

Good evening. My name is Sheila Dunheimer. I am speaking as a citizen and resident of Fairfax County since 1991. The stated goal of zMOD was to modernize our zoning ordinances so they could accommodate unknown future uses. However, citizens' continue to document that many of the zMOD changes are related to very specific projects waiting in the wings to take advantage of zMOD's immediate and directed consequences. To this end, Staff has proposed citizen participation be replaced with by-right administrative decision making, and they have also introduced the use of broad generic terms like "major thoroughfare" that would allow Staff plenty of administrative wiggle room to accommodate developers' wishes...greasing the skids to "get to yes."

Today, I'd like to highlight the negative impacts of Staff's insertion of the term "major thoroughfare" throughout the zMOD final draft, and I'm formally requesting that the Board of Supervisors vote to withdraw this term's use from zMOD. Roadway development conditions should be determined for land use utilizing existing specific Federal Highway Administration roadway terminology reflecting a road's **Functional Classification**.

The functional classification system groups' highways into three basic categories identified as **arterial, collector and local**. Then there are two very important and distinct subclasses of arterial roads – "**principal**" and "**minor**." "**Principal arterials**" are major highways of regional and statewide significance intended to serve large amounts of traffic traveling relatively long distances at higher speeds. "**Minor arterials**" interconnect with and augment the principal arterial system. VDOT uses Functional Classifications to determine things like Federal-aid highway program funding eligibility and maintenance payment amounts that a locality will receive. Therefore, it stands to reason, if we fail to match the projected intensity of land use with the appropriate roadway functional classification we'll create self-induced over use, or "wear and tear" of our existing planned network of roadways, as well as the likely need for unplanned and unbudgeted improvements to remedy the resulting traffic, noise and/or environmental and safety impacts

zMODs definition of "Street, Major Thoroughfare" is deliberately nonspecific. It reads as follows;"A public street including a minor arterial, principal arterial, or primary highway, all as

defined, or those roads, or portions of them...” “Principal arterial” roads should be the minimal roadway requirement for ALL commercial types of land use within residential zoning that zMOD is now proposing to include uses like Country Inns and Retreat Centers.

The phrase “lots adjacent to major thoroughfares” in zMOD impacts the following areas as well:

- maximum allowed fence or wall height;
- setback for minimum lot areas and yards which ties to “accessory uses”
- parking limitations in residential districts may be exceeded

Please remove the generic term “major thoroughfare” in the current zMOD final draft and match land use intensity to functional classification of roadways. Land use intensity of farm wineries, breweries and distilleries should also be based on absolute numbers of visitors/day. Exemptions by classifications like wine tasting, etc. should not be allowed because their intensity of use is the same as every other visitor. Thank you for your time.