



Proposed amendments to the 2020 Midpoint Update of the Comprehensive Plan and revisions to the Zoning code.

3.23.26: City Council Meeting

Development Services Department

Proposed Amendments

- Staff presented several changes to various elements of the 2020 Midpoint Update, including the future land use map (FLUM), to address Council's direction to accommodate higher density residential (where appropriate), mixed-use development, and high energy use land uses. A full update to the Comprehensive Plan is not budgeted. Staff is recommending a new addendum section to the 2020 Midpoint Update to incorporate changes and amendments to the document. Proposed changes are documented in the appendix section of this presentation.
- Staff presented several changes to various elements of the zoning code including accessory dwelling units, commercial parking standards, and vehicle stacking requirements. These proposed changes are also included in the appendix section of this presentation and attached as Exhibit 3.

Heavy & High Energy industrial district

- Staff has drafted a Heavy & High Energy industrial district (HI) ordinance to incorporate certain businesses, with operations and facilities that may create energy, or require high energy consumption compared to other businesses in other districts, and, if not properly regulated, may create high-noise levels and other negative impacts.
- The ordinance includes primary uses (i.e. “by right”), as well as specific use permit and site plan requirements
- Performance standards are specified covering noise, smoke, and particulate matter, other air contaminants, hazardous materials, fire and explosive hazard, glare, and vibration.
- The Planning and Zoning Commission will conduct a public hearing on the draft ordinance on March 24th. This ordinance will proceed to the Council in April for consideration.

Planning and Zoning Commission

February 24, 2026: Planning and Zoning Commission was briefed on:

- Possible amendments to the future land use map (FLUM) of the City's 2020 Midpoint Update of the Comprehensive Plan.
- A prospective heavy industrial use district and regulations associated with large-scale data centers and other high energy land uses.
- Accessory dwelling units, drive-through design and stacking requirements, and vehicle parking regulations.

Planning and Zoning Commission

- The Planning and Zoning Commission discussed the potential traffic impacts of amending the future land use map to allow higher density residential, particularly along the I-35 corridor.
- The Planning and Zoning Commission discussed an allowance for larger accessory dwelling units (ADUs) of up to 50% of the gross floor area of the main residence, within residential zoning districts requiring a lot size greater than SF-16 .
- The Planning and Zoning Commission is requesting a joint meeting with the Council to discuss the scope and nature of the proposed updates to the 2020 Midpoint Update Plan and the zoning regulations.
- Joint meeting would provide an opportunity to discuss and align with Council's direction and vision.

Schedule

- **March 24th** : Planning and Zoning Commission will hold a public hearing on the Heavy & High Energy industrial district ordinance.
- **April**: Joint Planning and Zoning Commission and City Council meeting (if desired).
- **April 20th** and **May 4th**: Heavy & High Energy industrial district ordinance will proceed to the Council for public hearings.
- **May 26th** : Staff will present an ordinance recommendation to Planning and Zoning on the Zoning Code updates recommended by the I&D Committee (ADU, Parking, Stacking and Queuing).
- **June Planning and Zoning Commission**: Staff to present recommendations to the Comprehensive Plan and Future Land Use Map (Addendum), as well as updates to Appendix B (Zoning Code).
- **July City Council**: Staff anticipates bringing forward P&Z's recommendations.
- **July Planning and Zoning Commission**: Staff to present next phase of supplemental code updates (details covered on next slide).
- **August City Council**: Staff anticipates bringing P&Z's recommendations.
- All agenda items will require public notice and public hearings.

Next Phase of Updates

- Staff is currently working toward updates involving Article V of the Zoning Code, which deals with supplemental regulations.
- Revisions will include the following:
 1. Landscaping standards
 2. Fencing and screening requirements
 3. Parking requirements
 4. Site plans requirements
 5. Sign standards
- These work elements are forthcoming in the next few months, but staff has not established a definitive schedule.

Questions/ Direction

- **Does the Council have any questions or comments on the presentation?**
- **Staff is requesting Council's direction on next steps, to include a joint meeting with the Planning and Zoning Commission.**

Appendix

- **Proposed amendments to 2020 Midpoint Update**
 - **Proposed amendments to zoning code**
- **Proposed Heavy and High Energy industrial district**

Proposed Amendments to 2020 Midpoint Update

- Medium to High density residential along the IH-35 and Chisholm Trail Corridor
- Industrial and Heavy Industrial uses within the Employment Growth Center and Chisholm Trail Corridor FLUM categories
 - Re-designation of the TOD FLUM category
 - Addendum to 2020 Midpoint Plan Update

