UPPER POTOMAC PLANNING DISTRICT OVERVIEW

The Upper Potomac Planning District is located in the northwest portion of Fairfax County. It is generally bounded on the north by the Potomac River, on the east by Difficult Run and Towlston Road, on the south by Lee Jackson Memorial Highway (Route 50) and on the west by Loudoun County and the Washington Dulles International Airport (see Figure 1).

The Upper Potomac Planning District encompasses approximately 47,500 acres which is about 18 percent of the county's land area. The character of the this planning district varies widely, from the semi-rural area of Great Falls along the Potomac River, to the urbanizing Reston Transit Station Areas and Dulles Suburban Center, to the suburban neighborhoods along West Ox Road and Lee Jackson Memorial Highway. The northern area which includes the Riverfront, Springvale and Hickory Community Planning Sectors contains the Great Falls Village area, several estates and large-lot subdivisions and low density residential areas.

The Greater Herndon, West Ox, and Greater Reston Community Planning Sector~~s~~ contain concentrations of office, industrial and commercial development, surrounded by residential development. The Innovation Center Transit Station Area is located in the Greater Herndon Community Planning Sector, and the Reston Transit Station Areas are within Reston, which encompasses the Woodland Park section of the West Ox Community Planning Sector as well as the Greater Reston Community Planning Sector. The Sully Community Planning Sector is located entirely within the Dulles Suburban Center and is partially developed with office, industrial and commercial development, with large vacant areas. The portion of the West Ox Community Planning Sector outside of Woodland Park, and the Lee-Jackson Community Planning Sector is characterized by suburban neighborhood development in the western areas in the vicinity of Chantilly, and low density residential development in the eastern area where the headwaters of the Difficult Run Watershed are located. The Lee-Jackson Community Planning Sector includes some commercial development along Lee Jackson Memorial Highway.

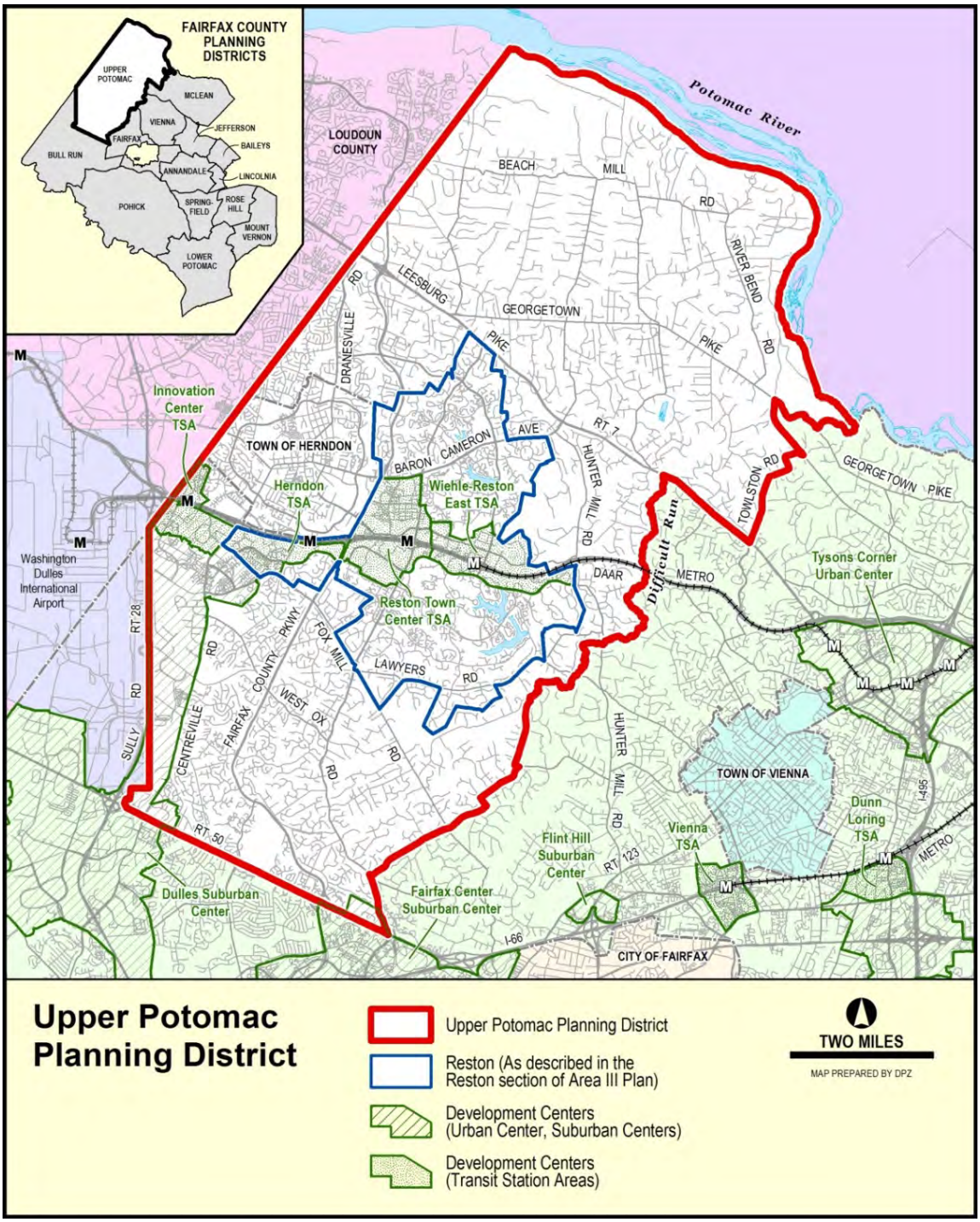
The planning district is served by community and neighborhood shopping centers in the vicinity of Reston, Herndon, Chantilly, and Great Falls. Tysons Corner Center and Fair Oaks Mall are the nearest regional shopping centers.

The Upper Potomac Planning District reflects a pattern common to the county, that of suburban and low density neighborhoods surrounding mixed-use centers. Planning objectives in this district seek to protect stable neighborhoods while maintaining employment, shopping and recreation opportunities.

The county has adopted a sewer service area map which defines areas where public sewer is planned to be permitted. Several planning sectors in the Upper Potomac Planning District, including Riverfront, Springvale, Hickory, Greater Reston and West Ox, have areas that are outside the Approved Sewer Service Area. Except as noted in the Hickory Community Planning Sector, these areas are planned for uses which do not require public sewer service and may be developed with residential densities or with nonresidential uses that do not require public sewer service.

CONCEPT FOR FUTURE DEVELOPMENT

The planning guidance provided by the Concept for Future Development is one of the principal elements used in formulating Area Plan recommendations. The Concept and its



UPPER POTOMAC PLANNING DISTRICT **FIGURE 1**

associated land use guidance recommend the predominant use and character envisioned for land areas within each Planning District although within the planning districts, there may be land areas planned for a distinctly different land use than that envisioned by the Concept.

The Upper Potomac Planning District consists of areas that the Concept for Future Development recommends as Low Density Residential Areas, Suburban Neighborhoods and two Suburban Centers -- Dulles Suburban Center, and Fairfax Center Area.

The Dulles Suburban Center, located primarily in UP6 Sully Community Planning Sector is subject to the Route 28 Tax District legislation. A portion of the Fairfax Center Area is located in the Upper Potomac Planning District; this area is addressed in the Fairfax Center Area Plan.

The Reston Transit Station Areas are recommended in the Concept for Future Development for a mixture of office, retail and residential uses, with ancillary institutional uses. These areas are addressed in the Reston Plan.

In the portion of the Upper Potomac Planning District that is north of the Dulles Airport Access Road, Suburban Neighborhoods are located in the vicinity of Reston and Sugarland Run (the area of the county surrounding the Town of Herndon.) South of the Dulles Airport Access Road, Suburban Neighborhoods border the Dulles Suburban Center and the Reston Transit Station Areas, Difficult Run, Lee-Jackson Memorial Highway and Fairfax Center. A wide range of housing types occurs in these areas.

Low Density Residential Areas are located primarily north of Leesburg Pike, along the Potomac River shoreline. The areas around the Difficult Run stream valley and watershed in the eastern portion of the Upper Potomac Planning District are also designated as Low Density Residential Areas, due to the established low density character, the ecological significance, and environmental sensitivity of these areas.

MAJOR OBJECTIVES

Planning objectives in the Upper Potomac Planning District are the following:

- Limit redevelopment of commercial, industrial and residential areas to intensities which will, upon redevelopment, result in acceptable levels of service and have minimal impact on stable residential areas, village centers, and other centers that serve villages or neighborhoods;

- Preserve stable residential areas through infill development of a character and intensity/density that is compatible with existing residential uses;

- Limit commercial encroachment into residential neighborhoods and establish a clearly defined "edge" between commercial and residential areas;

- Maintain the residential character development along the Route 7 Corridor and prevent industrial, office, research and development (R&D) and retail commercial development in this corridor between the Dulles Airport Access Road and the Loudoun County line;

- Encourage pedestrian access to retail areas;

- Encourage the creation of additional parks, open space and recreation areas and acquire additional acreage in environmentally sensitive areas as part of the Environmental Quality Corridor program;

- Identify, preserve and promote awareness of heritage resources through research, survey and community involvement;

- Provide adequate facilities for the full range of human services, including child care, senior citizen programs, health care, education, and recreational programs for all segments of the community;

- Continue active pursuit of affordable housing goals by enlarging the inventory and maintaining and improving existing affordable units; and

- Provide child care and elderly care facilities to meet the anticipated growth in needs.

DISTRICT-WIDE RECOMMENDATIONS

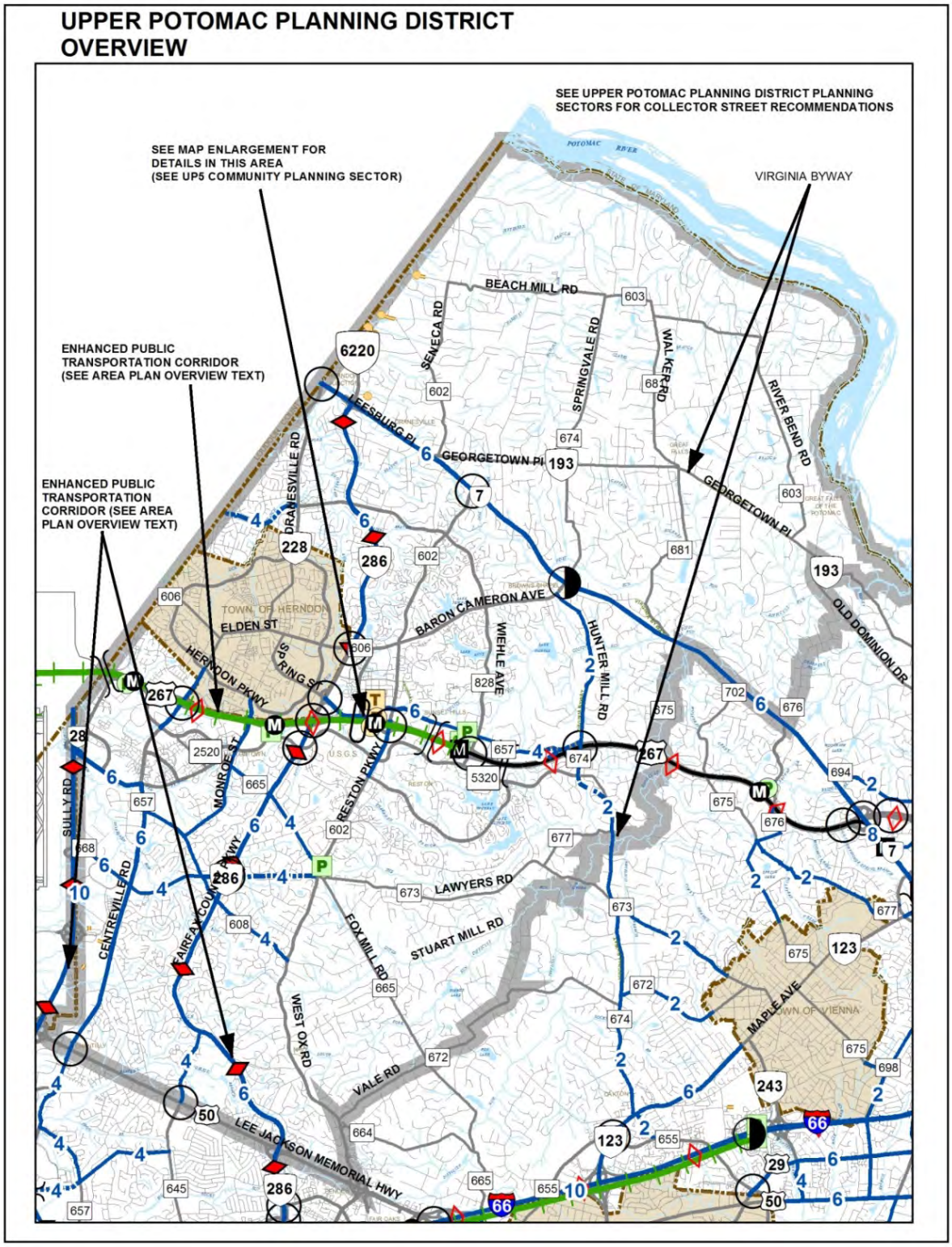
Transportation

Travel within and through the Upper Potomac Planning District is affected by land uses and transportation facilities in adjacent districts, as well as throughout the Northern Virginia region. Therefore, the transportation network affecting the District is comprised of several elements, many of which relate to more extensive countywide facilities, services, and policies. The arterial and major collector roadways affecting the District are shown on Figure 2. Other countywide transportation elements are also depicted.

Within the discussion for each sector of the Planning District, a sector map depicting the Transportation Plan recommendations in that sector is provided. More detail is provided on these sector maps than on the planning district map. The additional detail may relate to more local transportation issues that are difficult to present at the planning district scale. In some cases, such as interchange areas, a portion of the sector map has been enlarged so that the transportation recommendations are clearly identified. These enlargements of the sectors may also include guidance regarding the provision of access to selected land areas.

Georgetown Pike should be maintained within its existing right-of-way. Center turn lanes and deceleration and acceleration lanes should be discouraged and curb cuts should not be allowed unless no other alternative exists. Georgetown Pike is commonly acknowledged to contain some traffic hazards. However, it is generally acceptable in its present condition to local residents. It has been designated a Virginia Byway and is listed in the Virginia Landmarks Register and National Register of Historic Places. Major changes in alignment or widening the road would damage the scenic and historic character and the historic integrity of the Byway and have been strongly opposed by residents of adjacent areas. Planning efforts should focus on other means of dealing with traffic volume in order to maintain this Byway. Scenic and conservation easements should be sought along Georgetown Pike wherever practical for the preservation of the historic and scenic significance and beauty of the corridor.

Construction of the future westbound lanes of the four-lane Lawyers Boulevard between Cobra Drive and West Ox Road should be coordinated with the construction of Lawyers Boulevard between West Ox Road and the Fairfax County Parkway in order for these segments of Lawyers Boulevard to be open to traffic simultaneously.



COUNTYWIDE TRANSPORTATION RECOMMENDATIONS **FIGURE 2**
UPPER POTOMAC PLANNING DISTRICT
(SEE SECTOR MAPS FOR DETAILED TRANSPORTATION RECOMMENDATIONS)

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

TRANSPORTATION RECOMMENDATIONS LEGEND **FIGURE 2**

Hunter Mill Road from Chain Bridge Road to Baron Cameron Avenue is a 7.2 mile roadway that is designated a Virginia Byway. To preserve the road's scenic and historic character, planning efforts should focus on innovative ways of dealing with traffic volumes. The Hunter Mill Road Traffic Calming Study, sponsored by the Northern Virginia Regional Commission (NVRC) and completed in 2006, provides both a traffic calming conceptual plan for Hunter Mill Road, as well as context sensitive roadway design techniques.

Housing

A list of existing, under construction, and proposed assisted housing for the Upper Potomac Planning District is shown in Figure 3. This list includes housing developments which, to the county's knowledge, have received some type of housing assistance as defined below, but it should not be considered all inclusive.

Assisted housing includes programs which limit the amount of rent and the eligibility of occupants based on income as a condition for the provision of financial assistance from federal, state, or local sources. Some programs have time limits, and those units would no longer be considered "assisted" after income eligibility and rent limitations have been removed. The programs listed below are included as "assisted housing." Most programs provide assistance to privately owned housing developments. In some cases, multiple sources of financing may be used. The primary program and type of ownership is listed in the figure.

- Housing units owned or managed by the Fairfax County Redevelopment and Housing Authority (FCRHA) and operated by the Department of Housing and Community Development under the Federal Public Housing program or the local Fairfax County Rental Program;

- Housing units owned by the FCRHA and leased to the Fairfax-Falls Church Community Services Board for use as group homes or to nonprofit groups for emergency housing;

- Federal Section 8 project based rent subsidy units, which are usually privately owned;

- Units subsidized under federal mortgage subsidy programs including Section 202 (Elderly), Section 811 (Disabled), Section 221(d)(3), Section 235 or Section 236. These units may be publicly owned but most are owned by private or nonprofit entities;

- Developments which were financed with FCRHA bonds where a portion of the units must have reduced rents for tenants who meet income eligibility requirements;

- Tax Credit/VHDA financed projects with Low Income Housing Tax Credits and/or Virginia Housing Development Authority (VHDA) financing which establishes income eligibility requirements, many of which are privately owned;

- Nonprofit rental units and group homes serving nine or more individuals and owned by private entities, which were assisted with loans or grants from the Community Development Block Grant (CDBG), Section 108 loans, Home Investment Partnerships Program (HOME), or Fairfax County Housing Trust Fund;

FIGURE 3
UPPER POTOMAC PLANNING DISTRICT
ASSISTED HOUSING
(Occupied or Under Construction, as of October 2004)

Location	Planning Sector	Number of Assisted Units	Type of Ownership And Program
Rental Projects			
Herndon Harbor House Jorss Place	UP4	120	Fairfax County Rental (Elderly)/ Adult Day Care Center/ FCRHA Bond Financing/Tax Credit
Cedar Ridge Apts, Becontree Lane	UP5	195	Fairfax County Rental/Section 221-d-3
Fellowship House (Lake Anne) North Shore Drive	UP5	240	Private/Section 202/Section 236 (Elderly)
Fellowship House (Hunter Woods) Colts Neck Road	UP5	224	Private/Section 223f (Elderly)
North Point, Northpoint Circle	UP5	48	Private Rental/Tax Credit
Reston Town Center, Bowman Towne Court	UP5	30	Public Housing
Shadowood, Castlerock Square	UP5	16*	Public Housing
Stonegate Village, Stonewheel Drive	UP5	230	Fairfax County Rental/Section 236/Tax Credit
West Glade, Glade Drive	UP5	50	26 Public Housing and 24 Fairfax County Rental
Dulles Town Center Apts. Sunrise Valley Drive	UP6	272	Private/Tax Credit/VHDA Financing
Trevors Run at Dulles Center Sunrise Valley Drive	UP6	11	Private/ADU Rental Program
Jefferson Commons Phase I, Masons Ferry Drive	UP7	152	Private/Tax Credit/VHDA Financing
Jefferson Commons Phase II, Masons Ferry Drive	UP7	134	Private/Tax Credit/VHDA Financing

FIGURE 3
UPPER POTOMAC PLANNING DISTRICT
ASSISTED HOUSING
(Occupied or Under Construction, as of October 2004)

(Continued from previous page)

Location	Planning Sector	Number of Assisted Units	Type of Ownership And Program
Kendrick Court, Coppermine Road	UP7	139	Private/Tax Credit/VHDA Financing
Sunrise House, West Ox Road	UP7	20 beds	Group Facility
Homeownership			
		218*	MIDS, First Time Home Buyers, or Affordable Dwelling Units
Reflection Lake Co-op, Springer Drive	UP4	84	Cooperative/Section 236
Island Walk Co-op, Torrey Pines Ct.	UP5	101	Cooperative/Section 8/Tax Credit

*Scattered Units

- Moderate Income Direct Sales (MIDS) program units which are for sale to income-eligible, first time home buyers with financial assistance provided in return for control of the re-sale price of the home; and

- Affordable Dwelling Units (ADU) for sale or for rent to serve households with incomes up to 70% of Metropolitan Statistical Area (MSA) median income and which are required to be included in certain housing developments of 50 or more units pursuant to Article 2, Part 8 of the Fairfax County Zoning Ordinance. In some instances, units created under the ADU Program may be owned by the FCRHA or a nonprofit organization; if so, they would be considered in one of the other categories above.

In many cases the assisted units represent only a portion of a larger development. Only the number of assisted units is included on the figure. Also, the housing listed as part of the Section 8 program is only that where the Section 8 rent subsidy is tied to specific housing units (project based). Housing where eligible tenants are receiving assistance through the Section 8 Housing Choice Voucher Rental program or where the subsidy transfers with the tenant is not listed since the units change continuously as tenants move. Countywide, at the end of 2002, over 3,200 families living in Fairfax County were assisted with tenant-based vouchers. Finally, for some proposed developments where a zoning proffer requires the provision of low and/or moderate income housing, but no specific program (such as MIDS) is identified in the proffer, the type of program is listed as Unknown.

Environment

The Upper Potomac Planning District contains a portion of the Occoquan Reservoir watershed, the northern and western portions of the Difficult Run watershed, the entirety of Fairfax County's portion of the Sugarland Run watershed, most of Fairfax County's portion of the Horsepen Creek watershed and all of the Pond Branch and Nichols Run watersheds. The northern boundary of the planning district is the shoreline of the Potomac River, which is mostly park or preserved lands. The area near the eastern edge of Dulles International Airport contains a small amount of land impacted by aircraft noise.

The northern and southeastern parts of the planning district have a semi-rural character, with a large number of stream valleys and other high quality plant and animal habitat areas meriting preservation. All such stream valleys and high quality habitat areas would qualify for designation as Environmental Quality Corridors; many, but not all, of the stream valleys have been protected as Resource Protection Areas pursuant to the Chesapeake Bay Preservation Ordinance. Like portions of the Pohick, Lower Potomac, Vienna and Bull Run Planning Districts, this area is vital to the preservation of Fairfax County's remaining natural resources. Reston and Herndon, in the central portion of the planning district, as well as other portions of the planning district, have largely been developed and are characterized by higher development densities; natural resources in these areas are not as extensive as they are in the semi-rural areas. In these more densely developed areas, a focus on pollution control and reclamation is appropriate.

A major environmental stewardship objective in the Upper Potomac Planning District is the protection and restoration of streams. Watershed management plans have been, or are being, developed for all watersheds in the county; implementation of the watershed management plan recommendations for streams in this planning district is critical to the protection and restoration of these streams. Streams located in semi-rural areas, such as the Nichols Run watershed, the Pond Branch watershed and portions of the Difficult Run watershed, are some of the relatively few streams in the county that remain in good condition. The high quality of these streams

should be supported through the maintenance of the low density character of these semi-rural areas and the pursuit of development designs that will minimize impervious cover and maximize the replication of natural hydrologic conditions.

