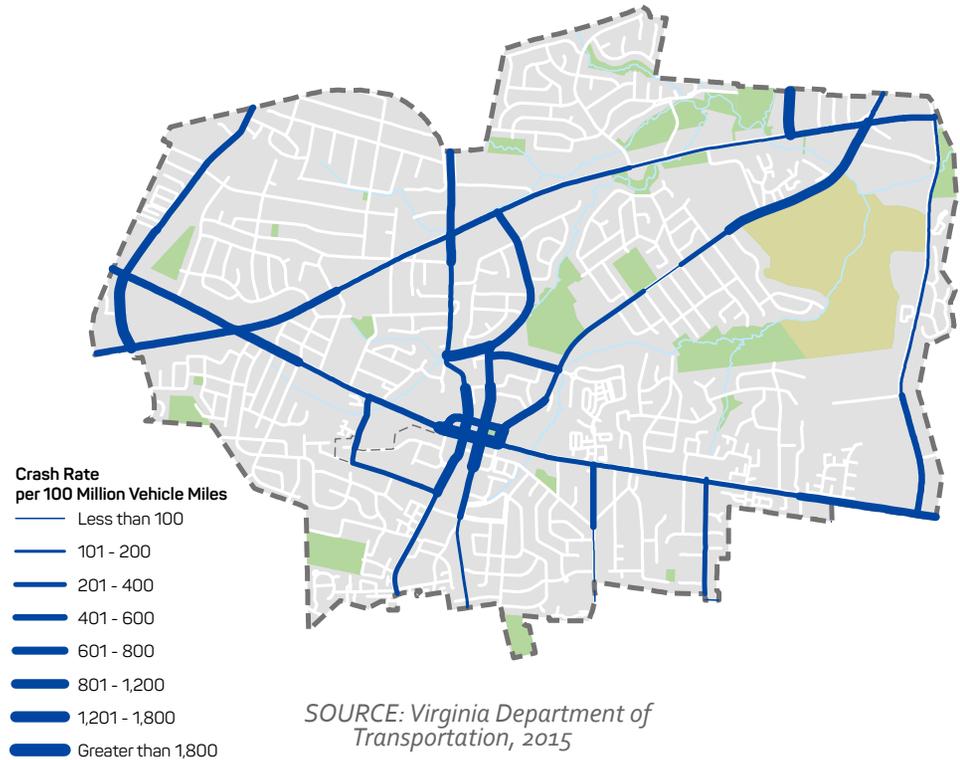
FIGURE 82: Vehicle Crashes

2015 VEHICLE CRASHES BY LOCATION



SOURCE: Fairfax City, 2015

2015 VEHICLE CRASH RATES



SOURCE: Virginia Department of Transportation, 2015

Vehicle collisions in the City of Fairfax during 2015 were clustered around local activity centers. Overall crashes are on the rise since 2011 when 752 incidents were reported. By 2014 that number had risen to 892 before retreating somewhat in 2015 to 837.

PREPARED BY NELSON\NYGAARD

FIGURE 83: Sidewalk Network



Within the City of Fairfax many areas have nearly complete sidewalk coverage, including central, northern, southern, and southwestern neighborhoods. Significant gaps, however, are observed in the northwest and southeast portions of the city.

Sidewalk coverage

Missing sidewalk

PREPARED BY NELSON\NYGAARD

SOURCE: Fairfax City, 2016

FIGURE 84:

Concentration of Community Amenities and Walkable Infrastructure

COMMUNITY AMENITY CONCENTRATION



SOURCE: Google Earth, 2016

PREPARED BY NELSON\NYGAARD

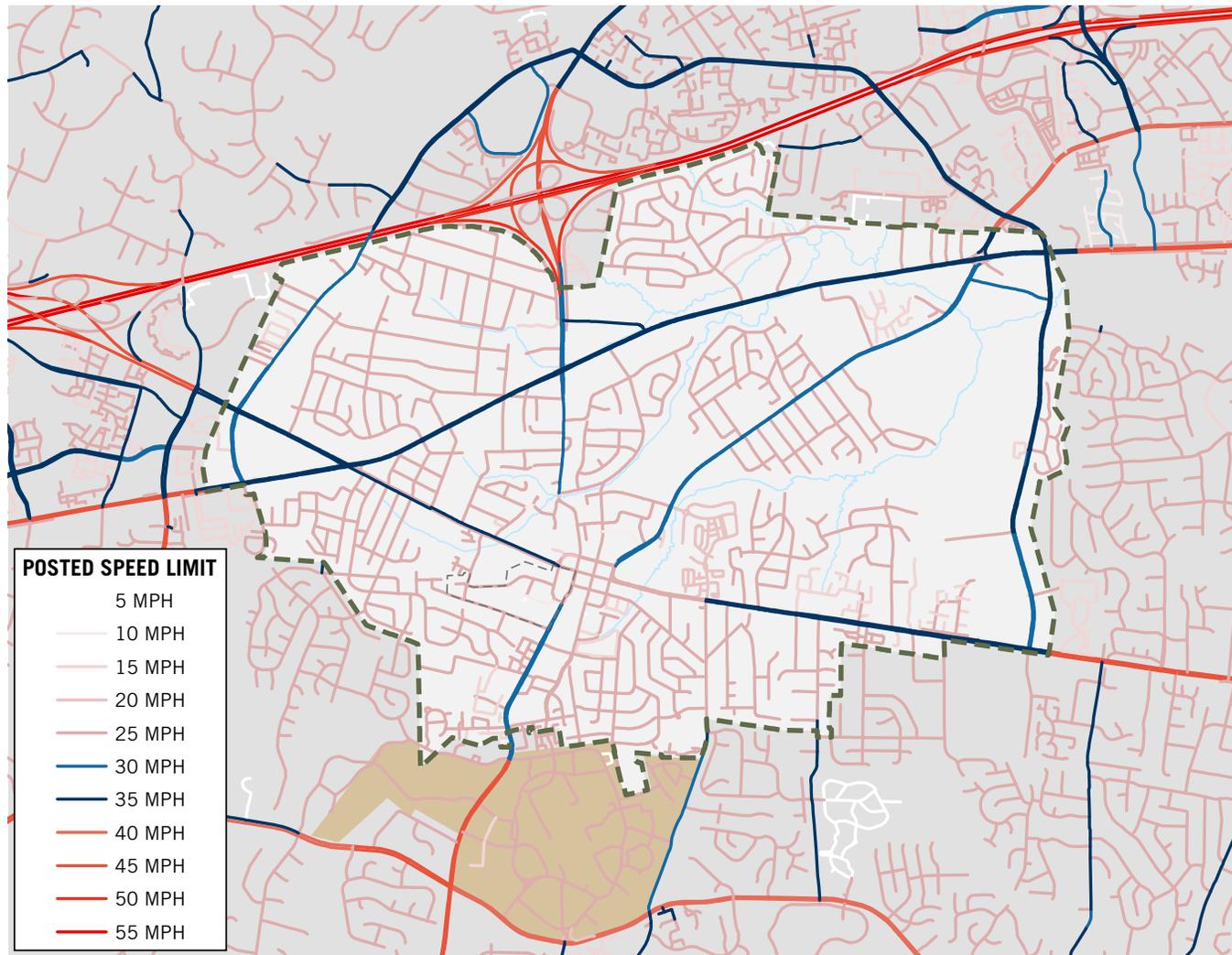
WALKABLE INFRASTRUCTURE CONCENTRATION



SOURCE: Fairfax City, 2016

Portions of the City of Fairfax could have excellent walkability based on proximity to amenities alone, however a mismatch between the location of those amenities/attractions (including restaurants, cafés, bars, both small and large format retail, pharmacies, banks, government offices, post offices, schools, and museums) and walkable infrastructure features (sidewalk coverage, high intersection density) reduces the overall attractiveness of walking in the city. While walkable areas are dispersed throughout the city, the Old Town local activity center uniquely combines a high destination count with a high concentration of walkable infrastructure. The Old Town infrastructure does come with some limitations however, sidewalks are narrow and lack a protective buffer or planting strip between the walkway and the curb.

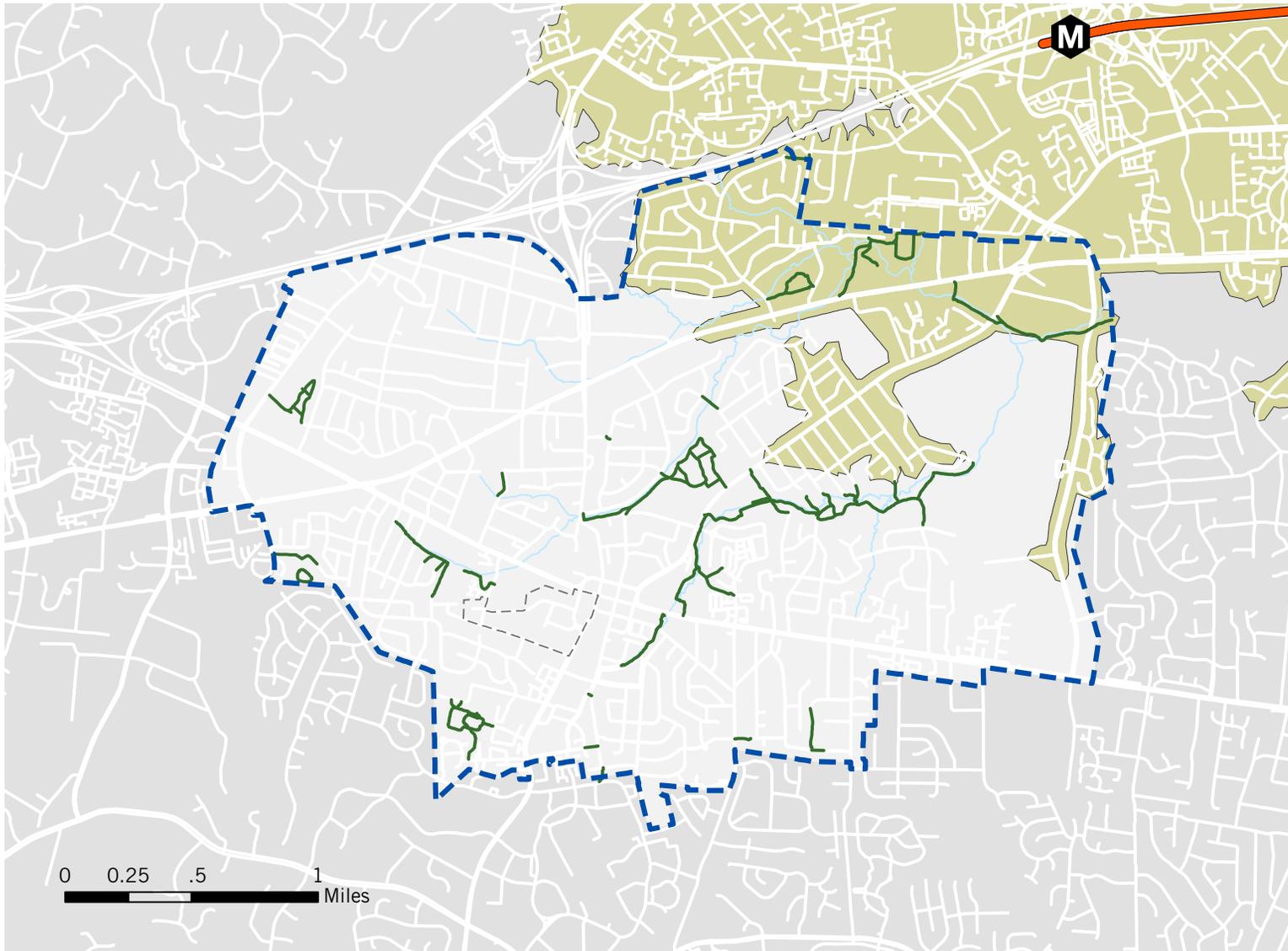
FIGURE 85: Posted Speed Limits



The majority of streets in the City of Fairfax have a posted speed limit of 25 MPH. Certain arterials such as Old Lee Highway, Chain Bridge Road, and Jermantown Road permit 30 mile per hour traffic while only Fairfax Boulevard, Pickett Road, and portions of Main Street are 35 MPH zones.

PREPARED BY NELSON\NYGAARD
SOURCE: Fairfax County, 2016

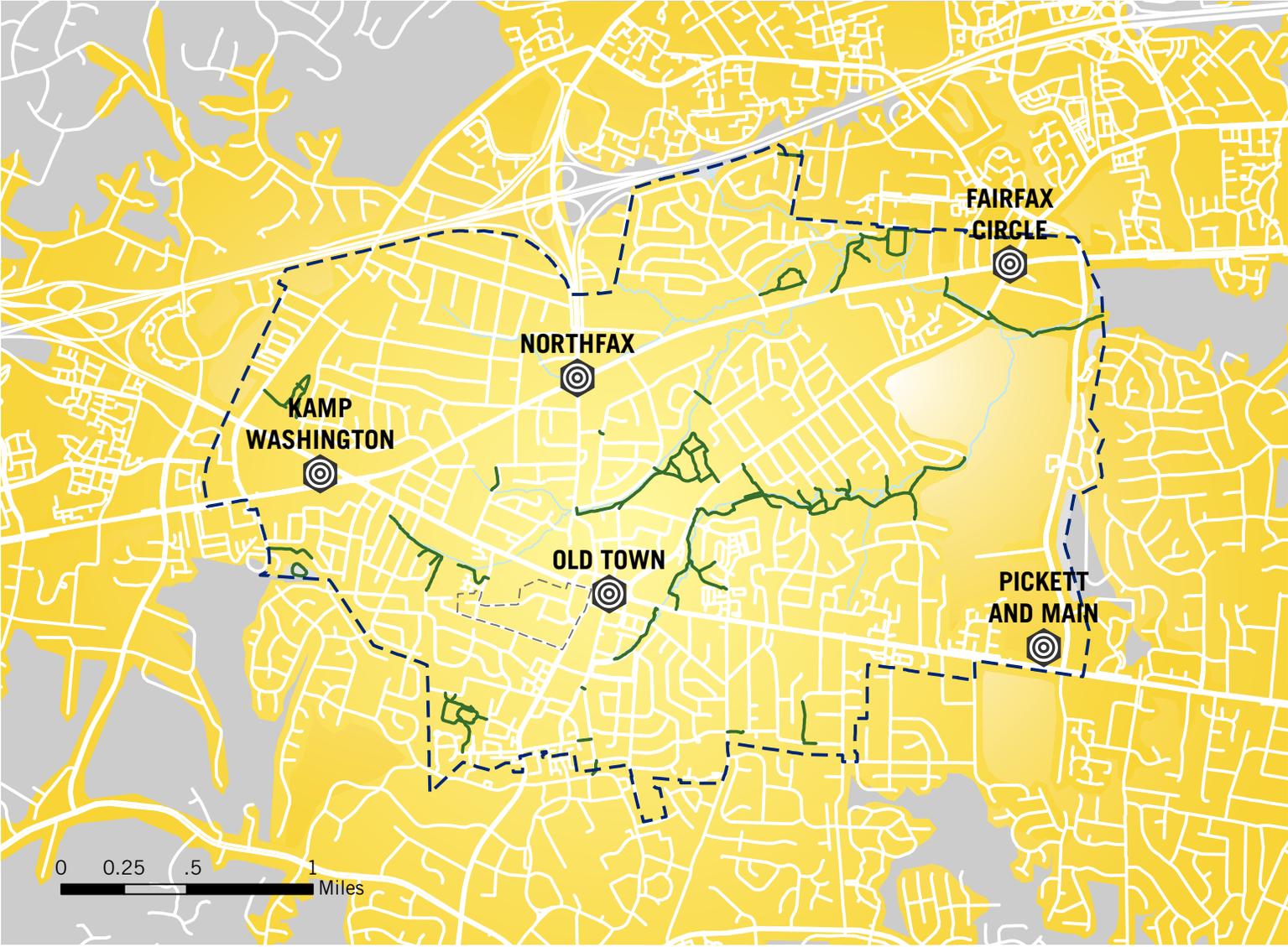
FIGURE 86: Metro Station 15 Minute Bikedshed



Convenient bicycle access to the Vienna/Fairfax-GMU Metro station is limited to few northeast neighborhoods due to a combination of distance and the surrounding road network configuration. This area accounts for only 11% of housing units in the City of Fairfax.

PREPARED BY NELSON\NYGAARD
SOURCE: Census Dataset H1, 2010

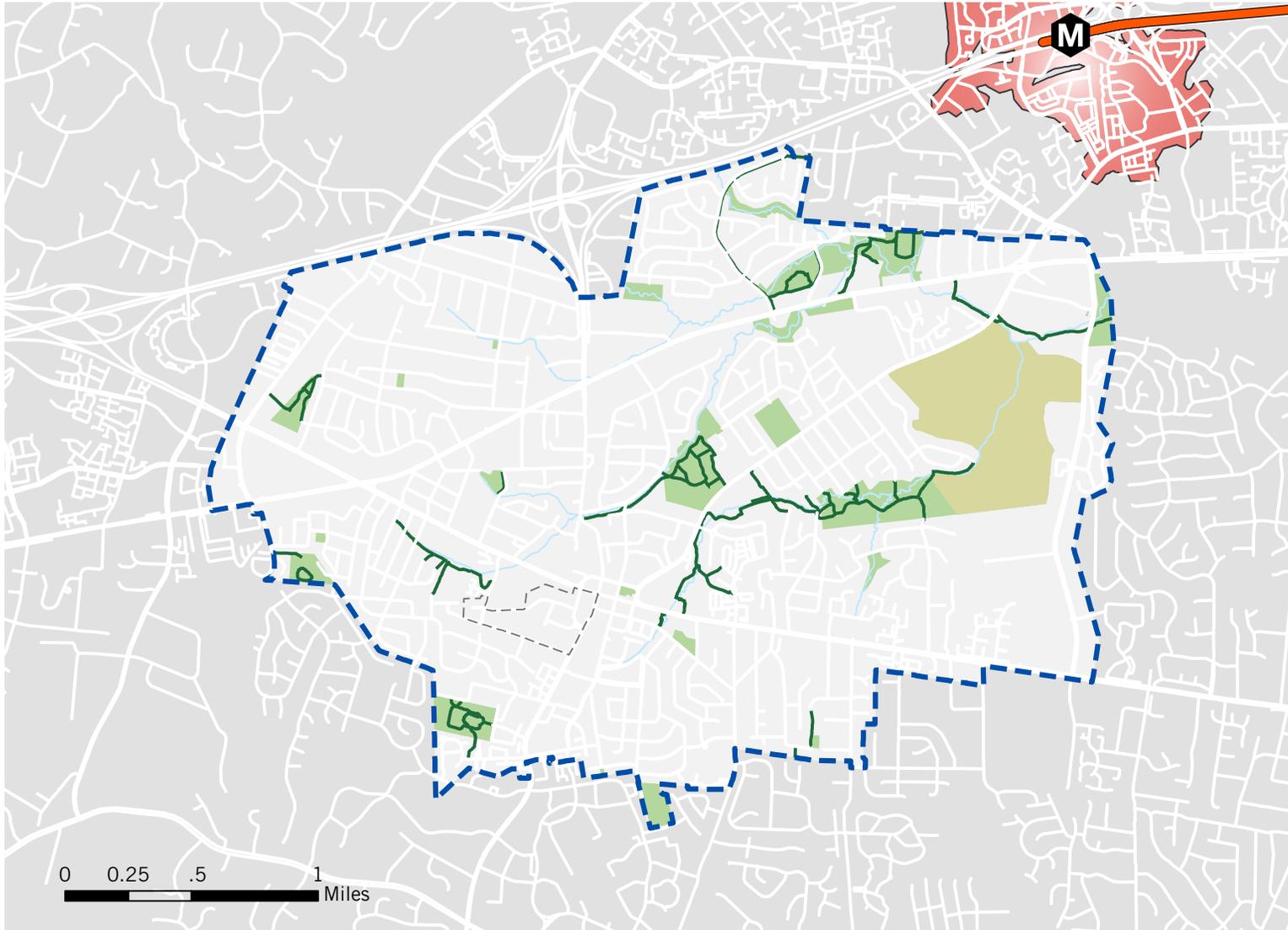
FIGURE 87: Activity Centers 15 Minute Bikesheds



Each of the five local activity centers has good connectivity along the street network to the population of the City of Fairfax. Every resident of the city is within a 15-minute bike ride of at least one, and in many cases several, local activity centers.

PREPARED BY NELSON\NYGAARD

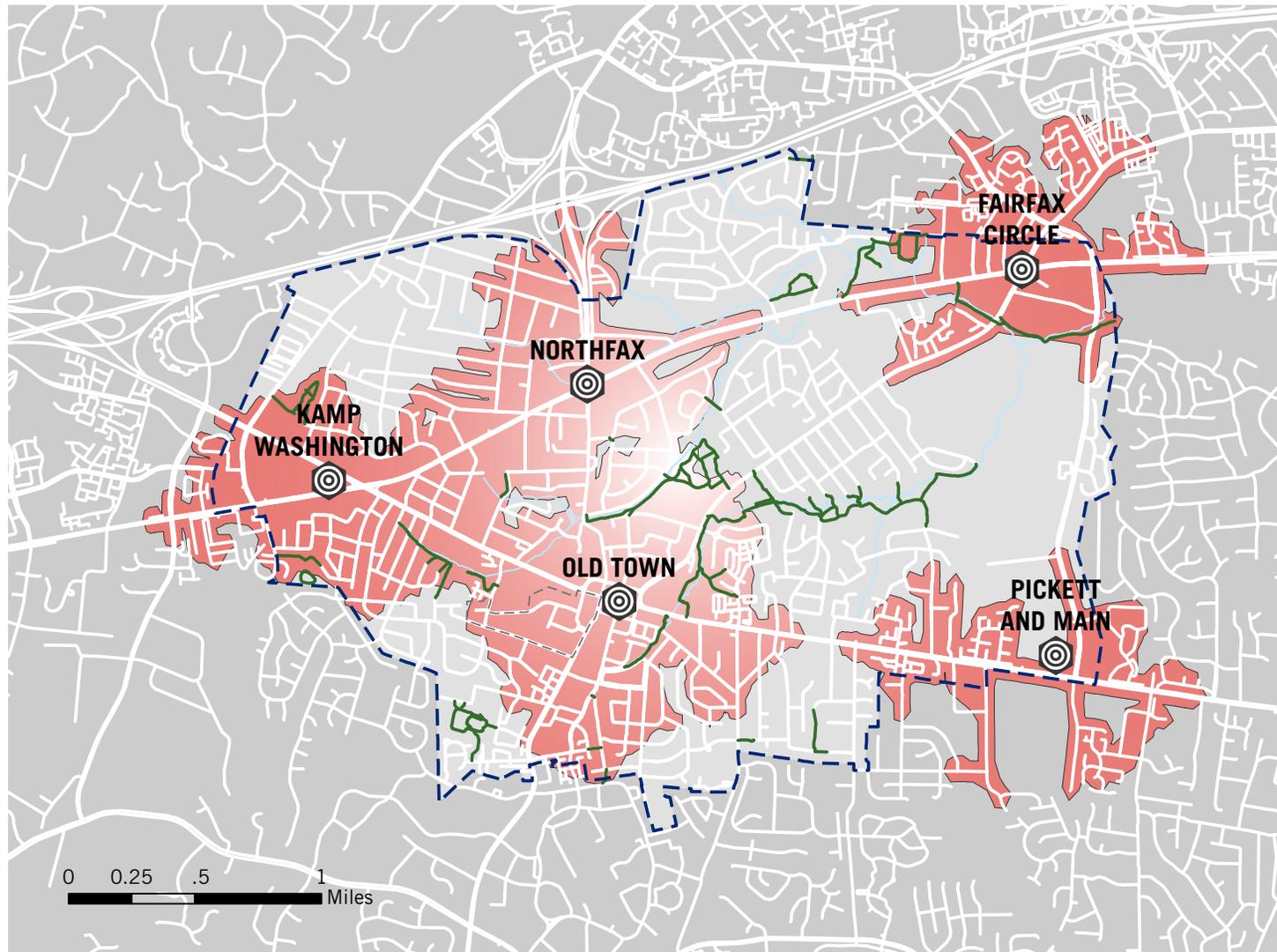
FIGURE 88: Metro Station 15 Minute Walkshed



The Vienna/Fairfax-GMU Metro station is not generally within a convenient walking distance (one-half mile) of any residence within the City of Fairfax.