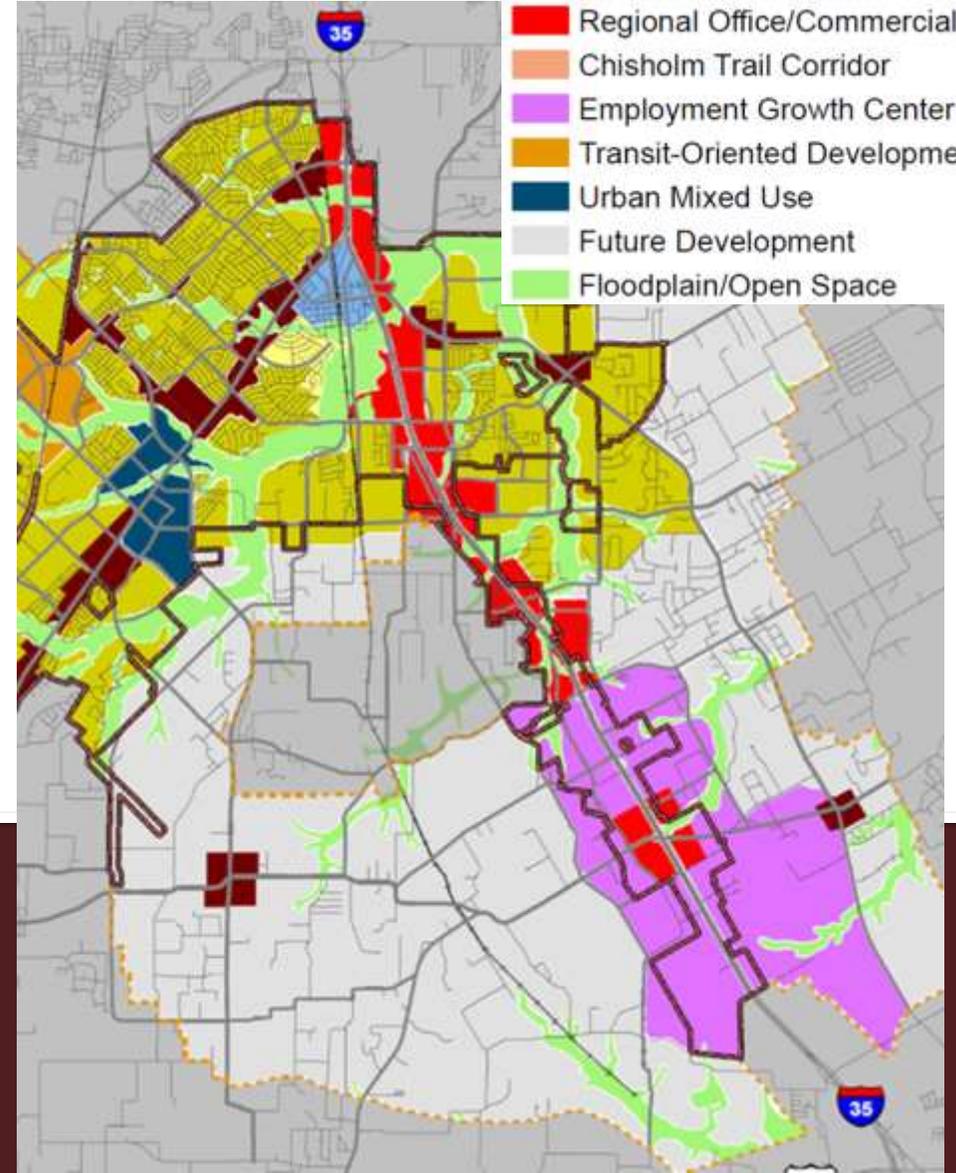
Regional Office/Commercial/ Multifamily

- This land use category is intended for uses with regional emphasis due to the area's high visibility.
- Uses such as large retail centers, hotels, restaurants, and corporate or professional offices are encouraged.
- ~~Remove text: Medium to high density residential may be allowed as part of a mixed-use development.~~
- New text: Apartments complexes may be suitable on parcels within the IH-35 overlay of this future land use category that also have adequate infrastructure and connectivity to support density.
- This area should be served by a well-designed street system to facilitate quality developments.
- Due to the visibility from roadways, architectural design and screening are important.

Corresponding Zoning Districts:
GR, C, [add Multifamily Dwelling Districts (MF1&2) and Planned Development]

Future Land Use

- Neighborhoods
- Old Town Residential
- Old Town
- Community Commercial
- Regional Office/Commercial
- Chisholm Trail Corridor
- Employment Growth Center
- Transit-Oriented Development
- Urban Mixed Use
- Future Development
- Floodplain/Open Space



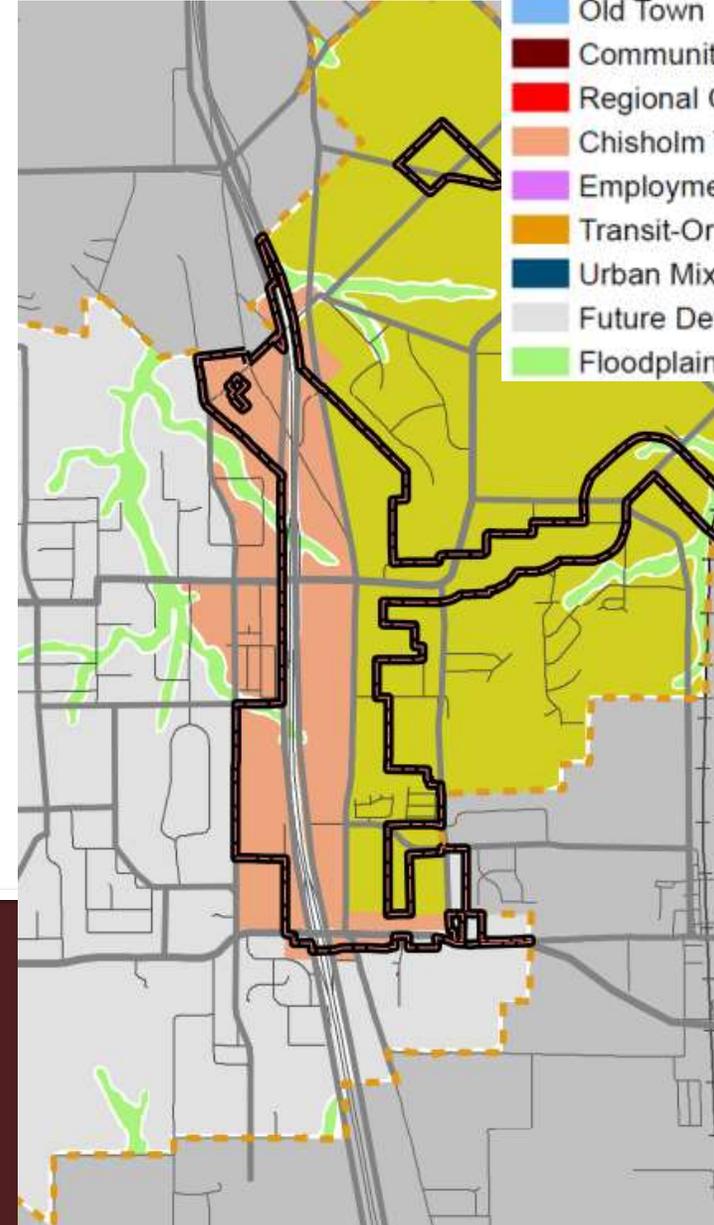
Chisholm Trail Corridor

- Land uses should be primarily nonresidential with the primary uses being large scale professional campuses (e.g., office parks, medical centers)
- Complimentary large-scale retail may also be appropriate if the development is coordinated and emphasizes quality building and site design.
- Robust landscaping and pedestrian and vehicular connectivity should be emphasized to reflect a positive image of Burleson along this major corridor.
- New text: Medium to high density single-family and multifamily residential may be allowed as part of a mixed-use developments on non major intersection parcels as adequate infrastructure and connectivity becomes available.