Within this planning district, two areas have been certified by the National Wildlife Federation as "Community Wildlife Habitats." These areas are Reston (Planning Sector UP5) and Great Falls (the Riverfront Community Planning Sector (UP1), Springvale Community Planning Sector (UP2) and Hickory Community Planning Sector (UP3) north of Leesburg Pike and west of Difficult Run). Great Falls has many large and old trees.

The protection and restoration of streams and other ecological resources should be a central consideration during the land development process. Toward that end, the following guidelines are suggested for the Upper Potomac Planning District:

- Retain a low density character in the Nichols Run and Pond Branch watersheds as well as in those portions of the Difficult Run and Sugarland Run watersheds that have such a character.

- Implement the Environmental Quality Corridor policy to:

  - Preserve ecologically significant habitat areas;

  - Protect steep slopes, problem soil areas and wetlands.

Large undeveloped areas, particularly where adjacent to already protected areas, provide ecological and water quality benefits. Protection of these areas should be encouraged.

In Upper Potomac Planning Sectors UP1, UP2 and UP3, encourage the use of pervious and semi-pervious materials for paved areas (e.g. parking lots, driveways, walkways and patios).

All new development and redeveloped properties in the Riverfront (UP1), Springvale (UP2), and Hickory (UP3) north and east of Leesburg Pike community planning sectors are strongly encouraged to bury all overhead utilities while protecting the valuable Heritage Trees and significant treescapes, and improving the safety and quality of life in the community.

Heritage Resources

The Upper Potomac Planning District contains both known and potential heritage resources. A list of those heritage resources included in Fairfax County's Inventory of Historic Sites is shown on Figure 4, and a map of those resources is shown on Figures 5 and 6. The Inventory is open-ended and continues to grow. For information about these and other historic sites, consult the Fairfax County Department of Planning and Zoning. Identified heritage resources include:

- Potomac (Patowmack) Canal Historic District – This National Register Historic District in Great Falls Park contains remains of the Potomac Canal, one of the earliest canals in the United States.

- Dranesville Tavern – This rural inn on Leesburg Pike served travelers during the 18th and 19th centuries. It is protected by a county Historic Overlay District.

FIGURE 4
INVENTORY OF HISTORIC SITES
UPPER POTOMAC PLANNING DISTRICT
(Inventory as of 2015)

Name	Location	Planning Sector	Parcel Number	Date
Appledore/Poplar Vale	3000C Fox Mill Road Oakton	UP7	36-3 ((1)) 29C	c. 1806
Bailey House*	13825 Sunrise Valley Drive Herndon	UP6	15-4 ((2)) 15A	c. 1903
Bloomfield N, V, H	12000 Leesburg Pike Herndon	UP2	6-3 ((1)) 6	c. 1858
Bowman, A. Smith, Distillery/Wiehle Town Hall N, V	1890 Old Reston Avenue Reston	UP5	17-4 ((1)) 5B	c. 1890-1892
Bowman Store* N, V	2628 Centreville Road Herndon	UP6	25-1 ((1)) 13	c. 1893
Brown's Chapel	1525 Browns Chapel Road Reston	UP5	11-4 ((1)) 8	c. 1879
Cameron Parish Church Ruins and Cemetery*	Powells Tavern Place Herndon	UP4	5-4 ((8)) G	1773
Cartersville Baptist Church	1727 Hunter Mill Road Vienna	UP5	27-1 ((1)) 2	1903
Chantilly Plantation Stone House	13200 Lee Jackson Highway Chantilly	UP8	45-1 ((1)) 11	c. 1820
Cherok House * N, V	2633 Centreville Road Herndon	UP7	25-1 ((1)) 19	c. 1889
Cockerille House *	Mares Neck Lane Herndon	UP7	25-3 ((14))	c. 1840
Colvin Run Community Center	10201 Colvin Run Road Great Falls	UP3	12-4 ((1)) 31	1908
Colvin Run Mill N,V,H	10017 Colvin Run Road Great Falls	UP3	18-2 ((1)) 24	c. 1810

FIGURE 4
INVENTORY OF HISTORIC SITES
UPPER POTOMAC PLANNING DISTRICT
(Inventory as of 2015)
(continued)

Name	Location	Planning Sector	Parcel Number	Date
Colvin Run Mill Miller's House H	10017 Colvin Run Road Great Falls	UP3	18-2 ((1)) 24	c. 1810
Cornwell Farm N,V	9414 Georgetown Pike Great Falls	UP2	13-1 ((1)) 58C2	1831
Cornwell, Henry, House *	10010 Georgetown Pike Great Falls	UP2	12-2 ((1)) 20	c. 1890
Defense Mapping Agency	925 Springvale Road Great Falls	UP3	12-1 ((1)) 24	c. 1954-1962
Dranesville Methodist Church	1089 Liberty Meeting Court Herndon	UP4	6-4 ((1)) 66B	1852-1861
Dranesville Tavern N,V,H	11919 Leesburg Pike Herndon	UP4	6-3 ((1)) 19	c. 1823
Dunbarton	11554 Tralee Drive Great Falls	UP2	6-4 ((13)) (2) 13	c. 1764-1794
Eastern Shore House H	10026 Colvin Run Road Great Falls	UP3	18-2 ((1)) 19	c. 1782; moved here 1979
Feighery Store and House/ Thelma's Ice Cream*	10200 Colvin Run Road Great Falls	UP3	12-4 ((1)) 32	c. 1931
First Baptist Church of Herndon N,V	681 Elden Street Herndon	UP4	16-2 ((2)) 198	1899
Floris Colored School, New*	2525 Squirrel Hill Road Herndon	UP6	15-4 ((1)) 32	1932
Floris Historic District N, V	Bounded by Centreville Road, West Ox Road, Monroe Street, and Frying Pan Branch, Herndon	UP7	25-1 ((1)) 3A, 3L, 9-11, 16, 17, 20-21, 29-31; 25-1 ((14)) B, C, E-G, (6)A, (7)B	c. 1785-1960

FIGURE 4
INVENTORY OF HISTORIC SITES
UPPER POTOMAC PLANNING DISTRICT
(Inventory as of 2015)
(continued)

Name	Location	Planning Sector	Parcel Number	Date
Floris Presbyterian Church	2472 Centreville Road Herndon	UP6	16-3((1))7A	1906
Floris United Methodist Church N, V	2629 Centreville Road Herndon	UP7	25-1 ((1)) 17	c. 1895
Follin, J.N., House	1051 Walker Mill Road Great Falls	UP3	12-4 ((1)) 13	c. 1850
Forestville Colored School*	710 Walker Road Great Falls	UP2	7-4 ((1)) 64	c. 1886
Four Stairs N, V	840 Leigh Mill Road Great Falls	UP3	13-3 ((1)) 20Z	c. 1737
Fox House N, V	2703 West Ox Road Herndon	UP7	25-1 ((1)) 20	1897/1898
Franklin Farm House/Oak Hill	3020 West Ox Road Herndon	UP7	35-2 ((8)) (25) 4	c. 1790
Frying Pan Meeting House N, V	2615 Centreville Road Herndon	UP7	25-1 ((1)) 11	c. 1783
Frying Pan Farm Park N, V	2709 West Ox Road Herndon	UP7	25-1 ((1)) 3A, 3L, 9-11, 29-31; 25-1 ((14)) B, C, E-G, (6)A, (7)B	c. 1920
Georgetown Pike[1] N,V	Great Falls and McLean	UP1, UP2, UP3	N/A	1813-1934
Great Falls Grange N, V	9818 Georgetown Pike Great Falls	UP2	13-1 ((1)) 15	1929

[1]Site is also located in McLean Planning District

FIGURE 4
INVENTORY OF HISTORIC SITES
UPPER POTOMAC PLANNING DISTRICT
(Inventory as of 2015)
(continued)

Name	Location	Planning Sector	Parcel Number	Date
Great Falls Park Historic District[1] V	9200 Old Dominion Drive McLean	UP1	8-4 ((12)) 3A1, 13-2 ((1)) 35	c. 6,000 BC-1968
Great Falls Post Office/Forestville School N, V	9812 Georgetown Pike Great Falls	UP2	13-1 ((1)) 18	1889
Greek Revival House H	10030 Colvin Run Road Great Falls	UP3	18-2 ((1)) 19A	c. 1850; moved here 1974
Gunnell, John, House N, V	489 Arnon Meadow Road Great Falls	UP2	8-3 ((1)) 3	1853
Gunnell's Run N, V	600 Innsbruck Avenue Great Falls	UP2	8-3 ((12)) A	c. 1750
Herndon Historic District N, V	Herndon	UP4	16-2 ((2))	1855-1940
Herndon Depot N, V	717 Lynn Street Herndon	UP4	16-2 ((2)) 23 - adjacent	c. 1861
Hidden Springs Farm	438B River Bend Road, Great Falls	UP2	8-4 ((1)) 33Z	1820s
Higgins, R., House N, V	2705 West Ox Road Herndon	UP7	25-1 ((1)) 21	1903/1904
Ivy Chimney	11706 Leesburg Pike Herndon	UP2	6-4 ((1)) 40	1856-1860
Jackson, Verlinda, House	700 River Bend Road Great Falls	UP2	13-2 ((1)) 11	c. 1785

[1]Site is also located in McLean Planning District

FIGURE 4
INVENTORY OF HISTORIC SITES
UPPER POTOMAC PLANNING DISTRICT
(Inventory as of 2015)
(continued)

Name	Location	Planning Sector	Parcel Number	Date
Jefferson School	11105 Beach Mill Road Great Falls	UP2	3-3 ((10)) 1	pre 1930
Kalorama Springs* H	10030 Colvin Run Road Great Falls	UP3	18-2 ((1)) 19A	unknown
Keyes House*	2516 Squirrel Hill Road Herndon	UP7	15-4 ((1)) 28	1884/1885
King Subdivision	Elizabeth Street and Jackson Lane, Great Falls	UP1	13-2 ((2)) (1) and (2)	1910-1925
Kitchen, Kitty, Cottage N, V	681 Monroe Street	UP4	16-2 ((2)) 194	c. 1861
Lake Anne Village Center H	Washington Plaza and Chimney House Road Reston	UP5	17-2 ((6)) ((7)) ((9)) ((31))	1963-1967
Lawyers Road*[2]	b/t Hunter Station and Hunter Mill Roads Vienna	UP5	27-3; 27-4	Pre-1800
Lee, Edward, House N, V	2625 Centreville Road Herndon	UP7	25-1 ((1)) 16	c. 1891
Leigh, Dr. Alfred, House	1148 Walker Road Great Falls	UP3	12-4 ((1)) 15A	c. 1890, 1910
Lewis-Oliver House	1032 Towlston Road McLean	UP3	19-2 ((12)) 9A	c. 1750
Manassas Gap Railroad Loudoun Branch*[3]	3650 Historic Sully Way Chantilly	UP6	34-2 ((1)) 14	1854-1862

[2]Site is also located in Fairfax and Vienna Planning Districts
[3]Site is also located in Annandale and Bull Run Planning Districts

FIGURE 4
INVENTORY OF HISTORIC SITES
UPPER POTOMAC PLANNING DISTRICT
(Inventory as of 2015)
(continued)

Name	Location	Planning Sector	Parcel Number	Date
Matildaville Ruins N,V	9200 Old Dominion Drive Great Falls Park, Great Falls	UP1	13-2 ((1)) 35	1790-1839
Mayfield	11700 Leesburg Pike Herndon	UP2	6-4 ((1)) 41	c. 1804
McMillen Farm	1521 Dranesville Road Herndon	UP4	10-2 ((1)) 5	1905-1908; barn pre 1850
Methodist Episcopal Church N,V	800 Elden Street Herndon	UP4	16-2 ((2)) 33	1872
Middle Turnpike Bridge Ruins	Difficult Run Great Falls	UP3	19-1 ((1)) 2A, 19-1 ((9)) D	1818-1838
Middleton, John, Farm *	13801 Frying Pan Road Herndon	UP6	24-2 ((1)) 1	1871
Mosby's Rock	2525 Squirrel Hill Road Herndon	UP6	15-4 ((1)) 32	significant 1863-1865
Mount Pleasant Baptist Church, Old* and Cemetery	13614 Coppermine Road Herndon	UP6	15-4 ((1)) 18	1882
Murphy, Hazel, Farm *	13900 Frying Pan Road Herndon	UP6	15-4 ((1)) 25	1852-1854
Navy School	3510 West Ox Road Fairfax	UP8	45-2 ((1)) 6	1887-1888
Old Ox Road Trace *	Near Squirrel Hill Road Herndon	UP6	15-4 ((1)) 32	1729
Patowmack Canal at Seneca Falls	Potomac River Great Falls	UP1	3-1 ((1)) 1, 2	1785-1802
Patowmack Canal Historic District/Lock Ruins at Great Falls N,V,L	9200 Old Dominion Drive Great Falls Park, Great Falls	UP1	13-2 ((1)) 35	1785-1802

FIGURE 4
INVENTORY OF HISTORIC SITES
UPPER POTOMAC PLANNING DISTRICT
(Inventory as of 2015)
(continued)

Name	Location	Planning Sector	Parcel Number	Date
Peck House *	Formerly 3106 Centreville Road Herndon	UP6	24-4 ((7)) C	c. 1853
Piscataway Farm	11524-9 Seneca Farm Way Great Falls	UP2	6-2 ((16)) 2	c. 1800
Ratcliffe-Hanna House N, V	2346 Centreville Road Herndon	UP6	16-3 ((1)) 39B3	c. 1820
St. Joseph's Church N,V	718 Pine Street Herndon	UP4	16-2 ((2)) 273	1925
St. Timothy's Church N,V	820 Elden Street Herndon	UP4	16-2 ((2)) 40A	1877-1880
Smith, Jesse, Farm	315 Seneca Road Great Falls	UP1	2-2 ((1)) 8	1854-1856
Smith's Chapel	11321 Beach Mill Road Great Falls	UP2	2-4 ((1)) 19	1890
Summer Road	Near 1416 Crowell Road Vienna	UP3	Parts of 18-2 ((1)) 27, 18-2 ((5)) 1A, and 18-2 ((19)) 1A	Early 19th century
Sunset Hills	1850 Old Reston Avenue Reston	UP5	17-4 ((1)) 1	1899
Thompson, Arthur, House	12500 Thompson Road Fairfax	UP7	35-4 ((1)) 73	c. 1898
Toll Gate House*	9404 Georgetown Pike Great Falls	UP2	13-2 ((1)) 7	c. 1920
Turley Hall *	3318 Centreville Road Chantilly	UP6	34-2 ((1)) 10A	c. 1821

FIGURE 4
INVENTORY OF HISTORIC SITES
UPPER POTOMAC PLANNING DISTRICT
(Inventory as of 2015)
(continued)

Name	Location	Planning Sector	Parcel Number	Date
Turner, Mark, Dairy Farm	10609 Georgetown Pike Great Falls	UP3	12-1 ((1)) 24C	c. 1905
Vale School/Vale Community House N, V	3124 Fox Mill Road Oakton	UP7	36-4 ((1)) 8	c. 1885
Vale United Methodist Church	11528 Vale Road Oakton	UP7	36-4 ((1)) 19	1896
White, Elijah, House*	13141A Lazy Glen Court Herndon	UP7	25-3 ((7)) 126	c. 1884
Wiehle, Robert, House	1830 Old Reston Avenue Reston	UP5	17-4 ((1)) 3	c. 1895
Wine, William, House	1416 Crowell Road Vienna	UP3	18-2 ((19)) 1A	1915/1916
Woodbury House	10307 Saddle View Court Vienna	UP5	27-2 ((4)) A	c. 1760, possibly 1747
Wrenn, Samuel, House at Franklin Farms	13223 Wrenn House Lane Herndon	UP7	35-1 ((4)) (17) 31	c. 1810-1820
Wrenn, "Flatlick" James, House*	13622 Lee Jackson Memorial Highway Chantilly	UP8	34-4 ((1)) 60	c. 1800

* indicates demolition: potential remains for archaeological site
N National Register of Historic Places
V Virginia Landmarks Register
H Historic Overlay District
L National Historic Landmark

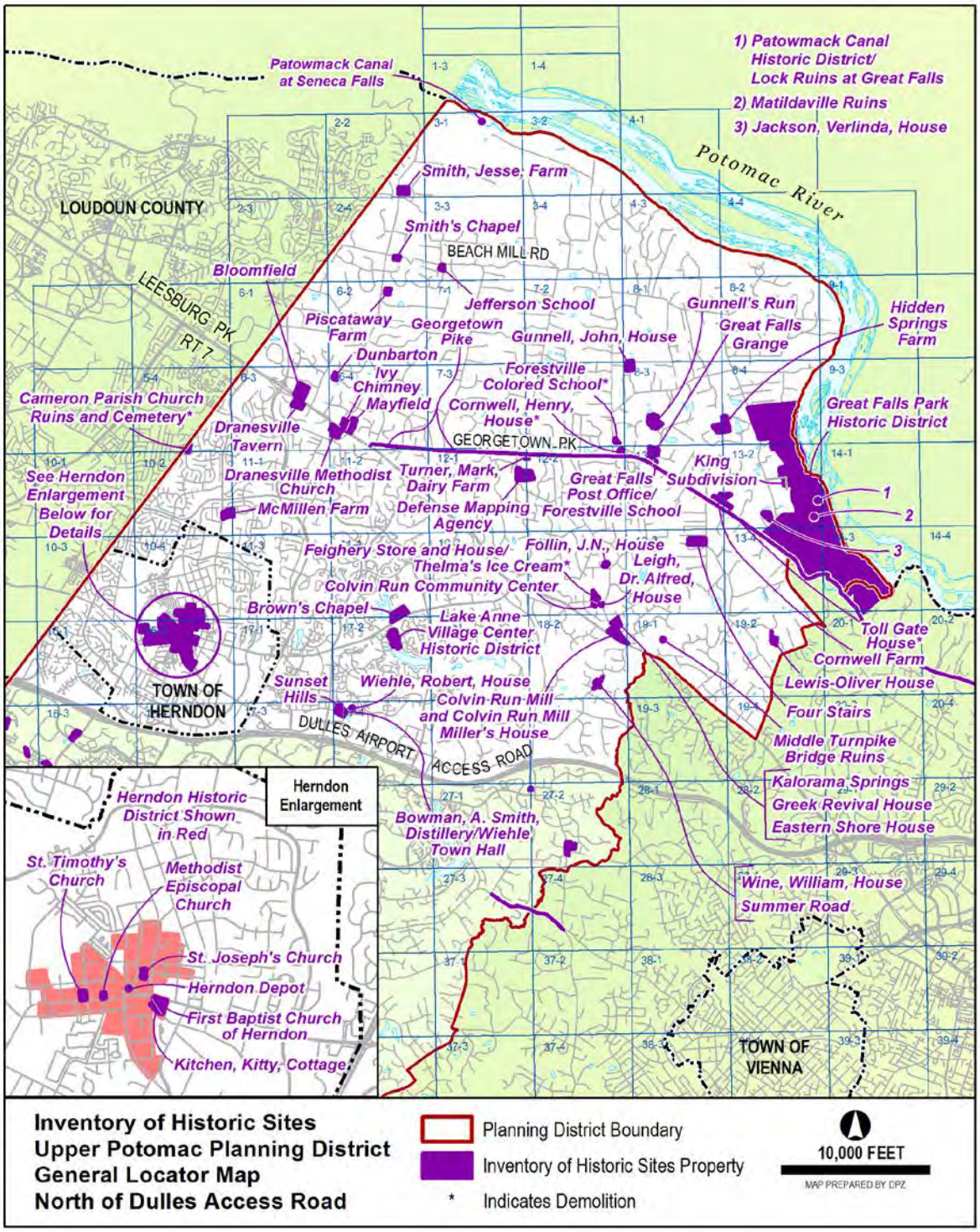

Patowmack Canal at Seneca Falls
1) Patowmack Canal Historic District/ Lock Ruins at Great Falls
2) Matildaville Ruins
3) Jackson, Verlinda, House
Potomac River
Smith, Jesse, Farm
LOUDOUN COUNTY
Smith's Chapel
BEACH MILL RD
Bloomfield
LEESBURG PK
RT 7
Jefferson School
Gunnell's Run
Hidden Springs Farm
Piscataway Farm
Georgetown Pike
Gunnell, John, House
Great Falls Grange
Dunbarton
Ivy
Chimney
Mayfield
Forestville Colored School*
Cameron Parish Church Ruins and Cemetery*
Cornwell, Henry, House*
Great Falls Park Historic District
Dranesville Tavern
GEORGETOWN PK
See Herndon Enlargement Below for Details
Dranesville Methodist Church
Turner, Mark, Dairy Farm
King Subdivision
McMillen Farm
Defense Mapping Agency
Great Falls Post Office/ Forestville School
1
2
3
Feighery Store and House/ Thelma's Ice Cream*
Follin, J.N., House
Leigh, Dr. Alfred, House
Colvin Run Community Center
Brown's Chapel
Lake Anne Village Center Historic District
Toll Gate House*
Cornwell Farm
Lewis-Oliver House
TOWN OF HERNDON
Sunset Hills
Wiehle, Robert, House
Colvin Run Mill and Colvin Run Mill Miller's House
Four Stairs
DULLES AIRPORT ACCESS ROAD
Middle Turnpike Bridge Ruins
Herndon Enlargement
Herndon Historic District Shown in Red
Kalorama Springs
Greek Revival House
Eastern Shore House
Bowman, A. Smith, Distillery/Wiehle Town Hall
St. Timothy's Church
Methodist Episcopal Church
Wine, William, House
Summer Road
St. Joseph's Church
Herndon Depot
First Baptist Church of Herndon
Kitchen, Kitty, Cottage
TOWN OF VIENNA
Inventory of Historic Sites
Upper Potomac Planning District
General Locator Map
North of Dulles Access Road
Planning District Boundary
Inventory of Historic Sites Property
* Indicates Demolition
10,000 FEET
MAP PREPARED BY DPZ