PREPARED BY NELSON\NYGAARD

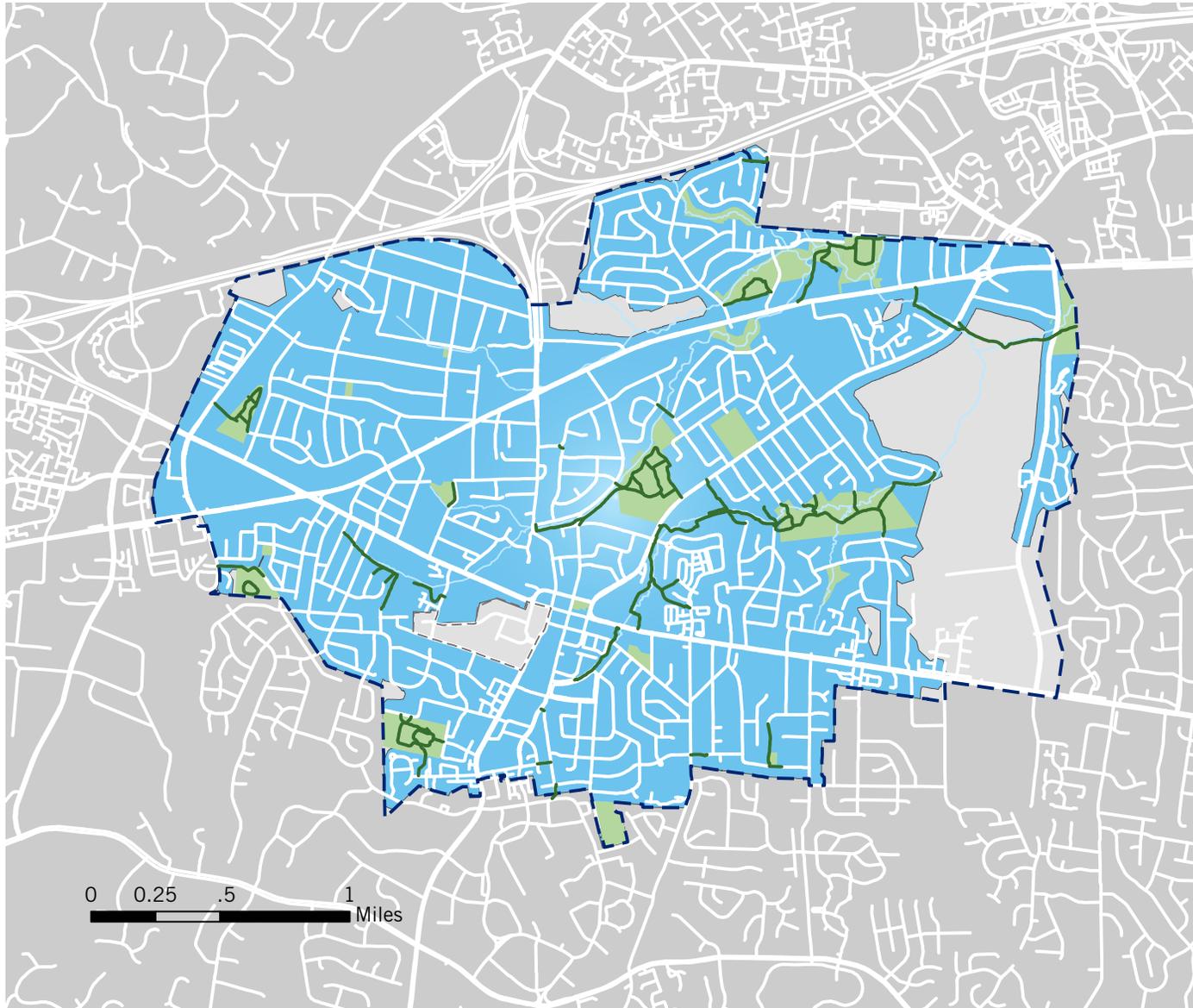
FIGURE 89: Activity Centers 15 Minute Walksheds



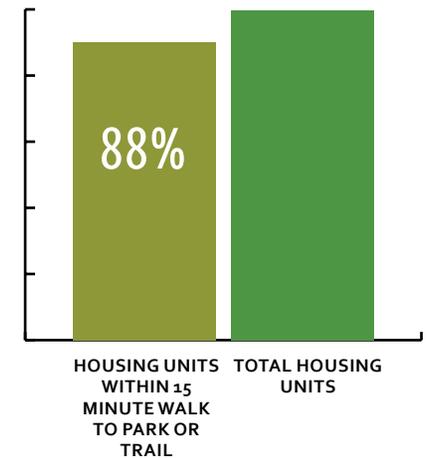
While many neighborhoods are within a convenient 15-minute walk of a local activity center (approximately one-half mile), many neighborhoods are without easy access due to both distance and a disconnected street network. Less than half of housing units in the City of Fairfax fall within this 15 minute walkshed.

SOURCE: Census Dataset H1, 2010
PREPARED BY NELSON\NYGAARD

FIGURE 90: Access To Nature



City of Fairfax boasts a high percentage of housing units within 15 minutes by foot of either a park or trail. Almost 90% of households are able to easily take advantage of these public amenities.



SOURCE: Census Dataset H1, 2010
PREPARED BY NELSON\NYGAARD

FIGURE 91: Watersheds

A watershed is an area of land that drains into a stream, river, lake or bay. Fairfax City contains portions of the Accotink Creek, Pohick Creek, Popes Head Creek and Difficult Run watersheds. These local watersheds are all part of the larger drainage basin for the Chesapeake Bay.

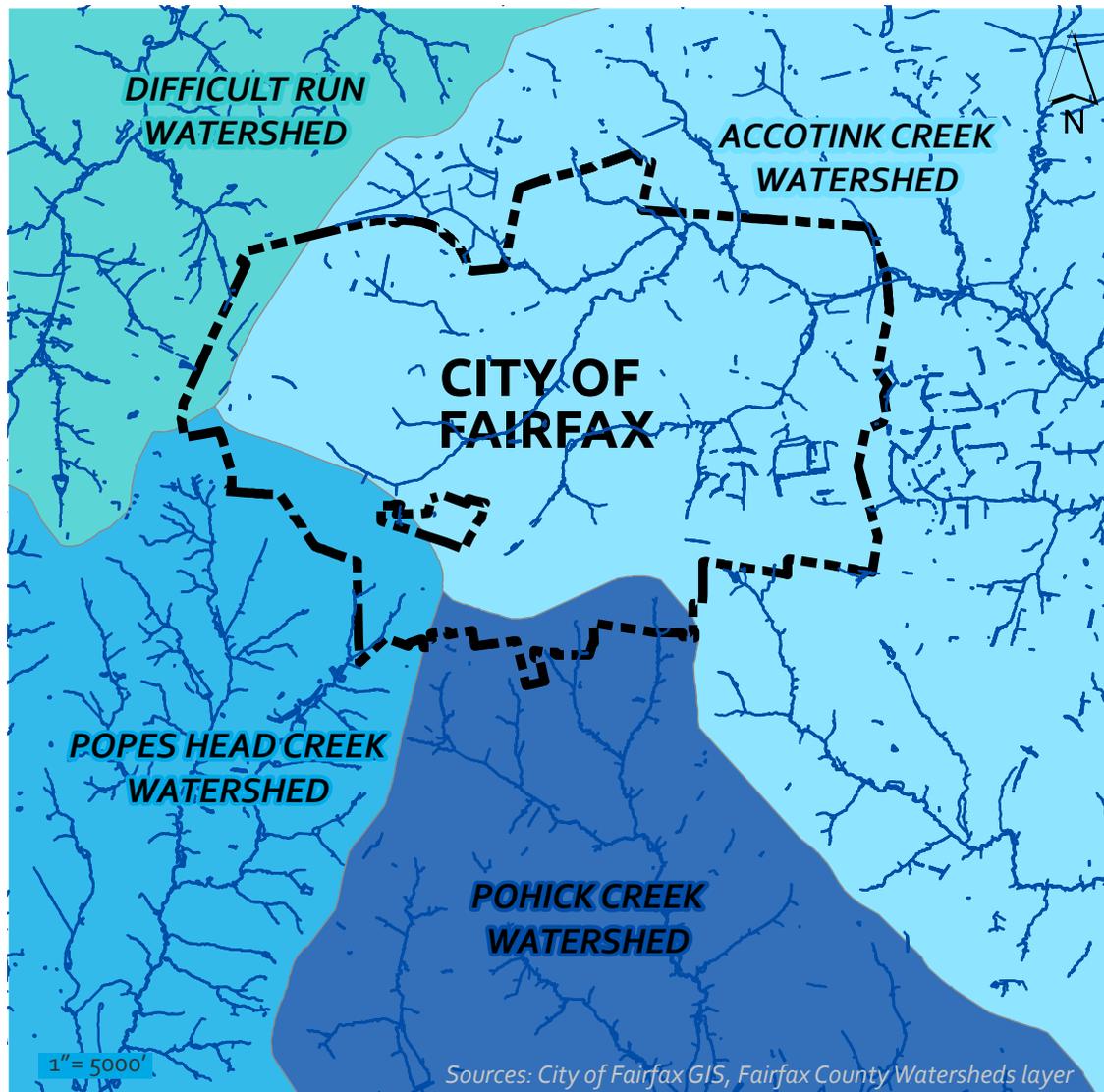
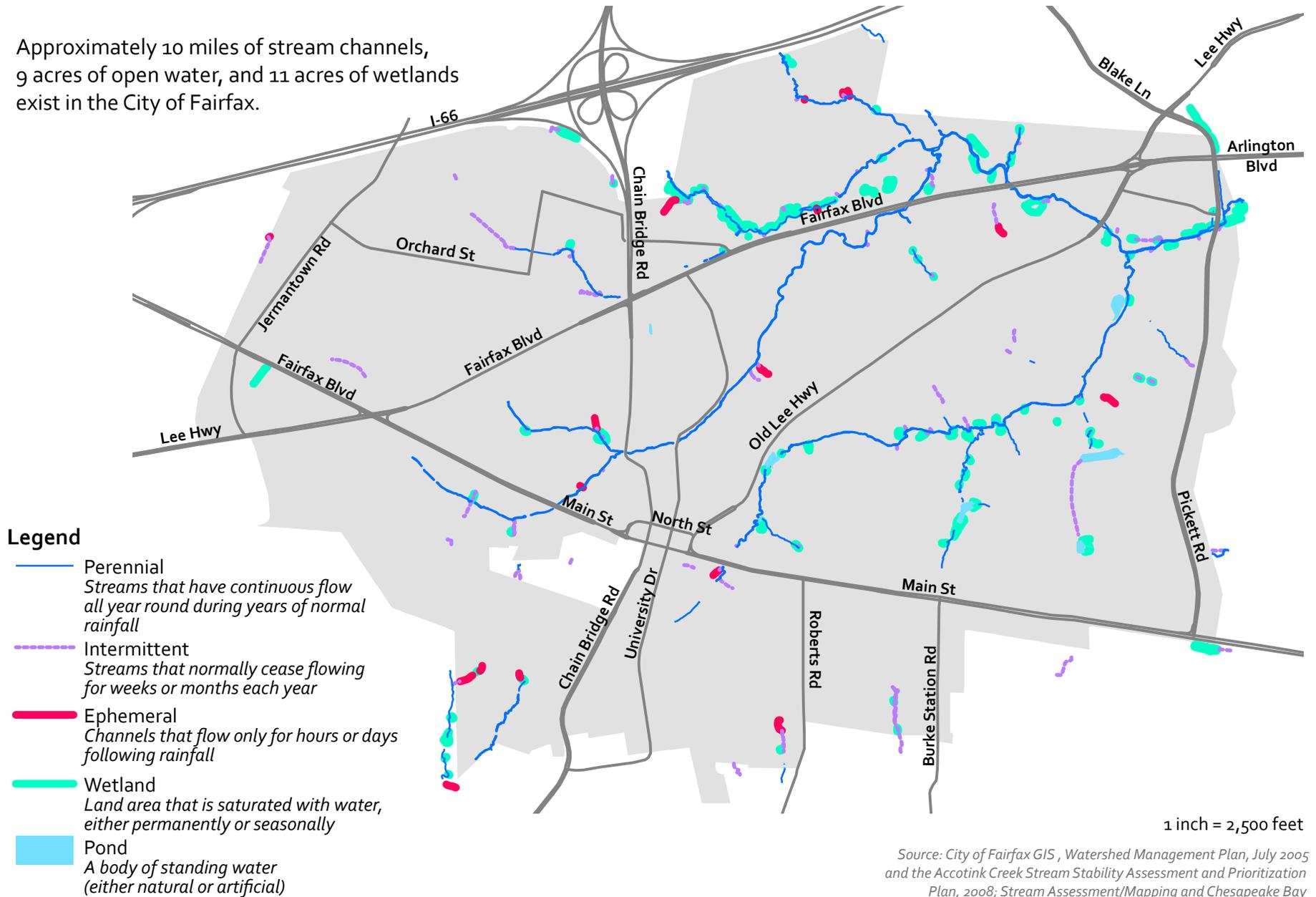


FIGURE 92: Water Resources

Approximately 10 miles of stream channels, 9 acres of open water, and 11 acres of wetlands exist in the City of Fairfax.

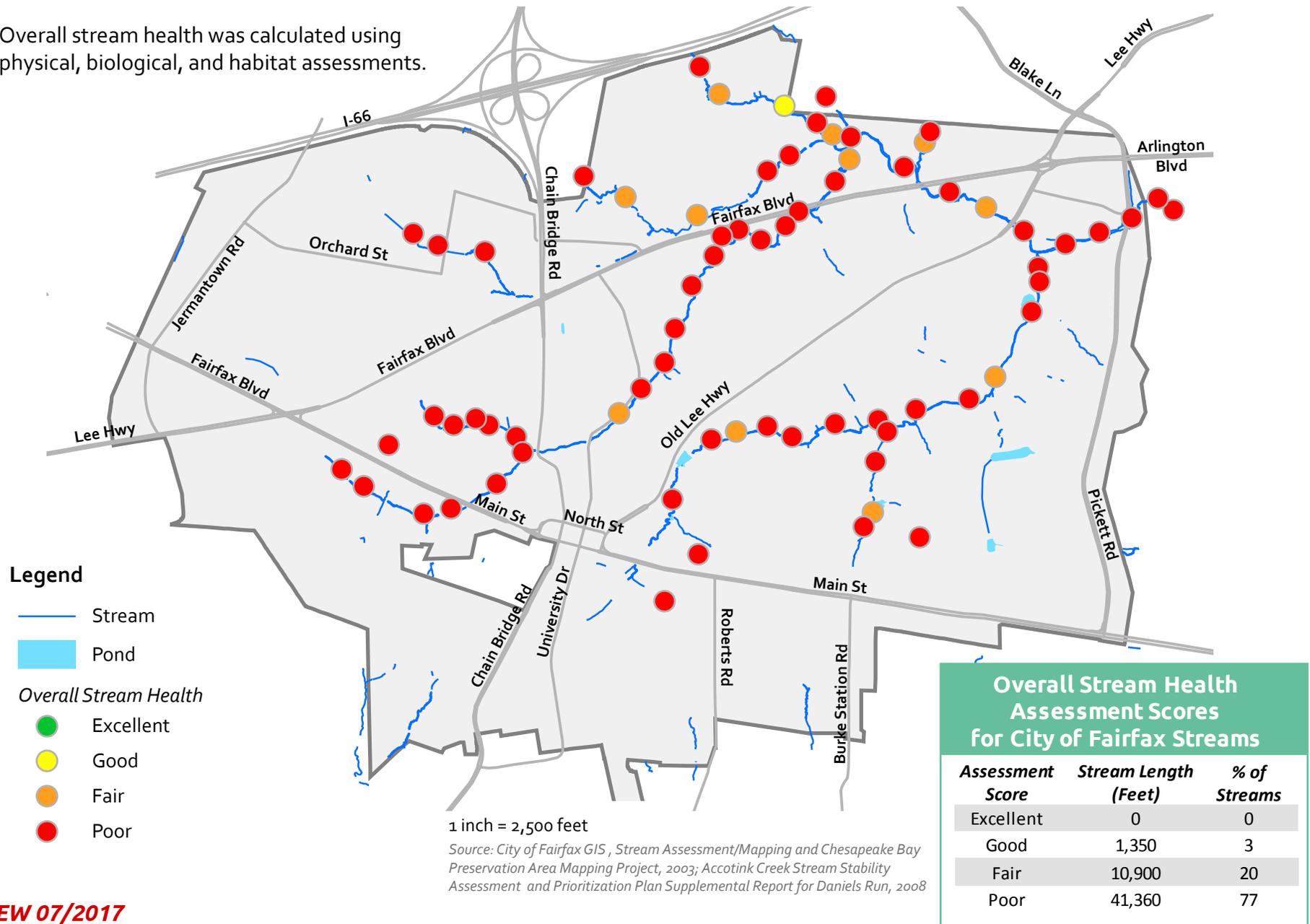


Source: City of Fairfax GIS, Watershed Management Plan, July 2005 and the Accotink Creek Stream Stability Assessment and Prioritization Plan, 2008; Stream Assessment/Mapping and Chesapeake Bay Preservation Area Mapping Project, 2003

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FIGURE 93: Overall Stream Health

Overall stream health was calculated using physical, biological, and habitat assessments.

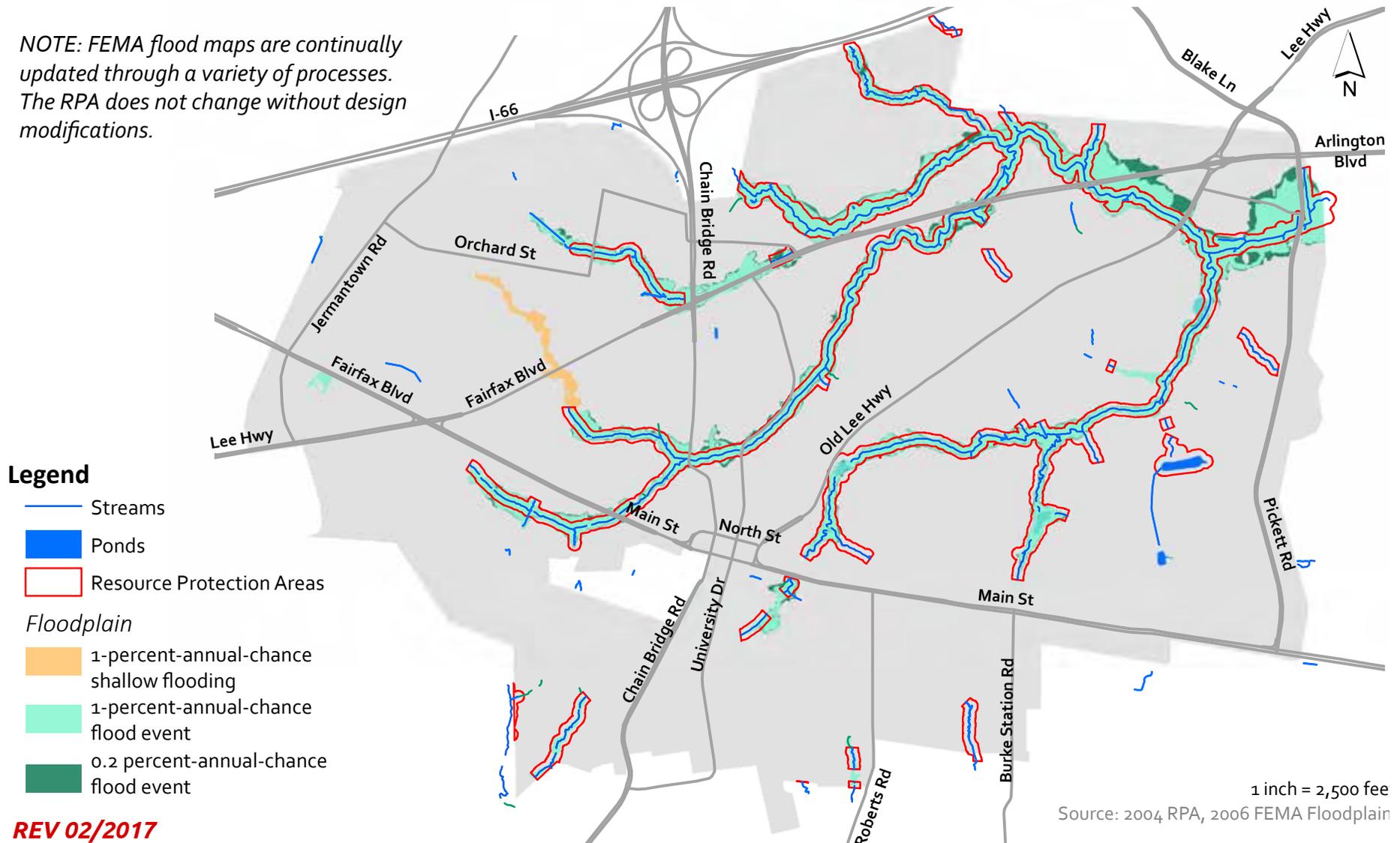


NEW 07/2017

FIGURE 94: Floodplain and Resource Protection Areas

The City of Fairfax adopted the Chesapeake Bay Preservation Act, which delineates resource protection areas (RPAs) as 100-foot vegetative buffers adjacent to water bodies with perennial flow. Floodplain areas include land adjacent to and along a natural drainage way that is subject to continuous or periodic inundation or flooding.

NOTE: FEMA flood maps are continually updated through a variety of processes. The RPA does not change without design modifications.



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FIGURE 95: Topography

The City of Fairfax has rolling hills and small stream valleys. Elevation in the City ranges from higher land in the south and west of the City to a gradual drop of over 200 feet as one heads northeast towards the stream valleys.

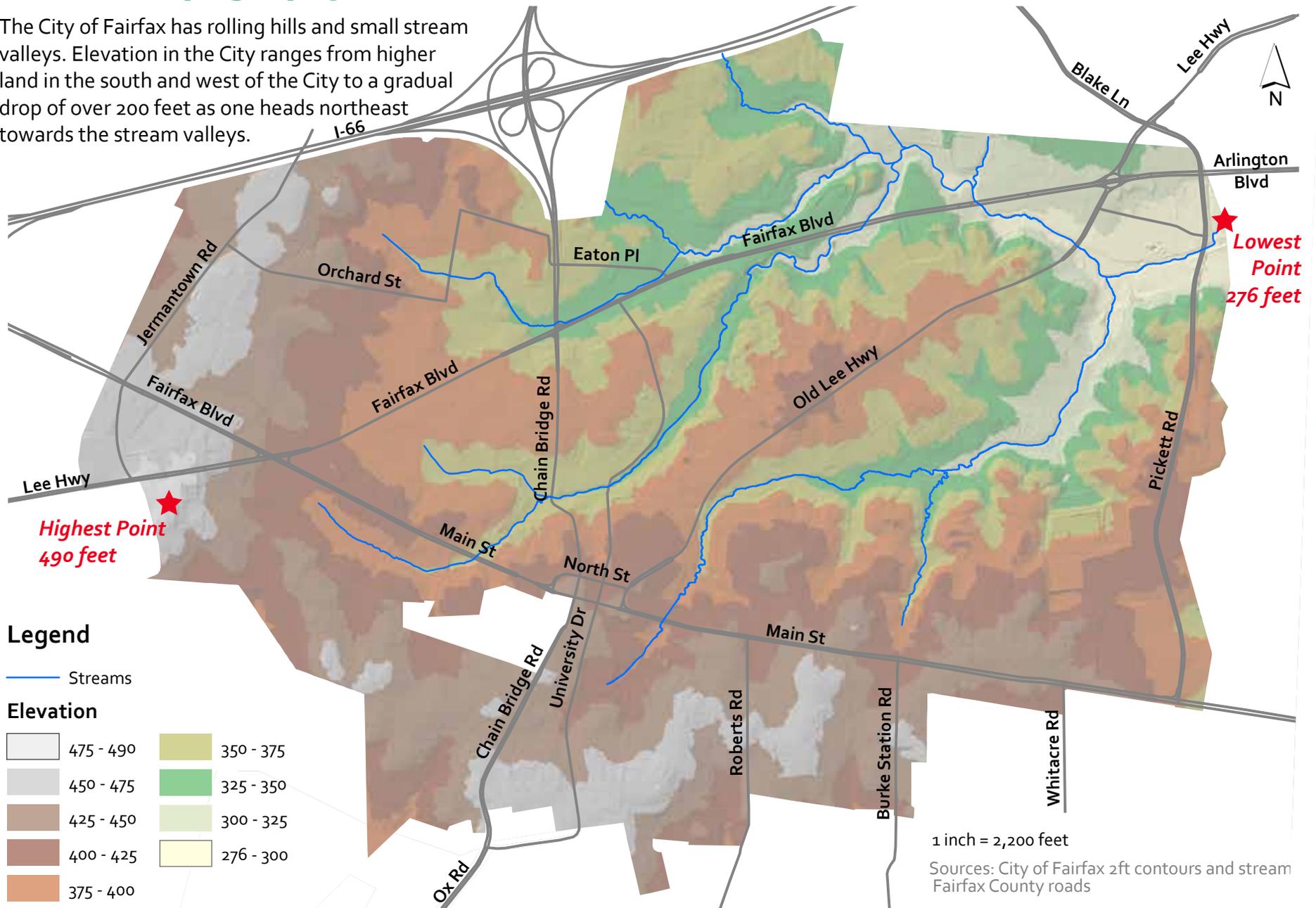


FIGURE 96: Soils

The City of Fairfax lies entirely in the Piedmont Upland region. Most of the soils in the City fall into the Wheaton - Glenelg complex (105) soil association. This complex is a mixture of the development disturbed Wheaton soil (102) and the natural Glenelg soil (39). Much of the soil within the City's floodplains falls into the Codorus and Hatboro complex (30) and Codorus (29) soil associations.