Corresponding Zoning Districts:
General Retail, Commercial (add Planned Development)

Future Land Use

- Neighborhoods
- Old Town Residential
- Old Town
- Community Commercial
- Regional Office/Commercial
- Chisholm Trail Corridor
- Employment Growth Center
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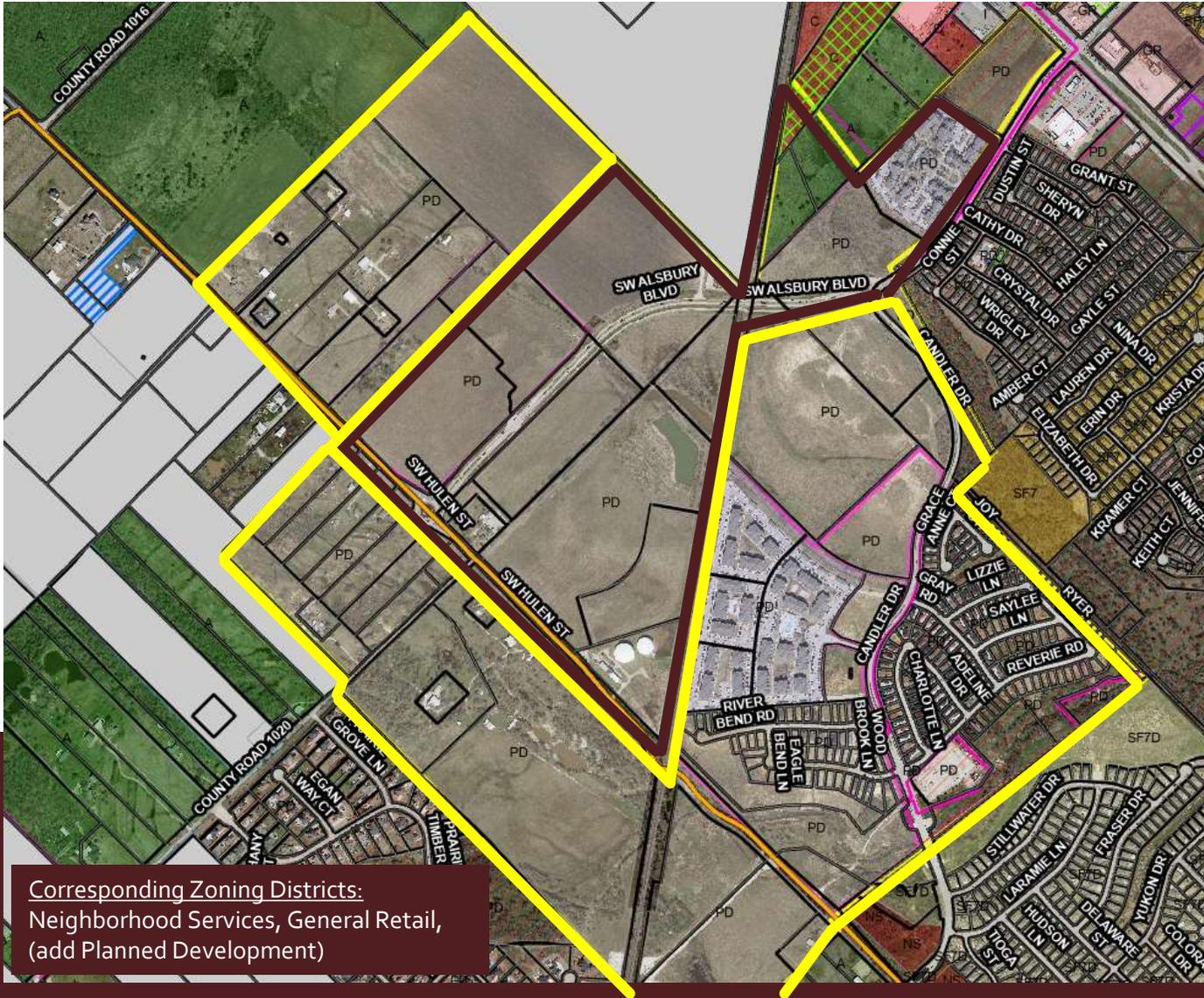
Re-designating Transit-Oriented Development Category

Incorporate areas along Alsbury and SW Hulen Intersection into Community Commercial