FIGURE 5

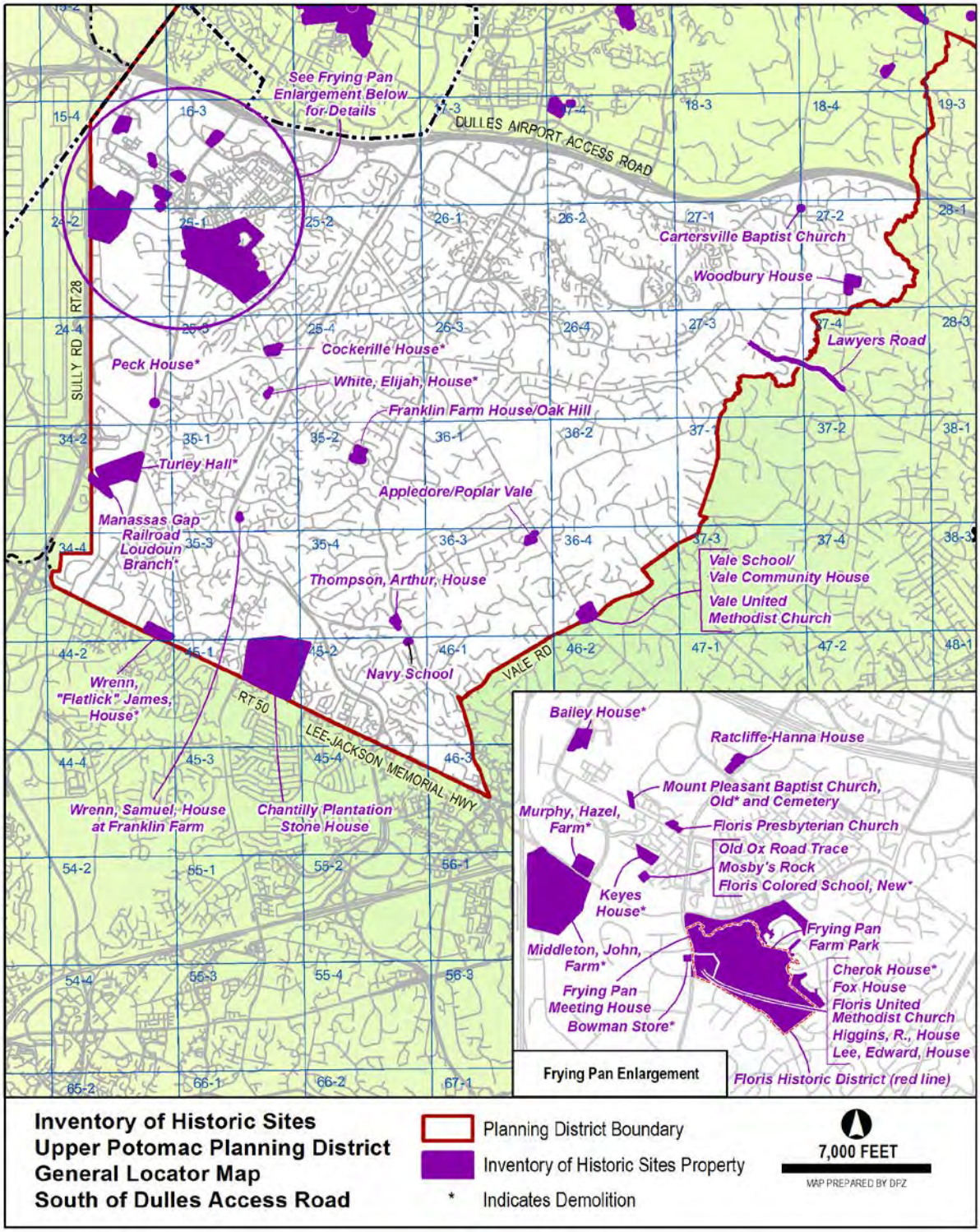

See Frying Pan Enlargement Below for Details
DULLES AIRPORT ACCESS ROAD
Cartersville Baptist Church
Woodbury House
Lawyers Road
Cockerille House*
Peck House*
White, Elijah, House*
Franklin Farm House/Oak Hill
Turley Hall*
Appledore/Poplar Vale
Manassas Gap Railroad Loudoun Branch*
Thompson, Arthur, House
Vale School/ Vale Community House
Vale United Methodist Church
Navy School
VALE RD
Wrenn, "Flatlick" James, House*
RT 50
LEE-JACKSON MEMORIAL HWY
Wrenn, Samuel, House at Franklin Farm
Chantilly Plantation Stone House
SULLY RD
RT 28
Bailey House*
Ratcliffe-Hanna House
Mount Pleasant Baptist Church, Old* and Cemetery
Murphy, Hazel, Farm*
Floris Presbyterian Church
Old Ox Road Trace
Mosby's Rock
Floris Colored School, New*
Keyes House*
Frying Pan Farm Park
Middleton, John, Farm*
Cherok House*
Fox House
Floris United Methodist Church
Frying Pan Meeting House
Bowman Store*
Higgins, R., House
Lee, Edward, House
Frying Pan Enlargement
Floris Historic District (red line)
Inventory of Historic Sites
Upper Potomac Planning District
General Locator Map
South of Dulles Access Road
Planning District Boundary
Inventory of Historic Sites Property
* Indicates Demolition
7,000 FEET
MAP PREPARED BY DFZ

FIGURE 6

- Colvin Run Mill and Miller's House – This early 19th century gristmill and miller's house built on Difficult Run are protected by a county Historic Overlay District. The mill is also a National Register site.

- Herndon Historic District – Beginning in the mid 19th century and heavily influenced by the railroad, this village was the beginning of a major residential community in Fairfax County. This National Register Historic District is comprised mostly of areas protected by local Heritage Preservation Overlay Districts administered by the Town of Herndon.

There are known and potential heritage resources located along the 7.2-mile length of Hunter Mill Road, a portion of which lies within this Planning District. Such resources include sites or structures that are evidence of Native American occupation, pre-Revolutionary and Civil War activities, and the county's agrarian past. Actions to document these heritage resources, and to protect and preserve those that are determined by the county to be of historic or archaeological significance are underway and should be encouraged. Hunter Mill Road has been determined to be eligible for listing in the Virginia Landmarks Register and the National Register of Historic Places. The determination of eligibility is the first step in the process for being listed in the Virginia Landmarks and/or the National Register of Historic Places. Hunter Mill Road has also been designated as a Virginia Byway.

Georgetown Pike is listed in the Virginia Landmarks Register and National Register of Historic Places. It has been designated as a Virginia Byway.

The Great Falls Survey Report of Historic Properties identified historically significant sites which are now listed in the county Inventory of Historic Sites. Great Falls Grange is also listed in the Virginia Landmarks Register and National Register of Historic Places. Additional sites included in this survey are potentially significant heritage resources and should be further evaluated.

Other heritage resources including those protected by Historic Overlay Districts, or listed in the National or Virginia Landmarks Register, may be identified in the text and recommendations section.

The Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register, the National Register of Historic Places, and the county's Historic Overlay Districts promote the recognition of sites with historic, architectural and archaeological significance. Designation confers public recognition and can offer incentives for preservation to the property owner.

The county Inventory of Historic Sites includes properties which meet certain eligibility criteria and are officially designated by the county's History Commission. In addition to historic, architectural or archaeological significance, property that serves as a focus of community identity and pride may also be recognized. The benefits of designation include public recognition of the structure's significance and enhanced support for preservation. Owners of properties included in the Inventory may meet with the county's Architectural Review Board on a voluntary basis to review proposed changes to their properties. Project review and approval by the county's Architectural Review Board may be required in accordance with the guidance provided by the Policy Plan under Land Use Appendix 9 Residential Development Criteria 8 Heritage Resources.

The Virginia Landmarks Register and the National Register of Historic Places also officially recognize properties meeting specific criteria. Like the county Inventory, benefits of designation include public recognition and enhanced support for preservation. In addition,

projects that are funded or sanctioned by federal government agencies may require review to determine if they will have any effect on properties listed in or eligible for listing in the National Register of Historic Places. Alternatives must be explored to avoid or reduce harm to the historic properties.

National Historic Landmarks are properties listed in the National Register of Historic Places which "possess exceptional value or quality in illustrating and interpreting the heritage of the United States." These properties are of importance on a national level and are considered irreplaceable. Fewer than 5% of sites listed in the National Register are granted this designation.

The county's Historic Overlay District is a zoning tool used to regulate proposed new construction and changes to existing structures in areas containing heritage resources to ensure compatibility with the resources. Site design, facades, demolition, and building materials must be reviewed and approved by the county's Architectural Review Board.

In those areas where significant heritage resources have been recorded, an effort should be made to preserve them for the benefit of present and future generations. If preservation is not feasible then the threatened resources should be thoroughly recorded and, in the case of archaeological resources, the data recovered in accordance with countywide policies.

Prior to any zoning action, heritage resource staff from the Department of Planning and Zoning should be consulted as to what architectural surveys are necessary to document any on-site cultural resources. Staff from the Cultural Resource Management and Protection Branch of the Park Authority should be consulted to develop a scope of work for any on-site archaeological surveys prior to any development or ground disturbing activity. Should architectural or archaeological resources be discovered that are potentially eligible for inclusion in the National Register, further survey and testing should occur to evaluate these resources as to their eligibility. If such resources are found to be eligible, mitigation measures should be developed that may include avoidance, documentation, data recovery excavation and interpretation.

Public Facilities

Existing public facilities located within the Upper Potomac Planning District and those for which a future need has already been identified are included on Figure 7. Major expansions of existing facilities (with the exception of federal or state facilities) or uses of land that are distinctly different than the use of the public facility must be considered by the county Planning Commission through provisions outlined in Section 15.2-2232 of the Code of Virginia. For these existing facilities minor expansions which are in keeping with the character of the facility may be considered in conformance with the Plan.

A number of public facilities have been identified as future needs in this Planning District. These projects are included for informational purposes and in most cases will require a 2232 Review public hearing before the Planning Commission prior to being established. Those facilities for which a specific location for future construction has been identified are also listed in the sector recommendations and may be considered a feature of the Comprehensive Plan upon review by the Planning Director and concurrence by the Planning Commission. If such feature shown determination is made, these projects will not require a future 2232 Review public hearing. The following public facilities are identified as future needs in the Upper Potomac Planning District:

FIGURE 7
UPPER POTOMAC PLANNING DISTRICT
EXISTING PUBLIC FACILITIES

	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
UP1						
UP2	Great Falls Elem.	Great Falls Community	Great Falls Fire Station Co. 12		FCWA Riverside Manor Water System	
UP3	Forestville Elem., Elem. Site				Difficult Run Pumpover Station	
UP4	Clearview, Herndon, Hutchison, Dranesville Elem., Herndon High, Herndon Middle	Herndon Fortnightly	Herndon Government Center, Herndon Police, Herndon Fire Station Co. 4	Herndon Community Center	FCWA Corbalis Water Treatment Plant,Water Storage Tank (Town of Herndon), Recycling Drop-off	
UP5	Aldrin, Armstrong, Crossfield, Dogwood, Forest Edge, Hunters Woods, Lake Anne, Sunrise Valley, Terraset Elem., Hughes Middle, South Lakes High	Reston Regional	Reston Government Center, Reston Fire Station Co. 25, Reston District Police Station, North Point Fire Station Co. 39, North County Juvenile Court Probation Services	Northwest Center for Community Mental Health, Alcohol and Drug Services Adult Outpatient, Alcohol and Drug Services - Stonegate, ACCESS, Reston Teen Center, Reston/Herndon Senior Center, Embry Rucker Community Shelter (Reston)	Recycling Drop-off Centers (2), FCWA Reston Pumping Station	Wiehle Avenue East Metro Park-&-Ride, Herndon-Monroe Park-&-Ride, Reston Town Center Transit Center, *Va. State Highway Maintenance Facility
UP6	Floris Elem., Carson Middle, Coppermine Elem. School Site		Frying Pan Fire Station Co. 36			
UP7	Fox Mill, McNair, Oak Hill Elem.		Fox Mill Fire Station Co. 31	Sunrise Program	FCWA Penderwood Storage Site No. 2, FCWA Foxmill Storage & Pumping Station	
UP8	Lees Corner, Navy Elem., Franklin Middle		Fair Oaks Police Station & Fire Station Co. 21		Va. Power Substation	Fair Oaks Hospital

*Federal and state facilities are not subject to the 2232 review process

1. If warranted, consider the development of a fire and rescue mini-station to serve the north Great Falls area. (UP1, UP2)

2. Implement the Regional Stormwater Management Plan by providing necessary stormwater detention ponds in this district.

3. Provide the necessary improvements to the Corbalis Water Treatment Plant on land currently owned at the Authority's plant site to meet current and future needs. (UP4)

4. Construct a new elementary school in Sector UP7.

5. Construct additional public transit facilities including park-and-ride lots at the southeastern quadrant of the Dulles Airport Access Road and Monroe Street.

6. Fire facilities and equipment at the Herndon Fire Station should be kept adequate to meet increasing demand for fire and emergency protection. (UP4)

7. Provide an additional 2.5 million gallon ground water storage tank at the county Water Authority's Penderwood Water Storage Tanks II site on West Ox Road near Waples Mill Road. (UP7)

8. Provide two adult day health care centers, one in the Reston-Herndon vicinity and one in Chantilly. (UP8)

9. Provide a District Public Health Center in the Centreville/Chantilly area. (UP8)

10. Provide a five-acre site for Crossroads, an intensive drug and alcohol treatment program. In addition to treating clients, this facility will also house children of clients.

11. Expand the Reston Regional Library in Sector UP5 consistent with the Policy Plan standards for regional libraries. As an alternative to expansion, a new library can be incorporated into development within the Reston Town Center North District of the Reston Transit Station Areas (TSA), or another location within the TSAs (UP5).

12. Provide any necessary improvements to FCWA's Riverside Manor Water System to meet future regulations (UP2).

13. Provide additional finished water transmission facilities between the Corbalis Water Treatment Plant and The Fox Mill Storage and Pumping Facilities (UP5, UP7).

14. Provide additional finished water transmission facilities between Lawyers Road and Vale Road along the Fox Mill corridor (UP5, UP7).

15. Provide additional finished water transmission facilities along the Route 50 corridor between Rugby Road and Stringfellow Road (UP8).

16. Explore possible sites for a Great Falls Community Center. (UP1, UP2, and UP3).

17. Provide one new elementary school, potentially in the Town Center North District of the Reston Transit Station Areas (UP5).

18. Provide one new elementary school, potentially in the Central Sunrise Valley District of the Reston Transit Station Areas (UP5).

19. Provide one new middle school west of Reston, potentially in the Dulles Suburban Center's Land Unit A (UP6).

20. Provide one new high school west of Reston, potentially in the Dulles Suburban Center's Land Unit A (UP6).

21. Provide one new Fire and Rescue station, potentially in the Town Center North District of the Reston Transit Station Areas (UP5).

22. Provide vehicular access to the rear of the Reston Fire and Rescue station to improve safety and traffic flow along Wiehle Avenue (UP5).

Parks and Recreation

Public parks located within the Upper Potomac Planning District are identified on Figure 8. Additional recreational facilities are provided at county public school sites. The Upper Potomac Planning District contains many of the most significant natural and heritage resource areas in Fairfax County. The majority of the Potomac River shoreline is protected in land holdings administered by the Fairfax County Park Authority, Northern Virginia Regional Park Authority, National Park Service and The Nature Conservancy. Additionally, a permanent open space easement along the entire river shoreline has been acquired by the U. S. Department of the Interior for development of the Potomac River National Heritage Trail.

Nationally and regionally significant historic properties include Sully, Dranesville Tavern, Frying Pan Meeting House, and Colvin Run Mill. Frying Pan Park, Floris Community Park and the Great Falls Grange preserve elements of the agricultural history of the local community. A wide diversity of recreational opportunities are available at Lake Fairfax, Fox Mill and Baron Cameron District Parks and the major stream valleys.

The Difficult Run, Little Difficult Run, and Sugarland Run stream valley system, which traverses the entire district from south to north, contains environmentally sensitive natural resources and cultural resources. A variety of resource protection mechanisms, including acquisition of conservation/open space, scenic, and historic preservation easements, land dedication and purchase by the county should be utilized to protect identified resources not currently in public ownership. The intrusion of non-recreational development should be restricted and the impacts of offsite development should be mitigated.

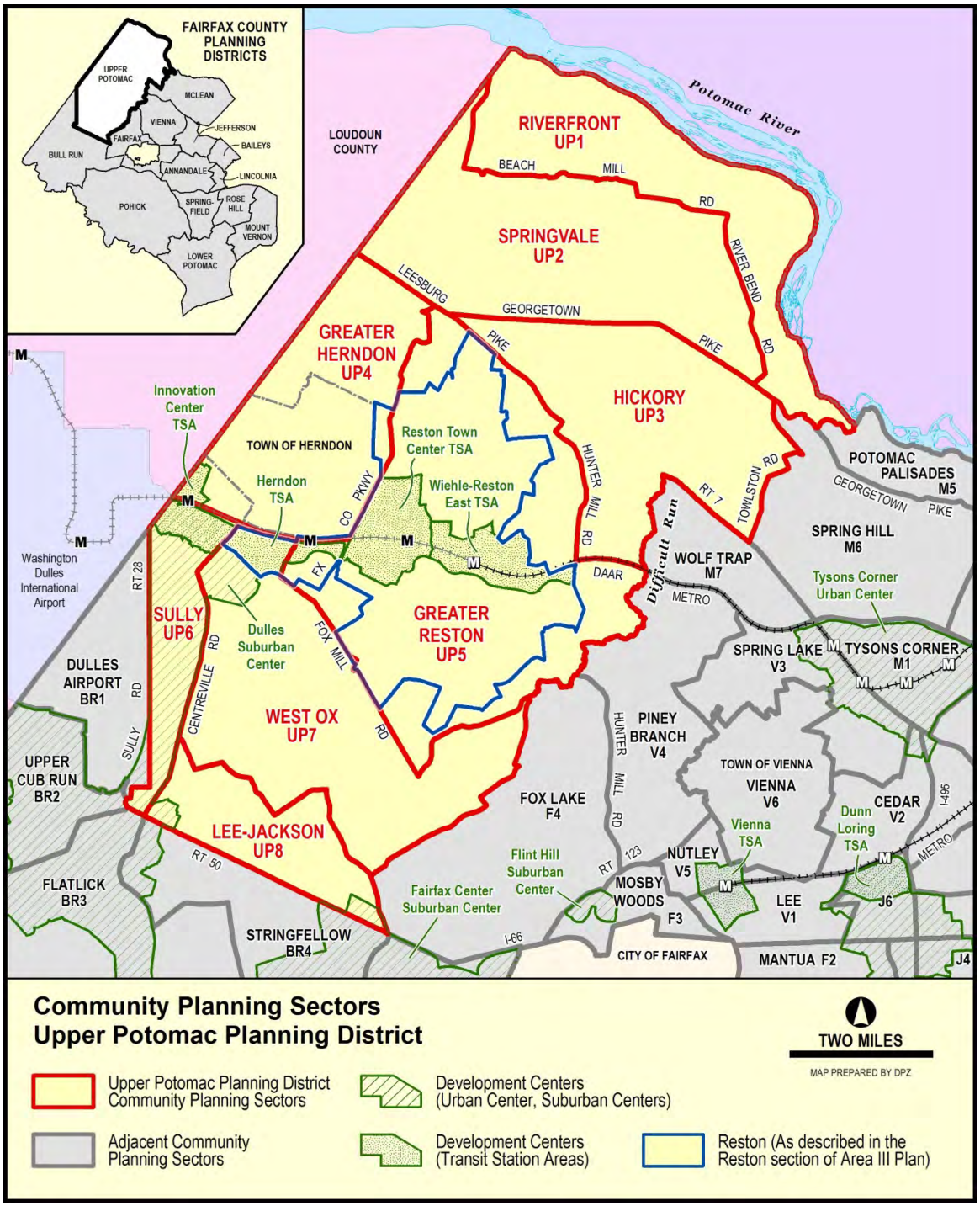
Several public, quasi-public, non-profit, and private organizations currently provide park, recreation and cultural facilities and amenities to the Reston area. However, as growth occurs in Reston and park and recreation needs and trends evolve, additional publicly accessible parks and recreation facilities will be required beyond park and open space areas established in the Reston Master Plan.

Current deficiencies in active recreation facilities will be exacerbated by the large population growth projected for the western part of the district. Additionally, Community Parks should be provided in the UP4, UP7 and UP8 sectors. Cooperative public/private sector strategies should be pursued to locate outdoor recreation facilities to serve the adult workforce in proximity to employment centers. The potential for, and possible location of, a future recreation center in this planning district will be determined by the Fairfax County Park Authority based on the results of the recreation demand survey and recreation feasibility study.

FIGURE 8
UPPER POTOMAC PLANNING DISTRICT
EXISTING PUBLIC PARKS
(As of 4/22/15)

	NEIGHBORHOOD	COMMUNITY	DISTRICT	COUNTYWIDE	REGIONAL	STATE/ FEDERAL
UP1				Riverbend	Upper Potomac Regional	Great Falls National Potomac River National Heritage Trail
UP2	Holly Knolls	Windermere		Great Falls Grange		
UP3	Lockmeade	Lexington Estates	Great Falls Nike	Colvin Run Mill Colvin Run S.V. Difficult Run S.V.		
UP4	Stanton Cuttermill Trailside	Grand Hamptons Hutchison School Site Bruin Alabama Dr. Bready Chandon Runnymede		Dranesville Tavern Folly Lick S.V. Sugarland Run S.V. Folly Lick S.V.		
UP5	Stuart Road (Reston) Town Green South Lakes Drive	Reston North Shaker Woods Tamarack Stratton Woods	Baron Cameron Fred Crabtree	Lake Fairfax Colvin Run S.V. Difficult Run S.V. Little Difficult Run S.V.	W&OD Trail	
UP6		Floris School Site		Sully Frying Pan S.V. Horsepen Run S.V.		
UP7	Franklin Oaks Garchayne Navy Vale	Floris Community Franklin Farm Clarks Landing		Frying Pan Frying Pan S.V. Difficult Run S.V. South Fork S.V.		
UP8	Fair Woods Franklin Glen	Fox Valley		Little Difficult Run S.V.		

The evaluation of recreational needs in the Centreville District being conducted by the county should be used in determining those activities to be included in an Oak Marr-type facility to be located in the Herndon-Reston area. The construction of a recreation facility in the Springfield District at Stringfellow Road and Lee-Jackson Memorial Highway is also endorsed.



COMMUNITY PLANNING SECTORS **FIGURE 9**
UPPER POTOMAC PLANNING DISTRICT

UP1 RIVERFRONT COMMUNITY PLANNING SECTOR

CHARACTER

This planning sector is located along the Potomac River shoreline as it extends from the National Park Service's Great Falls Park to the Loudoun County line and Seneca Road. The southern border of this sector is Georgetown Pike (Route 193), River Bend Road and Beach Mill Road.

The Riverfront Planning Sector is a rural area characterized by large lot residential development, parkland and open space.