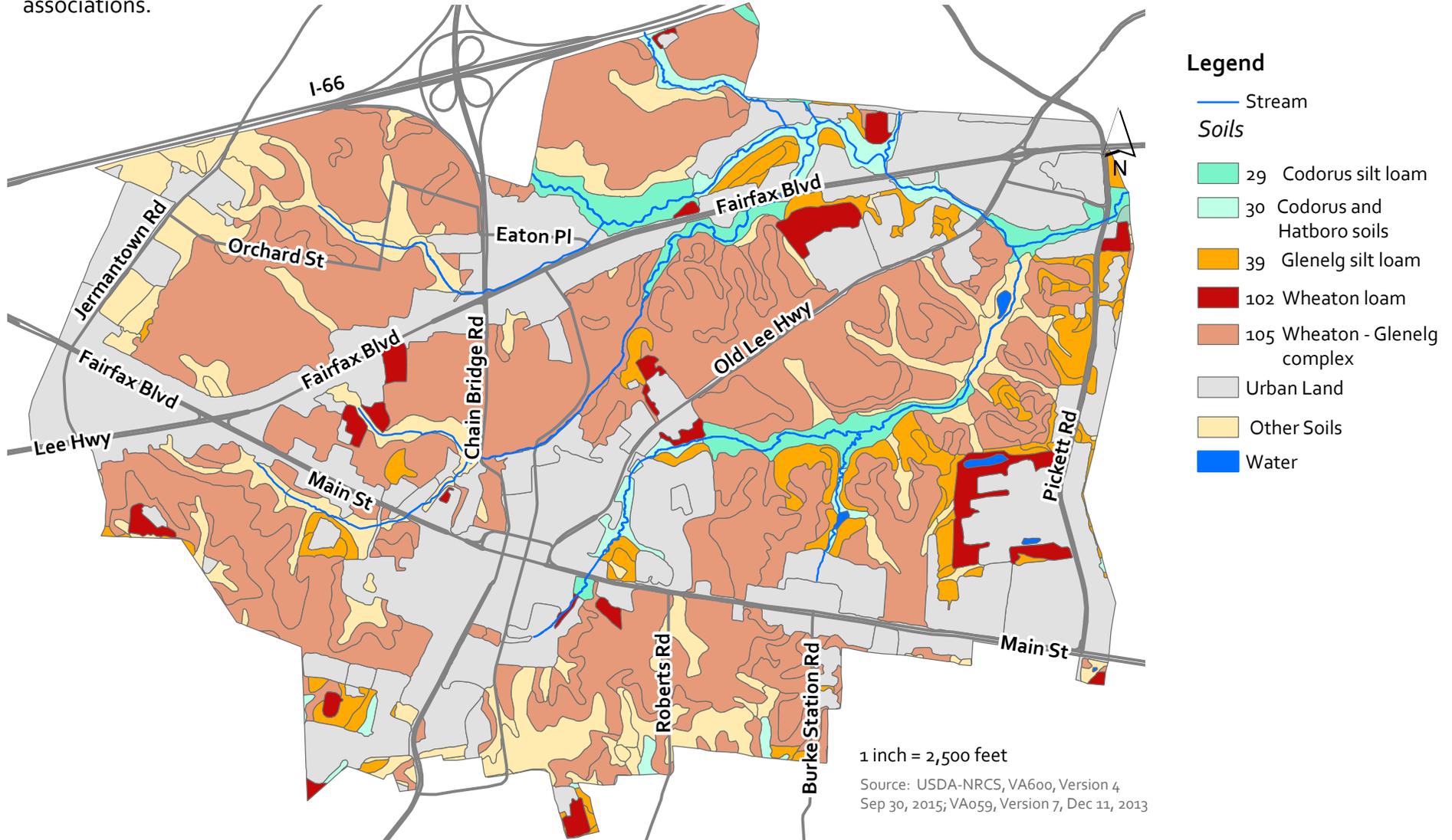
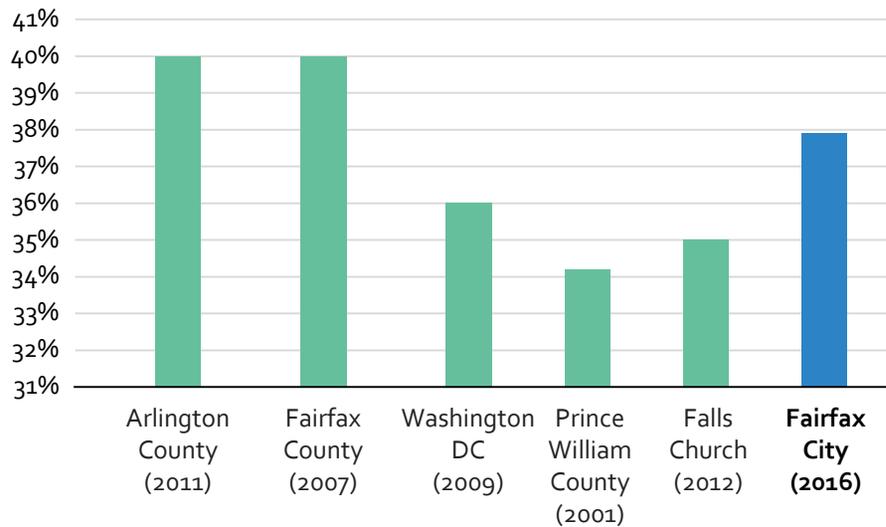


FIGURE 97: Tree Canopy

City of Fairfax currently has an estimated tree canopy of 38%.^{*} For over 26 years, the City of Fairfax has been declared a Tree City USA. The Tree City USA® program is sponsored by The Arbor Day Foundation in cooperation with the USDA Forest Service and the National Association of State Foresters.



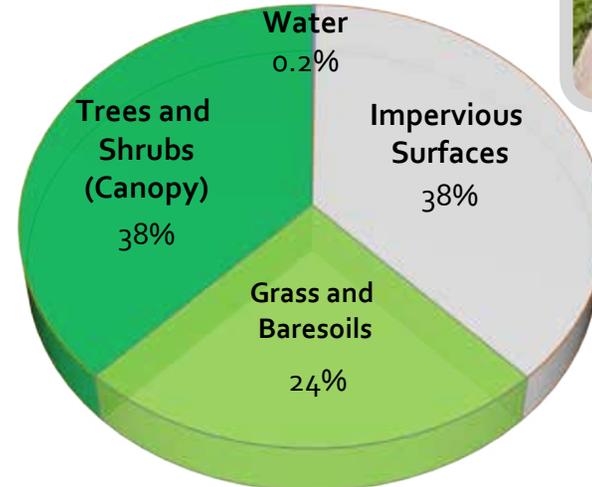
Tree Canopy Percentage by Jurisdiction



Source: Individual municipal websites.

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Land Cover Analysis

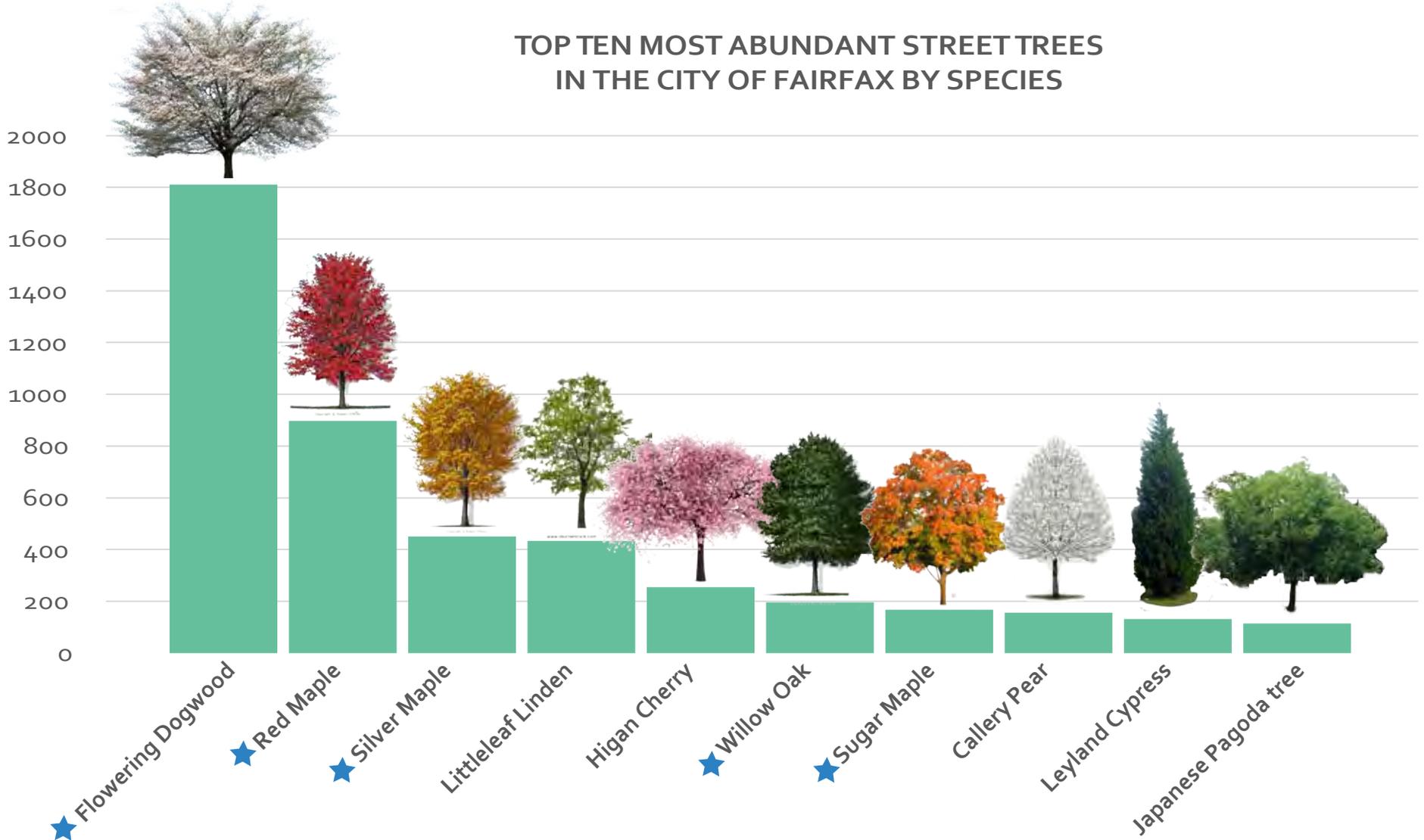


Source: City of Fairfax conducted a tree canopy assessment in 2016 using the iTree Canopy software developed by the US Forest Service.

^{*} The iTree land cover assessment results were estimated using random sampling statistics and have standard deviations ranging from $\pm .14$ to ± 1.53 .

FIGURE 98: Street Trees

Fairfax City has approximately 5,332 publically owned street trees. Flowering Dogwood and Red Maple make up over 50% of the City's street trees.



Source: City of Fairfax Public Works, Public Street Tree Survey Data, 2007 and 2011; Survey data analyzed using iTree Streets Assessment software version 5.1.5. Native data source: Virginia Department of Forestry Common Native Trees of Virginia Identification Guide 201 edition.

★ = Native Tree

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FIGURE 99: Invasive Species

Invasive species are, generally, non-native species that cause ecological or economic harm. Some of the most common and highly invasive species in City Parks are:



Bamboo

Typically planted for its screening abilities, however, it grows very fast and can quickly colonize an area if not contained



English Ivy

An evergreen climbing plant that climbs up trees in search of more light and covers native ground cover



Honeysuckle Bush

Produces copious amounts of "junk food" berries that birds eat and disperse, spreading this highly invasive shrub



Mile-a-Minute/Devil's Tail

Grows very fast enveloping small native plants and forming a dense carpet



Kudzu

A climbing, semi-woody, perennial vine that kills or degrades other plants by smothering them under a solid blanket of leaves



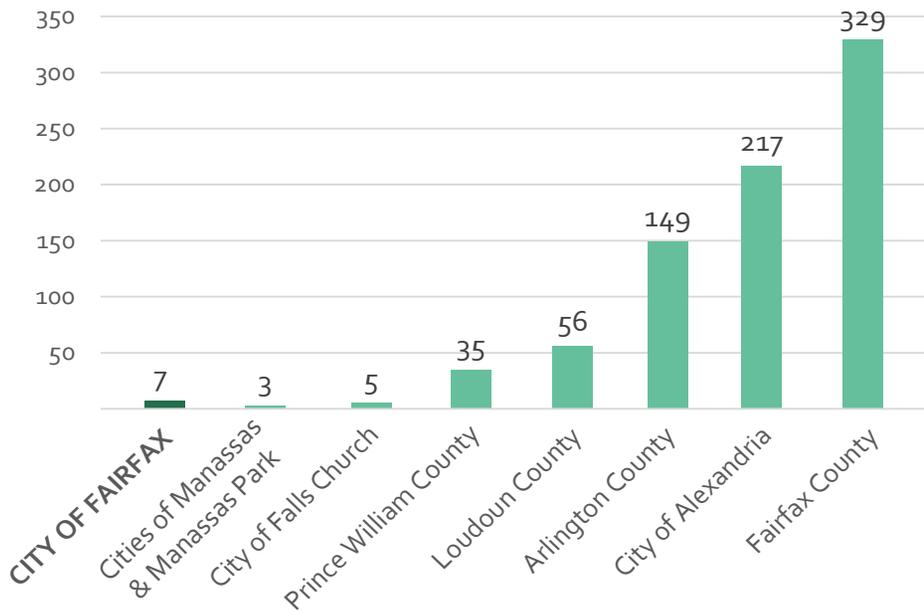
English Ivy at Ashby Pond

Source: City of Fairfax Parks & Recreation Department, 2016

FIGURE 100: Green Buildings

Leadership in Energy & Environmental Design (LEED) Certified

LEED Certified Buildings by Jurisdiction



Fairfax Marketplace



Fair City Mall



Residence Inn



PNC Bank Branch

PROJECT NAME	LOCATION	LEED SYSTEM	POINTS ACHIEVED	CERTIFICATION LEVEL	CERTIFICATION DATE
Fairfax County Health Dept Laboratory	10310 Layton Hall Dr	LEED-NC 2.2	41	Gold	6/8/2011
Barcelo Crestline	3950 University Drive	LEED-CI 2.0	23	Certified	11/5/2010
PNC Bank Branch- Main St & Judicial Ave	10649 Main Street	LEED-NC 2.2	27	Certified	6/28/2013
Fair City Mall	9652 Main St	LEED for Retail (New Construction) Pilot	22	Certified	1/31/2011
Residence Inn	3565 Chain Bridge Road	LEED-NC v2009	42	Certified	6/12/2012
Fairfax Marketplace	10944 Fairfax Boulevard	LEED-EB:OM v2009	40	Certified	4/30/2015
TD Bank - Fairfax Turnpike Shopping Center	Pickett Road and Main Street	LEED-NC Retail v2009	72	Gold	7/25/2012

Data Source: The Green Building Information Gateway (GBIG) (<http://www.gbig.org>). Data was provided to the City of Fairfax on 10/6/16.

*Data excludes confidential projects and LEED Neighborhood Development (ND) certifications

FIGURE 101: Greenhouse Gas Emissions

This summary of the City of Fairfax's greenhouse gas (GHG) inventory measures GHG emissions from community-wide activities, including the residential, commercial, industrial, and government sectors. All emissions are reported in metric tons of carbon dioxide equivalent (MT CO₂e). CO₂ equivalents offer a universal standard of measurement that allows for the comparison of different greenhouse gases based on their ability to trap heat in the atmosphere. Greenhouse gas emissions across all sectors in the City of Fairfax decreased by 13% between 2005 and 2012; from 394,172 MT CO₂e to 342,951 MT CO₂e.

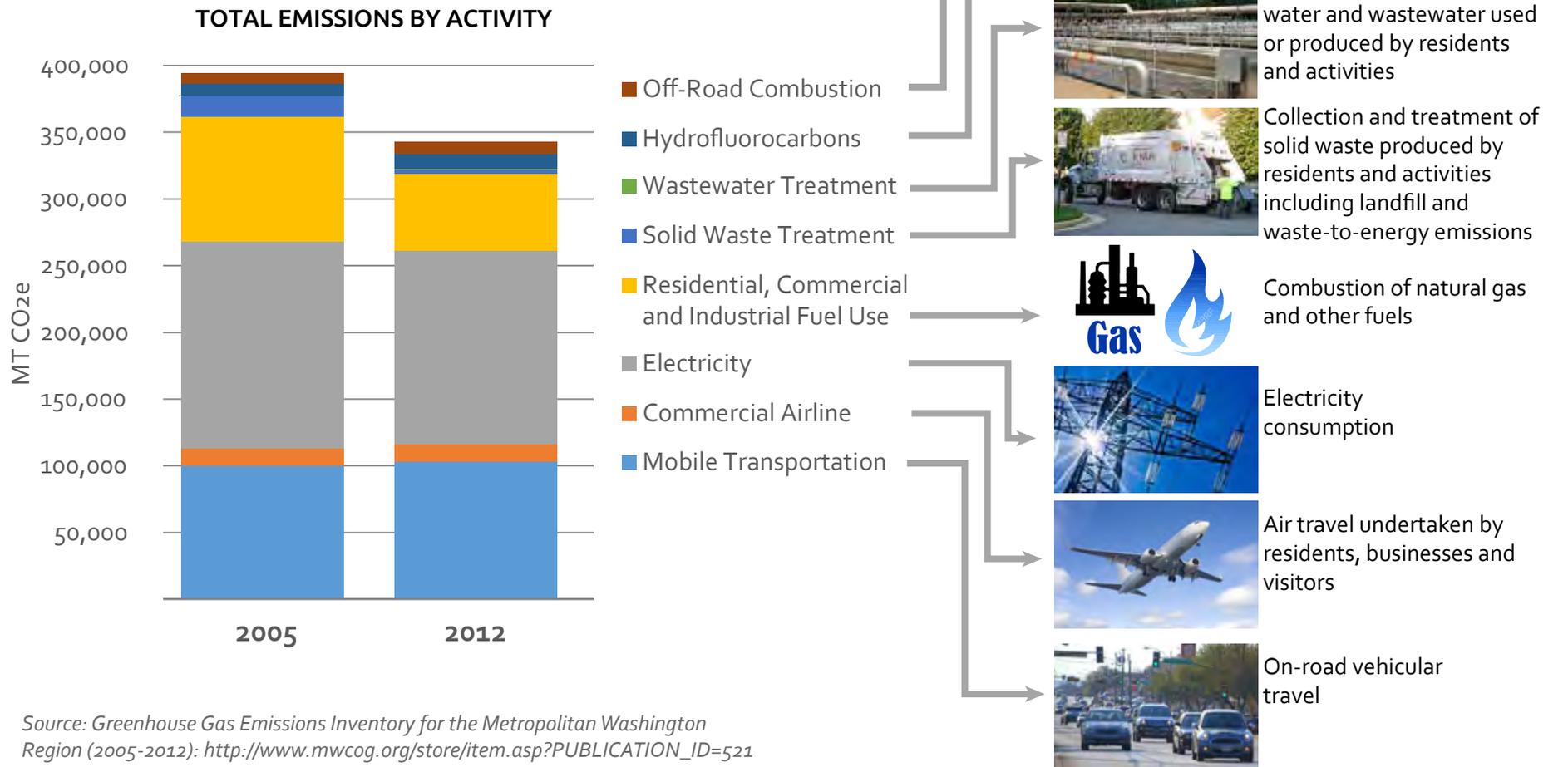
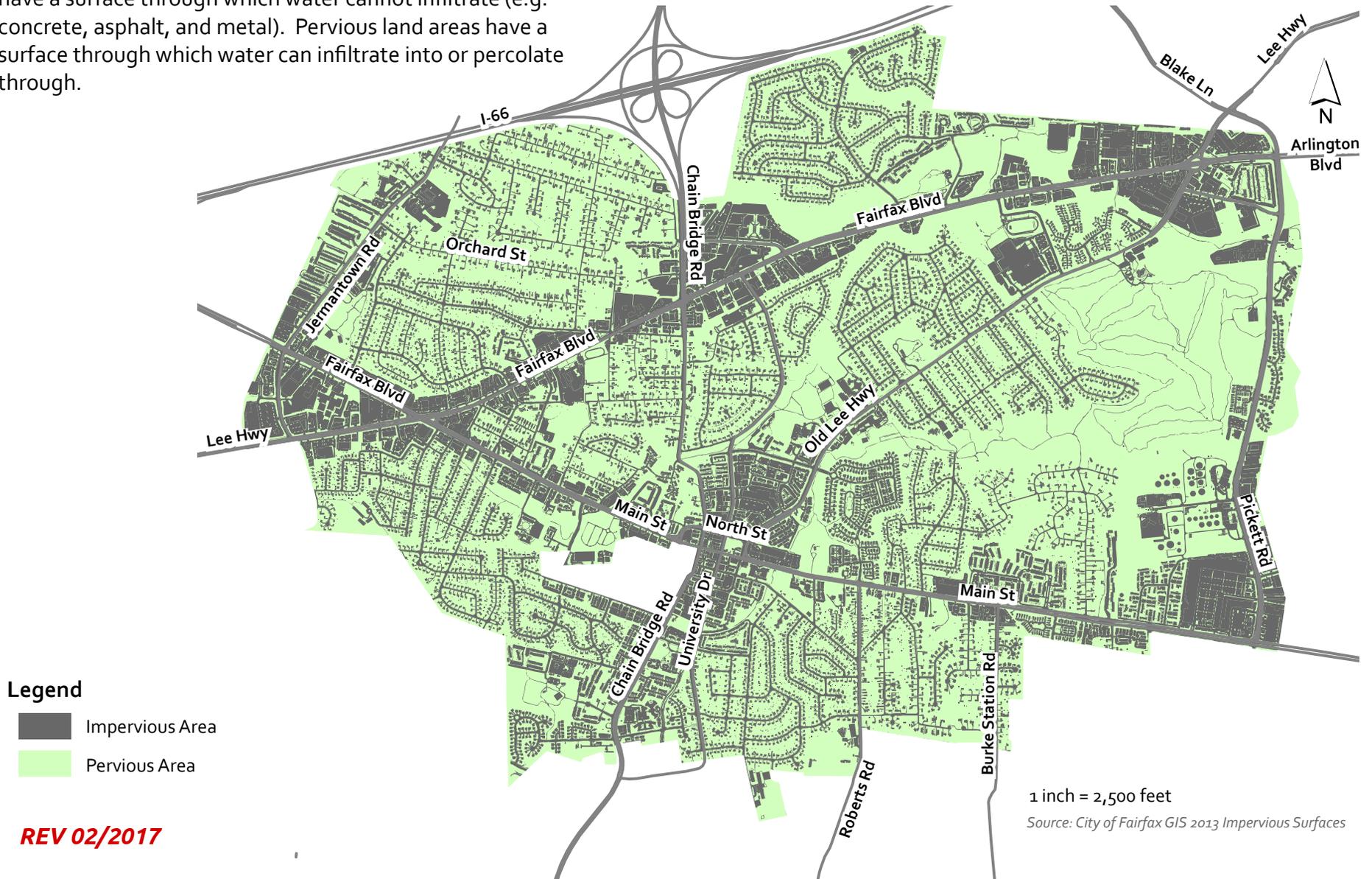


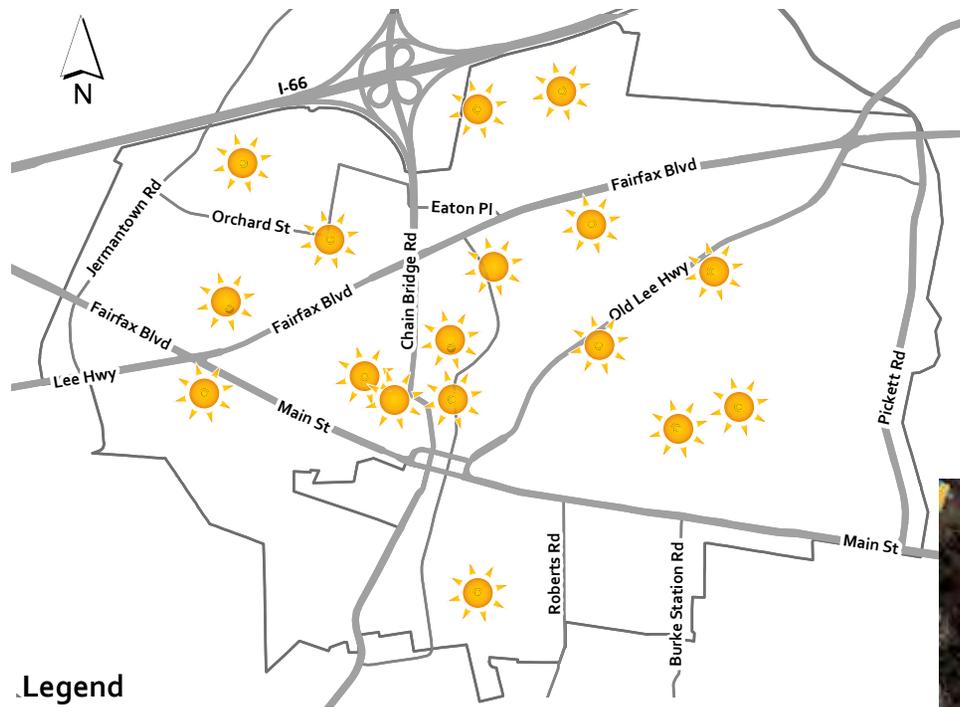
FIGURE 102: Pervious and Impervious Areas

City of Fairfax consists of approximately 40% impervious land areas and 60% pervious land areas. Impervious land areas have a surface through which water cannot infiltrate (e.g. concrete, asphalt, and metal). Pervious land areas have a surface through which water can infiltrate into or percolate through.