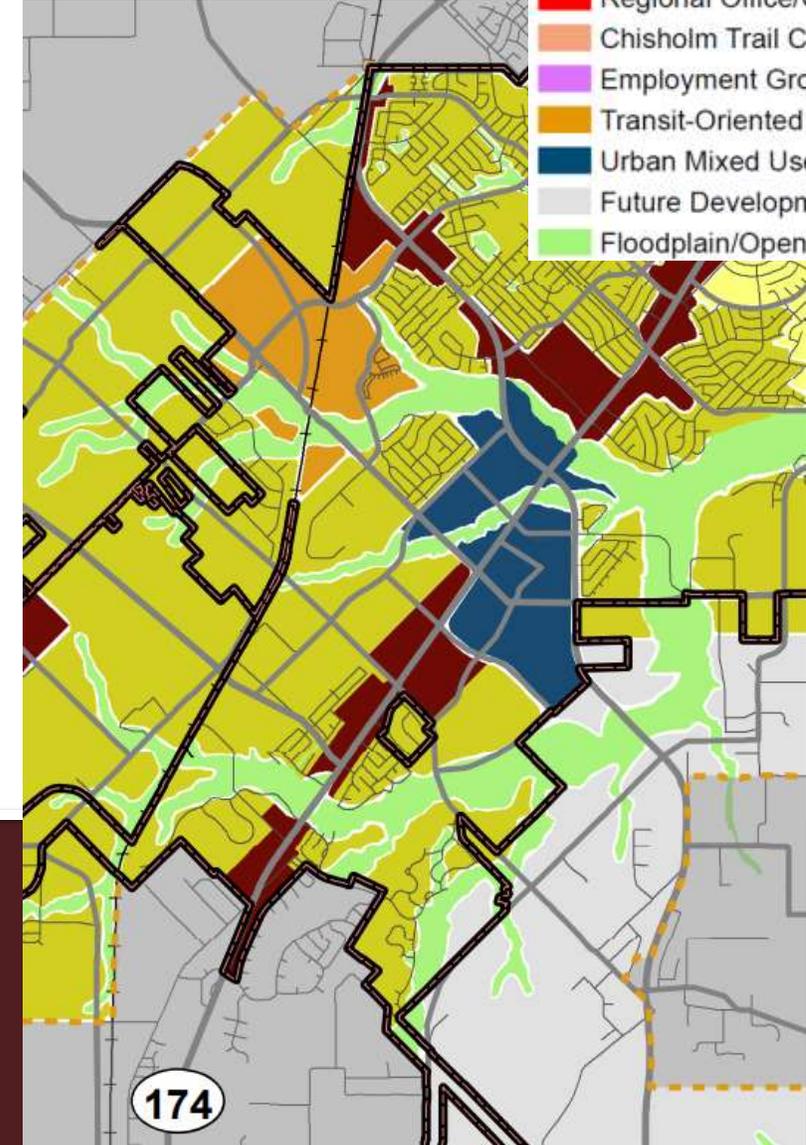
Remaining areas re-designate as new Mixed Use FLUM category (PD)

Future Land Use

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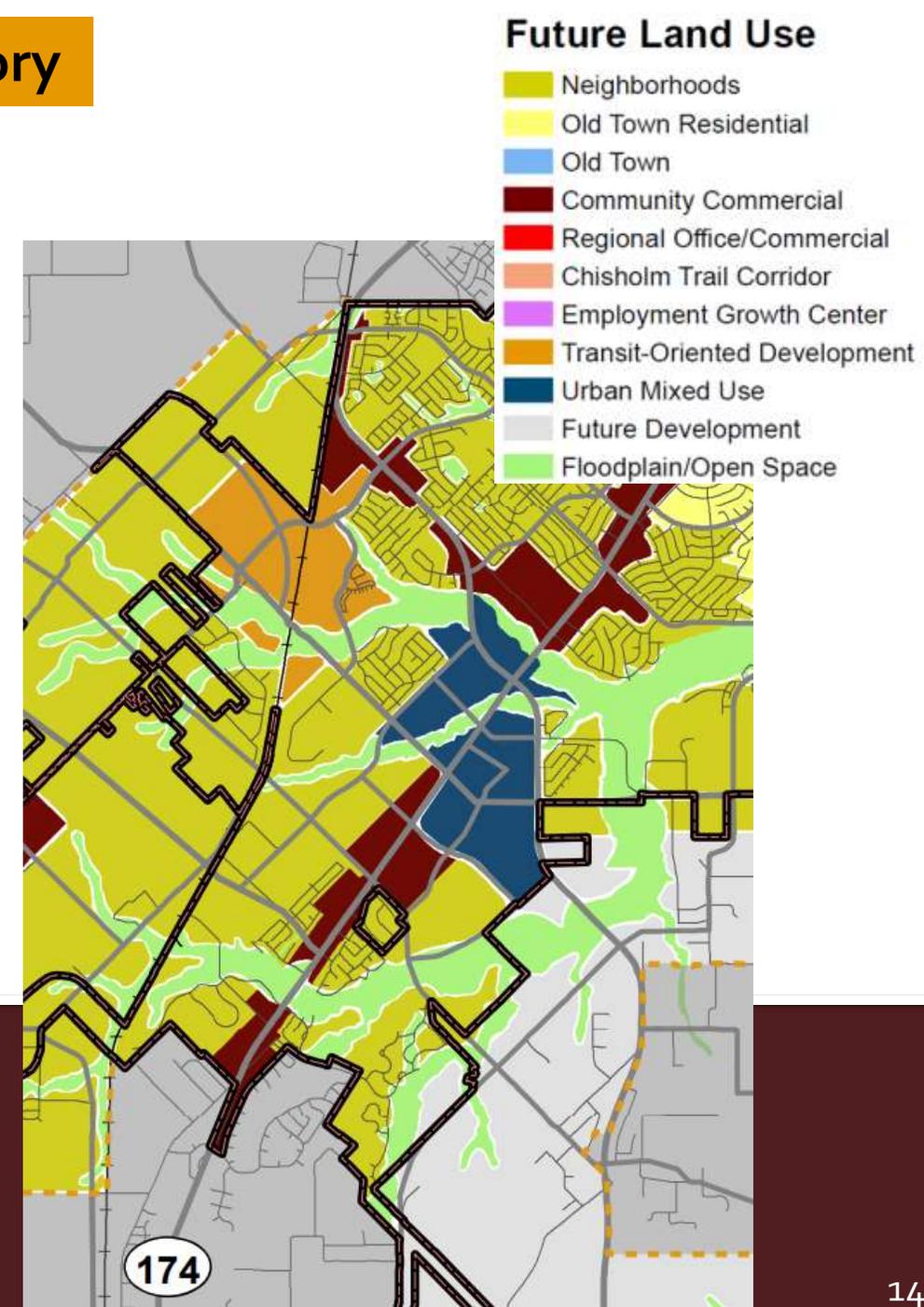
Corresponding Zoning Districts:
Neighborhood Services, General Retail,
(add Planned Development)