This planning sector has produced significant prehistoric heritage resources. Because of the very low density development in the sector, there is a very high potential for both prehistoric and historic heritage resources to still remain. The Potomac floodplain and adjacent uplands are particularly sensitive. The Potomac Canal Lock ruins and the ruins of the Town of Matildaville are significant existing resources in this sector which are listed in the National Register of Historic Places under the Patowmack Canal Historic District/Lock Ruins at Great Falls. This National Register Historic District is a National Historic Landmark, and is also listed in the county Inventory of Historic Sites and the Virginia Landmarks Register. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6. Additional historic sites in this sector are also included in the inventory.

CONCEPT FOR FUTURE DEVELOPMENT

The Riverfront Community Planning Sector is designated as a Low Density Residential Area in the Concept for Future Development.

RECOMMENDATIONS

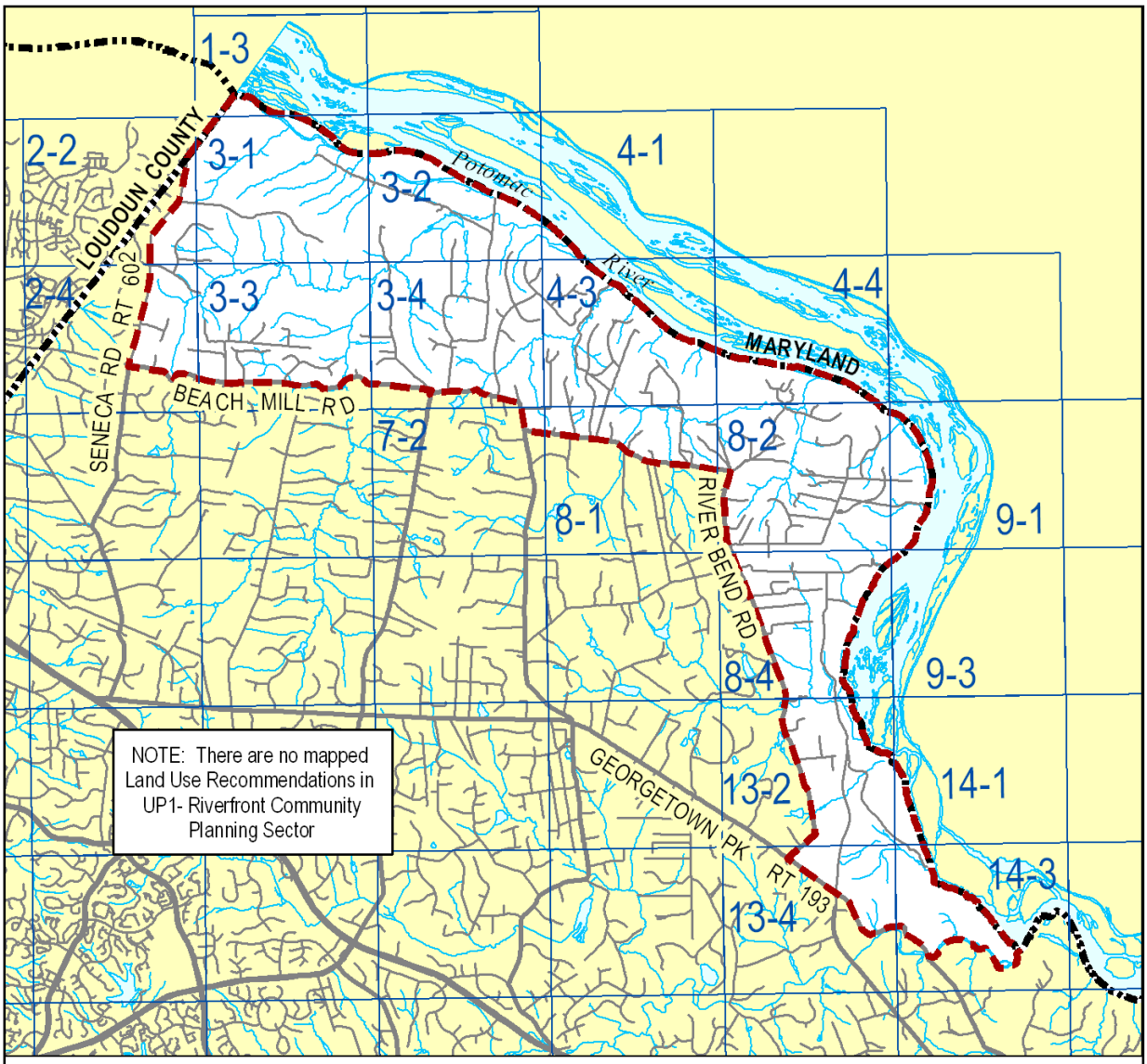
Land Use

The Riverfront Community Planning Sector is a very low density stable residential area. Infill development in this residential area should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-defined, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 10 indicates the geographic location of this sector. Due to the general nature of the land use recommendations for this sector, they were not shown on the General Locator Map.

1. Limit land uses to parkland, open space, and large-lot residential development. Residential density of no greater than one dwelling unit per five acres is planned for this sector to protect the Potomac River Environmental Quality Corridor and Wildlife Preserve. [Not shown]



UP1-Riverfront Community Planning Sector
Land Use Recommendations
General Locator Map

Land Use Recommendation. Number corresponds to recommendation in text.

6000 FEET

MAP PREPARED BY DPZ

FIGURE 10

2. This sector is planned for low density, single-family residential use mostly .1-.2 du/ac as shown on the Comprehensive Land Use Plan map. The planned density is a means to preserve the rural character of this area and to maintain the present two and five acre lots. Cluster subdivisions may be appropriate in this sector if the following criteria are met and rigorously applied: 1) Wherever possible the proposed open space should provide connections with existing or planned trails; 2) Individual lots, buildings, streets, utilities and parking areas are designed and situated to minimize the disruption of the site's natural drainage and topography, and to promote the preservation of important view sheds, historic resources, steep slopes, stream valleys and desirable vegetation; 3) Site design and building location are done in a manner that is compatible with surrounding development; 4) Modifications to minimum district size, lot area, lot width or open space requirements of a cluster subdivision in the R-E and R-1 Districts are not appropriate, unless significant benefits can be achieved in the preservation of the natural environment, scenic view shed(s) or historic resources by permitting such modifications; and 5) Lot yield shall be limited to that which could reasonably result under conventional development. In addition, measures such as agricultural and forestal districts, conservation, open space and scenic easements should be encouraged to preserve the rural character of this environmentally sensitive area, provided that their use provides a public benefit and furthers the intent of the Plan. [Not Shown]

3. No commercial or retail uses are planned for this sector due to its very low density. Uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the area. [Not shown]

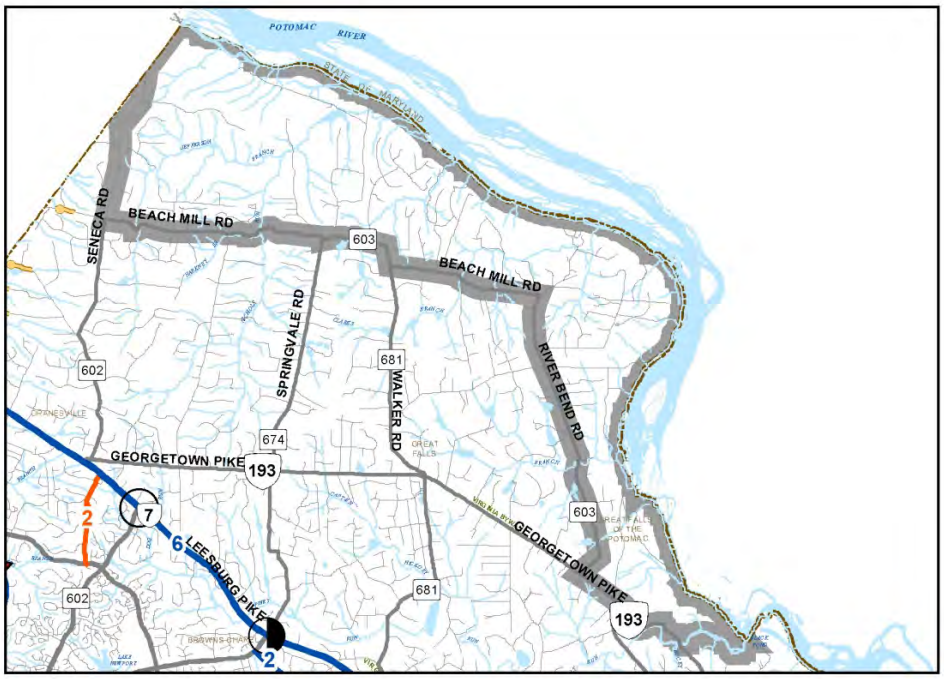
4. Encourage the use of pervious and semi-pervious materials for paved areas (e.g. parking lots, driveways, walkways and patios). [Not shown]

Transportation

Transportation recommendations for this sector are shown on Figure 11. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Georgetown Pike, which has been designated a Virginia Byway and is listed in the Virginia Landmarks Register and the National Register of Historic Places, should be maintained within its existing right-of-way. Center turn lanes and deceleration and acceleration lanes should be discouraged and curb cuts should not be allowed unless no other alternative exists. Georgetown Pike is commonly acknowledged to contain some traffic hazards. However, it is generally acceptable in its present condition to local residents. Major changes in alignment or widening the road would damage the scenic and historic character and the historic integrity of the Byway and have been strongly opposed by residents of adjacent areas. Planning efforts should focus on other means of dealing with traffic volume in order to maintain this Byway. Scenic and conservation easements should be sought along Georgetown Pike wherever practical for the preservation of the historic and scenic significance and beauty of the corridor.

UP1 - RIVERFRONT COMMUNITY PLANNING SECTOR



N
Miles
0 1 2

TRANSPORTATION RECOMMENDATIONS LEGEND

ARTERIAL — COLLECTOR LOCAL

- WIDEN OR IMPROVE EXISTING ROADWAY
- CONSTRUCT ROADWAY ON NEW LOCATION
- 2 4 6 8 10 12 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/ LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT)

EXISTING — PROPOSED

- METRORAIL STATION
- COMMUTER PARKING LOT
- TRANSIT TRANSFER CENTER (NO PARKING)
- COMMUTER RAIL STATION
- RAIL STATION
- HIGH OCCUPANCY VEHICLE LANES
- HIGH OCCUPANCY TOLL LANES

- FULL INTERCHANGE IMPROVEMENT (STUDY REQUIRED)
- PARTIAL INTERCHANGE IMPROVEMENT
- PROPOSED HIGHWAY OVERPASS
- PROPOSED HIGHWAY UNDERPASS
- PROPOSED CUL-DE-SAC
- RAIL TRANSIT OR BUS RAPID TRANSIT (BRT)
- PLANNING SECTOR OR DISTRICT OR DEVELOPMENT CENTER

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

TRANSPORTATION RECOMMENDATIONS **FIGURE 11**

Heritage Resources

Georgetown Pike is designated as a Virginia Byway pursuant to Section 33.1-63 of the Code of Virginia, as amended. It is listed in the National Register of Historic Places and the Virginia Landmarks Register. The protection of Georgetown Pike is discussed in the Transportation section above.

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 12. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails and Bicycle Facilities

Trails planned for this sector are delineated on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Transportation. Trails in this sector are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

Bicycle Facilities for this sector are delineated on the 1”:4000’ Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

FIGURE 12
PARKS AND RECREATION RECOMMENDATIONS
SECTOR UP1

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
	Neighborhood Park facilities are not recommended in Low Density Residential Areas.
COMMUNITY PARKS:	
	Active recreation facilities are available at Great Falls Grange and Great Falls Nike District Park.
DISTRICT PARKS:	
	More than one-third of this sector is preserved in open space encompassed by county, regional and national parklands. Sensitive environmental areas should be protected where feasible through use of open space easements on privately owned property and/or donation of land contiguous to existing park sites.
COUNTYWIDE PARKS:	
Riverbend (Multiple Resources)	Complete development in accordance with approved master plan.
REGIONAL PARKS:	
Upper Potomac Regional	Public access to this park is restricted at the present time. Explore the feasibility of acquiring open space easements on lands currently held in Agricultural and Forestal Districts.
STATE/FEDERAL:	
Great Falls National Park Potomac River National Heritage Trail	

UP2 SPRINGVALE COMMUNITY PLANNING SECTOR

CHARACTER

The Springvale Community Planning Sector is located in the northern part of the county and is bounded by Beach Mill Road and Seneca Road on the north, River Bend Road to the east, Leesburg Pike (Route 7) and Georgetown Pike (Route 193) on the south, and Loudoun County to the west.

This planning sector is rural in character and consists of residential estates and large-lot subdivisions, undeveloped land and open space. Local-serving commercial uses are located on Leesburg Pike at Georgetown Pike, at the Great Falls Village area, at Georgetown Pike and Walker Road, and at Beach Mill and Springvale Road. This area is developed as and planned to maintain the very low density character through large-lot residential development.

This planning sector is characterized by low-density residential development and open space. The sector has a high potential for significant heritage resources, and is rich in known historic sites. Great Falls Grange and Great Falls Post Office/Forestville School, as well as the John Gunnell House, Gunnell's Run and Cornwell Farm, are listed in the county Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. A portion of the Dranesville Tavern Historic Overlay District lies within this sector. Georgetown Pike is designated as a Virginia Byway pursuant to Section 33.1-63 of the Code of Virginia, as amended. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6. Additional historic sites in this sector are also included in the inventory.

CONCEPT FOR FUTURE DEVELOPMENT

The Springvale Community Planning Sector is designated as a Low Density Residential Area in the Concept for Future Development.

RECOMMENDATIONS

Land Use

The Springvale Community Planning Sector is largely developed as stable low density residential areas. Infill development in these residential areas should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-defined, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 13 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

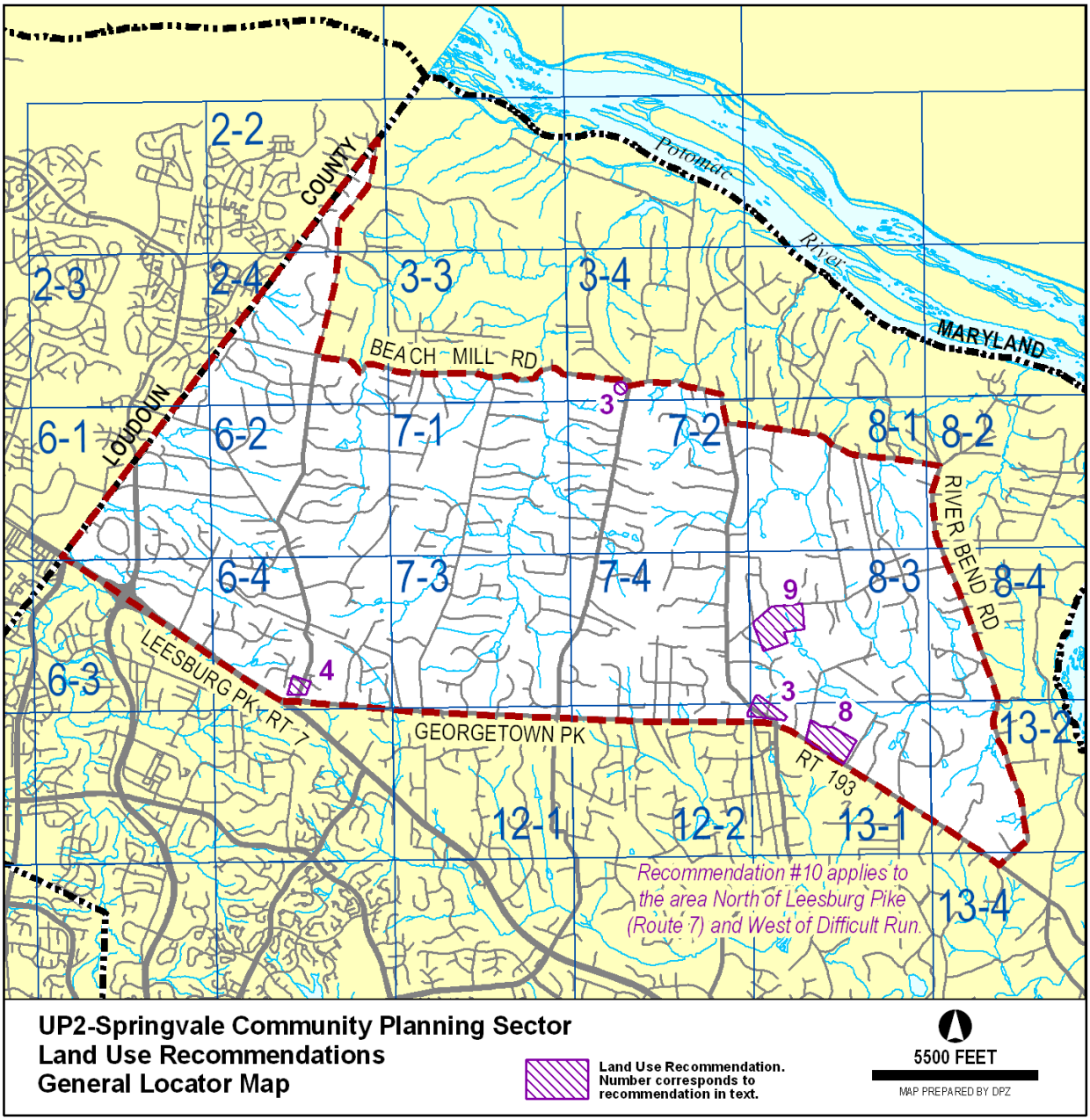

2-2
2-3
2-4
3-3
3-4
COUNTY
Potomac
River
MARYLAND
BEACH MILL RD
LOUDOUN
6-1
6-2
7-1
7-2
8-1
8-2
RIVER BEND RD
6-4
7-3
7-4
8-3
8-4
9
6-3
LEESBURG PK RT 7
4
3
8
GEORGETOWN PK
RT 193
13-2
12-1
12-2
13-1
Recommendation #10 applies to the area North of Leesburg Pike (Route 7) and West of Difficult Run.
13-4
UP2-Springvale Community Planning Sector
Land Use Recommendations
General Locator Map
Land Use Recommendation. Number corresponds to recommendation in text.
5500 FEET
MAP PREPARED BY DPZ

FIGURE 13

1. Land use in this sector should continue to reflect and support the established low density residential character of one dwelling unit per two and five acre lots. Public parkland and low density residential uses at .1-.2 dwelling unit per acre and .2-.5 dwelling unit per acre are planned for the area as shown on the Plan map. Several older residential areas along Georgetown Pike are planned at a density of 1-2 dwelling units per acre as a reflection of the typical densities that exist in these areas. [Not shown]

2. This sector is planned for low density, single-family residential use at .2-.5 du/ac as shown on the Comprehensive Land Use Plan map. Cluster subdivisions may be appropriate in this sector if the following criteria are met and are rigorously applied: 1) Wherever possible the proposed open space should provide connections with existing or planned trails; 2) Individual lots, buildings, streets, utilities and parking areas are designed and situated to minimize the disruption of the site's natural drainage and topography, and to promote the preservation of important view sheds, historic resources, steep slopes, stream valleys and desirable vegetation; 3) Site design and building location are done in a manner that is compatible with surrounding development; 4) Modifications to minimum district size, lot area, lot width or open space requirements of a cluster subdivision in the R-E and R-1 Districts are not appropriate, unless significant benefits can be achieved in the preservation of the natural environment, scenic view shed(s) or historic resources by permitting such modifications; and 5) Lot yield shall be limited to that which could reasonably result under conventional development. In addition, measures such as agricultural and forestal districts, conservation, open space and scenic easements should be encouraged to preserve the rural character of this environmentally sensitive area, provided that their use provides a public benefit and furthers the intent of the Plan. [Not Shown]

3. Commercial uses should be neighborhood-serving and confined to existing commercial areas as shown on the Plan map. This includes the area in the vicinity of Walker Road and Georgetown Pike and at Springvale Road and Beach Mill Road.

4. The area along Seneca Road, north of its intersection with Georgetown Pike is currently planned for residential development at densities of .2-.5 and 1-2 dwelling units per acre. A small portion of this area at Seneca Road and Georgetown Pike is commercially zoned. Commercial development of these parcels should be limited to low intensity office and neighborhood retail uses, not to exceed .25 FAR, under the following conditions:

   - Consolidation of commercially-zoned parcels (Tax Map 6-4((3))1, 2, 3, and 4), or the development of a single project on Tax Map 6-4((1))60B, which represents an earlier consolidation;

   - Provision of substantial landscaped and/or naturally vegetated buffers to protect surrounding residential uses and provide a clear line of demarcation between any commercial development and the existing and planned low density residential uses to the north, east and west. Residentially zoned portions of these parcels should be used and maintained as open space buffers;

   - Either office or retail development should be of high quality as demonstrated by consistent architectural treatment of all building facades in a style that uses materials and design elements that are compatible with the low density residential community. Any office development should be residential in character, in terms of scale, bulk, material, and component detail;

   - Structures should not exceed 35 feet in height; and

- Right-in/right-out only access to a unified commercial development on Tax Map 6-4((1))60B may be provided from Georgetown Pike if approved by VDOT.

5. Future development and improvements to commercial establishments in the Village of Great Falls should encourage uniformity of architecture, screening, fencing, signage and encourage the completion of trails in the village. [Not shown]

6. In this planning sector, uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the area. [Not shown]

7. The Route 7 Corridor is planned for and should continue to be reserved for residential development. Industrial, office, research and development (R&D), and retail commercial uses are not appropriate in the Route 7 Corridor. Uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the corridor in order to prevent commercial or quasi-commercial encroachment. [Not shown]

8. Parcel 13-1((1))37, which is located on the northeast corner of Georgetown Pike and Innsbruck Avenue, is planned for residential use at .2 -.5 dwelling units per acre. As an option, public park use may be appropriate.