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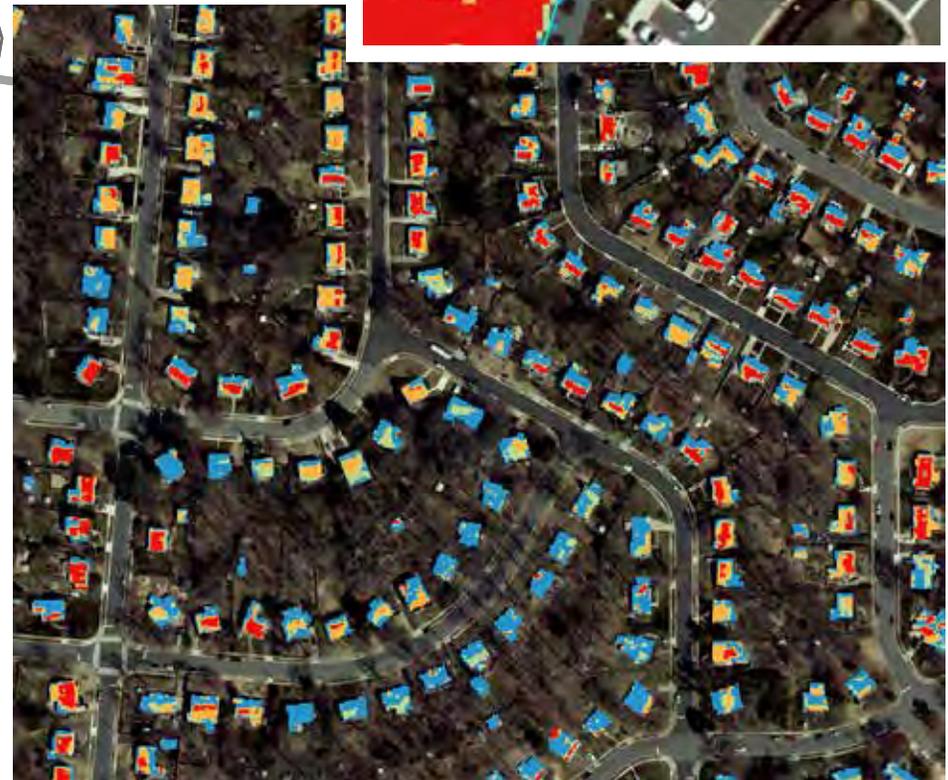
FIGURE 103: Solar Energy & Solarize NOVA Data



Legend
 Building Permit for Residential Solar Panels

Legend
 Very Poor (Shaded or No Sun)
 Poor (Shaded)
 Good (Not Shaded)
 Very Good (Full Sun)

Source: Fairfax City GIS and Code Administration Building Permits 12/2016



The Northern Virginia Solar Map is a web tool that homeowners and business owners can use to get an estimate for the potential size of a solar photovoltaic system that can be placed on the roof and the potential annual electricity savings.

Source: Northern Virginia Regional Commission Solar Map
www.novasolarmap.com

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FIGURE 104: Publicly Available Electric Charging Stations

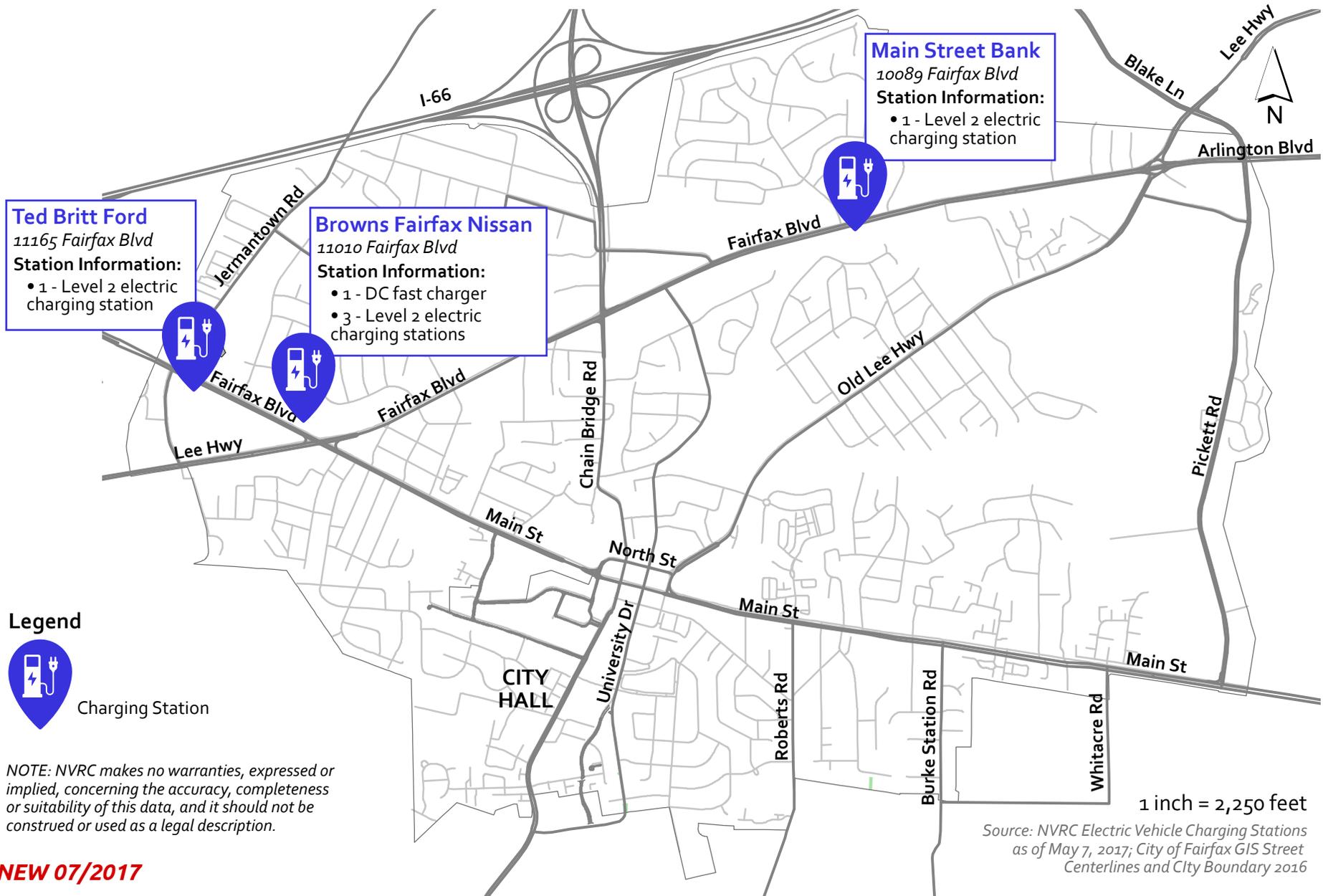
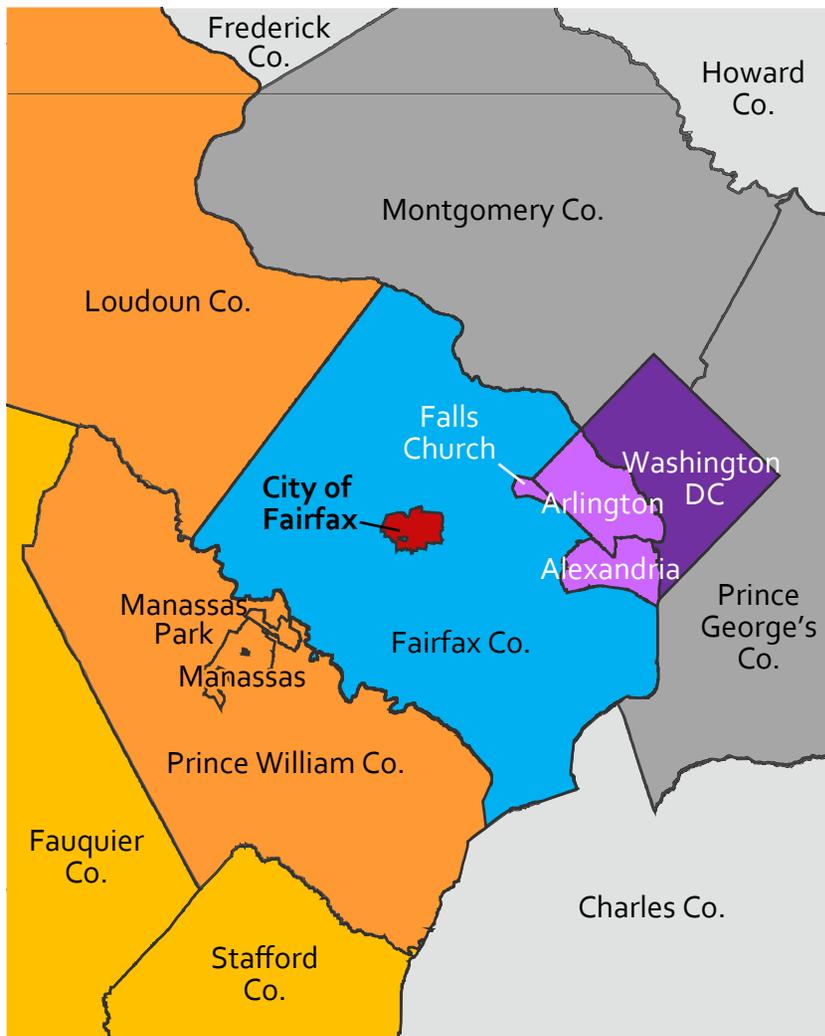


FIGURE 105: Inflow/Outflow of Workers

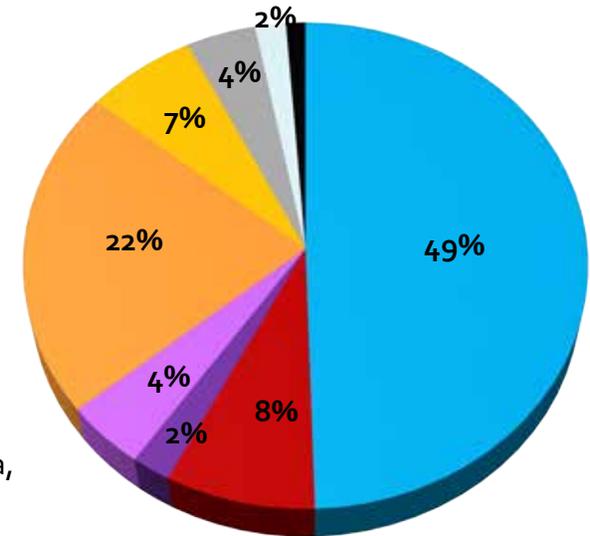
The “Inflow” chart to the right represents people who work within the City of Fairfax and where they come from. Alternatively, the “Outflow” chart illustrates the City’s working residents and where their jobs are located. There appears to be a flow into the City from the west and south and an outward migration to the City’s east.



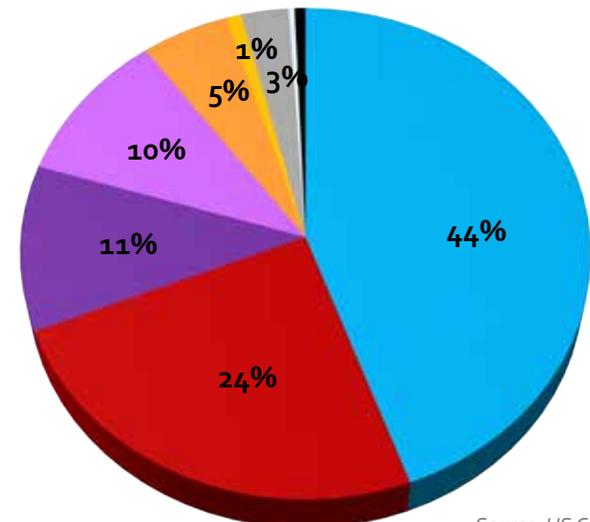
- Fairfax City
- Fairfax Co.
- Washington, DC
- Arlington, Alexandria, Falls Church
- Loudoun Co., Prince William Co., Manassas Park, Manassas
- Other Virginia
- Montgomery Co., Prince George’s Co.
- Other Maryland
- All Other

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WORKER INFLOW



RESIDENT OUTFLOW



Source: US Census

FIGURE 106: Top Private Employers

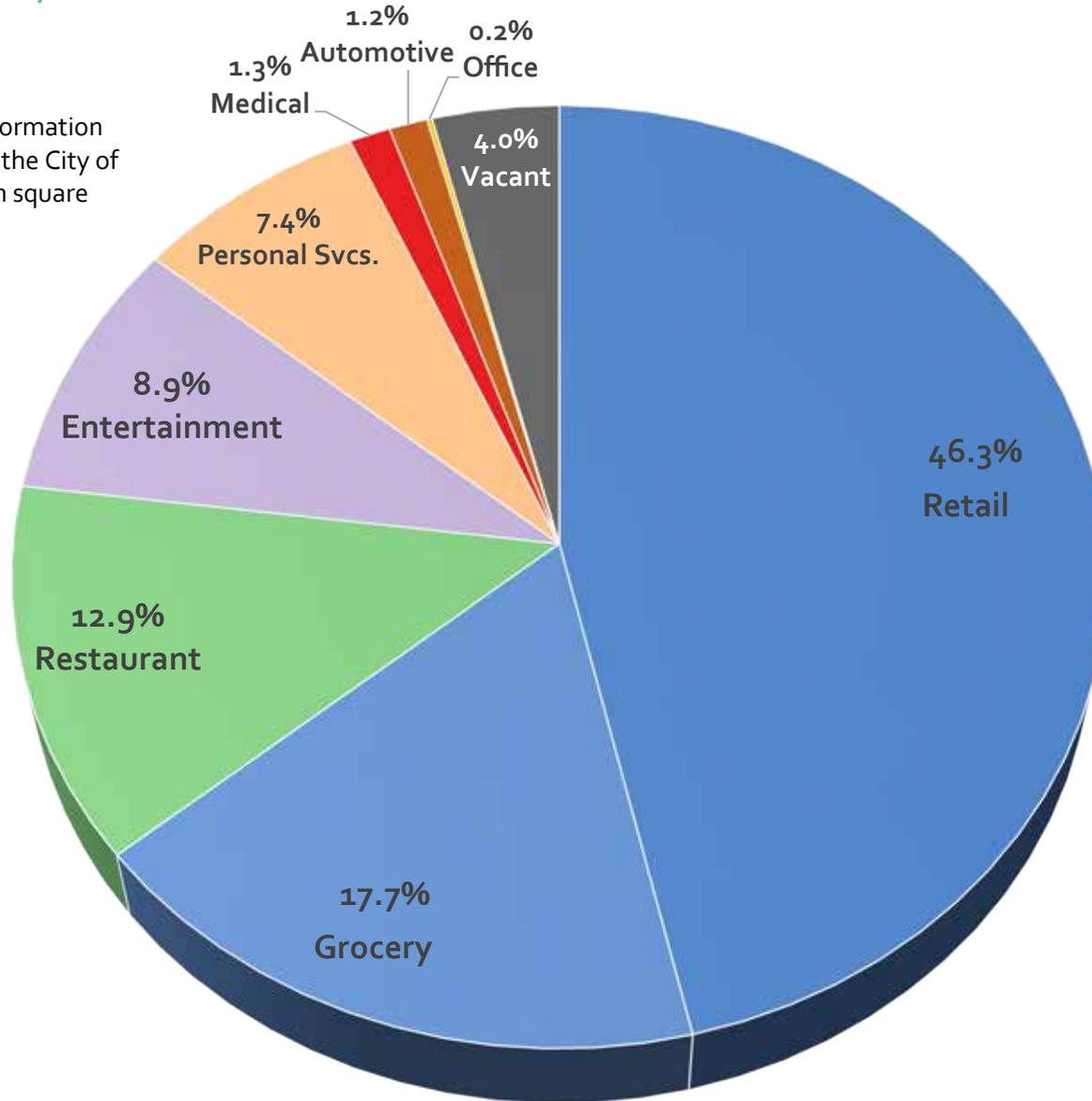
City of Fairfax, 2016

- | | | | |
|-----|------------------------------------|-----|----------------------------------|
| 1. | Ted Britt Ford Sales, Inc. | 24. | Nova Home Health Care, LLC |
| 2. | The Wackenhut Corporation | 25. | Panera Bread |
| 3. | Zeta Associates | 26. | Super H Mart |
| 4. | Fairfax Nursing Center | 27. | Old Dominion Home Care, Inc. |
| 5. | Catholic Diocese of Arlington | 28. | Comfort Keepers |
| 6. | Multivision, Inc. | 29. | Jim McKay Chevrolet, Inc. |
| 7. | Dominion Virginia Power | 30. | College Nannies and Tutors |
| 8. | Inova Health System | 31. | Hands of Mercy Home Care |
| 9. | Inova VNA Home Care | 32. | Fairfax Ice Arena |
| 10. | Fairfax Volkswagen/Honda | 33. | HCA Virginia Health System |
| 11. | Farrish of Fairfax, Inc. | 34. | Home Infusion Solutions |
| 12. | LTF Club Management Co. | 35. | JL Tree Service, Inc. |
| 13. | The Home Depot | 36. | JRI Hospitality Management, Inc. |
| 14. | Ourisman Fairfax Toyota | 37. | The COGAR Group |
| 15. | Lowe's Home Centers, Inc. | 38. | Trader Joe's |
| 16. | Commonwealth Health & Rehab Center | 39. | Best Buy |
| 17. | Job Discovery | 40. | Sunrise of Falls Church |
| 18. | DARCARS of Fairfax | 41. | Chick-fil-A |
| 19. | Burton & Robinson, Inc. | 42. | Jumbo Food Stores |
| 20. | Fairfax Hyundai, Inc. | 43. | Verizon Virginia, LLC |
| 21. | Great American Restaurants | 44. | Giant Food |
| 22. | Army Navy Country Club | 45. | NOVA Nurses Home Care Agency |
| 23. | Thrive At Home | | |

Source: Virginia Employment Commission, 1st Quarter 2016, amended by City staff.

FIGURE 107: Select Shopping Center Leasing Plans by Type of Tenant
 City of Fairfax, November 2016

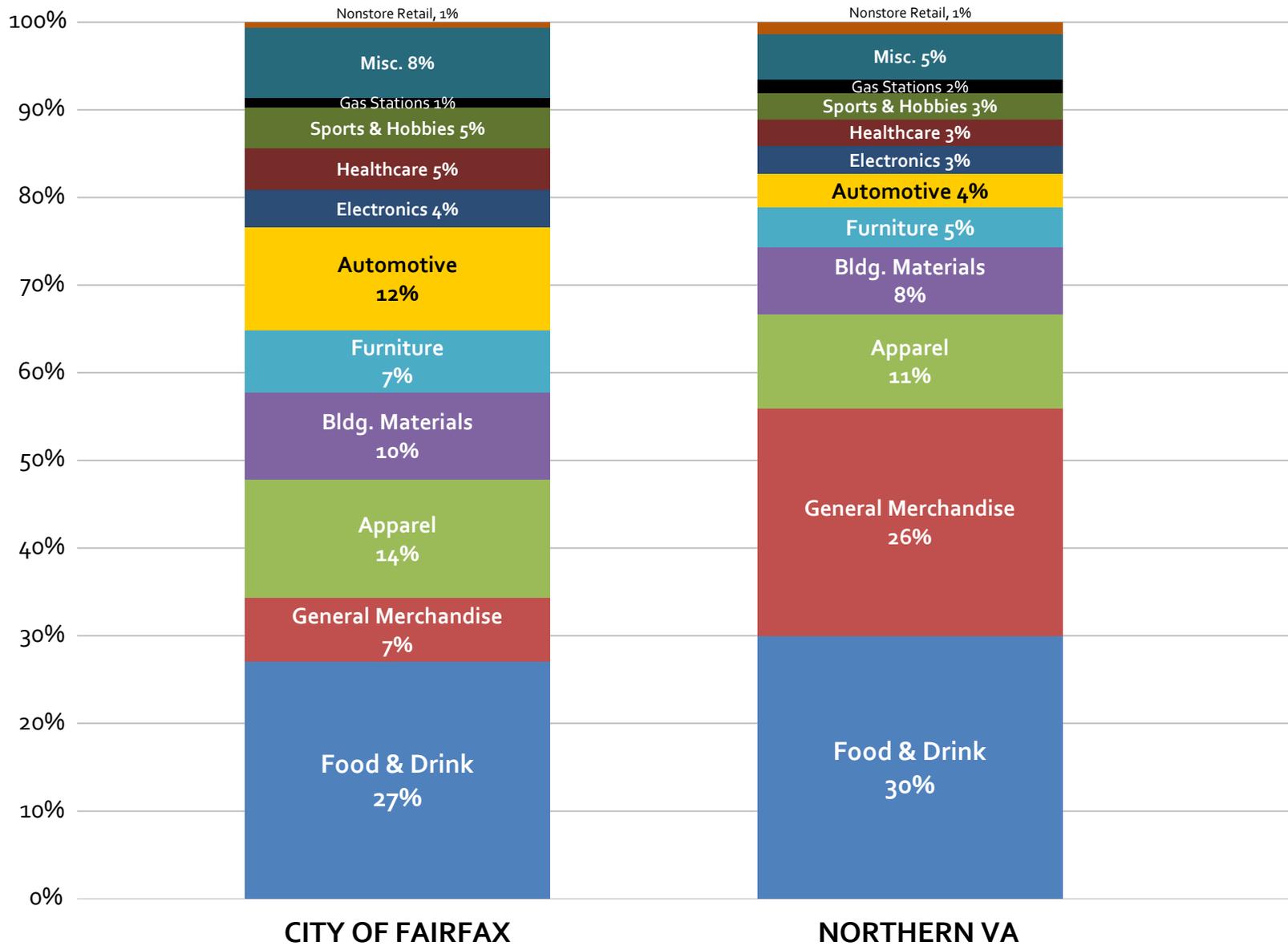
Analysis contains leasing information from 18 shopping centers in the City of Fairfax containing 1.5 million square feet of leasable space.



REV 02/2017

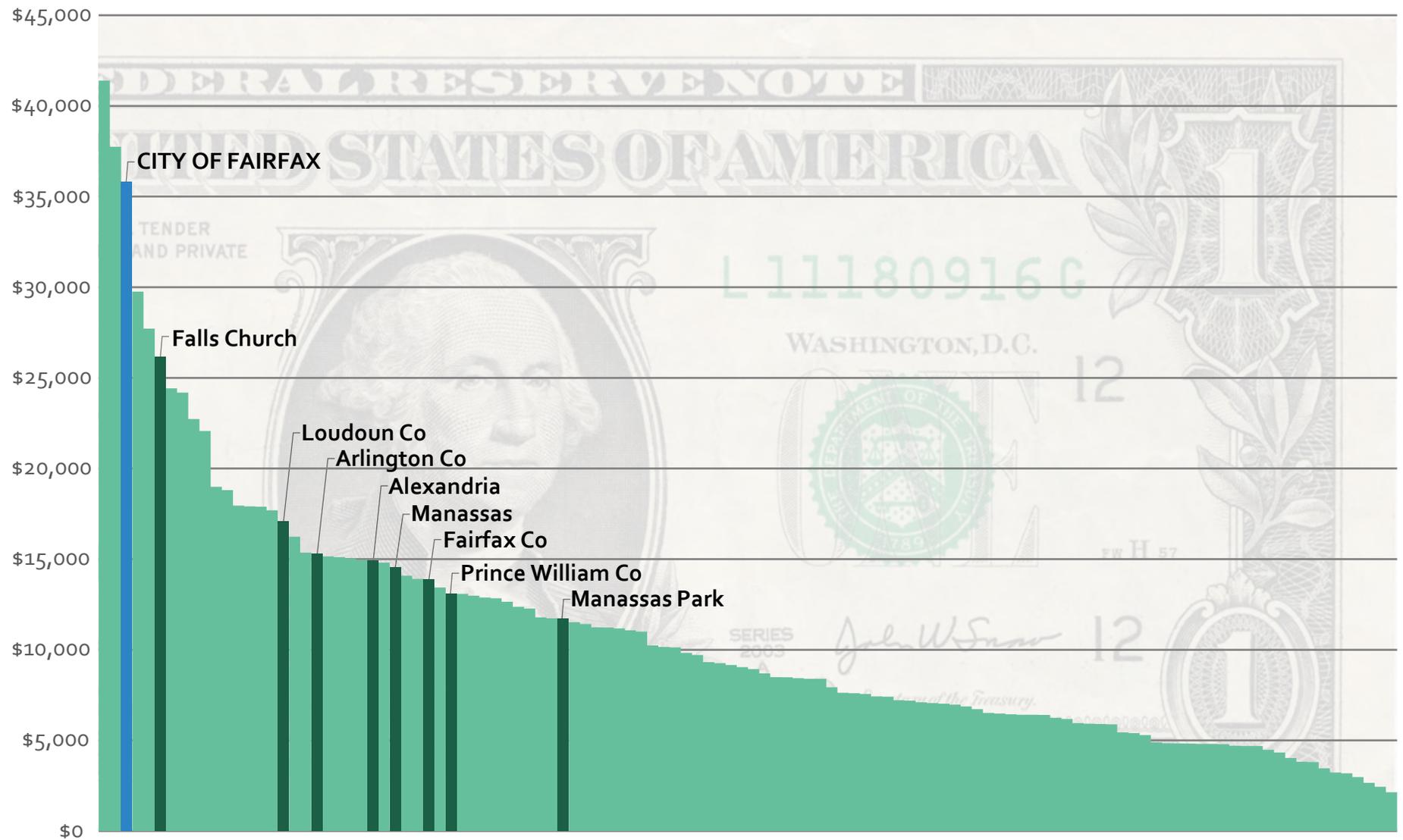
Source: Retail leasing plans

FIGURE 108: Percentage of Taxable Retail Sales
by Store Classification, 2016



Source: Virginia Department of Taxation

FIGURE 109: Taxable Sales Per Capita, 2015
Virginia Jurisdictions with Population over 10,000