Re-designating Transit-Oriented Development Category

- New text: Community Commercial is generally located along major streets and at significant nodes. This category is intended to provide suitable areas for the development of light to medium intensity commercial uses to support surrounding urban development.
- New text: Mixed-use developments consisting of office, retail, cultural facilities, and housing are encouraged. Housing options include a range of medium-to-high density single-family and multifamily residential.
- New text: Mixed use developments should be integrated at key nodes, focusing on placemaking and walkability, both within the node and from surrounding neighborhoods.
- New text: Landscaping and urban design should enhance visitors' experiences, separate sidewalks from major roads and define pedestrian routes to promote connectivity and walkability.

Corresponding Zoning Districts:
Neighborhood Services, General
Retail, (add Planned Development)



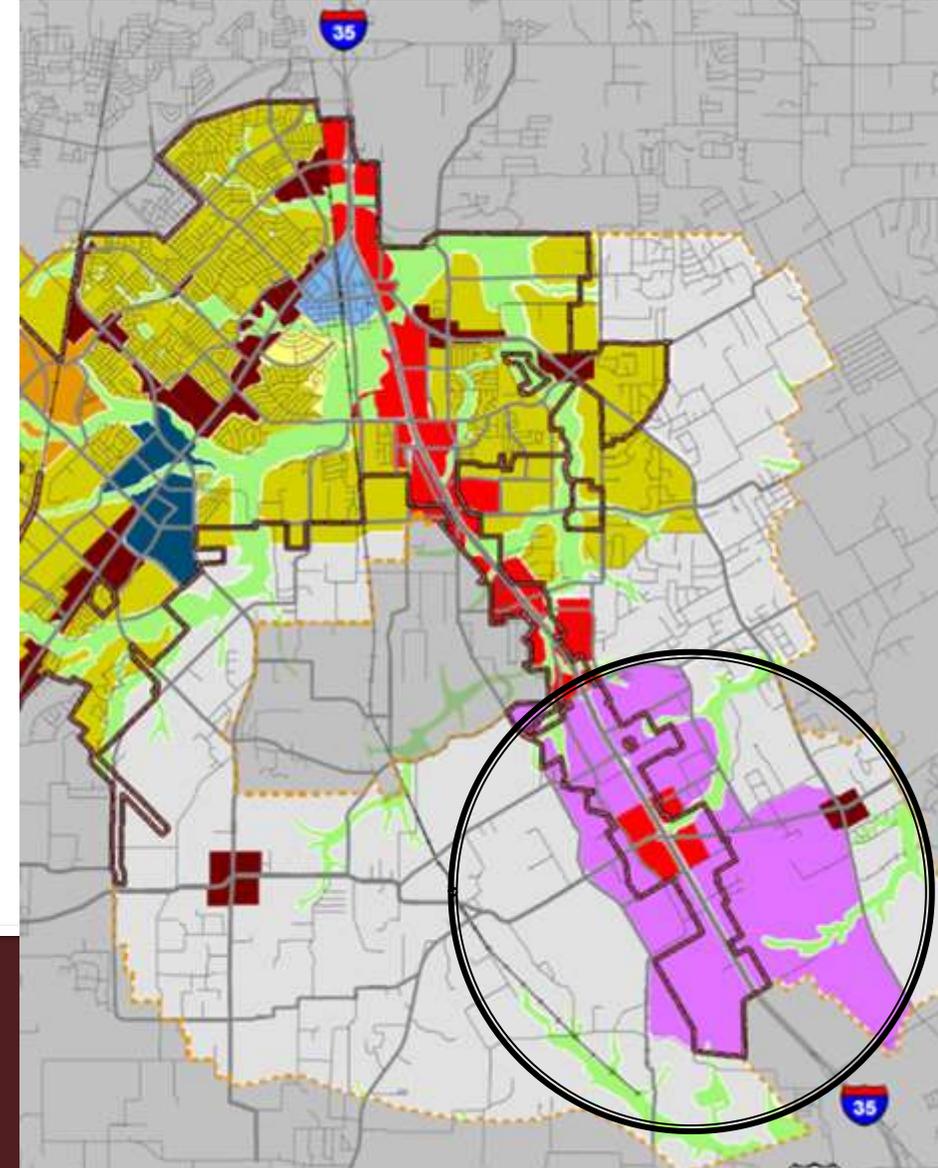
Industrial/ Heavy Industrial-Employment Growth Center

Staff will need to incorporate changes to the 2020 Midpoint Plan to align with Council's direction on a new Heavy Industrial zoning district.

The only FLUM designation that corresponds with Industrial use is **Employment Growth Center**, but the designation will need to be revised to account for both industrial and heavy industrial energy uses.

This designation also includes Commercial and Business Park Overlay uses.

NOTE: The light gray areas are designated as Future Development, on the FLUM. These areas are located outside of current city limits, with no zoning or associated land use.



Addendum

Staff is recommending inclusion of an addendum to the Midpoint Plan in instances where:

- Text and map changes are approved by the Council;
 - Plan Goals/and or Actions have been completed, or need to be revised;
- Changes to the Plan to accommodate increases in residential density (where appropriate)
- Changes to the Plan to include a new heavy Industrial zoning category to allow segregation of high energy production uses such as large-scale data centers, wind/solar farms, power plants, etc.
- Changes accounting for reclassification of non-residential uses along commercial corridors
 - Modifications to minimum parking requirements

Addendum Example

Fairfax County, Va. utilizes a Plan amendment work program that (with modifications) could serve as a template for the addendum.