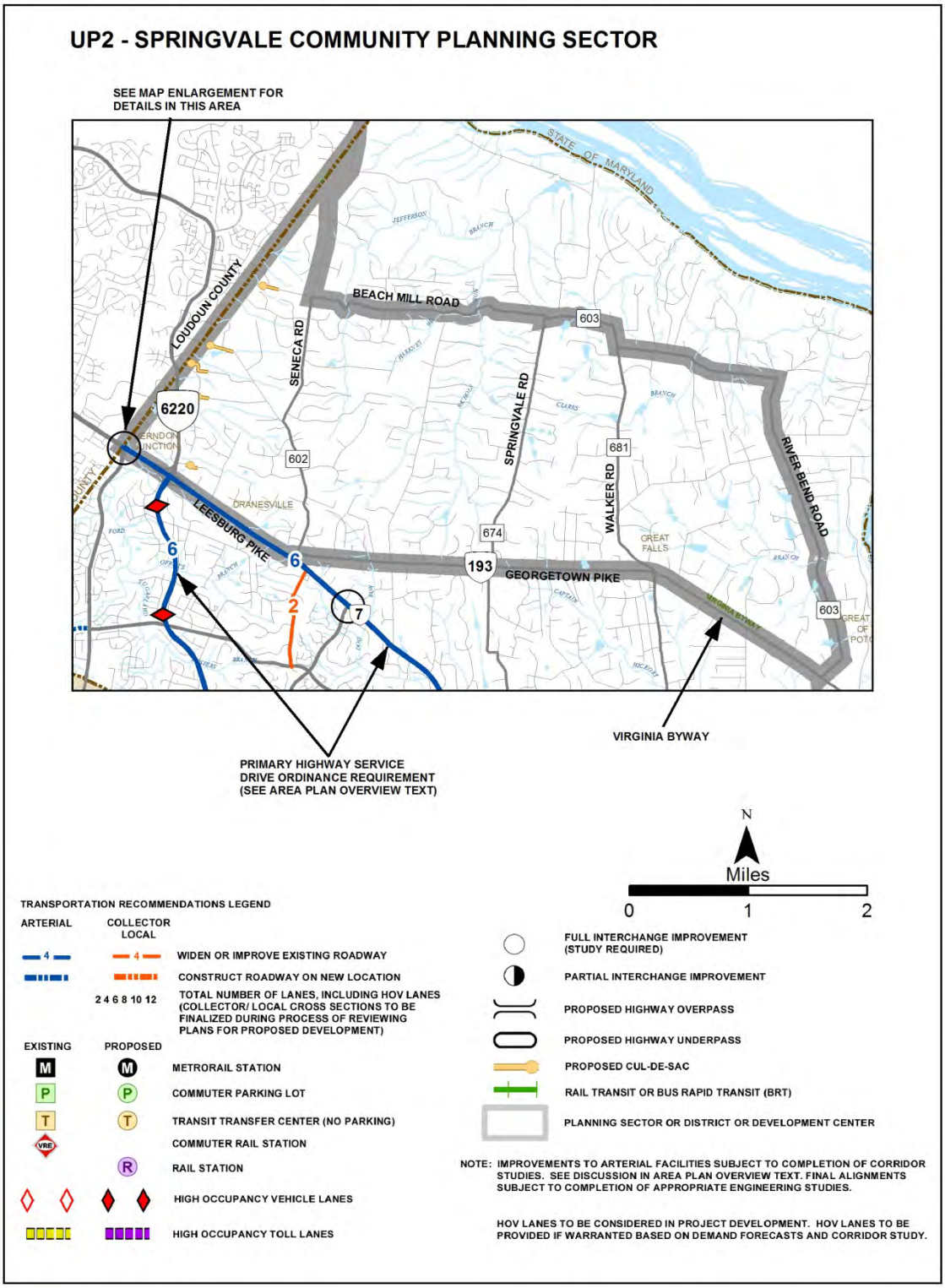
9. Parcels 8-3((1)) 45V and 45Z, located on the south side of Arnon Chapel Road across from the intersection of Arnon Meadow Road, are planned for residential use at .2 - .5 dwelling units per acre. As an option, public park use may be appropriate.

10. Turner Farm Park, in the heart of the Great Falls area, is planned for an astronomical observatory for educational and recreational use by county schools and residents due to having among the darkest night sky in the Washington, D.C. Metropolitan Area. The night sky in the area surrounding the planned observatory should be protected from excessive and improper lighting. New development (i.e., public and private) in planning sector UP2 and planning sector UP3, north of Leesburg Pike and west of Difficult Run, should provide energy efficient lighting that reduces glare, eliminates light trespass and reduces sky glow.

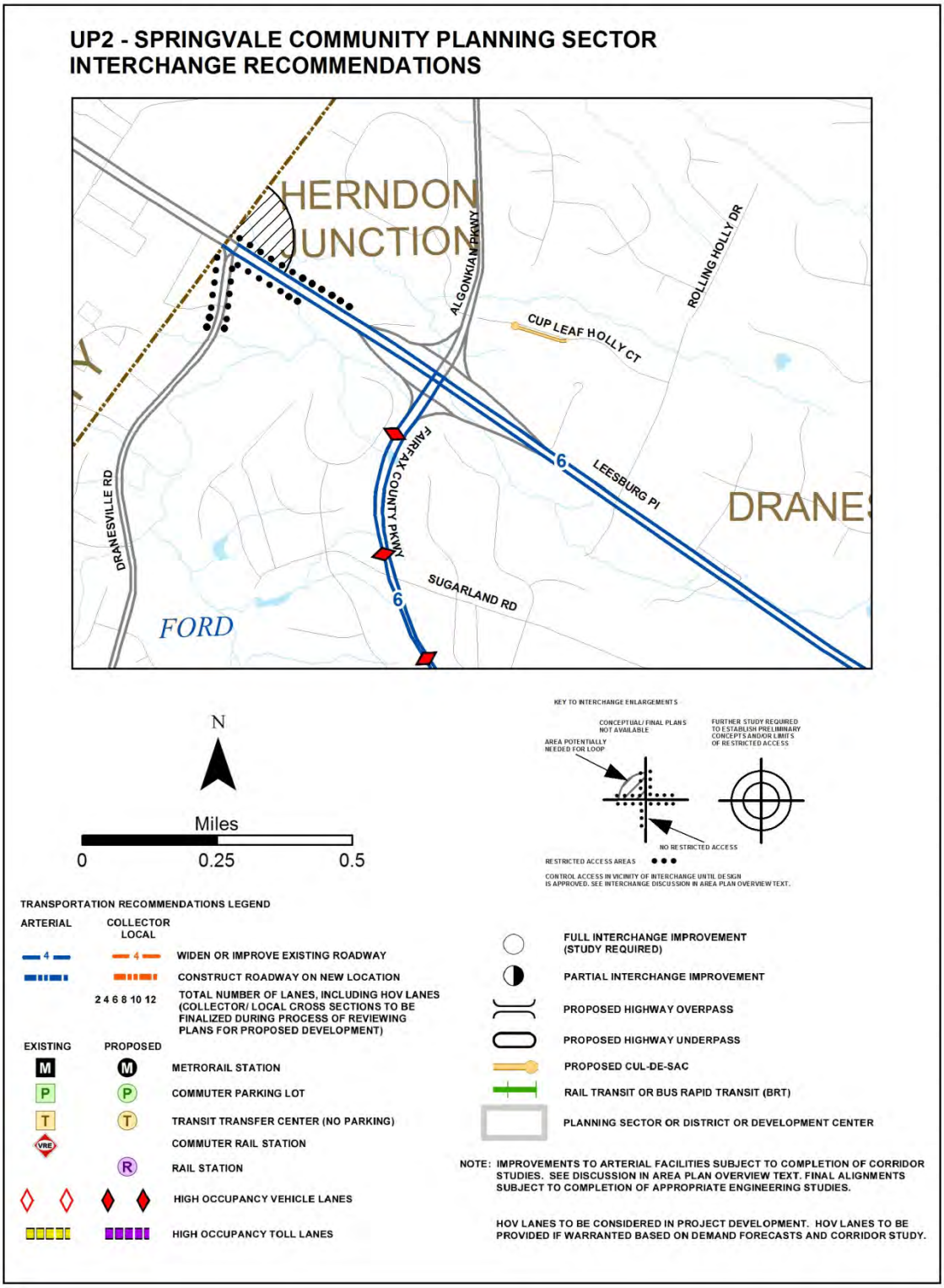
11. Encourage the use of pervious and semi-pervious materials for paved areas (e.g. parking lots, driveways, walkways and patios). [Not shown]

Transportation

Transportation recommendations for this sector are shown on Figures 14 and 15. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.



TRANSPORTATION RECOMMENDATIONS **FIGURE 14**



INTERCHANGE RECOMMENDATIONS **FIGURE 15**
UP2 SPRINGVALE COMMUNITY PLANNING SECTOR

Georgetown Pike, which has been designated a Virginia Byway and is listed in the Virginia Landmarks Register and the National Register of Historic Places, should be maintained within its existing right-of-way. Center turn lanes and deceleration and acceleration lanes should be discouraged and curb cuts should not be allowed unless no other alternative exists. Georgetown Pike is commonly acknowledged to contain some traffic hazards. However, it is generally acceptable in its present condition to local residents. Major changes in alignment or widening the road would damage the scenic and historic character and the historic integrity of the Byway and have been strongly opposed by residents of adjacent areas. Planning efforts should focus on other means of dealing with traffic volume in order to maintain this Byway. Scenic and conservation easements should be sought along Georgetown Pike wherever practical for the preservation of the historic and scenic significance and beauty of the corridor.

Heritage Resources

This planning sector is rich in known historic sites and has a high potential for additional significant heritage resources. The area surrounding the Great Falls Grange and Great Falls Post Office should be considered for protection by establishment of a Historic Overlay District. Dunbarton should also be considered for this type of protection. A portion of the Dranesville Tavern Historic Overlay District lies within this sector. Regulations are discussed in the Greater Herndon Community Planning Sector of the Upper Potomac Planning District. Georgetown Pike is designated as a Virginia Byway pursuant to Section 33.1-63 of the Code of Virginia, as amended. It is listed in the National Register of Historic Places and the Virginia Landmarks Register. The protection of Georgetown Pike is discussed in the Transportation section above.

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Public Facilities

1. Replace the existing mini-library on Georgetown Pike with a community library near the intersection of Georgetown Pike and Walker Road.

2. Provide any necessary improvements to FCWA's Riverside Manor Water System to meet future regulations (Tax Map 8-1((4))A, D, E).

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 16. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

FIGURE 16
PARKS AND RECREATION RECOMMENDATIONS
SECTOR UP2

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Holly Knolls	No development is planned for the park. Additional Neighborhood Park facilities are not recommended in Low Density Residential Areas.
COMMUNITY PARKS:	
Windermere	No development is planned for the park.
DISTRICT PARKS:	
	This sector lies within the service area of Great Falls Nike District Park. The southwestern part of this sector is also served by Baron Cameron District Park.
COUNTYWIDE PARKS:	
Great Falls Grange (Multiple Resources)	Complete development in accordance with approved master plan. Investigate the potential for obtaining historic preservation easements on selected historic properties.

Trails and Bicycle Facilities

Trails planned for this sector are delineated on the 1":4,000' Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Transportation. Trails in this sector are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

Bicycle Facilities for this sector are delineated on the 1":4000' Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

UP3 HICKORY COMMUNITY PLANNING SECTOR

CHARACTER

The Hickory Community Planning Sector is generally bounded on the north by Georgetown Pike (Route 193), on the east by Old Dominion Drive and Towlston Road, and on the south by Leesburg Pike (Route 7). A portion of the sector between Hunter Mill Road and the Difficult Run Stream Valley extends south of Leesburg Pike to the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267).

This planning sector has much of the same rural character as that of the Riverfront and Springvale planning sectors to the north, although developed at a somewhat higher residential density. There are large-lot subdivisions and a number of lots that are two acres or smaller in size. The planning sector also contains Turner Farm Park. A major land use objective for the sector is to maintain the low density character by encouraging large-lot residential development.

Local-serving commercial uses are located at Great Falls Village, Colvin Run Road at Walker Road, and Georgetown Pike at Seneca Road.

Colvin Run Mill Historic Overlay District is a significant heritage resource in this planning sector. The mill is listed in the Virginia Landmarks Register and National Register of Historic Places. Individual sites within the district are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6. Additional historic sites in this sector are also included in the inventory.Figures 4, 5 and 6. Additional historic sites in this sector are also included in the inventory.

CONCEPT FOR FUTURE DEVELOPMENT

The Hickory Community Planning Sector is designated a Low Density Residential Area in the Concept for Future Development.

RECOMMENDATIONS

Land Use

The Hickory Community Planning Sector is largely developed as stable low density residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-defined, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 17 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

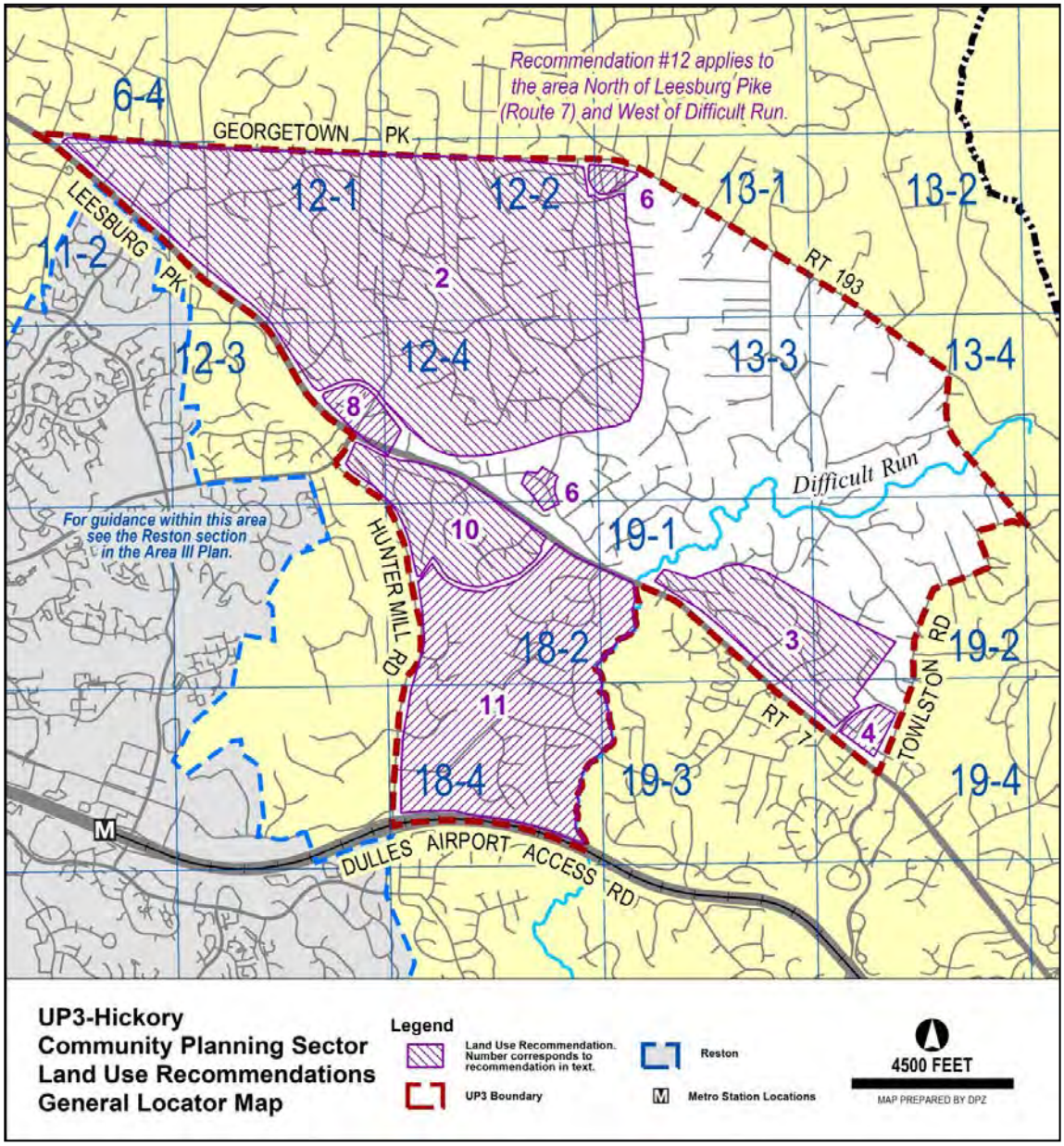

Recommendation #12 applies to the area North of Leesburg Pike (Route 7) and West of Difficult Run.
6-4
GEORGETOWN PK
LEESBURG PK
11-2
12-1
12-2
12-3
12-4
13-1
13-2
13-3
13-4
RT 193
Difficult Run
19-1
19-2
19-3
19-4
18-2
18-4
HUNTER MILL RD
TOWLSTON RD
RT 7
DULLES AIRPORT ACCESS RD
For guidance within this area see the Reston section in the Area III Plan.
2
3
4
6
8
10
11
UP3-Hickory Community Planning Sector Land Use Recommendations General Locator Map
Legend
Land Use Recommendation. Number corresponds to recommendation in text.
UP3 Boundary
Reston
Metro Station Locations
4500 FEET
MAP PREPARED BY DPZ

FIGURE 17

1. Most land should be developed for residential use at .2-.5 dwelling units per acre in order to preserve the existing character and support the concept of low density residential development for land in the Reston environs. [Not shown]

2. The area bounded by Leesburg Pike, Georgetown Pike, Walker Road and Piney Run is planned for residential use at .5-1 dwelling unit per acre, as shown on the Plan map, to reflect existing and committed development. New development should be generally consistent with existing zoning and should provide for ample landscaping, buffering and substantial building setbacks to ensure that the present relatively low density character of the area will be preserved when viewed from the collector and arterial roadways serving the sector.

3. Residential use at .5-1 dwelling unit per acre is planned for the area north of Leesburg Pike, between Difficult Run and Towlston Road, as shown on the Plan map. New development should be generally consistent with existing zoning, should provide large lots along the frontage of Leesburg Pike and Towlston Road to preserve the low density, rural characteristics of Towlston Road and Leesburg Pike, and should provide substantial buffers along the frontage of Leesburg Pike.

4. The northwest quadrant of the intersection of Leesburg Pike and Towlston Road, bounded by the Glen Haven Farms subdivision to the north and Kenmore subdivision to the west, is planned for .5-1 dwelling unit per acre to be compatible with the planned density in this vicinity along Leesburg Pike. Substantial buffering, adequate landscaping and a substantial setback of buildings along the west side of Towlston Road in the area south of Glen Haven Farms subdivision are appropriate to preserve the low density, rural character of Towlston Road.

5. Cluster subdivisions may be appropriate in this sector if the following criteria are met and are rigorously applied: 1) Wherever possible the proposed open space should provide connections with existing or planned trails; 2) Individual lots, buildings, streets, utilities and parking areas are designed and situated to minimize the disruption of the site's natural drainage and topography, and to promote the preservation of important view sheds, historic resources, steep slopes, stream valleys and desirable vegetation; 3) Site design and building location are done in a manner that is compatible with surrounding development; 4) Modifications to minimum district size, lot area, lot width or open space requirements of a cluster subdivision in the R-E and R-1 Districts are not appropriate, unless significant benefits can be achieved in the preservation of the natural environment, scenic view shed(s) or historic resources by permitting such modifications; and 5) Lot yield shall be limited to that which could reasonably result under conventional development. [Not Shown]

6. Commercial uses should be limited to existing commercial areas in the vicinity of Walker Road and Georgetown Pike, and Walker Road and Colvin Run Road. Commercial uses in these areas should be neighborhood-serving in nature and should be restricted to the existing commercially-zoned parcels. However, it would be appropriate for some required commercial parking to be located on the residentially-zoned portion of Tax Map 12-4((16)), provided that the Alfred Leigh House is rehabilitated and maintained as defined in "The Secretary of the Interior's Standards for Historic Preservation Projects." The Fairfax County Architectural Review Board should provide guidance. The parking should be buffered from surrounding residential development. Such parking use should only be continued in conjunction with the continued maintenance of the Leigh House. Should the Leigh House be demolished, use of the residentially-zoned land for parking should cease and the land should be restored to its original condition or a condition appropriate for

residential use.

7. The Route 7 Corridor is planned for and should continue to be reserved for residential development. Industrial, office, research and development (R&D), and retail commercial uses are not appropriate in the Route 7 Corridor. Uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall character of the corridor in order to prevent commercial or quasi-commercial encroachment. [Not shown]

8. The northwest and northeast quadrants of the intersection of Leesburg Pike and Springvale Road are planned for residential use at .5-1 dwelling unit per acre. Consolidation of parcels and a coordinated access point to Springvale Road should be required. (See Figure 18.)

9. In this planning sector uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the area. [Not shown]

10. The area south of Leesburg Pike, south of Baron Cameron Avenue and east of Hunter Mill Road is planned for residential use at .5-1 dwelling unit per acre. Development at this density is similar to existing residential development in the area and will help to maintain a low density buffer around Reston. Additional Plan guidance is included under Land Use Recommendation #12 for Sector UP5.

11. The area bounded by Hunter Mill Road, Colvin Run, Leesburg Pike, Difficult Run and the Dulles Airport Access Road is part of the Difficult Run watershed and is planned for low density residential development at .2-.5 dwelling units per acre as shown on the Plan map. Uses requiring special permit or special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the area. The cumulative effect of special permit and special exception uses should be considered prior to allowing additional uses or the expansion of existing uses to determine if adding new uses or expanding existing uses will change the low density residential character of the area.

12. Turner Farm Park, in the heart of the Great Falls area, is planned for an astronomical observatory for educational and recreational use by county schools and residents due to having among the darkest night sky in the Washington, D.C. Metropolitan Area. The night sky in the area surrounding the planned observatory should be protected from excessive and improper lighting. New development (i.e., public and private) in planning sector UP2 and planning sector UP3, north of Leesburg Pike and west of Difficult Run, should provide energy efficient lighting that reduces glare, eliminates light trespass and reduces sky glow.

13. Encourage the use of pervious and semi-pervious materials for paved areas (e.g. parking lots, driveways, walkways and patios). [Not shown].

Transportation

Transportation recommendations for this sector are shown on Figures 18 and 19. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals. Development proposals should also be evaluated against the Hunter Mill Road Traffic Calming Study (Northern Virginia Regional Commission, 2006), which provides both a traffic calming conceptual plan for Hunter Mill Road, as well as context sensitive roadway design techniques.