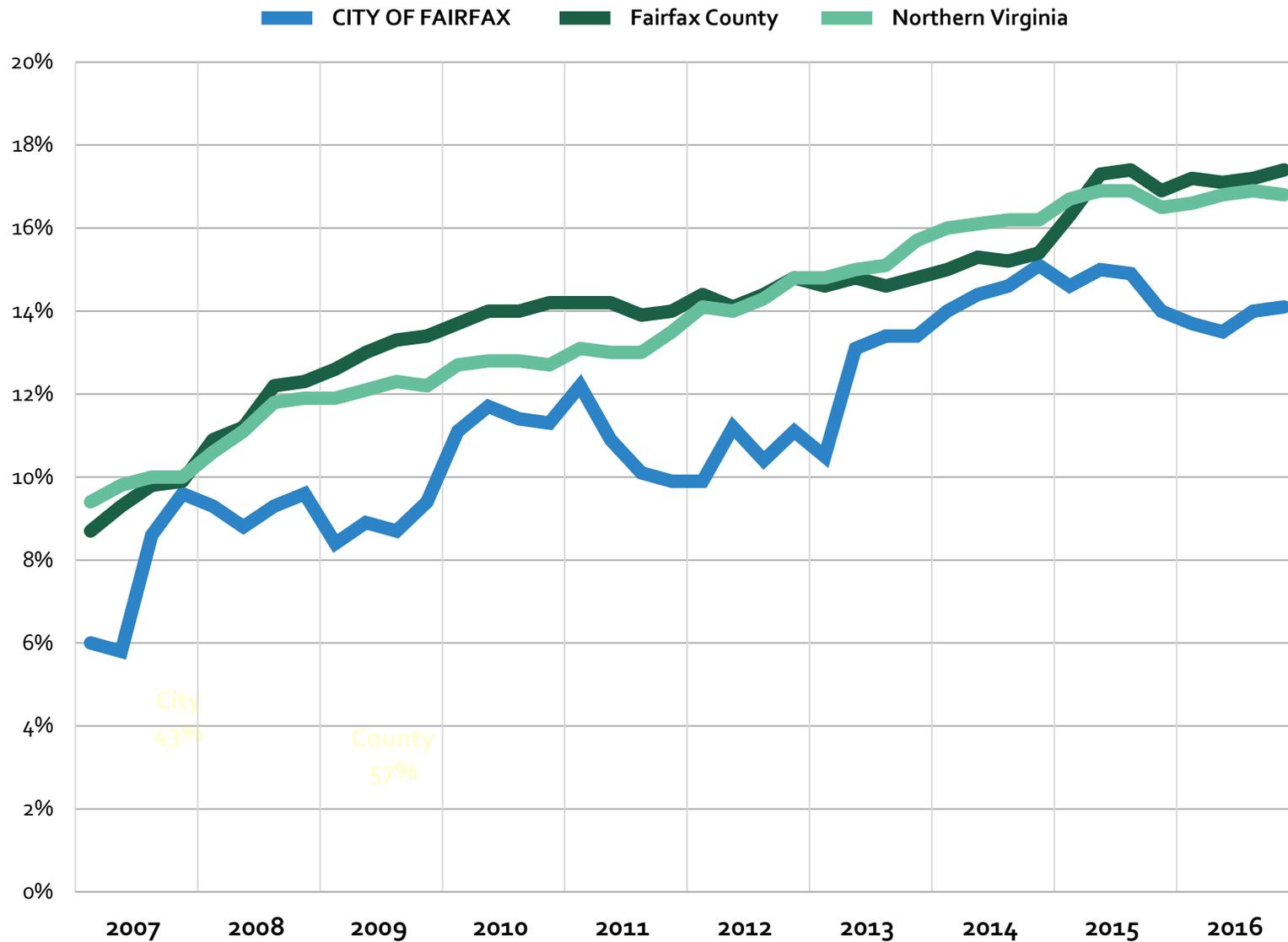
Source: Virginia Department of Taxation

FIGURE 110: Office Market by Class, 2016



Source: CoStar, Nov 2016

FIGURE 111: Office Vacancy Rate
2007-2016



REV 02/2017

Source: CoStar, Dec 2016

FIGURE 112: Revenue Generation from Fairfax City's Top 51 Businesses
Fairfax City, 2016

Business Type	# in Top 51	BPOL	BPP	Sales	Transient	Meals	TOTAL
Restaurants - Full Service	6	\$42,060	\$22,374	\$207,536	\$0	\$835,688	\$1,107,658
Restaurants - Fast Food	5	\$33,497	\$27,800	\$169,402	\$0	\$664,023	\$894,722
Retailers	11	\$332,871	\$72,600	\$1,262,614	\$0	\$0	\$1,668,085
Grocery Stores	6	\$270,937	\$80,990	\$1,256,565	\$0	\$32,354	\$1,640,846
Auto Dealers	6	\$1,119,811	\$87,347	\$369,183	\$0	\$0	\$1,576,341
Hotels	5	\$43,103	\$66,623	\$436	\$942,971	\$0	\$1,053,133
Oil Companies (Tank Farm)	4	\$955,867	\$39,100	\$0	\$0	\$0	\$994,967
Gov't Contractors	3	\$365,656	\$20,410	\$60,599	\$0	\$0	\$446,665
Specialty	5	\$219,224	\$125,193	\$277,770	\$0	\$0	\$622,187
TOTAL OF TOP 51		\$3,383,026	\$542,437	\$3,604,105	\$942,971	\$1,532,065	\$10,004,604

BPOL = Business, Professional and Occupational License

BPP = Business Personal Property

Sales = 1% of Total Sales Tax revenue that is returned to the City

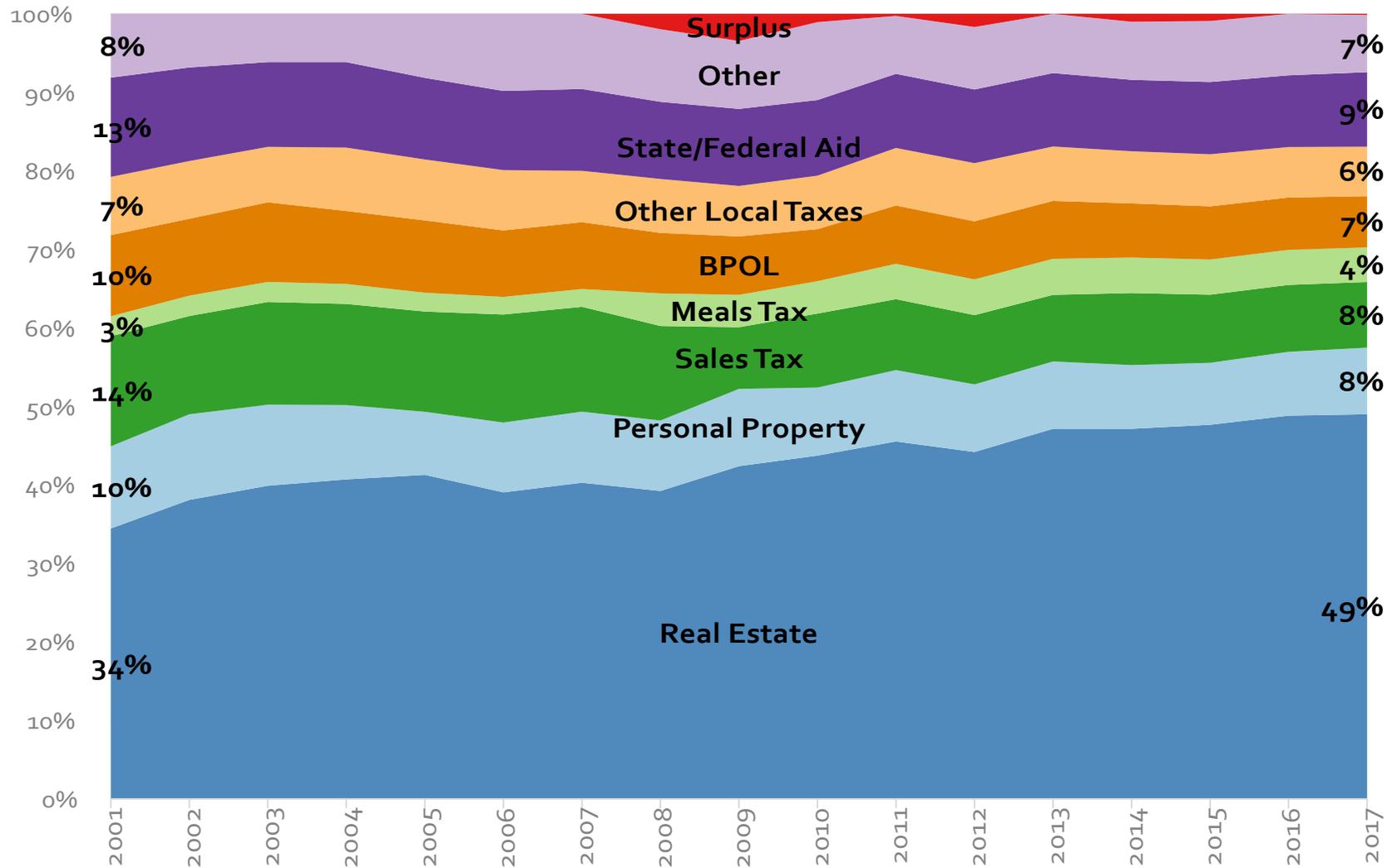
Transient = Tax on hotels

NEW 02/2017

Source: City of Fairfax Office of the Commissioner of the Revenue. 01/2017

FIGURE 113: General Fund Revenues by Category

City of Fairfax, FY 2001 - 2017



NOTE: 2017 numbers are estimated.

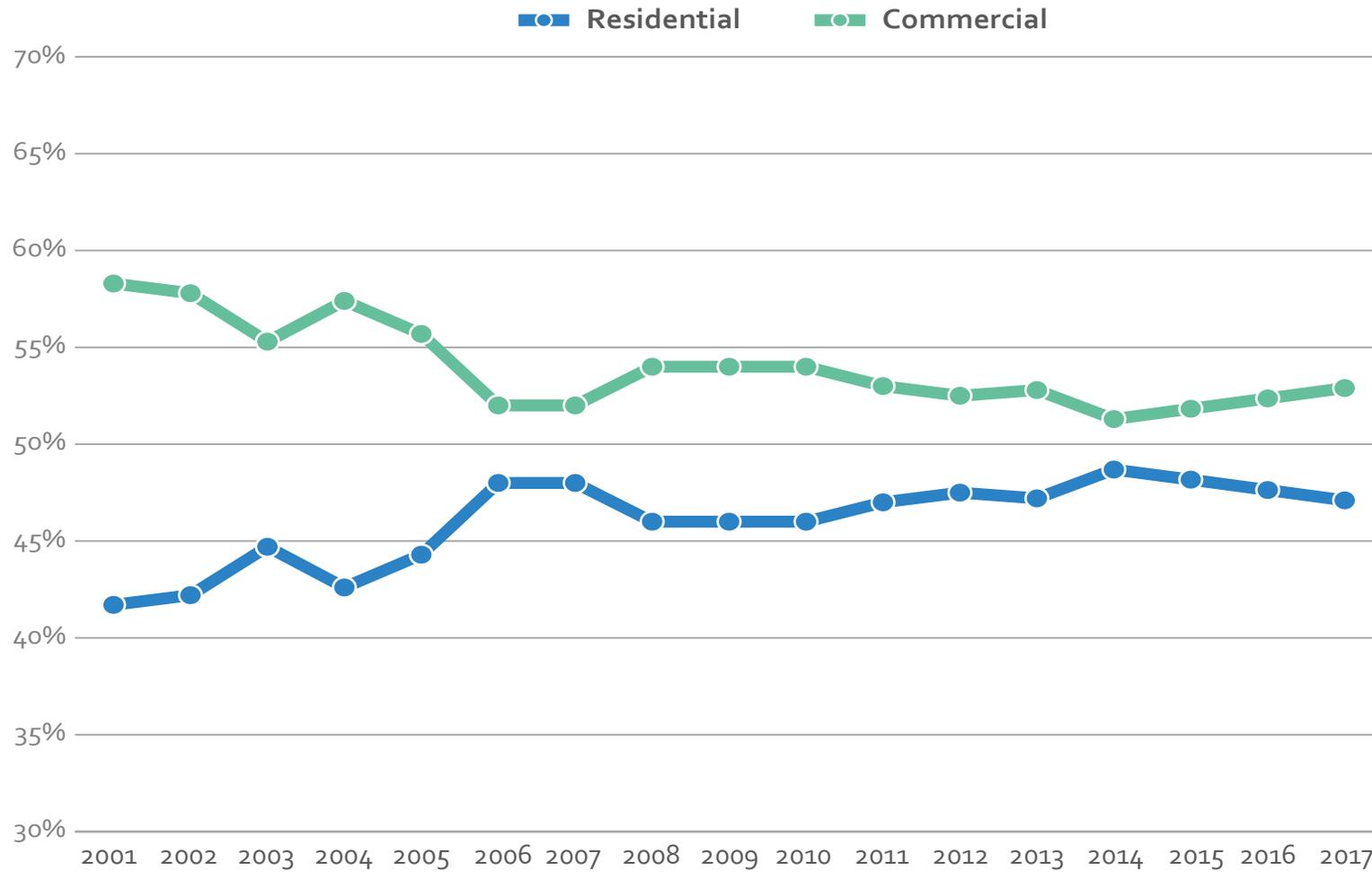
Other taxes includes Utility, Vehicle, Recordation, Bank, Stock, Tobacco, Lodging, Communications

Other Revenue includes Fines, Rentals, Fees, etc.

NEW 04/2017

Source: City of Fairfax Budget.

FIGURE 114: Estimated Revenues Generated by Commercial and Residential Sectors
 City of Fairfax, FY 2001-2017



NOTE: 2001-2014 data from City budgets. 2015-2017 data estimated based on revenue allocation assumptions from the City of Fairfax Finance and Accounting Department.

NEW 04/2017

Source: City of Fairfax Budget.

FIGURE 115: City of Fairfax Zip Codes

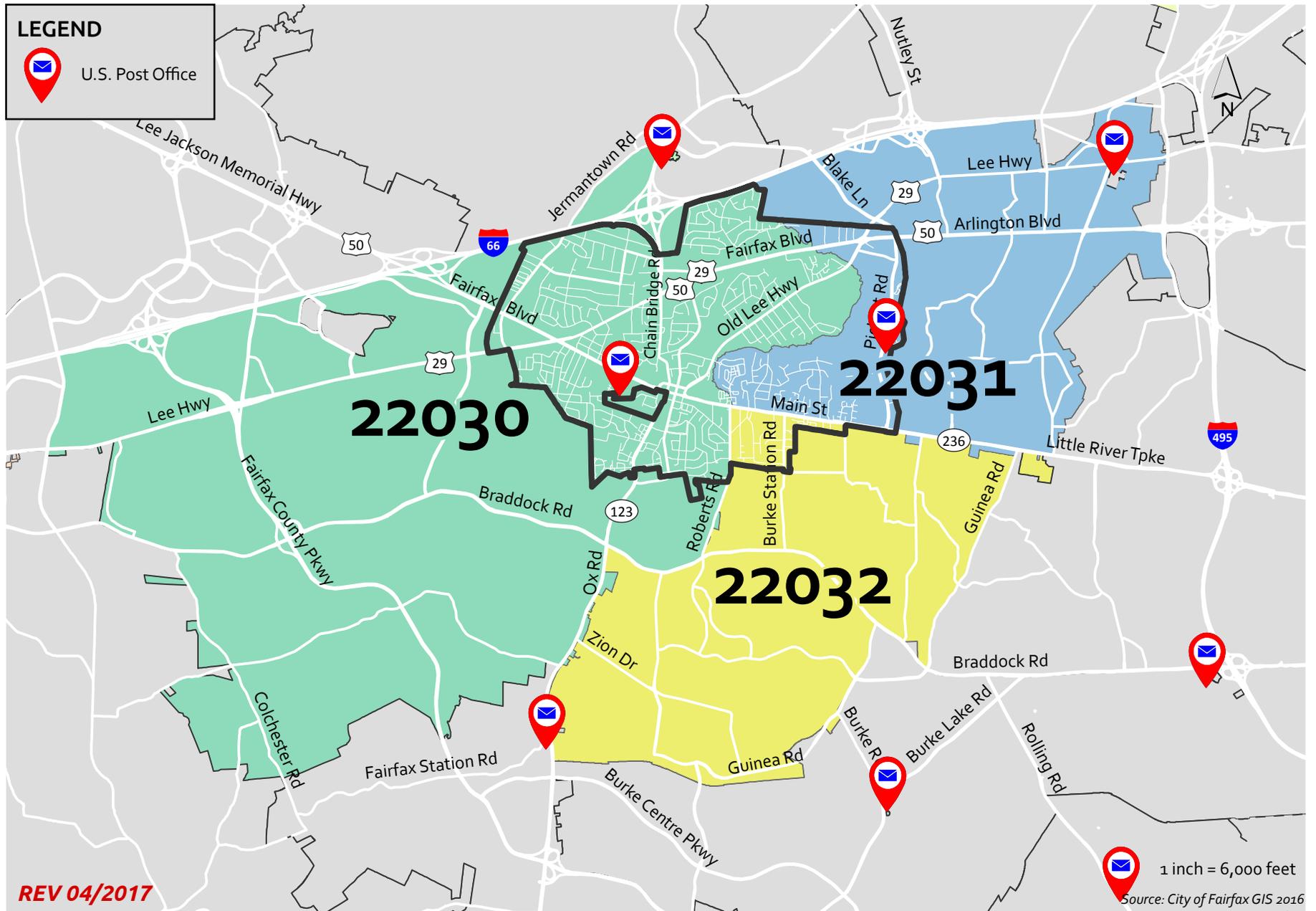


FIGURE 116: Public and Private Schools, K - 12

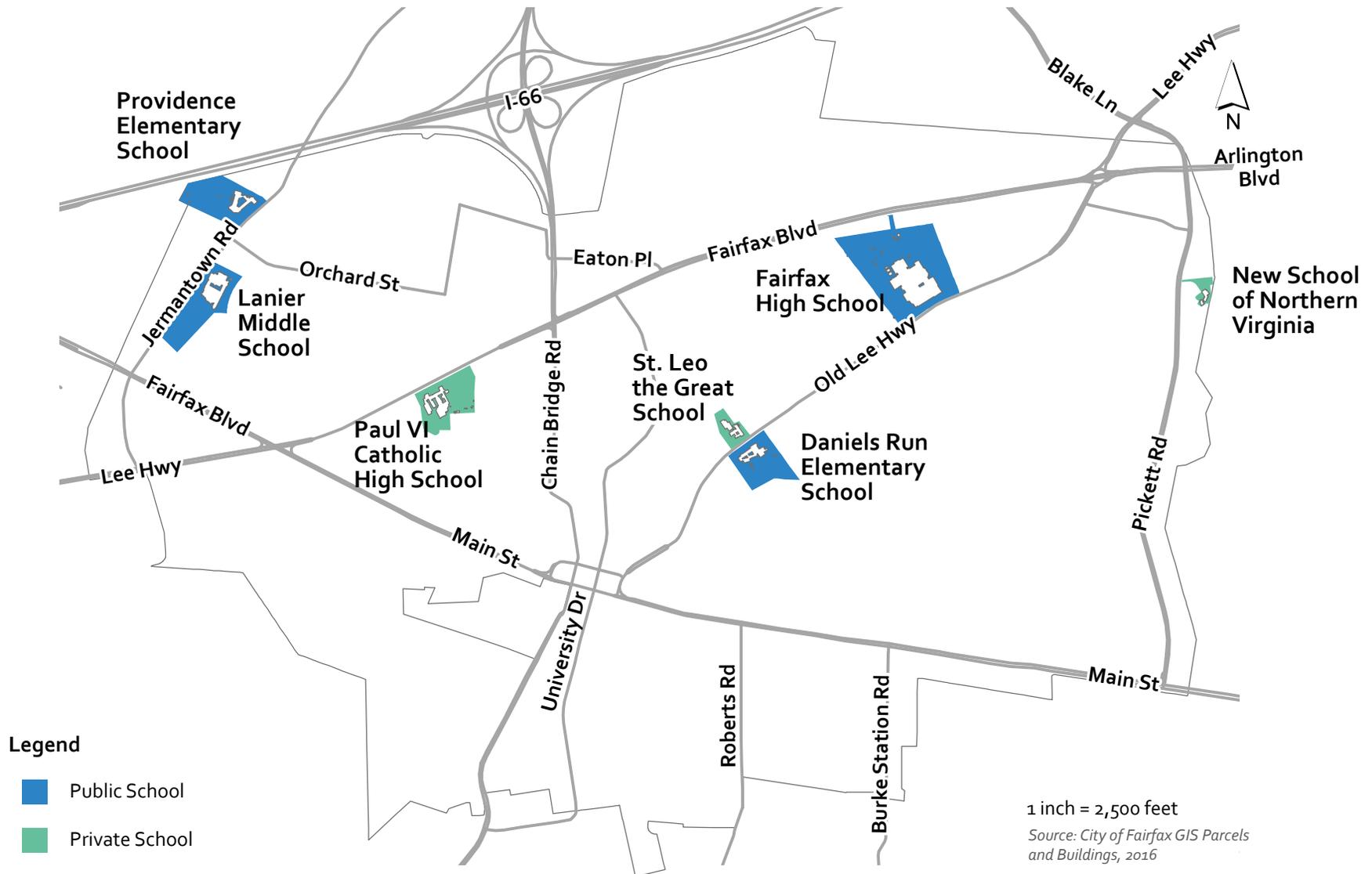
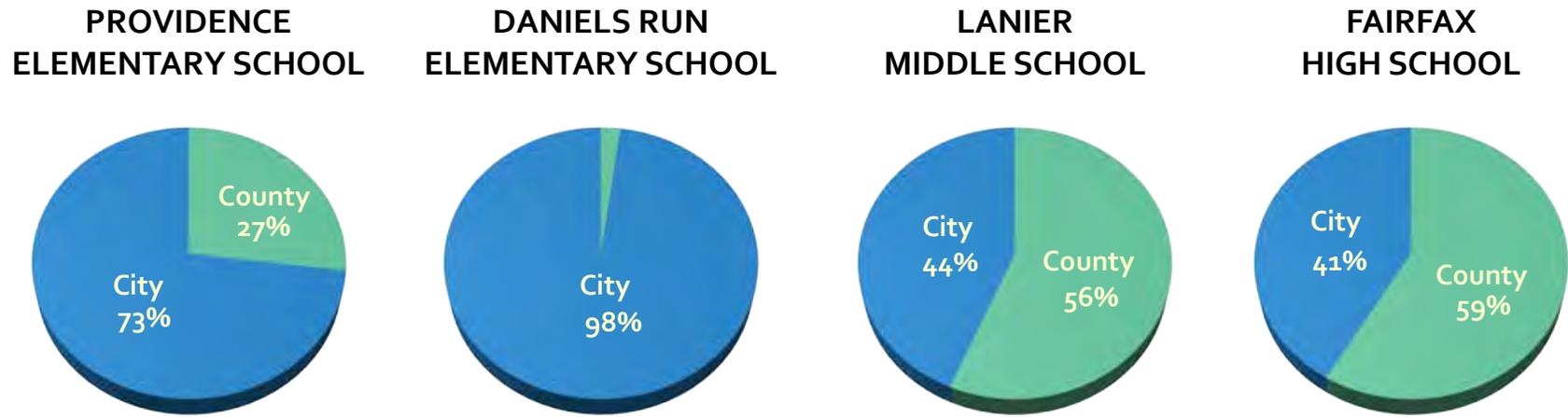


FIGURE 117: School Enrollment by Students Place of Residence and Program Capacity

Fairfax County Public Schools (FCPS) located in City of Fairfax, 2016



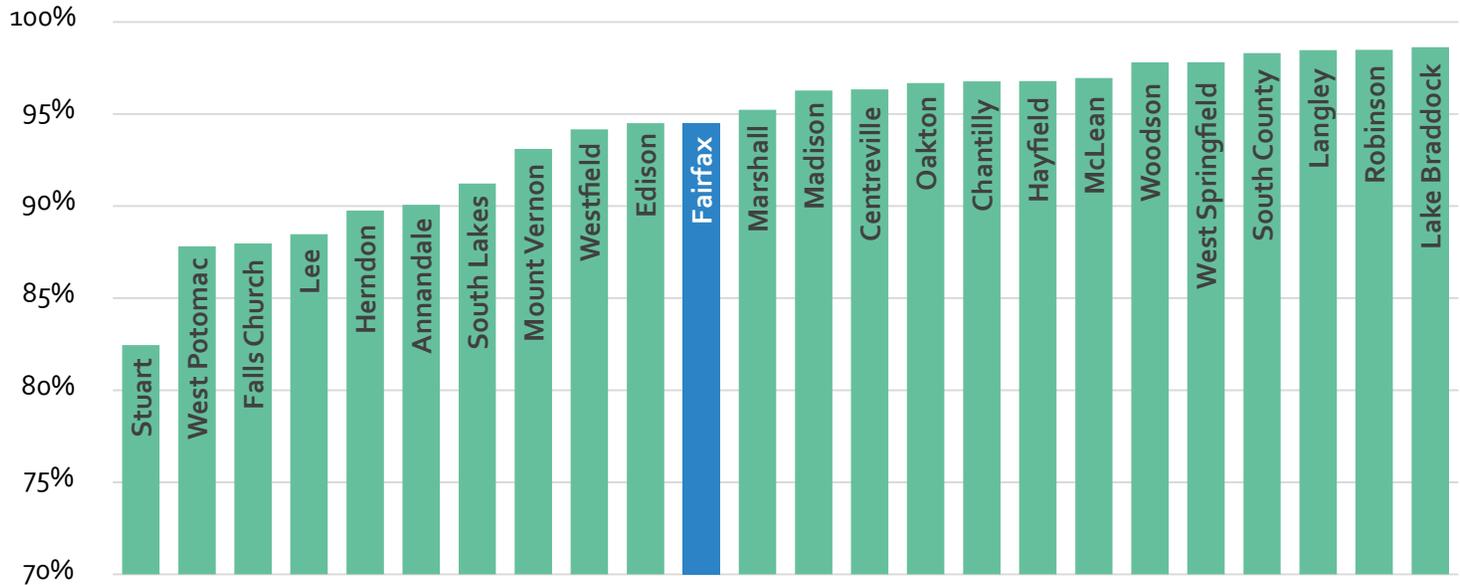
School	2016 Program Capacity	2010 Enrollment	2016 Enrollment	2016 % of Capacity	2021 Projected Enrollment
Fairfax High	2,406	2,375	2,347	98%	2,400
Lanier Middle	1,164	1,236	932	80%	967
Daniels Run	776	783	764	98%	837
Providence	934	929	892	96%	969

REV 06/2017

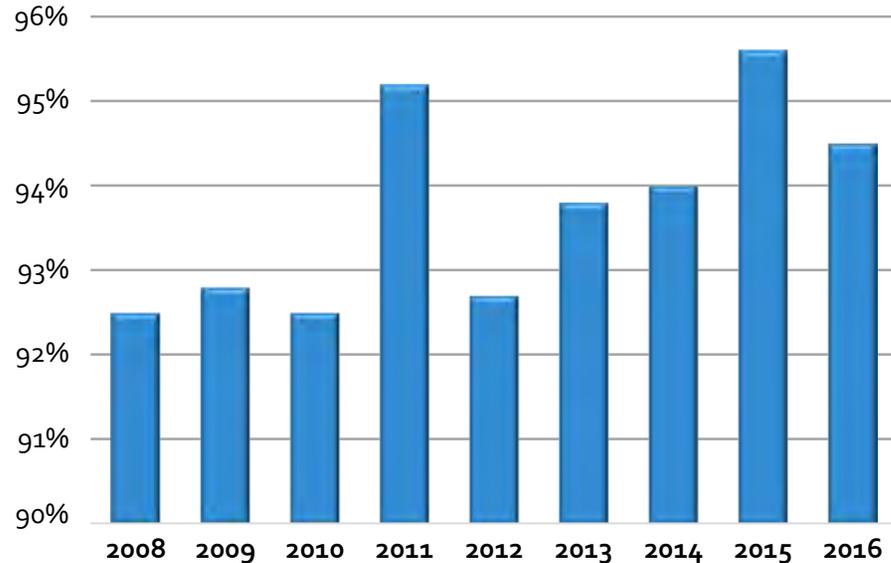
Source: Fairfax County Public Schools (FCPS) student data 2016-2017

FIGURE 118: On-Time Graduation Rates

ALL FAIRFAX COUNTY
PUBLIC HIGH SCHOOLS
CLASS OF 2016



FAIRFAX HIGH SCHOOL
ON-TIME GRADUATION RATE
2008 - 2016



Source: Virginia Department of Education

FIGURE 119: Local Higher Education and Lifelong Learning

George Mason University's Fairfax Campus began with 356 students in 1964, after the completion of construction of the first four buildings. Today 21,442 full-time equivalent students come to the Fairfax Campus, which includes 80% of the enrollment of all Mason's campuses.