The example to the right would succinctly capture the nature and date of changes to the Midpoint 2020 Update Plan.

2025 Fairfax County Comprehensive Plan Amendment Work Program
Adopted by the Board of Supervisors on June 10, 2025, as amended through December 9, 2025

The Comprehensive Plan Amendment Work Program lists authorized current and future planning studies and amendments. Work Program items identified as "Tier 1" are in areas of development focus or support an identified County priority, such as providing affordable housing or enhancing office development, and represent the highest priority for staff resources and timing. Items identified as "Tier 2" may not be in areas of development, and are typically reviewed in conjunction with the submission of a development application and as staff resources are available. Items identified as "Tier 3" are deferred studies, with the timing of the review to begin following completion of other studies, planning efforts, or other actions that would influence the policy context.

Plan Amendment Name and Number	Supervisor District	Authorization Date	General Description	Notes
Tier I				
Policy Amendments				
Policy Plan Amendments - Phase 2 2022-CW-2CP PLUS No. PA-2022-00009	Countywide	12/6/2022	This Comprehensive Plan amendment will 1) review, update, and streamline existing Policy Plan elements; 2) add new Policy Plan elements as needed; and 3) ensure the Policy Plan is in alignment with the Countywide Strategic Plan, the One Fairfax Policy, and other recently adopted policies and initiatives. This phase will focus on the remaining Policy Plan elements.	
Heritage Resources -- 2017-CW-4CP	Countywide	12/7/2009	Update recommendations for inventory of Historic Sites on an annual basis, if needed.	
Public Facilities Plan Map Amendment -- 2013-CW-5CP PLUS No. PA-2020-00003	Countywide	7/9/2013	Follow-up Considerations to Plan Amendment S11-CW-1CP, Adopted Amendment No. 2011-12: -- Coordinate with other local and state utilities, such as Dominion Virginia Power, that own property planned for uses other than Public Facilities, Governmental, and Institutional uses to determine if those properties should be re-planned as Public Facilities, Governmental, and Institutional uses. -- Update Area Plans and Policy Plan text as necessary to reflect new public facilities and changes to existing public facilities identified during the Plan Map update process that were outside of the scope of that process. -- Consider re-planning land recommended for public facilities that is developed as residential and non-residential uses. - This authorization will be incorporated with the Tier I Public Facilities Policy Plan update.	

Proposed Amendments to Zoning Code

1. Accessory dwelling units (ADUs)
2. Stacking requirements
3. Parking regulations
4. Heavy & High Energy industrial district
5. Supplemental Regulations update

Accessory Dwelling Unit (ADU) regulations

Proposed Definition:

Accessory Dwelling Unit (ADU). A self-contained housing unit, inclusive of sleeping, cooking, and sanitary facilities on the same Lot as a Primary Dwelling, subject to otherwise applicable dimensional and parking requirements.

ADUs shall not be larger than a GFA (Gross-Floor-Area) of 900 square feet, or one-half the GFA of the Primary Dwelling, whichever is smaller.

Accessory Dwelling Unit (ADU) regulations

Accessory Dwelling Unit Standards:

1. Either the primary residence or ADU shall be occupied by the property owner.
2. The accessory dwelling unit shall be subordinate to the primary structure in overall height and size and placed in accordance with applicable zoning district setbacks.
3. ADUs shall not be larger than a GFA (Gross-Floor-Area) of 900 square feet or one-half the GFA of the Primary Dwelling, whichever is smaller.
4. There is a limit of one (1) accessory dwelling unit per lot.

Accessory Dwelling Unit (ADU) regulations

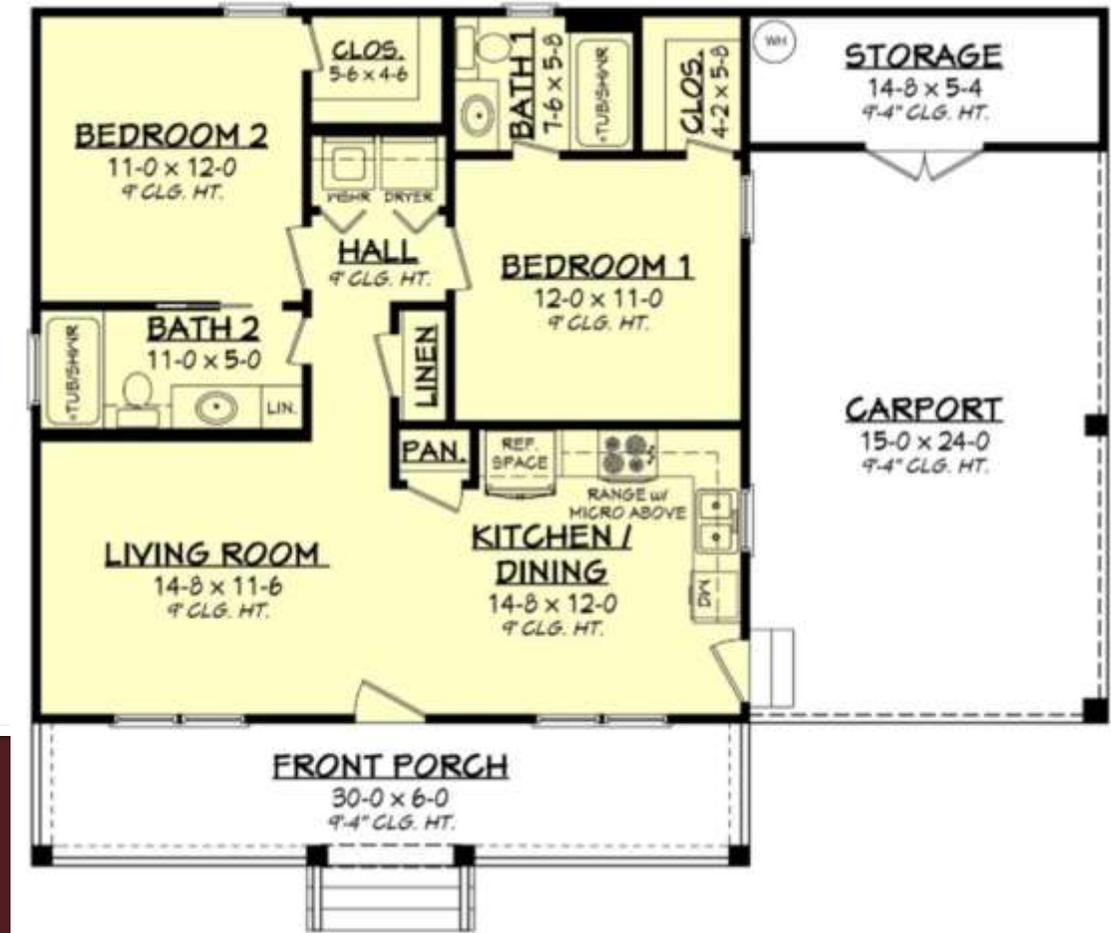
5. Short-term rental (STR) permits will not be issued for ADUs.
6. One additional off-street parking space, accessible from the current drive-way; shall be required prior to approval of the final inspection for the ADU.
7. Additional utility meters and the issuance of separate addresses for the ADU are prohibited.