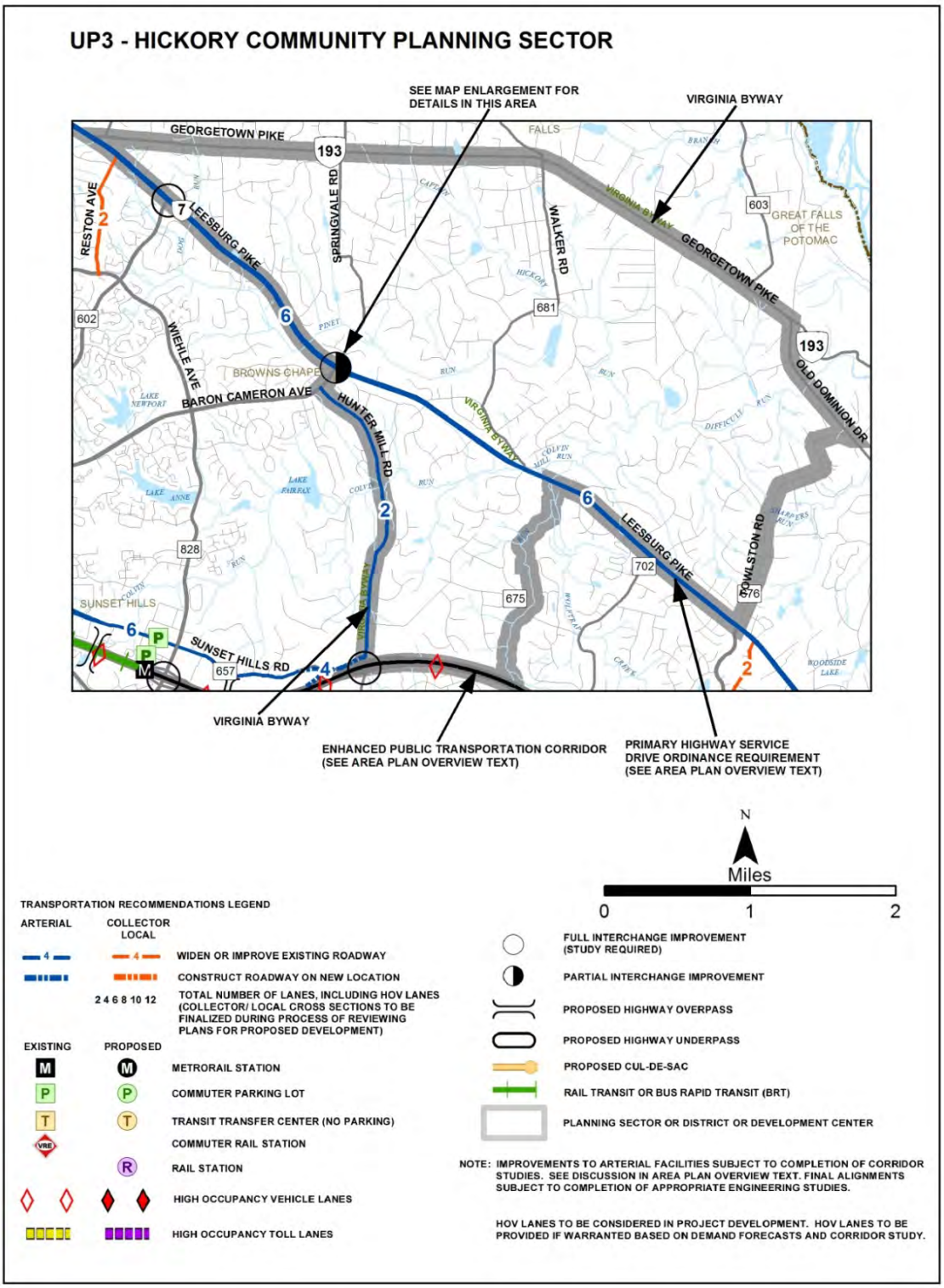
Georgetown Pike, which has been designated a Virginia Byway and listed in the Virginia Landmarks Register and the National Register of Historic Places, should be maintained within its existing right-of-way. Center turn lanes and deceleration and acceleration lanes should be discouraged and curb cuts should not be allowed unless no other alternative exists. Georgetown Pike is commonly acknowledged to contain some traffic hazards. However, it is generally acceptable in its present condition to local residents. Major changes in alignment or widening the road would damage the scenic and historic character and the historic integrity of the Byway and have been strongly opposed by residents of adjacent areas. Planning efforts should focus on other means of dealing with traffic volume in order to maintain this Byway. Scenic and conservation easements should be sought along Georgetown Pike wherever practical for the preservation of the historic and scenic significance and beauty of the corridor.

Heritage Resources

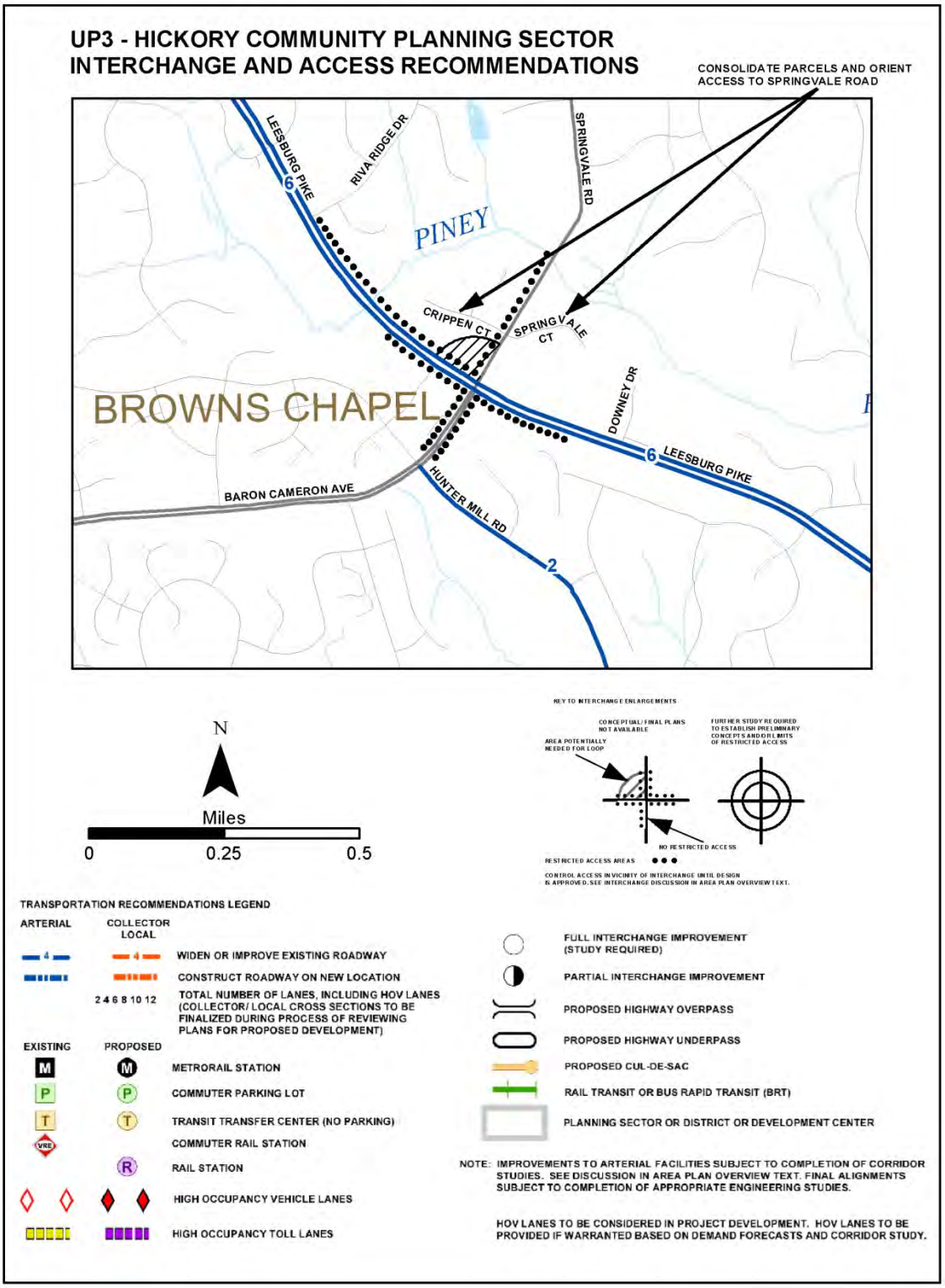
Maintain the Colvin Run Mill Historic Overlay District and consider expanding the historic overlay district to include the Dr. Alfred Leigh House (Tax Map 12-4((1))15A). The regulations of the Colvin Run Mill Historic Overlay District (Appendix 1, A1-600 of the Zoning Ordinance) limit development to residential uses with the exception of commercial uses appropriate to the mill site itself. All improvements shall be designed to be compatible with the scale and appearance of the historic site. All development within the historic overlay district must be reviewed by the Architectural Review Board.

Georgetown Pike is designated as a Virginia Byway pursuant to Section 33.1-63 of the Code of Virginia, as amended. It is listed in the National Register of Historic Places and the Virginia Landmarks Register. The protection of Georgetown Pike is discussed in the Transportation section above.

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.



TRANSPORTATION RECOMMENDATIONS **FIGURE 18**



INTERCHANGE AND ACCESS RECOMMENDATIONS **FIGURE 19**
UP3 HICKORY COMMUNITY PLANNING SECTOR

Public Facilities

1. A limited expansion of the Approved Sewer Service Area (ASSA) is permitted to provide sanitary sewer for Forestville Elementary School [Parcel 12-1((1))45A] and Great Falls Nike Park [Parcels 12-1((1))45 and 35] only. The County's administrative policy, which permits the extension of sanitary sewer lines under certain circumstances up to 400 feet outside the Approved Sewer Service Area boundary, does not apply. This limited expansion arises directly out of the factual circumstances unique to these public uses on the subject parcels, and it will not set a standard for other future expansions of the ASSA or additional development unrelated to these specific public uses.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 20. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails and Bicycle Facilities

Trails planned for this sector are delineated on the 1":4,000' Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Transportation. Trails in this sector are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

Bicycle Facilities for this sector are delineated on the 1":4000' Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

FIGURE 20
PARKS AND RECREATION RECOMMENDATIONS
SECTOR UP3

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Lockmeade	Consider additional land acquisition to expand park uses.
COMMUNITY PARKS:	
Lexington Estates	Pursue acquisition of adjacent surplus federal land to expand the park and provide active recreational facilities at this site. Initiate a master planning process and develop park accordingly.
Fox Manor	Seek interim use agreement on school site adjacent to southern section of park for development of active recreation facilities.
DISTRICT PARKS:	
Great Falls Nike	Initiate a master planning process and develop in accordance with the approved plan for active recreation. Consider future expansion if feasible. Most of the western part of this sector is also served by Baron Cameron District Park.
COUNTYWIDE PARKS:	
Colvin Run Mill (Heritage Resources)	
Colvin Run Stream Valley Difficult Run Stream Valley	Protect Difficult Run and Colvin Run EQC and their tributaries of Piney Run, Hickory Run and Dog Run through acquisition, dedication and/or donation of land and open space easements to the Fairfax County Park Authority. Complete the "Rails to River" countywide trail. Seek historic preservation easements on selected historic properties.

UP4 GREATER HERNDON COMMUNITY PLANNING SECTOR

CHARACTER

This sector is generally bounded on the south by the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), on the east by Reston, on the north by Leesburg Pike (Route 7), and on the west by Loudoun County. This planning sector includes the Innovation Center Transit Station Area and the Town of Herndon.

The Town of Herndon is an incorporated town within Fairfax County. The town grew around the railroad depot that opened in 1857, providing local dairy farmers with transportation for their products to the City of Washington. Incorporated in 1879, the town remained a rural community until recently when it began to experience rapid growth. The immediate county neighborhoods and the Washington Dulles International Airport to the west, Reston to the east and the planned mixed-use development along the DAAR and the Metrorail Silver line affects the town in terms of development pressure and environmental impacts.

Herndon has jurisdiction over its own planning. The county's planning efforts within surrounding planning sectors should strive to advance the integrity of the town and compatibility with neighboring areas. The need to preserve and promote coordinated planning efforts in this part of the county is advanced by the existence of this sector in the county Plan. Fairfax County provides Herndon with a number of public facilities and services, including schools, libraries, health facilities, social services, fire services, and sewer service. Consult the Town of Herndon's Comprehensive Plan for further guidance in this area.

The Sugarland Run area, the portion of the county immediately north of Herndon, is largely developed in single-family neighborhoods. This single-family development, in combination with the variety of types of townhouses available in Herndon, gives this planning sector a diversity of housing choices. A large part of the area is dominated by the Sugarland Run stream valley and its floodplain. Local-serving commercial uses are located primarily in Herndon, Reston and Sterling in Loudoun County.

The Center for Innovative Technology (CIT), a state supported research and development consortium of state universities and colleges, is located north of the DAAR and south of the Town of Herndon boundary.

This planning sector is rich in heritage resources. The Herndon Historic District is listed in the Virginia Landmarks Register and the National Register of Historic Places. Local Heritage Preservation Overlay Districts are administered by the Town of Herndon. Dranesville Tavern, also in the Virginia and National Registers, is protected by a county historic overlay district. Individual sites within these districts are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6. Additional historic sites in this sector are also included in the inventory.

CONCEPT FOR FUTURE DEVELOPMENT

The Greater Herndon Community Planning Sector, except for the Town of Herndon and the northern portion of the Innovation Center Transit Station Area, is recommended to develop as Suburban Neighborhoods in the Concept for Future Development. The area within the Innovation Center is recommended to develop as a Transit Station Area, as shown on Figure 21.

RECOMMENDATIONS

Land Use

The Greater Herndon Community Planning Sector is largely developed with stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-defined, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

The land use and density plans for the Town of Herndon and Fairfax County apply to this sector. Fairfax County and the Town of Herndon should coordinate planning efforts to ensure compatible land use relationships and effective transitions and buffers between uses and intensities within this planning sector.

Figure 22 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so indicated.

1. The area (1a) north of the Town of Herndon and west of Sugarland Run is planned for residential development at 2-3 dwelling units per acre as shown on the Plan map. The area (1b) generally located east of Sugarland Run is planned for residential development at .5-1 dwelling unit per acre. This provides for compatible density west of Sugarland Run and a low density buffer type area adjacent to the Sugarland Run stream valley. The area in Reston should conform to the Reston Master Plan.

2. Density within the Dranesville Tavern Historic Overlay District is planned for .2-.5 dwelling unit per acre, except for the area west of Holly Knoll Drive and south of Leesburg Pike where it is planned for .5-1 dwelling unit per acre.

3. Cluster residential development should be used to preserve open space. [Not shown]

4. Some land in this sector located adjacent to the Loudoun County line is planned for residential development at 2 3 dwelling units per acre as shown on the Plan map. In order to protect the low density residential communities planned for this area from higher density residential and nonresidential uses planned in Loudoun County, a 25 foot evergreen buffer and barriers should be provided on all land adjacent to Loudoun County. [Not shown]

5. This area is located east of the Loudoun County boundary, north of the Dulles Airport Access Road (DAAR), west of the Reflection Lake community and south of the Town of Herndon (see Figure 21). A portion of the area is planned for transit oriented development (TOD) focused on the planned Innovation Center Station. Land use options in support of TOD follow the baseline recommendations.

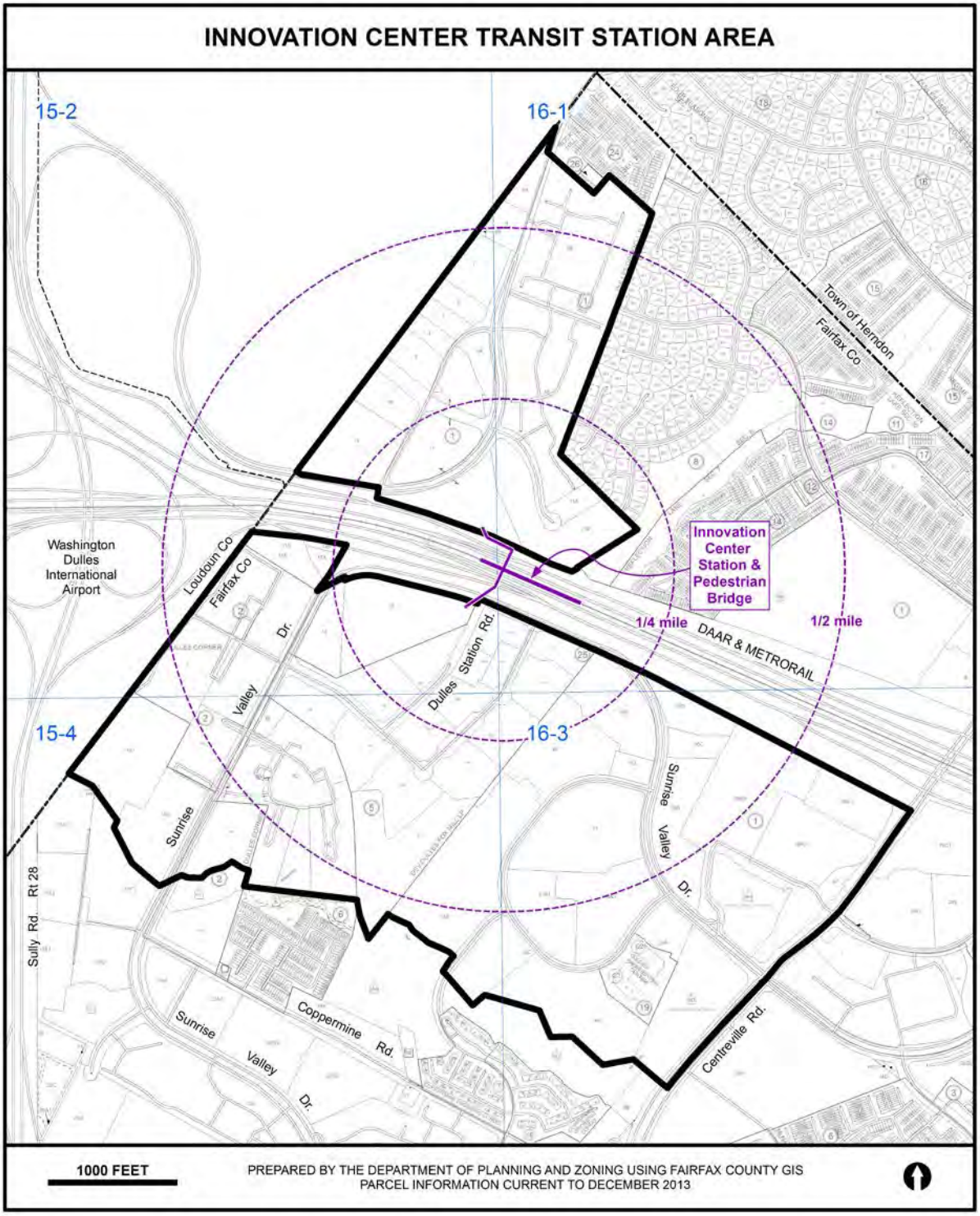

INNOVATION CENTER TRANSIT STATION AREA
15-2
16-1
15-4
16-3
Town of Herndon
Fairfax Co
Washington Dulles International Airport
Loudoun Co
Fairfax Co
Innovation Center Station & Pedestrian Bridge
1/4 mile
1/2 mile
DAAR & METRORAIL
Dulles Station Rd.
Sunrise Valley Dr.
Sunrise Valley Dr.
Sunrise Valley Dr.
Coppermine Rd.
Centreville Rd.
Sully Rd. Rt 28
1000 FEET
PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO DECEMBER 2013

FIGURE 21

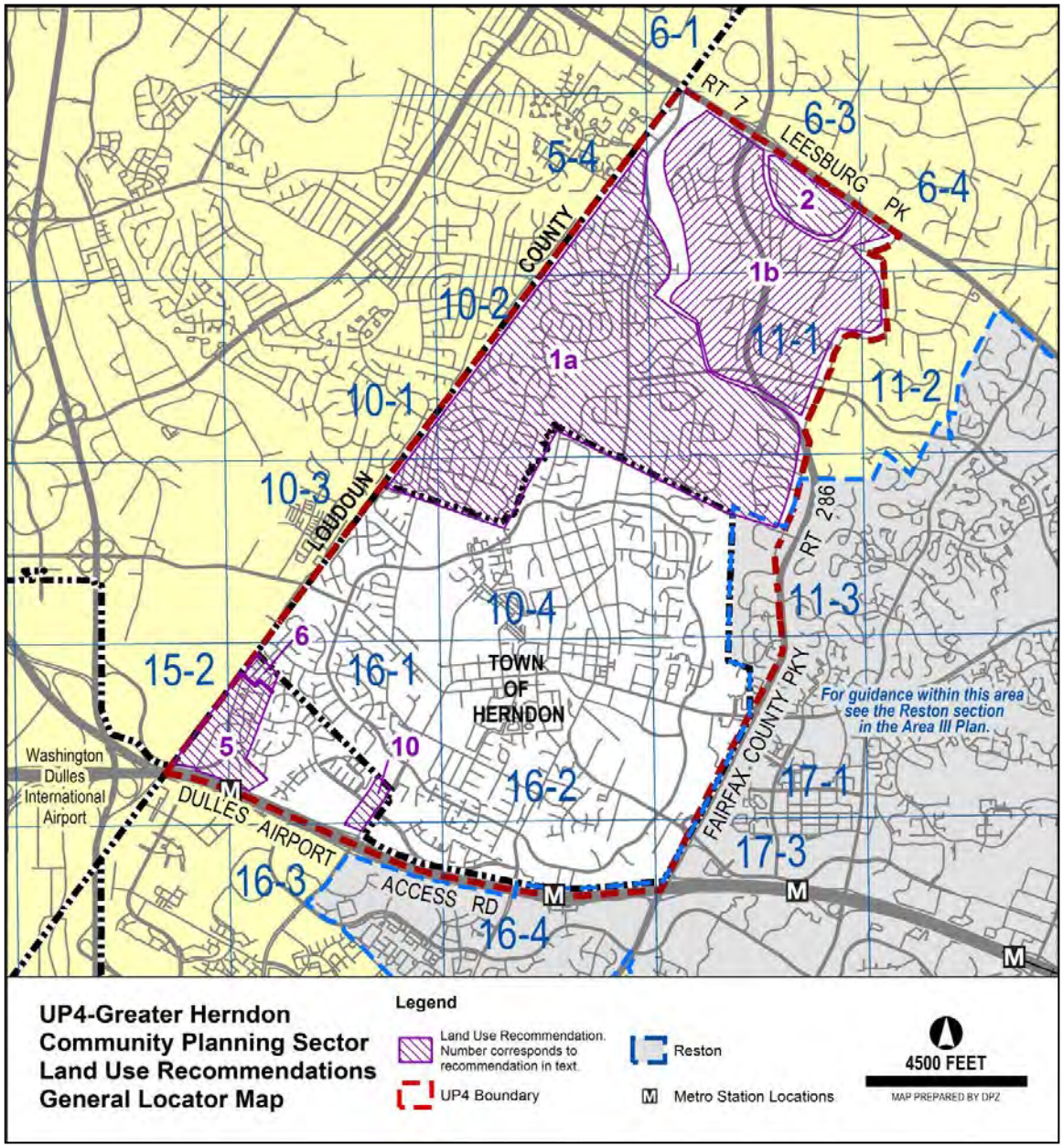

6-1
RT 7
6-3
LEESBURG PK
6-4
5-4
2
1b
COUNTY
10-2
11-1
1a
10-1
11-2
10-3
LOUDOUN
RT 286
10-4
11-3
6
15-2
16-1
TOWN OF HERNDON
For guidance within this area see the Reston section in the Area III Plan.
5
10
Washington Dulles International Airport
16-2
FAIRFAX COUNTY PKY
17-1
DULLES AIRPORT
17-3
16-3
ACCESS RD
16-4
M
UP4-Greater Herndon Community Planning Sector Land Use Recommendations General Locator Map
Legend
Land Use Recommendation. Number corresponds to recommendation in text.
UP4 Boundary
Reston
Metro Station Locations
4500 FEET
MAP PREPARED BY DPZ

FIGURE 22

Baseline Recommendations for Land Units A, B and C
Land Unit A is developed as the Center for Innovative Technology, a state-supported research and development consortium of state universities and colleges. Land Unit A at the baseline is planned for this existing institutional use.