The Annandale campus of Northern Virginia Community College was opened in 1967 and is now the largest of all the NOVA campuses. The 2014-2015 enrollment for all campuses was 34,586 full-time equivalent students.

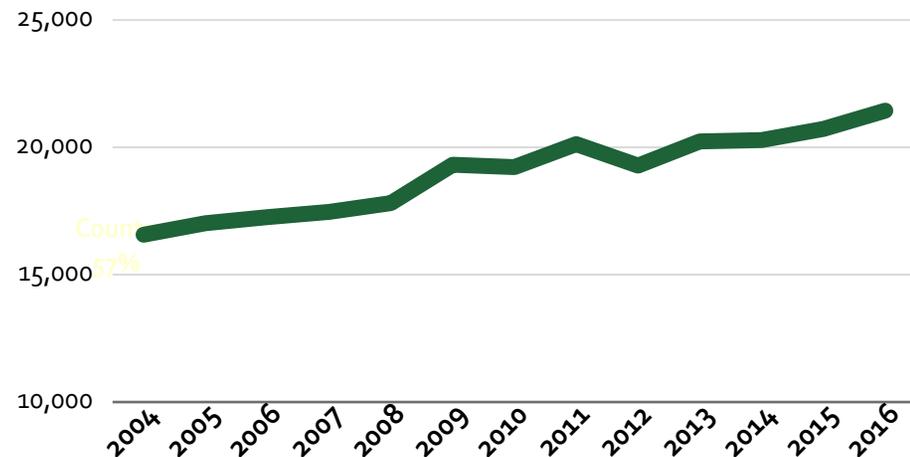
Virginia International University was founded in 1988 and had 1,876 students enrolled in the July 2015 - June 2016 semester.

Ivy Christian College was founded in March 2006 and received accreditation in May 2014. The reported enrollment for 2013 was 319 students. ^{City} 3%

Osher Lifelong Learning Institute (OLLI) offers classes to Northern Virginia residents in their retirement years.

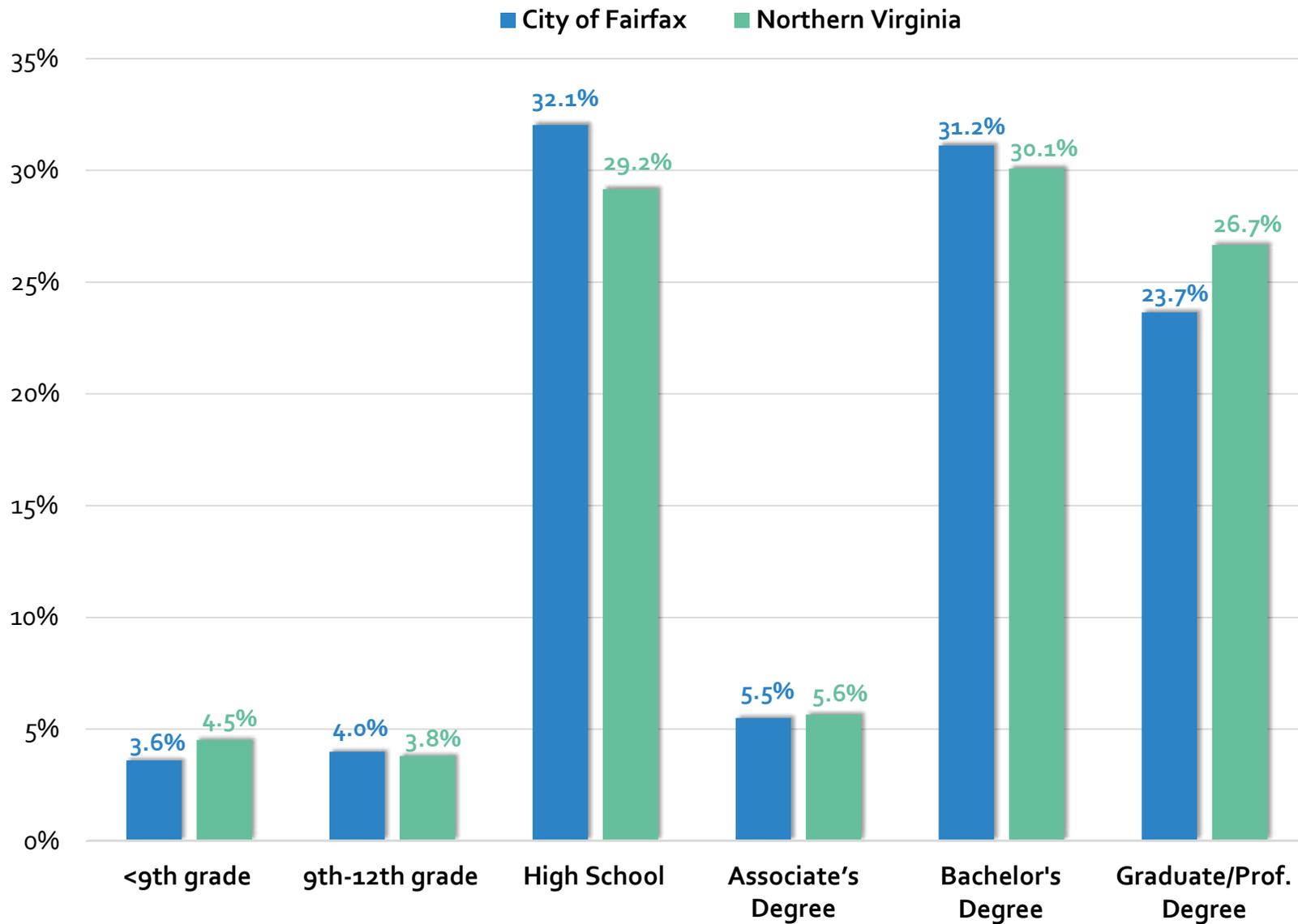


**GEORGE MASON UNIVERSITY
FAIRFAX CAMPUS ENROLLMENT, 2004 - 2016**



Source: George Mason University Office of Institutional Research

FIGURE 120: Highest Level of Educational Attainment
 City of Fairfax and Northern Virginia

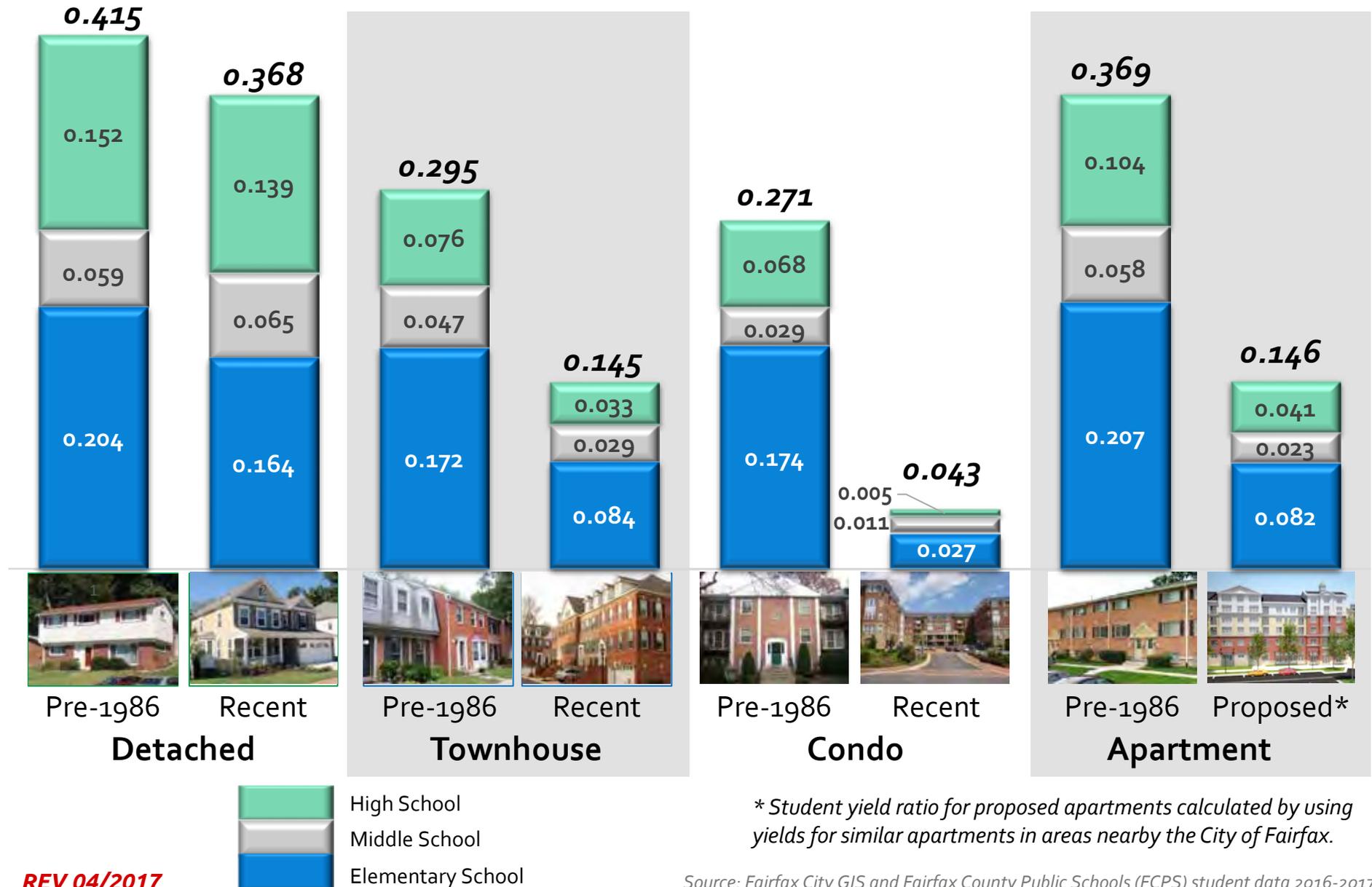


REV 02/2017

Source: US Census ACS, 2011-15

FIGURE 121: Student Yield Ratios

Fairfax City, 2016

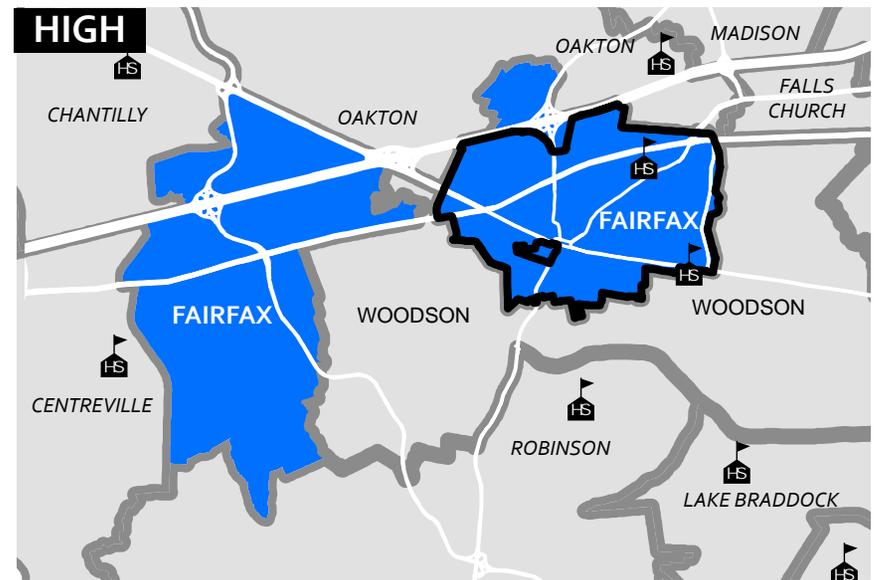
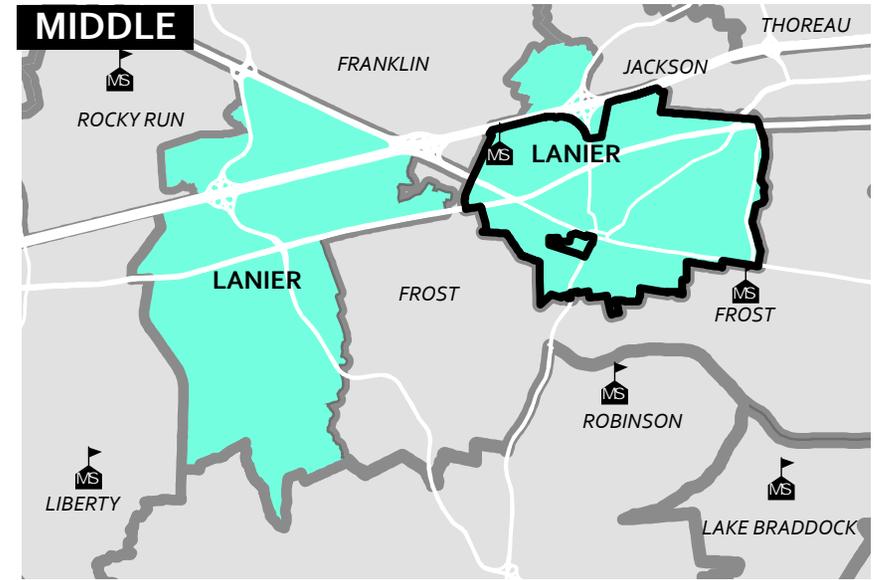
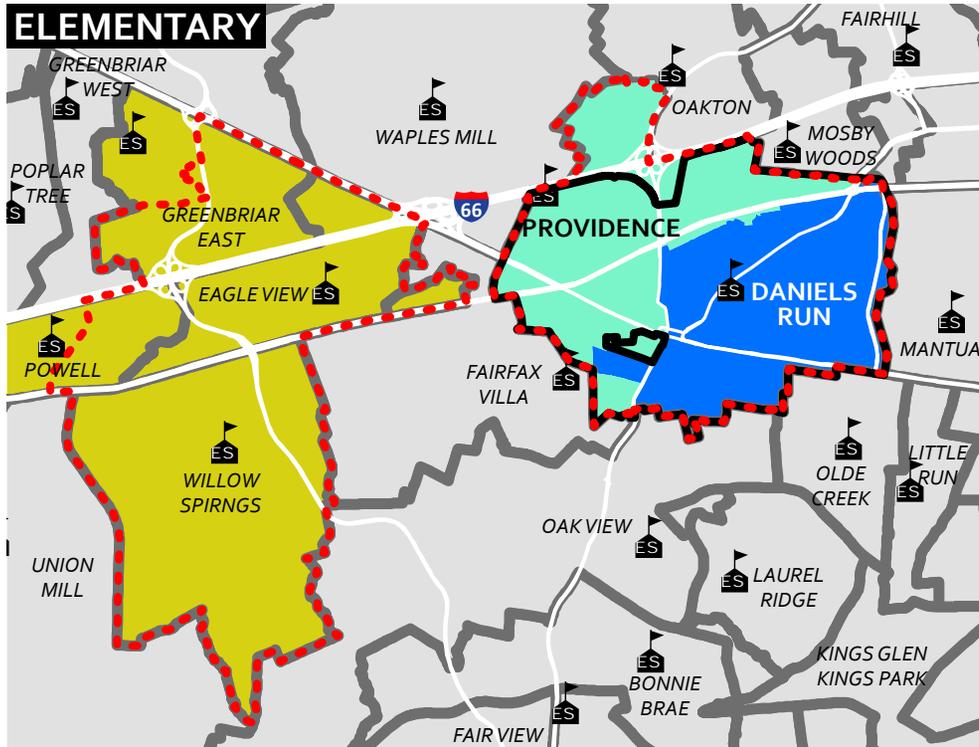


REV 04/2017

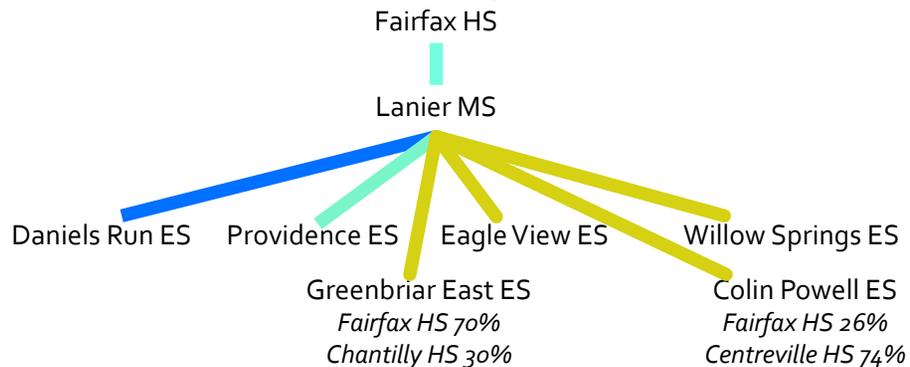
Source: Fairfax City GIS and Fairfax County Public Schools (FCPS) student data 2016-2017

FIGURE 122: School Attendance Areas

Fairfax County Public Schools, 2016-2017



Elementary and Middle School Feeders into Fairfax High School



NEW 02/2017

Source: Fairfax City GIS and Fairfax County School Attendance Area data 2016-2017