ADUs in Nonresidential zoning districts (approval by SUP or as part of a PD zoning)

1. Shall require one dedicated parking spot for the tenant.
2. Shall be occupied by the building owner or business tenant.

The Planning and Zoning Commission discussed an allowance for larger ADUs (up to 50% of the GFA) within residential zoning districts requiring a lot size greater than SF-16 .

Accessory Dwelling Unit (ADU) examples



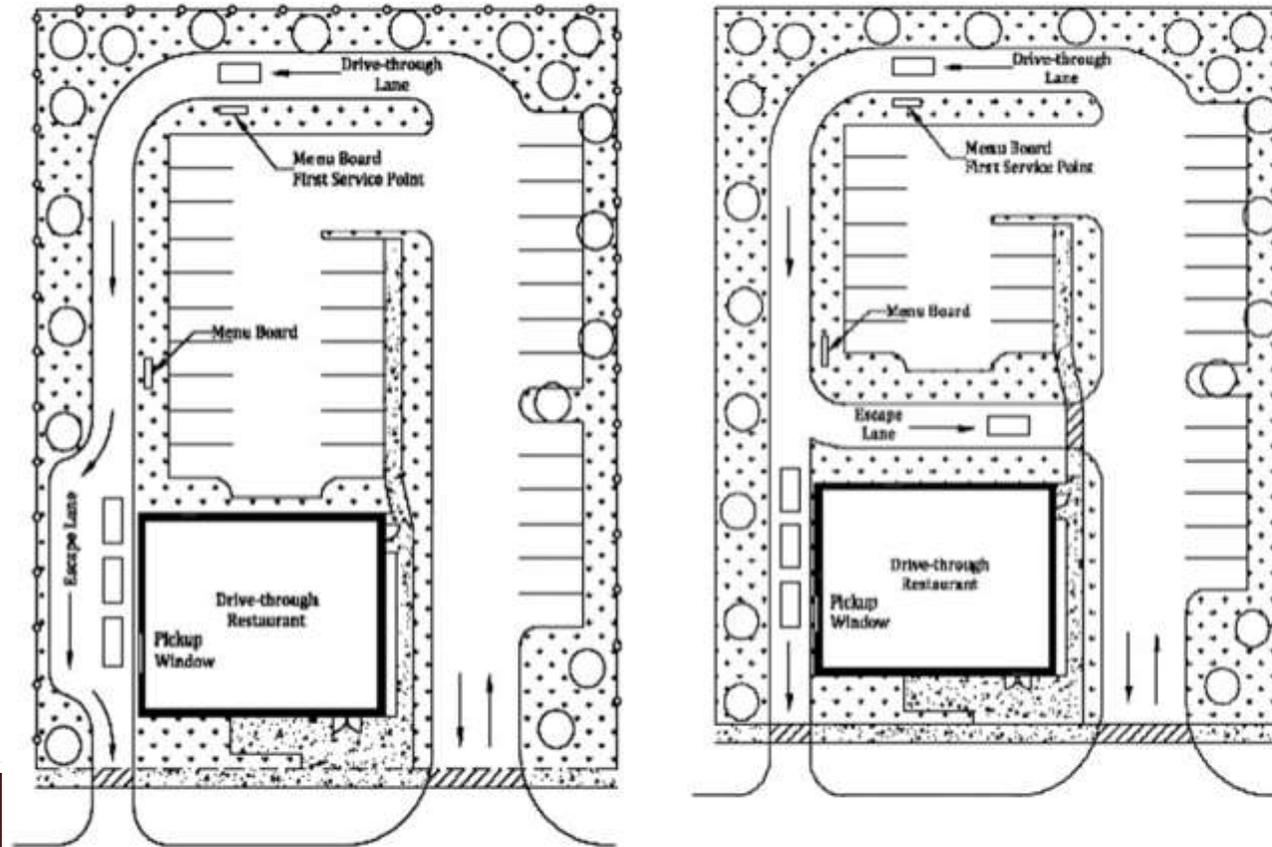
Drive-thru Design and Stacking Requirements.