Land Units B and C are located west of Rock Hill Road and are planned at the baseline for office and research and development uses. Tax map parcels 15-2((1))3, 4, 5 and 16-1((1)) 4A contain extensive Resource Protection Areas, Environmental Quality Corridors and floodplain. The development potential of these parcels is severely constrained. The restoration, as may be needed, and dedication of these properties to the Fairfax County Park Authority or other land conservation entity as part of a zoning action would address several goals, including preservation of environmentally fragile and valuable land and habitat, and providing open space amenities.

Land Unit B (Parcels 15-2((1))4, 5, 16) is planned for a maximum intensity of .50 FAR. A hotel or conference center use up to .50 FAR which would appropriately complement the CIT is also appropriate in Land Unit B. Community-serving retail use incorporated on the ground level of buildings is desirable and appropriate.

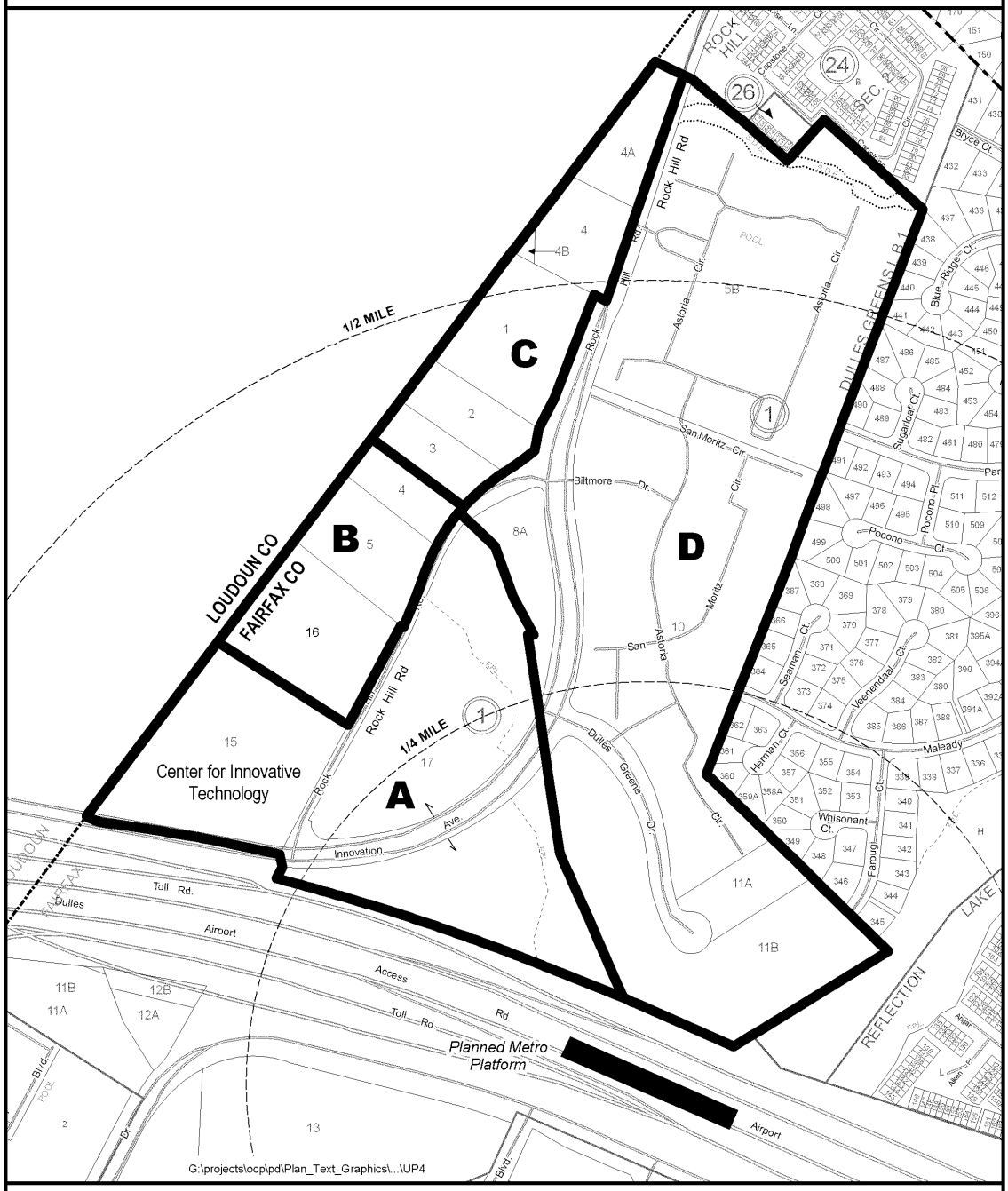
Land Unit C (Parcels 15-2((1))1, 2, 3 and 16-1((1))4, 4A) is planned for office and research and development use at a maximum intensity of .25 FAR at the baseline. Community-serving retail use on the ground level of office structures may be appropriate to serve employees.

Only a portion of the parcels that make up Land Units B and C are located in Fairfax County. Consolidation of land or parcels should occur such that the development results in well-designed, high-quality uses that are functionally and visually integrated into the larger mixed use area planned in Loudoun County. Proposed development should be part of a project that incorporates a substantial and contiguous area in Loudoun County and is compatible with the uses and intensities planned by Loudoun County. All development proposals should demonstrate that any unconsolidated parcels within a land unit can be developed in a manner that complements the proposed development and is consistent with the recommendations of the Plan and at a minimum includes environmentally constrained land.

Public facilities analyses, including fire, police, schools, recreation, and transportation are performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. In addition, development of these land units should result in uses that are designed to be visually compatible with the residentially developed area of Land Unit D. Finally, active recreation areas for employees and residents should be provided.

Rail Transit Option for Land Units A, B and C
Consistent with TOD policy, this plan provides an option for a mix of uses ranging from .50 to 2.8 FAR, based on distance from the Metrorail station. The Innovation Center Transit Station Area (TSA) includes Land units A, B and C. The TSA is planned for a mixture of interrelated residential and nonresidential uses. The rail transit option may be considered once the provisions pertaining to Phase 2 rail improvements contained in the "Agreement to Fund the Capital Cost of Construction of Metrorail in Fairfax County" are

LAND UNITS FOR AREA IN THE VICINITY OF THE CENTER FOR INNOVATIVE TECHNOLOGY



500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO JANUARY 2010

FIGURE 23

accepted by the Fairfax County Board of Supervisors. Specifically, the terms and conditions of the 100% preliminary engineering cost estimate for Phase 2 must be approved by the Fairfax County Board of Supervisors, and the affirmative decision to participate in financing must be transmitted to MWAA.

This option is transit-supportive and includes multifamily residential, office, hotel, as well as retail uses designed to serve the TOD community. This mix of uses will allow the creation of a center of activity that is focused toward the planned Innovation Center Station. In addition the recommendations take advantage of the proximity of the CIT complex, Dulles Airport, the Dulles Access and Toll Road, to provide future employment opportunities and housing in the vicinity of Sully Road.

Within the Innovation Center Transit Station Area, the highest concentration of development should be closest to the planned Metro station. The mix of uses should create a critical mass of pedestrian activity as people live, work and recreate in this area. Existing residential communities in Fairfax County and the Town of Herndon create a transition to the planned higher intensity transit oriented development centered around the planned Metro station.

The goals for this area include the following:

- Achieve a compact, high-quality transit and pedestrian-oriented, mixed use community with the highest land use intensity focused within ¼ mile of the planned Innovation Center Station.

- Create a safe pedestrian environment that is visually diverse and stimulating. Provide for public pedestrian access between the transit station and employment and residential destinations within and adjacent to the area. Any potential conflicts between non-pedestrian and pedestrian circulation are to be resolved in favor of the pedestrian right of way.

- Create functional, well coordinated, visually appealing roads, paths and trails that provide linkages within the TSA and to adjacent residential areas within Fairfax County, Loudoun County, and the Town of Herndon.

- Link future development to the provision of appropriate multi-modal transportation improvements for all land units in this area and as indicated in the Plan text and as shown on Figures 24 through 27.

- Provide open space for active recreation (including athletic fields), passive recreation and visual relief.

- Protect and enhance environmental resources.

- Encourage parcel consolidation to realize the benefit of comprehensive urban design and circulation/access principles and environmental protection.

- Link development to the provision of needed public facilities.

- Protect adjacent residential neighborhoods from the visual impact of development through use of building tapering, and/or landscaping features, maintaining a high standard for architectural quality, and minimizing noise, glare and traffic intrusion.

- Establish a mechanism for interjurisdictional collaboration to monitor and assure that a TOD land use, transportation, and public facilities balance is achieved and maintained in all development phases.

General TOD Guidance

The vision of the Innovation Center Transit Station Area is to create an inter-connected multi-modal place that benefits surrounding areas. The proximity of a mix of uses to one another should be combined with easy access to multiple modes of transportation, particularly transit (including bus), walking and bicycling that is part of a larger area wide network.

The following urban design, transportation, noise, stormwater, and affordable and workforce housing recommendations apply to all development proposals.

Urban Design

The TSA guidance establishes an environment that thrives around mass transit, minimizes the need for the single-occupant automobile, and fosters a vibrant pedestrian atmosphere. Compact, mixed-use development with the highest densities/intensities closest to transit station platforms, as well as opportunities to move safely, conveniently and enjoyably about the community by foot or bicycle are defining elements.

The protection of environmentally valuable areas is essential. Consolidation with parcels containing environmentally sensitive areas such as streams and wetlands should be supported in order to achieve dedication and ultimate preservation. These areas can provide needed passive open space and contribute to creating a pleasing mix of hardscape elements and natural landscapes.

Creating high-quality, built environments that result in a uniquely identifiable place is strongly encouraged. With respect to the CIT building, harmonious architectural and other design features to celebrate this iconic structure are encouraged throughout the TSA.

Buildings

Buildings should be designed at a scale that encourages pedestrian and street activity. The buildings should create an enjoyable, attractive, and safe environment to walk, bike, dine, relax and ride public transit. In order to accomplish these goals, building design placement and orientation should encourage activity both at the street level and in above-ground plazas. Architectural design features such as façade variations of window or building details are encouraged.

Ground-floor retail uses are encouraged in office, hotel and residential buildings, as well as parking structures to activate the street. These uses should be designed to complement the surrounding style. Free-standing or drive-through retail establishments are discouraged. Faux windows or storefronts should be used only when necessary, and long expanses of blank walls or facades should be avoided. If retail uses cannot be integrated into the first-floor facades, these façades should be decorated with store-front windows, awnings, and/or vegetated walls.

Buildings should be oriented to and frame the street or the plaza on which the building is located. Buildings should have minimal setbacks. Any building setback should be used for features that contribute to the pedestrian environment, such as plazas, or entrance features. High-rise buildings are envisioned to maximize open space and take maximum advantage of proximity to transit. However, given the proximity of Dulles International Airport, review by the Federal Aviation Administration may be required for high-rise buildings.

Urban Parks and Open Space

Urban parks in the form of plazas, courtyard or mini-parks should be incorporated into the designs of buildings and/or building complexes to serve the daily needs of residents, local employees, and visitors. These parks should be highly visible and easy to access from areas with most of the pedestrian traffic. Features may include trail connections, water features and short-term informal activities and programmed events intended to foster social interactions among users. These open spaces should be appealing places to gather with seating, lighting, landscaping and other amenities. These spaces should be integrated purposefully into the overall design of the development, and not merely be residual areas left over after buildings and parking lots are sited. Public art/sculpture should be incorporated into all open spaces. Opportunities for passive open space are present adjacent to streams and wetlands located throughout the area.

Streetscape, Sidewalk, Trail and Road Features

A coordinated streetscape design should be developed to contribute to the identity of the CIT area. In addition to the roadway elements of on-street parking, bike lanes, travel lanes, and medians, the streetscape design should provide frontage of sufficient width to create a pedestrian zone to safely separate pedestrian activity from the roadway. Within the pedestrian zone, the space between the sidewalk and the building façade should be determined by the use of the adjacent building and should be used for outdoor cafés, seating, or browsing store windows. Wide sidewalks are encouraged to support the anticipated increase in pedestrian traffic and street furniture throughout the development area. The use of texture, pattern, and materials should be encouraged to make the setting interesting. Finally, a landscape amenity panel should be located next to the curb and may include streetlights, tree grates, planting beds, planters, paving, bus shelters, bicycle racks, public art, and benches.

This safe and attractive pedestrian and bicycle circulation system should unify the area, provide for well integrated connections to the Metro Station, adjacent residential neighborhoods, Fairfax County, the Town of Herndon, and adjacent Loudoun County. These sidewalks and trails should be integrated with active and passive open space and promote pedestrian access to all uses.

Streetscape improvements may be provided on a combination of publicly owned right-of-way and private property. When the public right-of-way is utilized to provide streetscape improvements, commitments should be made by the property owner or business organization to maintain the streetscape area. In addition, when the sidewalk is not entirely within the right-of-way, a public access easement will need to be provided for the portion of the sidewalk located on private property.

Existing vegetation, especially the large specimen trees should be preserved and incorporated into the site as much as possible. Landscaping should be provided that is attractive in all seasons, and provides shade to seating areas and pedestrian paths/sidewalks during summer months.

Roads should include features that create a high quality, attractive, functional and safe environment for the pedestrian, bicyclist, transit rider, or other non-motorized vehicle user. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities should be able to safely move along and across streets. Safe and convenient pedestrian crossings such as raised crosswalks, mid-block crossings and sidewalks should be provided to enhance pedestrian movement, reduce pedestrian and vehicular conflicts and improve accessibility. The design should be employed continuously and contain uniform or similar elements to make a cohesive circulation network.

Parking

Parking should be consolidated into structures and integrated into the streetscape. Except for on-street parking, surface parking should be avoided other than as allowed and needed on an interim basis to support occurring development.

Parking structures should be designed as integrated building features. The treatment of the structures, which can include retail as a ground floor use, should contribute to the visual appeal and vitality of the streetscape. Façades should be attractive and inviting from both pedestrian and vehicular perspectives and should incorporate features such as architectural elements or trees and other landscaping to provide visual interest.

To encourage transit use, shared parking for uses which have different peak demand periods, instituting paid parking, or other parking reduction techniques and commitment to parking maximums are recommended. This will reduce trips and more efficiently organize and utilize the area.

Street Furniture, Bicycle Facilities, Lighting and Other Elements

Street furniture selections, such as benches, water fountains, bus shelters, covered trash receptacles and bike racks, should be included in a streetscape plan and be consistent with the area. This may include details such as the model, size, and finish of the street furniture. Bicycle features should be covered and security should be provided. Bus shelters should be provided at transit stops that protect patrons from the weather, are safe, easy to maintain, and relatively vandal-proof. A coordinated signage plan is essential to emphasize identity and provide a harmonious appearance.

Street lighting should maintain the overall character and quality of the area, providing adequate lighting levels that ensure public safety without creating glare or light spillage. Light fixtures should be full cutoff and use energy-saving technology in order to minimize the occurrence of glare, light trespass, and urban sky glow. Street lights should be located so as to not conflict with street trees at their projected maturity.

Street and Median Planting

Street trees and other landscaping in the planting strips should be planted in an environment that promotes healthy root growth. Vegetation within the planting strips could include ornamental shrubs, ground cover, flowering plants, and grasses. These plantings should occur in areas that are clear of vehicles parked on the street, and they should incorporate hardscaped pedestrian access points.

Where medians are provided, they should be planted with attractive landscaping. Consideration should be given to the use of Low Impact Development techniques, and using native plants that are drought tolerant, low in maintenance, and resistant to disease, pollution and heat.

Transportation
The strategy to accomplish and maintain a transportation and land use balance is based on six components:

- Partnering with other jurisdictions to identify and implement regional solutions to multi-modal transportation issues.

- Cooperating with other jurisdictions to identify and implement a coherent pattern or grid of "walkable" streets and safe, attractive bicycle facilities throughout the areas.

- Phasing transportation infrastructure, including a grid pattern of streets in the TSA in addition to major road links to the west and north. Development should be phased in such a way that effective transportation measures will be in place or substantially completed before proceeding to future development phases.

- Providing a realistic transportation demand management (TDM) plan to reduce single occupant vehicle trips.

- Achieving vehicle trip reduction goals contained in the TDM plan.

- Monitoring the TDM plan outcome to ensure an adequate multi-modal transportation system.

Transportation solutions for the area are based on the timely provision of transit (including bus), pedestrian and bicycle ways, road improvements and TDM measures. Collaboration among Fairfax County, Loudoun County, the Town of Herndon, and the Metropolitan Washington Airport Authority (MWAA) can bring about the implementation of a regionally-oriented approach that will benefit residents, employees and through-travelers. This cooperative effort should involve representatives of Fairfax County, the Town of Herndon, Loudoun County, and MWAA that can share information on a timely basis and devise approaches and strategies to meet transportation needs.

The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be used in the evaluation of development proposals.

Specific transportation recommendations are contained in the District-Wide Recommendations for the Upper Potomac Planning District, and in the Transportation Recommendations for the Greater Herndon Community Planning Sector (UP4). In addition, the following transportation recommendations should be addressed for any development proposal:

<u>Innovation Center Station Access</u>
Direct pedestrian access from the Innovation Center Station to any proposed development is encouraged. If public facilities (fire, police, recreation) are constructed on parcel 16-1((1))11B, then separate direct pedestrian and bicycle access to them is also encouraged.

<u>Planned Roadway Improvements</u>
The planned roadway improvements in and around the Innovation Center Transit Station Area must be phased as needed to support development. Within the Innovation Center

Transit Station Area, it is critical to provide a grid system of streets that achieves internal connectivity and, if feasible, links to areas beyond.

Roadways in this area are congested and, in some cases, under severe strain. Increased vehicle trips to and from the TSA will compound traffic congestion within the 1/2 mile ring radius and, potentially, on vicinity roadways in Western Fairfax County and the Town of Herndon. At least four cumulative lanes will be needed from the station area north to Route 606 and at least six cumulative lanes will be needed west toward the Route 28/Innovation Avenue interchange to accommodate vehicle traffic attributable to the TSA.

As addressed under the Phasing and Monitoring section, these improvements are essential to ensure continued functioning of road networks in the TSA. Studies should be performed to identify the breadth of impact on vicinity roads.

Road improvements required to mitigate traffic impact on transportation facilities will extend beyond the Fairfax County Border. These improvements will be necessary to support each phase of development. To construct these roads will require multi-jurisdictional cooperation, and authorization as well as VDOT approval. The width, alignment and location of roads constructed to fulfill this requirement should complement the planned non-SOV-oriented character. Additional guidance about these major improvements is detailed next:

- North-South Road(s) –Four cumulative lanes are needed from the transit station area north to Route 606. They will serve as a major entrance to the area. A new four lane road should be constructed to the west of the existing Rock Hill Road. In addition, existing Rock Hill Road should be improved to a standard two-lane local access road. In its current alignment, Rock Hill Road should not serve as a primary access road to the TSA. The new four lanes to the west of Rock Hill Road should be the primary north-south access to the Innovation Center Transit Station Area.

  If only two lanes can be constructed at this western access point, improved Rock Hill Road could serve as a second two lane north-south access to the transit station area.

  It is the intent of this Plan that the existing Rock Hill Road should not be improved to four lanes. However, in the event that Loudoun County does not authorize other alternatives for north south access and these alternatives are determined to be infeasible, then as a last resort, existing Rock Hill Road could be improved to four lanes as a north-south access. This last alternative should only be considered provided that the neighborhood character of the existing communities along Rock Hill Road is protected. All manner of providing new access lanes to the west of Rock Hill Road should be pursued to avoid this alternative.

- East-West Road(s) – This road(s) will serve as a primary route for traffic arriving from and going to Sully Road. Six lanes are needed to support the transit station area. The lanes should be configured to create a non-SOV-oriented environment, and divided into smaller roads, with at least two connection points on the west side of the transit station area. A feature to be considered is signalization to balance vehicular and pedestrian flows. In addition, pedestrian and bicycle safety and connectivity enhancements should be addressed through applying urban design guidelines such as narrowed travel lanes, the addition of bike lanes and providing at-grade pedestrian crossings.

- Grid of Streets – A grid of streets should be implemented in the area that connects future and existing development in Fairfax County and if feasible, to adjacent future development in Loudoun County. The grid should create multiple points of access to Innovation Avenue to lead traffic to the west to Sully Road or north along the new north-south road(s) to Route 606. A hierarchy of streets should be delineated to lead traffic exiting and entering the transit station area to higher capacity roads intended to handle the traffic. To the extent that Innovation Avenue establishes a grid of streets across the County line, the road should be realigned.

- East-West Connector Parallel Road to the Dulles Toll Road – A road within the existing Dulles Toll Road right-of-way that would connect Centreville Road to the transit station area should be studied for feasibility and implementation. If the road cannot be accommodated within the existing Dulles Toll Road right-of-way, other connections could be examined that would also contain other modes of transportation. Regardless, multi-modal connections should be implemented from the developments to the east of the transit station area and the Centreville Road/ Elden Street corridor to the TOD area.

- North-South Connector Bridge – Land for right-of-way should be reserved and contributions for construction should be apportioned until a new alignment is adopted. The right-of-way that is reserved north of the Dulles Toll Road should be to the west and outside the core TOD area and could cross the county line. The bridge should be coordinated with adjacent development areas so that all multi-modal connections are maintained within the TOD. Other transportation improvements should be re-evaluated if this bridge is implemented as it may impact transportation studies.

Traffic Level of Service

Applicants requesting consideration of the rail-oriented options, which allow the highest intensities of the optional recommendations, shall demonstrate that the transportation system is kept in balance throughout the phasing of development. Consistent with adopted policy on Transit Oriented Development (TOD), a lower level of service may be acceptable within this TOD area. This performance-based approach requires applicants to provide improvements or other guarantees to maintain certain performance levels. These levels would be measured by levels of service or critical movement volumes or other measures as deemed appropriate by the Fairfax County Department of Transportation. Projects may be phased to coincide with the achievement of specific non-SOV (single occupancy vehicle) mode split or trip reduction objectives.

Remedies should be considered at locations where an acceptable level of service cannot be attained or maintained, as described below.

Circulation and Access

As stated in the urban design section, an interconnected network of local streets with wide sidewalks on both sides of streets, delineated pedestrian pathways, and pedestrian crossings should be provided. Logical pathways should connect to external crossing points. Pedestrian movement and safety should be facilitated, in association with implementation of a wayfinding signage plan.