FIGURE 123: Open Space and Parks by Type

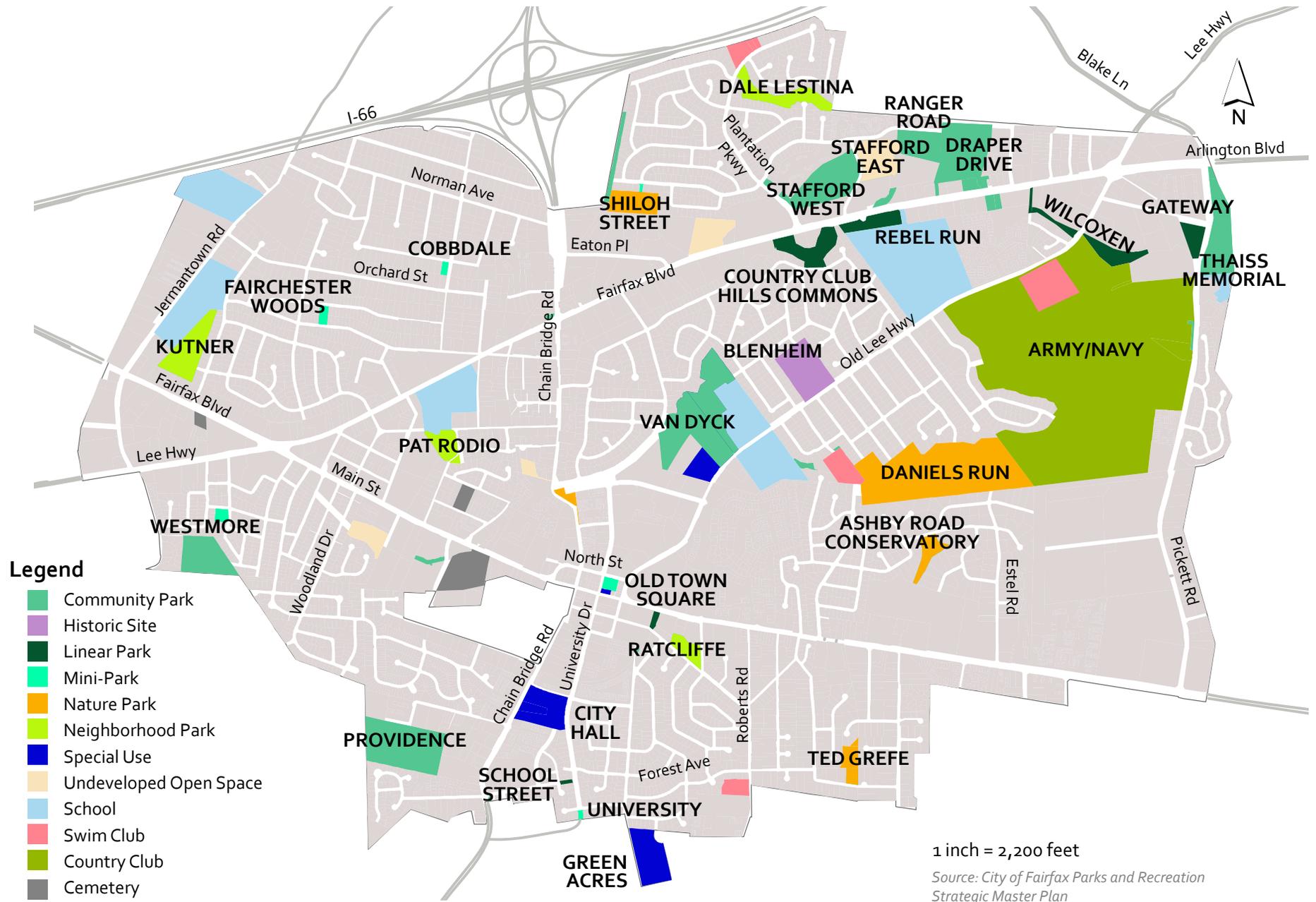
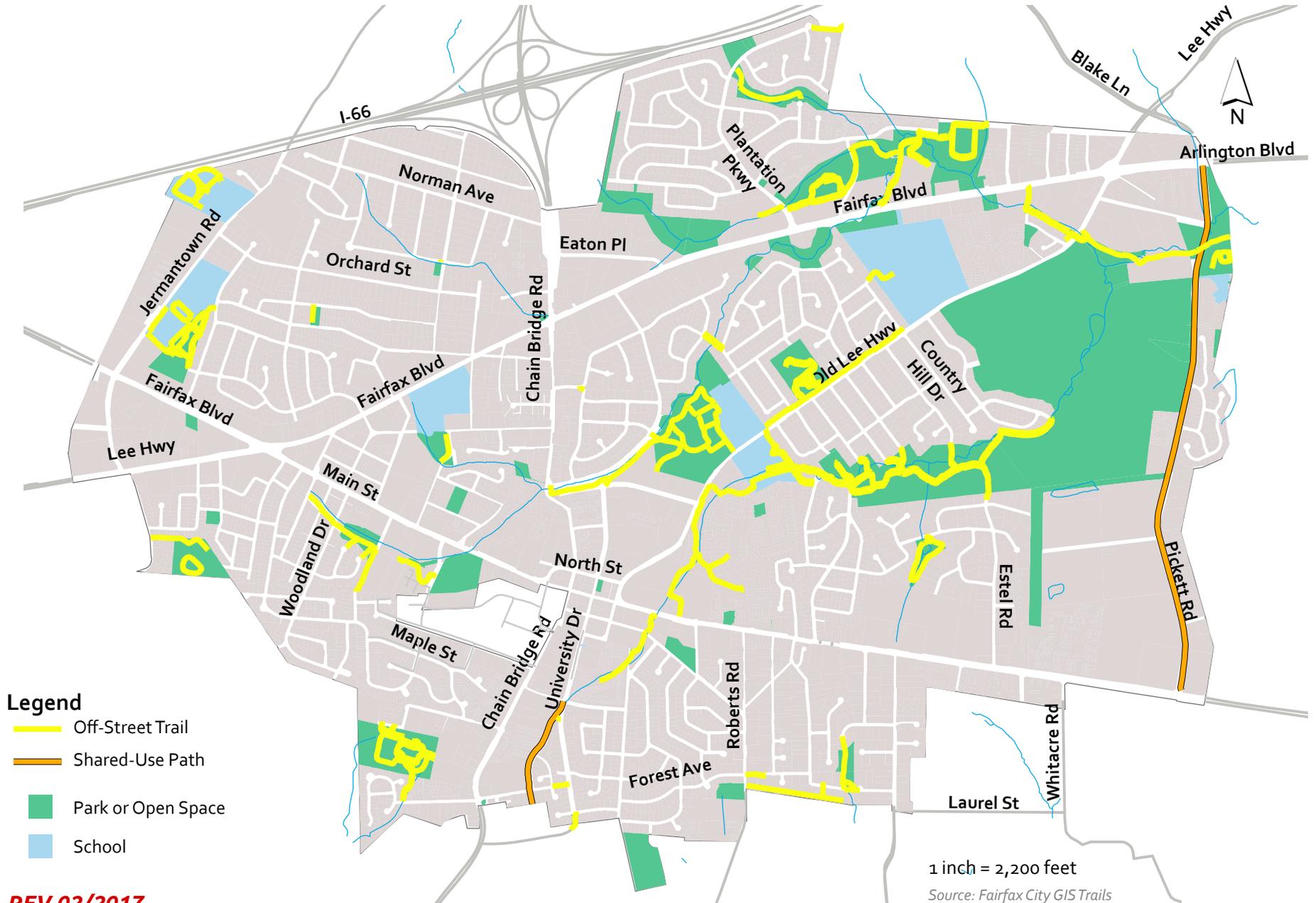
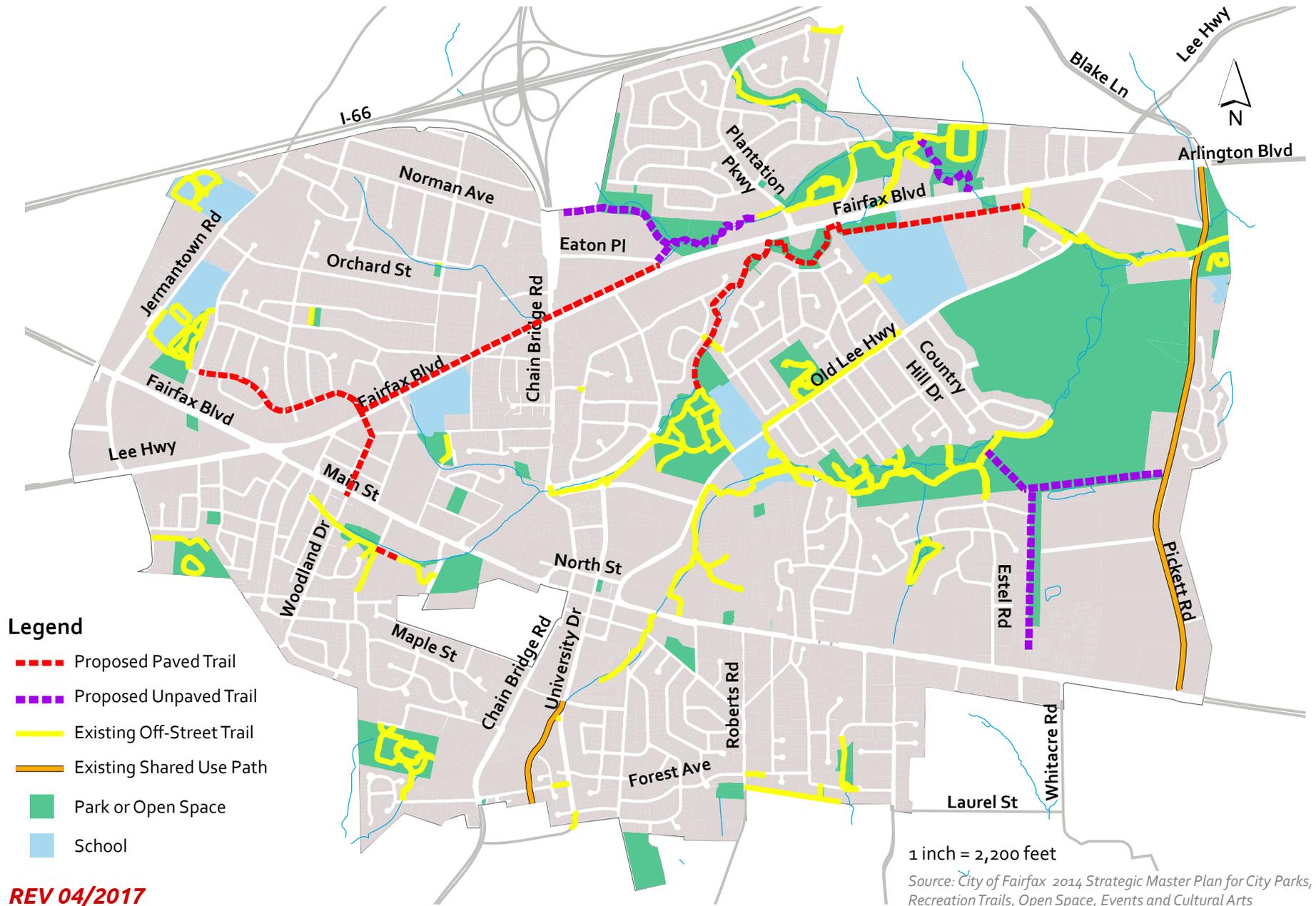


FIGURE 124: Existing Trails by Type



REV 02/2017

FIGURE 125: Planned City Trails



REV 04/2017

FIGURE 126: Cultural Facilities and Public Art

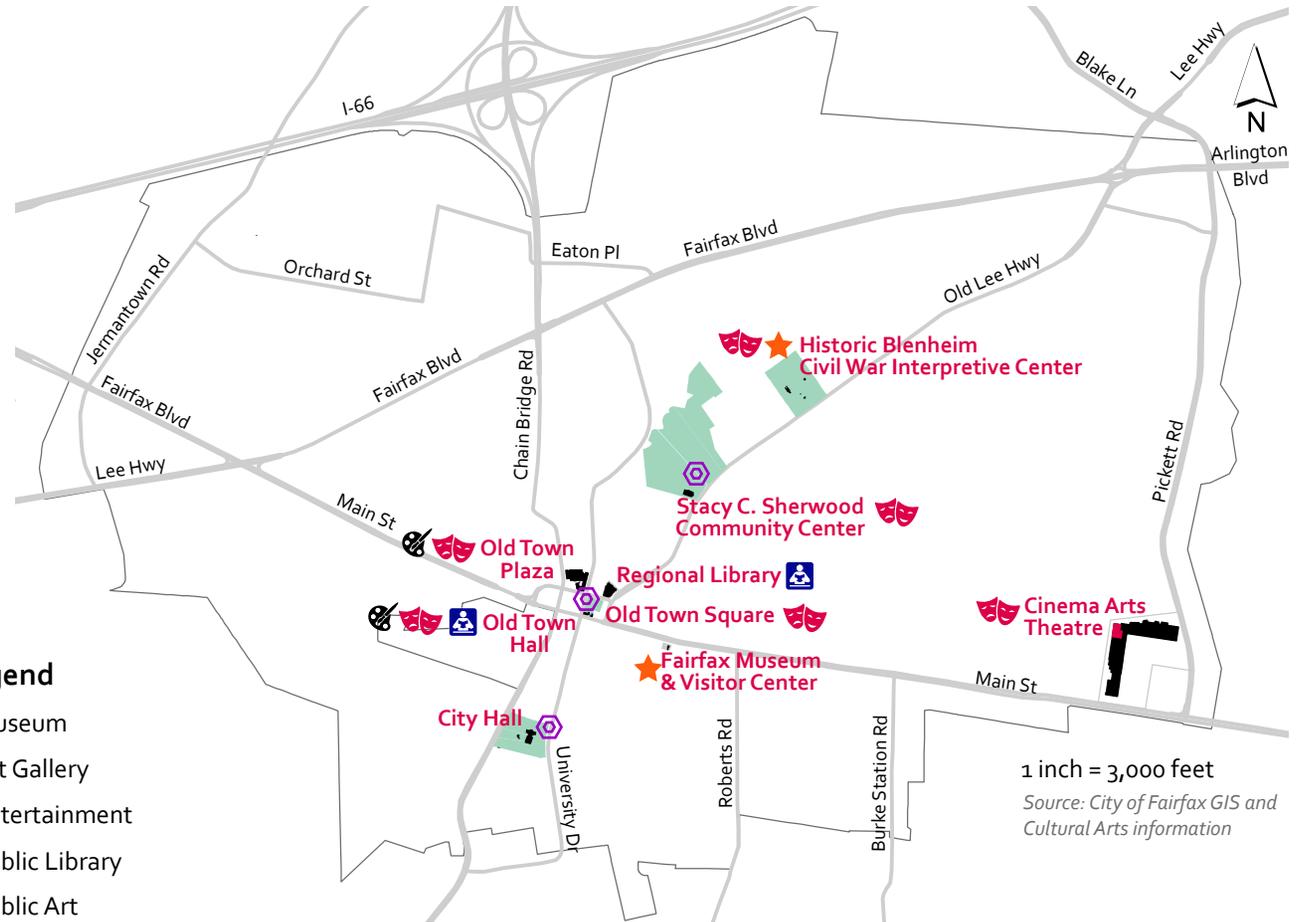
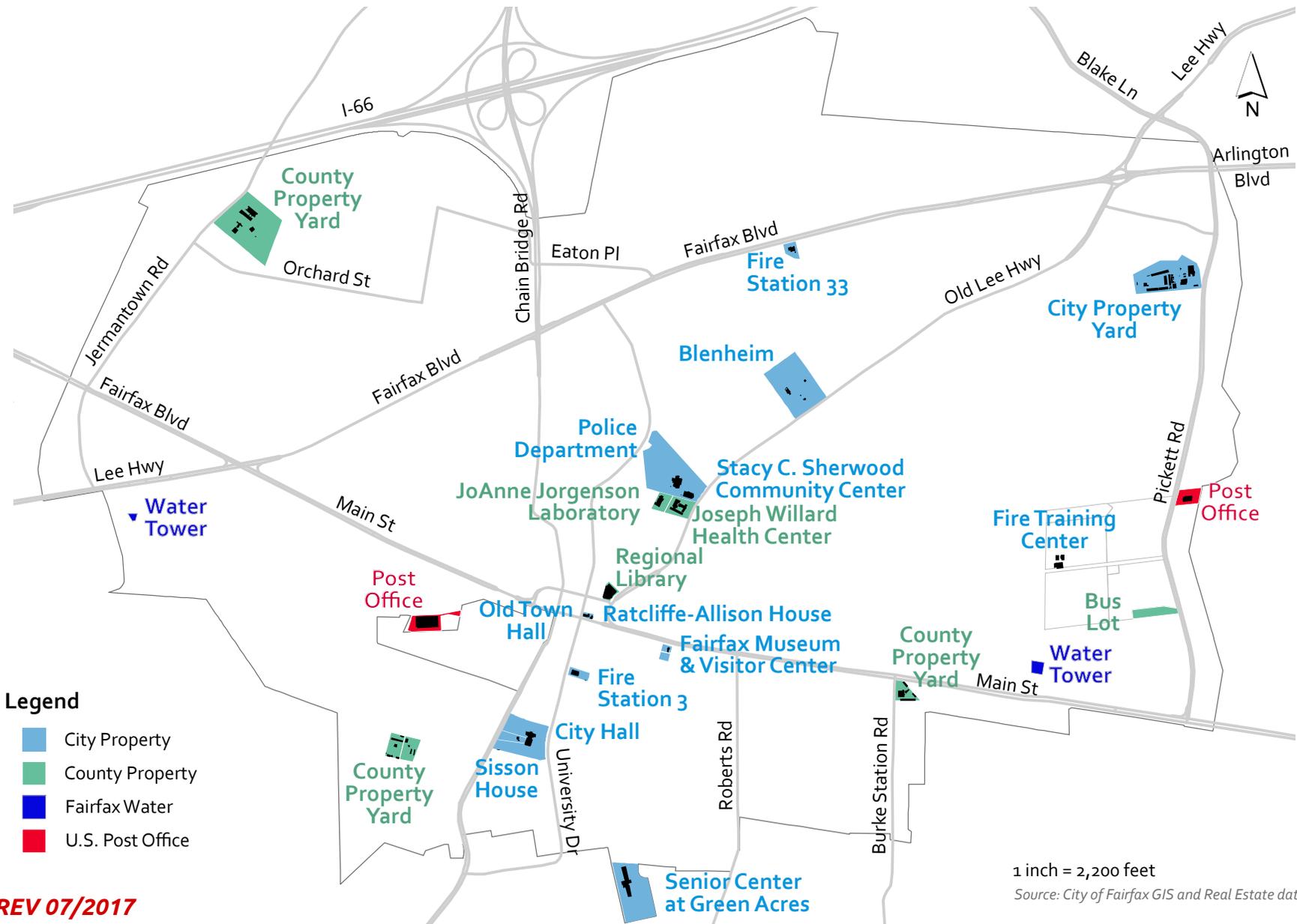


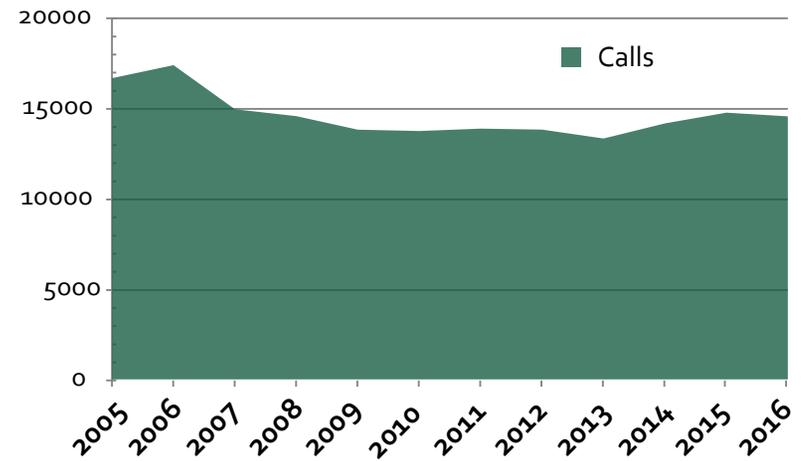
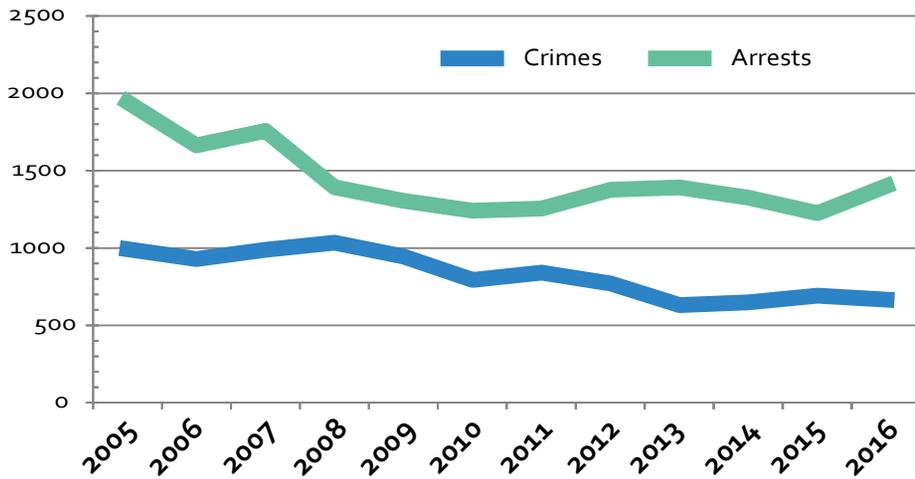
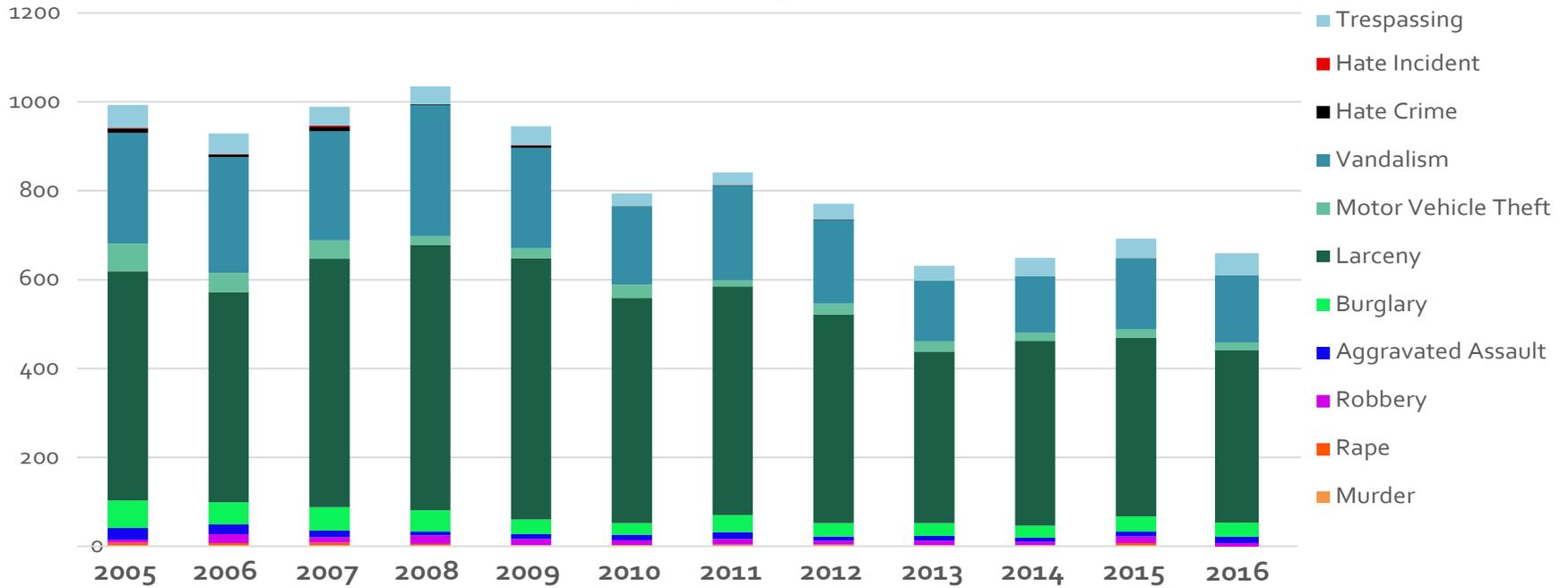
FIGURE 127: Public Facilities



REV 07/2017

FIGURE 128: Yearly Police Incidents

CRIMES BY TYPE



NOTE: Call totals do not include concerns that supervisors received by email, telephone or handled in person.

Source: City of Fairfax Police Department Annual Reports 2005- 2016

REV 06/2017

NOTE: Crimes total shown are those identified as "Criminal" only and do not include traffic related offenses.

FIGURE 129: Fire Stations and Service Calls

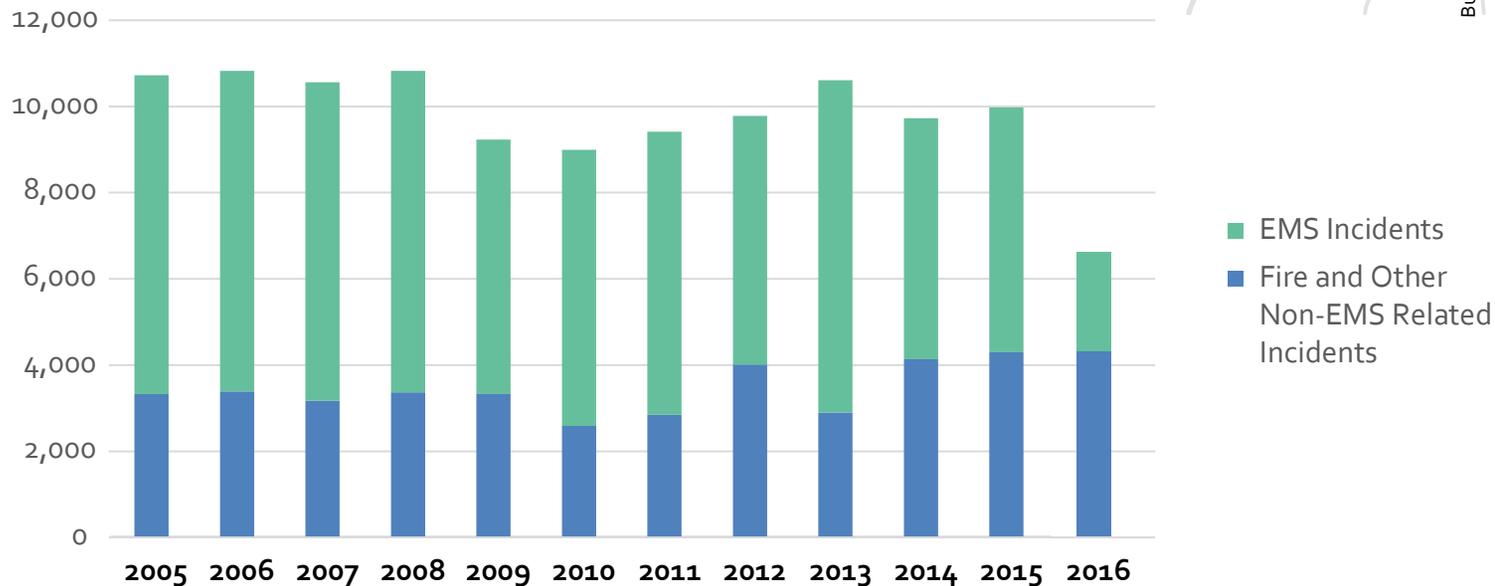
Fire Station #3 is a four-story building built in 1960 with an addition made in 1996 to expand the building and add two more floors. The building is owned by the volunteer fire department on University Drive and is the main station with administrative offices of the Chief, Assistant Chief, and other command staff personnel.

Station #33 on Fairfax Boulevard is a smaller station of one story with a loft, which was originally constructed in 1979 and added on to in 1995.

The Public Safety Training Center located on Colonial Avenue on a portion of the tank farm property includes an environmentally-friendly, propane-fed burn building used to conduct exercises and a high bay building to conduct training during all weather conditions.