1. **Stacking lanes.** All uses with drive-thru facilities shall provide stacking lanes for inbound vehicles designed so that vehicles queued within the stacking lanes do not interfere with vehicle and pedestrian circulation onsite, on adjacent properties, or within public rights-of-way.
2. **Stacking lanes shall have a minimum width of nine (9) feet.**
3. **Each stacking space shall have a minimum depth of twenty (20) feet.**
4. **Stacking lane minimum length shall be measured along the centerline beginning at the center of the service window, kiosk, bay, etc., to the entry point of the drive-up lane. The length of the lane shall be determined according to the use as follows:**
 - a. **All uses not listed below: 60 feet for each lane.**
 - b. **Auto Repair, Quick Lube/Oil Change, and State Inspections: 80 foot lane. If more than one lane is provided may be reduced to 40 feet each lane.**
 - c. **Attendant Car Wash: 100 foot lane. If more than one lane is provided than may be reduced to 60 feet each lane.**
 - c. **Restaurant: 160 foot lane with a minimum of 100 feet behind the order board. If more than one lane is provided may be reduced to 120 feet each lane with a minimum of 80 feet behind the order board.**

Drive-thru Design and Stacking Requirements.

5. Restaurants providing drive-thru service shall indicate a minimum of one parking spot per lane for customers waiting for an order to be completed. This is in addition to the minimum required parking for the restaurant.
6. Directional signage and pavement markings shall be provided to indicate the flow of vehicles to and through the drive-thru facility, subject to applicable sign regulations.
7. Each drive-thru entrance/exit shall be a minimum of fifty (50) from an intersection of a public right-of-way.
8. Drive-thru design shall provide a nine (9) foot wide escape lane for emergency egress from the stacking queue before reaching the drive thru window.

Examples of Drive Throughs with Escape Lanes



Example Layouts

Vehicle Parking Regulations, Section 134

Residential

Currently - 2 spaces for each dwelling unit – not defined if garage space or driveway spaces

Recommend – Garage and driveway pad criteria (effectively increase to 4 spaces) for all SF dwelling districts

Front Entry Garage Criteria.

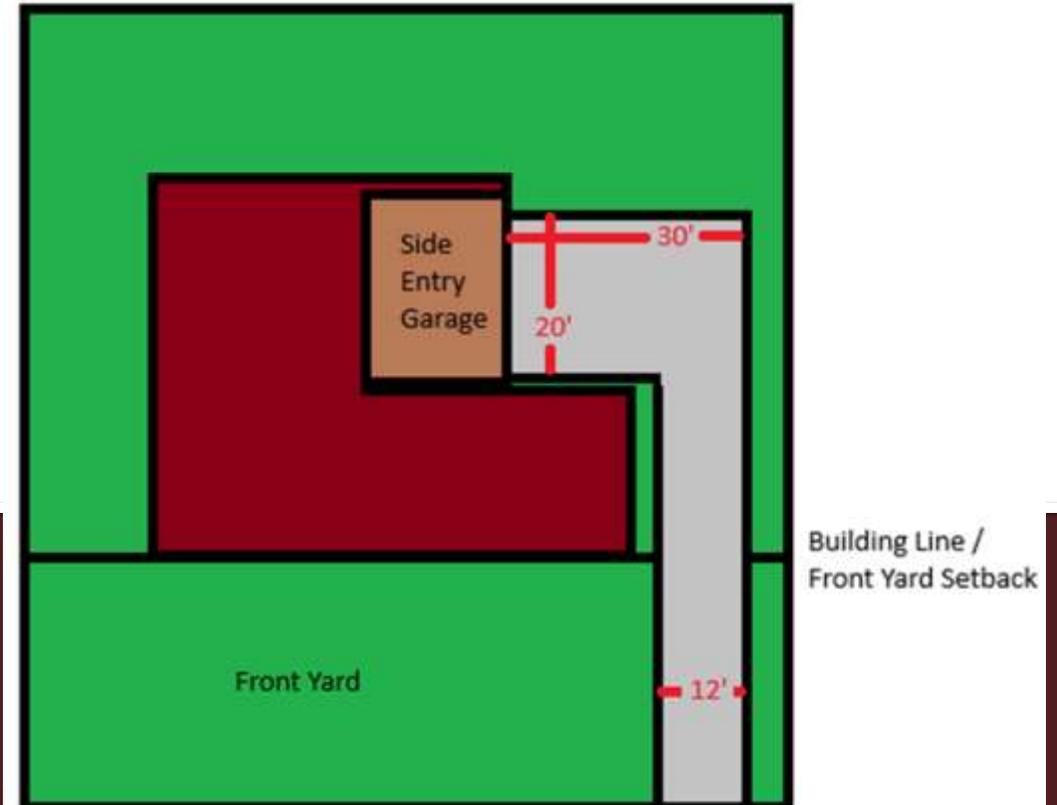
1. Front loading garages shall have a minimum driveway depth of 36 feet.
2. Front loading garages shall have a minimum driveway width of 20 feet.

Side Entry Garages.

1. Side entry garages shall have a minimum driveway pad at the entrance of the garage of 20 feet by 30 feet and the connecting drive to the pad shall be at least 12 feet wide.
2. There shall a side yard between the outside edge of the driveway and the property line of no less than 5 feet in width.

Example of a front entry garage and side entry garage with proposed standards

- Driveway depth pushes garages further from roadway
- Eliminates protrusion of vehicles onto sidewalks and reduces off-street parking in neighborhoods



Vehicle Parking Regulations, Section 134

Non-residential

Currently based off of land use, unless property is zoned CC, Central Commercial within the OT, Old Town Overlay

(CC in OT has no parking requirements)

Recommend removing non-residential parking requirements for properties along the following corridors/areas

(direct frontage on; or access by the following roadways):

- Wilshire
- John Jones
- Alsbury
- Hidden Creek
- IH-35
- Old Town

Vehicle Parking Regulations, Section 134

Still required to comply with ADA parking based on the amount of spaces provided by applicant at commercial site plan.

Still required to provide off street loading for merchandise receiving and shipping.

A shared parking agreement or parking agreement understanding will be required for all multi-tenant developments.

Mitigation to prevent overparking of sites:

If the number of parking spots proposed by the applicant or developer exceeds 110 percent of the parking as outlined in Appendix B, Zoning; Section 134. Vehicle parking regulations:

- **Then an additional 100 SF of landscaping shall be required in the front yard for each additional parking space exceeding the 110 percent threshold.**