Emergency Vehicle Responses to Service Calls



Source: City of Fairfax Adopted Budgets 2009-2017

REV 06/2017

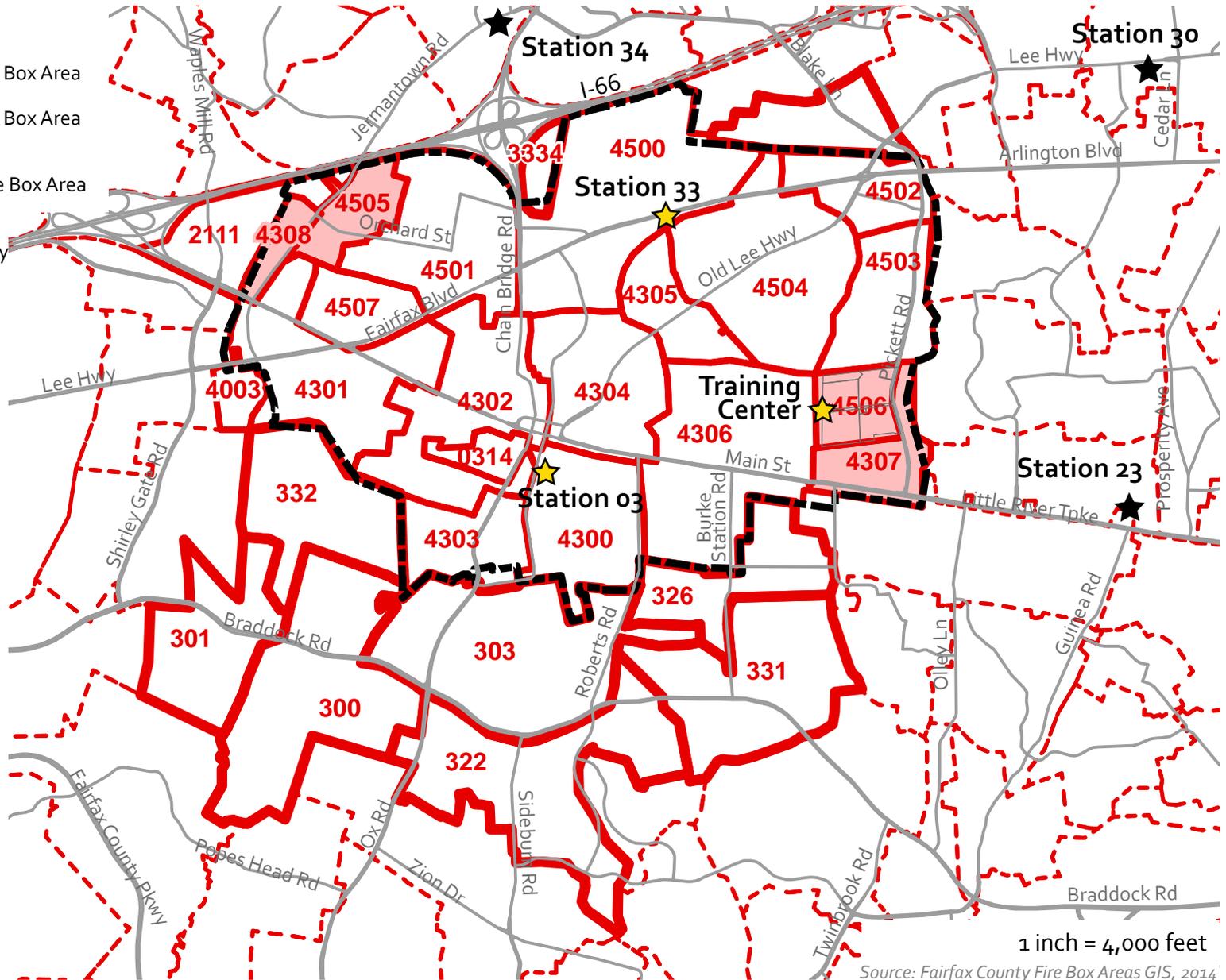
FIGURE 130: Fire Department Fire Box Areas
 City of Fairfax and Fairfax County

Legend

-  City of Fairfax Fire Box Area
-  City of Fairfax Fire Box Area
County First Due
-  Fairfax County Fire Box Area
-  City of Fairfax
Fire Station/Facility
-  Fairfax County
Fire Station

Fire box is the geographical planning zone based upon travel distances for first, second, third arrival, etc. of Fire Stations crews.

First due refers to the areas that a particular station is expected to respond to as the first arrival if in-service and at the station at the time of the call. There are 4 fire boxes in the City where a County station is the first due.



NEW 07/2017

Source: Fairfax County Fire Box Areas GIS, 2014

FIGURE 131: Wastewater Collection System

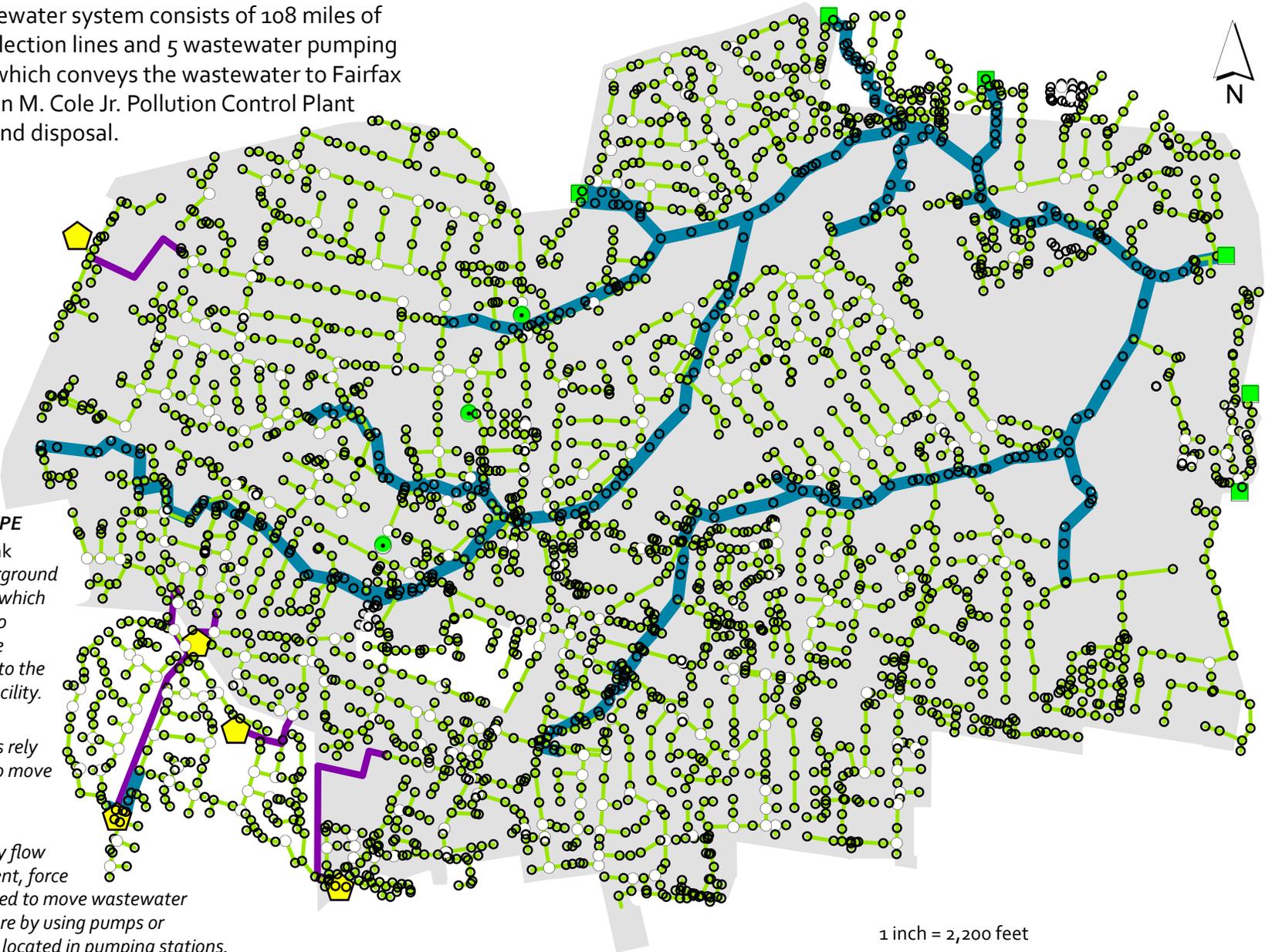
The City's wastewater system consists of 108 miles of wastewater collection lines and 5 wastewater pumping stations, all of which conveys the wastewater to Fairfax County's Noman M. Cole Jr. Pollution Control Plant for treatment and disposal.

Legend

- Manhole
- Intersection
- Cleanout
- Meter Vault
- ⬠ Pumping Station

PIPES BY FLOWTYPE

- Gravity/Trunk
Larger underground trunk mains which use gravity to transport the wastewater to the treatment facility.
- Gravity
Gravity pipes rely on gravity to move wastewater
- Force
When gravity flow is not sufficient, force mains are used to move wastewater under pressure by using pumps or compressors located in pumping stations.



1 inch = 2,200 feet

Source: City of Fairfax GIS sewer network 2016

NEW 07/2017

FIGURE 132: Fairfax Water Service Areas

Since January 3, 2014 Fairfax Water has been the water provider for the City of Fairfax. The water quality in the City of Fairfax service area is excellent and consistently surpasses all federal and state standards.

Legend

-  Customers in this service area receive water from the Potomac River and Occoquan Reservoir that is treated at the James J. Corbalis Jr. or Frederick P. Griffith Jr. treatment plants, owned and operated by Fairfax Water
-  Customers in this service area receive water from the Potomac River that is treated at the McMillan and Dalecarlia water treatment plants, part of the Washington Aqueduct system, owned and operated by the U.S. Army Corps of Engineers
-  Customers in this service area receive water from the Potomac River that is treated at the Dalecarlia water treatment plant, part of the Washington Aqueduct system, owned and operated by the U.S. Army Corps of Engineers

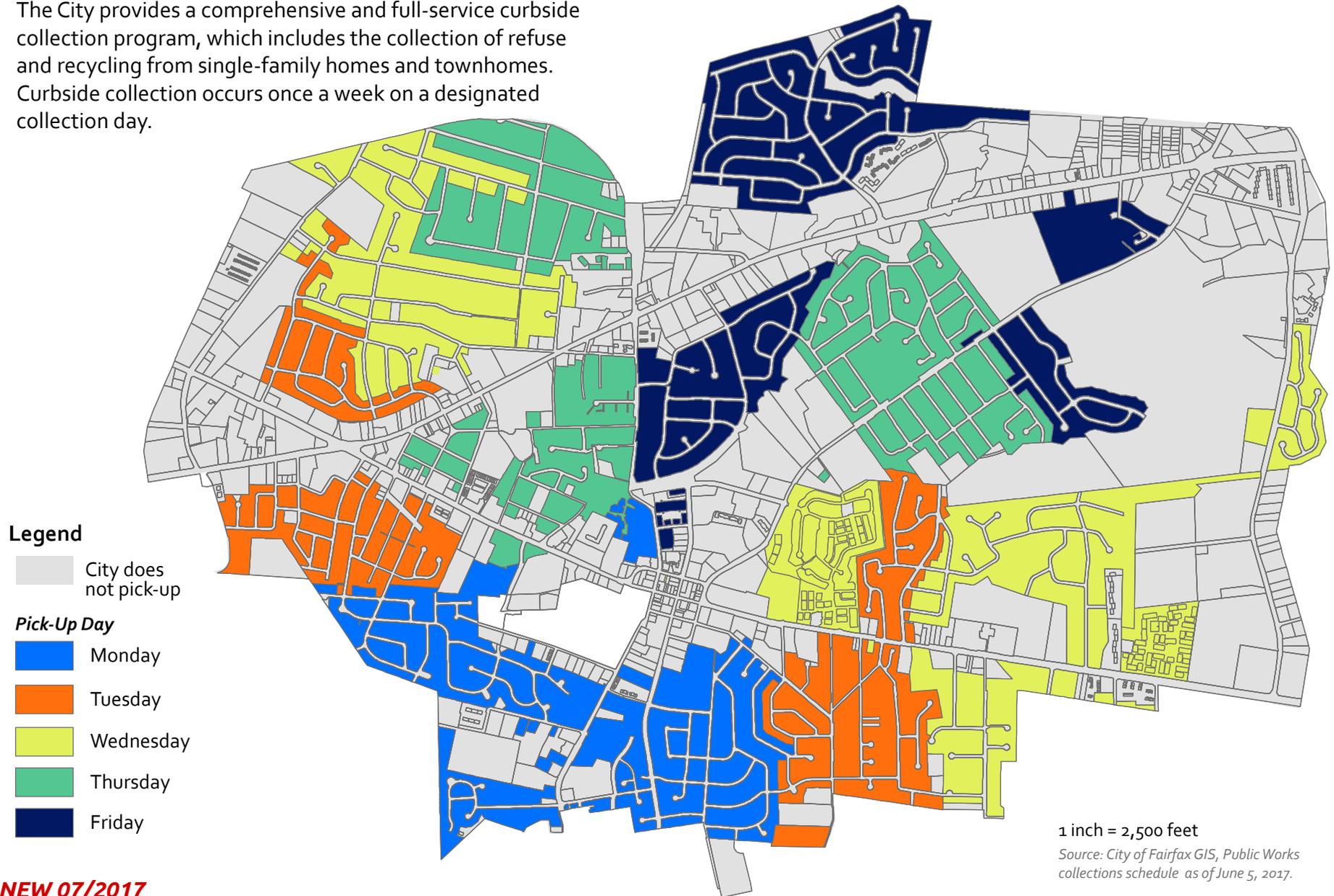


Source: Fairfax Water 2016 Annual Water Quality Report

NEW 07/2017

FIGURE 133: Residential Refuse and Recycling Curbside Collection

The City provides a comprehensive and full-service curbside collection program, which includes the collection of refuse and recycling from single-family homes and townhomes. Curbside collection occurs once a week on a designated collection day.



NEW 07/2017

Definitions

Figure 5: Population History and Forecasts

This chart shows historical Census figures and select population forecasts for the City of Fairfax.

Census Data: The green bar represents the official census counts and estimates for the City of Fairfax (Town of Fairfax for 1960). The Decennial Census is taken every ten years and represents the most accurate available count for the City's population. In the most recent decennial census (2010), Fairfax's population measured 22,565. In addition to the Decennial Census, the Census Bureau also conducts annual population estimates of counties and independent cities, the most recent being for 2015, for which Fairfax's population was estimated at 24,013.

Population Forecasts: Three separate population forecasts are shown each based on the Metropolitan Washington Council of Government's (MWCOG) Round 8.4 Cooperative Forecasting models. Because population forecasts are speculative by nature, three separate forecasts are shown. All are based on MWCOG's forecasted rates of growth for various portions of the National Capital Region – they start with Fairfax's 2015 Census estimate, and apply future growth rates to that figure. It is important to note that MWCOG forecasts account for anticipated regional growth trends and do not make assumptions regarding the future development of specific projects in any of the region's localities.

Figures 6: Age & Gender Distribution

American Community Survey (ACS): Throughout the Fact Book, data is used from the US Census Bureau's American Community Survey (ACS). The ACS is an annual survey of a small sample of the nation's population and serves two purposes – to provide up-to-date estimates of population, and to ask respondents questions that are not covered by the Decennial Census. For smaller jurisdictions such as the City of Fairfax, published ACS data includes a combination of 5 years' worth of survey data – the most recently-available data is used in the Fact Book, being from the 2011-15 data range. The ACS represents the most current and detailed information available on a variety of demographic topics, however due to the relatively small sample size, many topics are subject to a significant margin of error.

Figures 9 & 10: Percentage of Population by Ethnicity

The racial and ethnic classifications used in this report follow federal standards on race and ethnicity. Specific definitions are as follows:

White: A person having origins in any of the original peoples of Europe, the Middle East, or North Africa.

Hispanic: A person whose origins are from Spain or from the Spanish-speaking countries of Central America, South America or the Caribbean.

Asian: A person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent.

Black: A person having origins in any of the Black racial groups of Africa.

Mixed: A person who provided two or more races either by indicating two or more races or by providing multiple responses.

Other: A person identifying as American Indian, Native Alaskan, Native Hawaiian, Pacific Islander, or any other racial group not elsewhere specified. These groups are identified as “Other” in this report due to small low individual numbers.

Notes:

- a) White, Asian, Black, Mixed and Other races are shown for non-Hispanic respondents only.
- b) Middle Easterners and North Africans are classified as White as per federal definitions, however this group may be classified separately in the 2020 Census.

Figures 11 & 12: Average Household Size & Percentage of Households by Type

The racial and ethnic classifications used in this report follow federal standards on households, householders and relationships among individuals. Specific definitions are as follows:

Household: Any housing unit such as a house, apartment or group of rooms that is considered an individual unit. Households do not include people living in nursing facilities, psychiatric facilities, rehabilitation facilities, correctional facilities, shelters, dormitories or military barracks.

Family: A household consisting of two or more people who are related to each other by birth, marriage, or adoption. A family household may contain people not related to the householder, but those people are not included as part of the householder’s family in average size tabulations.

Family With Children: A household consisting of at least one adult, plus at least one child under 18 years of age. “Children” in

this category may include biological children of the householder, stepchildren or adopted children. This category does not include foster children.

Non-Family Other: A household consisting of two or more people who are related to each other, but where there are no children under 18 years of age. Examples of such households may include a married couple with no children at home, individuals or couples living with adult children, or adults living with other adult relatives besides a spouse or child (i.e., parent, sibling, grandchild, etc.).

Figure 13: Median Household Income

Household Types: Types of households used in this figure correspond to those types described in Figures 11/12. For the “65+ Household” category, the age responds to the “householder” alone (i.e., the person filling out the Census form). It does not indicate simply the presence of a person in the household who is age 65 or greater.

Income: Includes net money income realized by a household over the 12-month period of measurement. This includes wage or salary income; self-employment income; interest, dividends, or rental income; estate or trusts income; Social Security or Railroad Retirement income; Supplemental Security Income (SSI); public assistance or welfare payments; retirement, survivor, or disability pensions; and all other income. It does not include capital gains, “in kind” income (i.e., food stamps, housing subsidies, medical contributions, etc.); withdrawal of bank deposits; money borrowed; tax refunds; gifts and inheritances, insurance payments, and other types of lump-sum receipts.

Figures 15-23: Housing Type

Detached: A one-unit residential structure detached from any other house.

Types of Detached Housing Styles: The City’s Department of Real Estate Assessments enumerates 7 types of detached housing units: Ramblers, Colonials, Split Levels, Cape Cods, Split Foyers, Contemporaries and Bi-Levels. This report uses those definitions and individual unit assignments, with the exception of bi-levels, which were combined with Colonials due to their low numbers (28 bi-levels are identified in the City).

Duplex: A one-unit residential structure that has one wall extending from ground to roof separating it from an adjoining residential structure. Duplexes only occur in groupings of two.

Townhouse: A one-unit residential structure that has one or two walls extending from ground to roof separating it from adjoining residential structure(s). Townhouses occur in groupings of three or more.

Multifamily Apartment: A residential unit in a structure that contains four or more individual units, and where the structure is owned by an entity that rents units to occupants.

Multifamily Condominium: A residential unit in a structure that contains four or more individual units, and where the units themselves are owned privately owned. Such units are considered condominium even if the owner rents the unit to another party.

Note: All Fairfax City housing unit types are derived from the City’s real estate records. For Figure 17, the equivalent information is derived from Fairfax County Demographic Reports, and categories were consolidated as needed to fit the City’s unit designation types.

Figure 32: Restaurants by Service Type

Restaurants are shown in two categories – Full Service and Limited Service – as defined by the North American Industry Classification System (NAICS):

Full Service: Establishments that provide food and drink to patrons who order and are served while seated, and pay after eating.

Limited Service: Establishments that provide food and drink to patrons who order items at a counter, and pay before eating. This category also includes establishments that are primarily engaged in take-out or delivery food sales, and establishments that offer only limited ranges of food or drink products (i.e., coffee shops).

Figure 33: Restaurant Sales

For this chart, **Northern Virginia** includes the counties of Fairfax, Arlington, Loudoun and Prince William, plus the cities of Fairfax, Alexandria, Falls Church, Manassas and Manassas Park.

Figure 34: Vehicle Dealerships

Independent Dealers: Pre-owned car dealerships that don’t have agreements with any particular car manufacturers to sell certain makes of vehicle. They don’t feature the name of any particular manufacturer in their name. Since they’re not linked with any specific car manufacturer, independent dealers don’t sell new cars and will offer a large variety of used cars from many different makes.

Franchise Dealers: Dealers that have the authorization or “franchise” from certain automakers to act as an agent in selling their vehicles. Franchise dealers can be easily spotted because the dealership’s name will usually contain a car brand’s name in it.

Figure 35: Healthcare Facilities

Primary Care: A primary care clinic is a medical facility that focuses on the initial treatment of medical ailments. In most cases, the conditions seen at the clinic are not serious, or not considered life threatening. If there is a condition discovered at a primary care clinic that may be considered extremely dangerous to the patient, a referral to a specialist may be made. Doctors at these clinics usually include internists, family physicians and pediatricians.

Urgent Care: Urgent care is a category of walk-in clinic focused on the delivery of ambulatory care in a dedicated medical facility outside of a traditional emergency room. Urgent care centers primarily treat injuries or illnesses requiring immediate care, but not serious enough to require an ER visit.

Figure 44: Full Service Grocery Stores, Farmers Markets and Community Gardens

Full Service Grocery: Includes sales of at least six of the following food categories:

- Fresh fruits and vegetables
- Fresh and uncooked meats, poultry and seafood
- Dairy products
- Canned foods
- Frozen foods
- Dry groceries and baked goods, and
- Non-alcoholic beverages

Farmers' Market: A physical retail market featuring foods sold directly by farmers to consumers. Farmers' markets typically consist of booths, tables or stands, outdoors or indoors, where farmers sell fruits, vegetables, meats, and sometimes prepared foods and beverages. They are distinguished from public markets, which are generally housed in permanent structures, open year-round, and offer a variety of non-farmer/producer vendors, packaged foods and non-food products.

Community Garden: A community garden is any piece of land gardened by a group of people, utilizing either individual or shared plots on private or public land. The land may produce fruit, vegetables, and/or ornamentals.

Figure 45: Housing Costs as a Percentage of Household Income

Housing cost information is collected by the US Census Bureau as part of the American Community Survey, and aggregated with income information as a way of measuring a specific area' housing affordability. "Housing Costs" includes different information for renters and owners; Figure 39 illustrates both forms of ownership (tenure) both separately and combined.

Owners: For owners, costs include payments for mortgages, deeds of trust, contracts to purchase, or similar debts on the property (including home equity loans, etc.); real estate taxes; property insurance; and utilities. It also includes, where appropriate, monthly condominium fees.

Renters: For renters, costs include rent and utilities.

Figure 46: Average Assessed Value by Housing Unit Type

Housing unit types are derived from the City’s real estate records, and are explained under Figures 14-22 above. However, for Figure 40, an additional unit type is shown: Attached Units.

Attached: A one-unit residential structure that has one or two walls extending from ground to roof separating it from adjoining residential structure(s), and that is located in a newer, luxury-oriented residential development. This is a designation that appears on City property records, but for most analyses, attached housing units are placed into either duplex or townhouse categories. Due to the relatively high average value of such units, there were separated in this chart to avoid skewing the average values of the remaining duplex or townhouse designations. There are 180 attached housing units in the City, mostly in the Farrcroft, Rustfield and Chancery Park neighborhoods.

Figure 47: Home Sales by Type of Sale

Sales Included: Housing sales included in this chart include only arm’s length property transfers of existing improved residential property that were listed and sold through the Multiple Listing Service. It does not include “for sale by owner” transactions, sales of new housing units, property transfers among relatives or into/out of trusts, non-market rate transactions, sales involving unimproved property, or foreclosures where the property is sold without being listed on the real estate market. For this chart, those transactions are separated into the following types of sales:

Regular Buyer & Seller: An arm’s length transaction where the property is not being sold due to financial duress (i.e., foreclosure or short sale) and where the property has been occupied or rented for more than one year by the seller or renters.

Flipper-Sold: An arm’s length transaction where the seller purchased the property less than one year prior to the listing date and has made improvements to the property that have the effect of increasing the housing unit’s market value relative to the original purchase price.

Short Sale: An arm’s length transaction where the seller is under financial duress and agrees with his lender(s) to sell the housing unit at a price lower than the amount owed on the mortgage.

Sale After Foreclosure: An arm’s length transaction where the seller is a financial institution that acquired the property through a foreclosure and then sells the property by listing it for sale on the open market.

Figure 49: Median Sales Price Indexed to 2008

This chart illustrates how different types of housing units have increased or decreased in market value relative to their median sales prices in 2008. Detached, townhouse and condominium units are separated into “recent” or “pre-1986” categories – meaning that 1986 is the dividing line.

Recent Detached: Detached homes built in 1986 or later (examples: Farrcroft, Pickett’s Reserve, Chancery Park, etc.).

Recent Townhouse: Townhouses built in 1986 or later (examples: Chancery Square, Crestmont, Cameron Glen, Madison Mews, Royal Legacy, etc.).

Recent Condo: Condominium units built in 1986 or later (examples, Providence Square and The Crossings).

Pre-1986 Detached: Detached homes built prior to 1986 (examples: Mosby Woods, Country Club Hills, Old Lee Hills, Westmore, Fairchester, Maple Hill, Fairview, etc.).

Pre-1986 Townhouse: Townhouses built prior to 1986 (examples: Comstock, Cambridge Station, The Assembly, Layton Mews, etc.).

Pre-1986 Condo: Condominium units built prior to 1986 (examples: Foxcroft Colony, Lyndhurst, Main St. Green, Fairfax West, etc.).

Figure 50: Annual Residential Building Permits

This chart shows the number of residential building permits issued since 2000, with those permits broken down into five broad categories. Those categories are as follows:

Addition: A project that adds new, livable area to a housing unit. This includes the construction of new space or the conversion of existing non-livable area (i.e., garage, carport, etc.) into livable area.

Interior Alteration: Interior modifications or changes that require a building permit. Such projects include kitchen or bathroom remodeling, finishing of basement area, interior wall removal, or other such projects. Only projects that require building permits are included in this count.

Other Renovation: Major projects that require building permits for non-livable area. This includes the addition of or modification to a garage, carport, storage building, or pool.

Deck/Porch: Construction, removal, modification or rebuilding of decks or porches, or parts thereof.

Maintenance: Projects that require building permits, but that include maintenance-related projects, rather than projects that add or alter space within a housing unit. This category includes waterproofing, exterior modifications, roof work, chimney repairs, solar panel installation, and similar projects.

Figure 72: Taxable Sales Per Capita, 2015

Taxable sales includes all gross receipts from sales subject to sales tax, regardless of retail or business sector, as collected by the Virginia Department of Taxation.

Figure 85 & 87: Existing Trails by Type & Planned City Trails

Off-Street Trail: Linear path designed with a surface of engineered wood fiber or chips, gravel, asphalt, concrete, wood or plastic lumber providing public access for walking or biking off public roads for recreation or transportation purposes.

Shared Use Path: The term “shared use path” means a multi-use trail or other path, physically separated from motorized vehicular traffic by an open space or barrier, either within a highway right-of-way or within an independent right-of-way, and usable for transportation purposes.