A coordinated pedestrian circulation system plan should be developed that demonstrates how interior portions of the transit station area will be connected to destinations and places within and surrounding the property.

Transit, Pedestrian, and Bicycle Connectivity

Transit, pedestrian, and bicycle connectivity improvements are major elements of the transportation guidance supporting this Plan option. Transportation modes, other than single-occupancy vehicles, are preferred to support the increased density and mix of uses at the optional level of development. Transit, pedestrian, and bicycle connectivity will achieve the objectives of increasing transit usage, and creating a walkable and bike-able area. Pedestrian and bicycle enhancements relating to streets might include delineated crosswalks, bicycle lanes, signal re-timings, intersection sidewalk extensions (bulb-outs), mid-block crossings, street medians, reduced turning radii and other features designed into the street section with the goal of reducing conflicts with vehicles and improving safety, as allowed by VDOT.

Transportation Demand Management (TDM)

The establishment of a Transportation Demand Management (TDM) program to encourage the use of transit (including bus), and non single occupancy vehicle transportation, will be needed. This program should utilize a variety of measures (see below) to achieve essential reductions in automobile trips to the TSA. TDM measure originating from commitments at rezoning will be components of the overall TDM program for this TDA. TDM recommendations adopted by the interjurisdictional program will be given favorable consideration as possible components.

The goal of the TDM program will be to achieve specified trip reduction targets attached to various phases of development. It should ultimately be maintained and funded by residents and business owners once development is completed. The TDM program should be designed to work in conjunction with, and enhance, the transit, pedestrian and bicycle connectivity improvements. TDM measures employed should facilitate and complement these physical improvements and urban design features.

The TDM program adopted should identify a full set of measures that could be implemented including alternative transportation services, support facilities and/or programs, and pricing measures. It should include enforcement, evaluation and penalty provisions in the event trip reduction thresholds are not achieved.

Transit ridership, in combinations with the TDM program should result in specified trip reduction levels identified for phases of development. The following minimum levels of trip reductions should be achieved:

- Within ¼ mile – minimum 30 percent trip reduction for residential and office
- Within ½ mile – minimum 25 percent trip reduction for residential, 20 percent for office
- Beyond ½ mile – to be determined with a TDM study

These reductions should occur in the peak hour at site build out, with lower levels of trip reduction expected in the interim phases of development. In addition to the goal of achieving the minimum trip reductions stated above, a TDM study and a parking study should be done at the time of rezoning. The intent of the parking study is to determine if parking reductions can be applied to help achieve the overall TDM trip reduction goal.

Further, the county should review parking requirements of the Zoning Ordinance to consider the full range of parking management strategies and other TDM strategies. The implementation of a successful comprehensive interjurisdictional TDM program will require cooperation so that property owners in the greater RT28/CIT area also participate, not just those within the transit station area. Precautions should be taken to ensure that inappropriate use of residential parking areas, including neighborhood street parking, in the adjacent areas does not occur. An interjurisdictional program may include paid parking, transit subsidies, ridesharing matching services, preferential treatment of carpool/vanpools, shuttle bus services to nearby transit stations, guaranteed ride home programs, marketing of commuter assistance programs, and other related measures designed to lessen use of single-occupant vehicles and boost HOV usage during peak commuting periods. A fuller list of TDM measures that could be considered are shown next.

EXAMPLES OF TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Individual Employer TDM Measures

Alternative Transportation Services
- Shuttle Bus(es)
- Company Vanpools
- Telecommuting

Support Facilities/Programs
- On-Site Transportation Coordinator
- Employer Ridematching Services
- Preferred HOV Parking Locations
- Flexible Work Hours
- Guaranteed Ride Home Program

Pricing Programs
- Parking Management/Pricing Programs
- Subsidies for Use of HOV Modes

Implementation
- CEO and Board of Directors Commitment
- Proffers/Negotiated Agreements
- Participation in Transportation Management Association

Areawide TDM Measures

Alternative Transportation Options/Services
- Expand Transit Services (peak hours)
- Expand Transit Services (off peak & midday)
- Carpools
- Vanpools
- Shuttle Bus(es)

Support Facilities/Programs
- Transit Center
- Park & Ride Lots
- HOV Lanes
- Preferred Parking Locations

- Multi-Employer Ridematching Services
- Guaranteed Ride Home Program

Mixed-Use Development
- Mixed-use developments to include residential, commercial, support retail, hotel and institutional uses
- Development design should maximize pedestrian convenience and accessibility to on-site services

Pricing Programs
- Road/Congestion Pricing Programs
- Parking Management/Pricing Programs
- Transportation Allowances

Implementation
- Employer Trip Reduction Ordinance
- Parking Management Ordinance
- Site Design Controls
- Proffers/Negotiated Agreements
- TMA Coordination

Phasing and Monitoring
As stated in the Transportation Strategy section, "Development should be phased in such a way that effective transportation measures will be in place or substantially completed before proceeding to future development phases." Although phasing of the ultimate development should be flexible, a grid of local streets should be established in the initial phase of each development. The design should create a dynamic streetscape and promote pedestrian safety and activity. The initial phase should begin to substantially create multi-modal and pedestrian connections to the metro station landing. Establishing this grid pattern in the early phases of redevelopment should establish the identity of the place as a walkable, pedestrian-scaled, mixed-use area. In addition to establishing a grid of local streets, major road improvements should be phased to mitigate the impacts of each level of development

To ensure the transportation impacts of proposed development are fully addressed, the satisfactory preparation of an overall transportation study by the developer as part of a rezoning application is required. The study should demonstrate that impacts to traffic could be mitigated by phasing development in such a way that effective transportation improvements will be approved and funded including TDM measures, bus, Metro rail service and road improvements before proceeding with proposed development. The study should include alignment and phasing of an internal circulation system and submission of detailed transportation studies. The transportation study should evaluate existing transportation conditions and analyze the impacts of the traffic associated with the overall development. The recommendations of this study should include a TDM program to reduce trips. The results will be taken into consideration by the county in determining the timing of construction of improvements, initiation of TDM measures and/or contributions for off-site improvements. Additional roadway improvements in Fairfax County, Loudoun County or the Town of Herndon may be required based on the findings of the development's traffic study. These improvements may be in addition to the transportation improvements currently cited in the adopted county transportation plans for Loudoun County, Town of Herndon or Fairfax County.

If the development is phased, detailed studies of development proposed for each subsequent phase should be provided at specified intervals (for example with each Final Development Plan) and follow the methodology described above. In any event, assurances will be expected that the transportation facilities and services assumed to be operational in the study will in fact be provided as stated. The transportation monitoring and evaluation program will be conducted at specified intervals acceptable to the Fairfax County Department of Transportation. The monitoring and evaluation program will include an analysis of the success of the transportation demand management program. Items will include evaluation of trip reduction and mode split; and secondly, an assessment of the performance of site entrances and signalized intersections, as determined by the Fairfax County Department of Transportation in cooperation with Loudoun County and the Town of Herndon.

If it is determined by the county during interim review that adverse impacts have not or cannot be successfully mitigated, the amount of development should be reduced to a level that can be adequately supported by transportation infrastructure. Should development phases be delayed or halted because the impacts have not been mitigated based on the TDM program targets, the developer will be responsible for providing other necessary transportation improvements. Failing that, appropriate contributions to a fund for eventual mitigation may be requested. The total level of development may be restored upon demonstrating that adequate infrastructure capacity is available.

Noise
Proposed residential uses, outdoor activity areas and other noise sensitive areas may be affected by proximity to the Dulles Toll Road. Portions of the area are also located within one-half mile of the DNL 69 noise contour for Washington Dulles International Airport. Furthermore some of the area may be affected by noise from the quarry located to the northwest in Loudoun County.

Noise studies may be required to demonstrate that these impacts will be addressed. Provision should be made to notify future residents of the area that they may be impacted by quarry operations. The use of planted terraces, maintenance of tree canopy through the areas under consideration, the use of planted roof gardens and planted sound absorption walls have been found effective management techniques for developments near airports.

Stormwater Design
Environmentally-friendly stormwater design should be an integral design principle that should be part of the conceptual stage of site development for all projects, recognizing that stormwater management measures may be phased with development. The stormwater design should first seek to minimize the effect of impervious cover, followed by the application of stormwater reuse, retention, detention, extended filtration and, where soils and infrastructure allow, infiltration to improve downstream waters. Coordination of stormwater management controls among multiple development sites may also be effective in achieving stormwater management goals in an efficient manner.

Stormwater management and water quality controls for development and redevelopment should be designed to return water into the ground where soils are suitable or reuse it, where allowed, to the extent practicable. Reduction of stormwater runoff volume is an important stormwater design objective. Reduction could occur through techniques that use plants and soils via landscaping measures, through techniques that reuse harvested rainwater in a variety of ways, and/or through approaches that infiltrate water into the

ground to replenish aquifers and provide summer base flows to local streams, where soils and infrastructure allow.

The following are recommended for all new development and redevelopment:

- Stormwater quantity and quality control measures should be optimized with the goal of reducing the total runoff volume and/or significantly delaying its entry into the stream system. The emphasis should be on Low Impact Development (LID) techniques that evapotranspire water, filter water through vegetation and/or soil, return water into the ground or reuse it.

- LID techniques of stormwater management should also be incorporated into new and redesigned streets, as well as parking lots, where allowed and practicable.

- At a minimum, stormwater management measures should be provided that are sufficient to attain both the stormwater design-quantity control and

- Stormwater design-quality control credits[1] of the most current version of the LEED-NC or LEED-CS rating system (or the equivalent of these credits should be provided). If, on a given site, the attainment of the stormwater design LEED credits (or equivalent) is demonstrated to not be achievable, all available measures should be implemented to the extent possible in support of this goal.

Green Buildings

All new buildings should receive green building certification under an established rating system such as the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program. The green building rating system used should be based on individual building certification, such as LEED-NC (New Construction) or LEED-CS (Core and Shell). LEED Silver certification, or the equivalent, is the minimum

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1. These credits, as set forth in LEED 2009 for New Construction and Major Renovations, are as follows:

SS Credit 6.1: Stormwater Design-Quantity Control:

- For sites that have greater than 50% impervious cover in the existing condition, the total volume of runoff released from the site in the post-developed condition for the 2-year, 24-hour storm should be at least 25% less than the total volume of runoff released in the existing condition for the same storm. Furthermore, the peak runoff rate for the 2-year, 24-hour storm in the post-developed condition should be at least 25% less than the existing condition peak runoff rate for the same storm.
- For sites that have 50% or less impervious cover in the existing condition, the total volume of runoff released as well as the peak release rate for the 1- and 2-year, 24-hour storm in the post-developed condition should be equal to or less than the total runoff volume and peak release rate in the existing condition for the same storm. Alternately, a stormwater management plan that protects receiving stream channels from excessive erosion, including stream channel protection and quantity control strategies, may be pursued.

SS Credit 6.2: Stormwater Design-Quality Control:

- Stormwater runoff associated with the development should be controlled such that the first one (1) inch of rainfall is reused, infiltrated or treated in a manner through which 80% of the average annual post-development total suspended solids (TSS) are removed.

- Equivalent approaches may incorporate coordinated stormwater management on multiple development sites and/or off-site controls. Additional stormwater management efforts should be encouraged.

expectation for nonresidential development. Residential development should be guided by the Policy Plan objectives on Resource Conservation and Green Building Practices.

Affordable Housing and Universal Design
All development should conform to county policies on affordable and workforce housing to encourage a diverse population of residents. Per county policy, any residential use should provide at least 12 percent of new units as affordable housing. The residential components should accommodate a variety of age groups, interests, and needs. The units should be accessible for those without cars, meet ADA requirements, and accommodate universal design.

Parks and Recreation
A more compact, urban style of development is planned within ½ mile of the planned Innovation Center Station. As such, the urban parkland service level standards adopted by the Fairfax County Park Authority Board apply a service level standard of 1.5 acres of land per 1,000 new residents and 1 acre per 10,000 employees. The maximum level of redevelopment will generate the need for approximately 6 acres of publicly accessible urban parkland which should be integrated with development on this site.

Urban parks within the Transit Station area support the goals of creating a critical mass of pedestrian activity centered around the planned Metro station. Urban park facilities such as pocket parks could include gathering areas, outdoor cafes, fountains or other focal points of interest and small performance spaces. The inclusion of other urban parks, such as off-leash dog areas, community garden plots, water features, tot lots, fitness courses and trails and plazas would allow a greater range of recreational facilities and amenities. Urban park sites should be publicly accessible and within walkable distance of most residential and mixed use areas.

The Upper Potomac Planning District is highly deficient in active recreation facilities, especially athletic fields. Little public parkland is available to support active recreation facility development. To offset the impacts of development on park and recreation service levels, land development projects should contribute land, facilities and/or funds to provide active recreation facilities, preferably on-site or near the development.

The area includes large sections of RPA and other natural resources, whose preservation and protection are Fairfax County goals. Dedication of these areas to the Fairfax County Park Authority or other conservation entity as part of a zoning action would address the goals of preserving environmentally valuable land and providing open space amenities.

Information and Communications Technology (ICT)
The Innovation Center TSA should include ICT infrastructure. Strategies and programs should be developed to ensure that all residential, commercial and public use structures in the TSA are designed and equipped to enable such information and communications networking.

Land Use
Development should be guided by the TOD guidance set forth in the Policy Plan volume of the Comprehensive Plan. Consistent with that guidance, appropriate intensity should be governed by the distance from the rail transit platform based on concentric rings:

- ¼ mile: mixed use including office, research and development, hotel, retail and residential uses at an intensity up to 2.8 FAR

- ¼ to ½ mile: mixed use including office, hotel, retail and residential uses at an intensity up to 1.6 FAR

- beyond ½ mile: 16-20 dwelling units per acre, at an overall intensity of approximately .50 FAR.

Maximum intensity within each ring will be evaluated based on the considerations that development proposals give to TOD principles, road improvements, recreational facilities, and public service facilities, such as fire and police. Intensities apply to residential and nonresidential (retail commercial, office, institutional) uses. Projects that include areas of different intensity recommendations should have an overall intensity that is based on the proportion of land area associated with each intensity recommendation. The resulting development pattern should generally conform to the goal of locating the highest intensities closest to transit. Proposed intensities should be consistent with the urban scale and character that is envisioned for the area.

Tax map parcels 15-2((1))3, 4, 5 and 16-1((1))4A contain extensive Resource Protection Areas, Environmental Quality Corridors and floodplain. The development potential of these parcels is severely constrained. As an incentive to preserve open space, the planned development potential associated with these parcels may be applied as bonus intensity to a developable parcel within the TOD area as part of a zoning action, provided the entire encumbered parcel is dedicated to the Fairfax County Park Authority or another conservation entity. For example, assuming a parcel has a planned development potential of 10,000 square feet, this amount of development would be the bonus to be added to the receiving parcel provided that the resulting development demonstrates that building scaling, massing and open space are in accord with underlying site specific plan guidance and TOD principles and respect Resource Protection Areas, Environmental Quality Corridors and floodplain.

<u>Ring 1: Within ¼ mile: Mixed residential and nonresidential uses at an intensity up to up to 2.8 FAR</u>
The Center for Innovative Technology, a state-supported research and development consortium of state universities and colleges, constitutes this area. The mixed-use recommendations that follow seek to establish parameters for future development by suggesting a minimum, a maximum, or a range of percentages for residential and nonresidential uses. These percentages are meant to be guides and they may need to be adjusted on a case by case basis in order to further other planning objectives. For example, a mixed-use project that contains an institutional use recommended in the Plan may not be able to achieve the minimum percentage of office use or may exceed the maximum for nonresidential use. Development under this option is subject to the following conditions:

- Bus bays, the Kiss and Ride and pedestrian bridge pavilion associated with the northern portion of the Metro station should be implemented and integrated into the development

- Public facilities analyses, including fire, police, schools, recreation, and transportation are performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts.

- Although phasing of the ultimate development should be flexible, establishment of the pedestrian-scaled, mixed use character of the area should be established in the initial phase of development. This phase should include a grid street pattern, plazas and usable open space vertically-integrated land uses with ground-floor retail and other activity generating uses located along the street.

- A high quality living environment should be created through the provision of well-designed mixed-use projects that provide active recreation, entertainment and other site amenities. The mixed-use development should have a residential component that is at least 35 percent but no more than 45 percent of the total gross floor area of the development Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.

- The nonresidential component of the area within the ring should include office, hotel, and support retail uses. The current institutional use (CIT) is planned to remain and serves as a focal point for future development. The office component, which may include space for research and development activities should be at least 40 percent of the development, but not exceed 50 percent of the total gross floor area. Support retail uses, to be located in office, hotel or residential buildings, should be at least 2 percent, but not exceed 5 percent of the total gross floor area. Retail should support the residents' daily needs so as to minimize trips to neighboring communities. Hotel uses are encouraged and should be at least 5 percent but not exceed 15 percent of the total gross floor area.

- Consistent with the Transportation recommendations for the Rail Option, vehicular access is provided through Loudoun County.

- Environmental Quality Corridors should be dedicated to the Fairfax County Park Authority or other land conservation entity.

- Total parcel consolidation should be achieved.

<u>Ring 2: Within ¼ -½ mile: Mixed residential and nonresidential uses at an intensity up to 1.6 FAR</u>

<u>Ring 3: Beyond ½ mile: Residential use at 16-20 dwelling units per acre, at an overall intensity up to .50 FAR</u>

The proposed development in Ring 2 and Ring 3 should be oriented toward the transit station area. In addition, appropriate transitions should be made to residential development in Fairfax County through tapering of building heights, substantial landscaping and other techniques as necessary.

Tax map parcels 15-2((1))3, 4, 5 and 16-1((1))4A contain extensive Resource Protection Areas, Environmental Quality Corridors and floodplain. The development potential of these parcels is severely constrained. The restoration, as may be needed, and dedication of these properties to the Fairfax County Park Authority or other land conservation entity as part of a zoning action would address several goals, including preservation of environmentally fragile and valuable land and habitat, and providing open space amenities.

Only a portion of the parcels in these areas are located in Fairfax County. Consolidation of land or parcels should occur such that the development results in well-designed,

high-quality uses that are functionally and visually integrated into the larger mixed use area planned in Loudoun County.

Proposed developments should be part of a project that incorporates a contiguous area in Loudoun County and is compatible with the uses and intensities planned by Loudoun County. All development proposals should demonstrate that any unconsolidated parcels within a land unit can be developed in a manner that complements the proposed development in Loudoun County, is consistent with the recommendations of the Plan, and at a minimum includes environmentally constrained land.

The mixed-use recommendations that follow seek to establish parameters for future development by suggesting a minimum, a maximum, or a range of percentages for residential and nonresidential uses. These percentages are meant to be guides and they may need to be adjusted on a case by case basis in order to further other planning objectives. For example, a mixed-use project that contains an institutional use recommended in the Plan may not be able to achieve the minimum percentage of office use or may exceed the maximum for nonresidential use. Development under these options is subject to the following conditions:

- Although phasing of the ultimate development should be flexible, establishment of the pedestrian-scaled, mixed use character of the area should be established in the initial phase of development. This phase should include a grid street pattern, plazas and usable open space vertically-integrated land uses with ground-floor retail or other activity generating uses located along the street.

- A high quality living environment should be created through the provision of well-designed mixed-use projects that provide active recreation, entertainment and other site amenities. The mixed-use development should have a residential component that is at least 50 percent but no more than 60 percent of the total gross floor area in total, with residential becoming the primary use as distance from the platform increases. Each residential development should include on-site affordable housing that is well integrated and dispersed.

- The nonresidential component of the area within the ring should include office, hotel, and support retail uses. The office component should be at least 40 percent of the development, but not exceed 50 percent of the total gross floor area. Support retail uses, to be located in office, hotel or residential buildings, should not exceed 2 percent of the total gross floor area. Retail should support the residents' and employees daily needs so as to minimize trips to neighboring communities. Hotel uses are encouraged and may comprise between 5 to 15 percent of the total gross floor area.

- Consistent with the Transportation recommendations for the Rail Options, vehicular access is provided through Loudoun County.

- Environmental Quality Corridors should be dedicated to the Fairfax County Park Authority or other land conservation entity

- Development should result in uses that are designed to be visually compatible with the residentially developed area east of Rock Hill Road.

- Active recreation areas should be provided for employees and residents.

In addition, public facilities analyses, including fire, police, schools, recreation, and transportation are performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts.

Area East of Rock Hill Road (Land Unit D)

The portion of the Dulles Transition Area located east of Rock Hill Road, Land Unit D, is planned for multifamily residential use. In order to meet the planning objectives of the Dulles Transition Area it is necessary that new development be responsive to site-specific conditions that are outlined below for the land unit.

Land Unit D

Land Unit D is planned for residential use at 16-20 dwelling units per acre. Office, retail and other uses, such as a daycare center, designed to serve the residential community are also appropriate. These nonresidential uses should total a minimum of 5,000 square feet including a daycare center. Office and retail uses should be incorporated into the ground floor of residential structures, while a daycare center may be in a free-standing structure. A mix of building types to include low-rise garden style and mid-rise structures is encouraged as a way to facilitate a visual transition. A safe, attractive pedestrian circulation system should be provided. This system of sidewalks and trails should be integrated with passive and active open space and promote pedestrian access to all uses, elements and land units of the area and provide for connections to the existing residential community and to the planned countywide trails system.

The southern portion of Land Unit D has been identified as the location for commuter facilities that would support Metrorail in the Dulles corridor. A development plan should be submitted that shows the area planned for residential use but noting that a portion of the site may be used for commuter facilities. In order to preserve the option for transit facilities in this location, development of Land Unit D should be phased to progress from north to south so that the southern portion of the land unit remains vacant for as long as possible. In no case should units proposed for the southern portion of the site be transferred to the northern portion.

Once a site for a park-and-ride facility has been dedicated to the county, opportunities for joint public-private development of the site for transit parking and support retail uses should be explored. Pedestrian walkways should be provided to facilitate circulation from the transit station area and parking facility to adjacent uses and should connect to existing or planned walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. The development should be in conformance with the Urban Design and Placemaking section for the Transit Station Areas in the Dulles Corridor, located in the Reston Transit Station Areas section of the Plan.

Site-specific development conditions for Land Unit D include the following:

- All parcels within the land unit are consolidated and developed as part of a unified development plan. However, it is recognized that the development of a possible transit facility is consistent with this condition;

- Development of this land unit should result in well-designed, high quality uses and should be integrated with the adjacent land units;

- Visual impacts on existing low-density residential neighborhoods are minimized through height control, building setback, and transitional screening. Garden apartment structures should be located adjacent to the Reflection Lakes community and heights of these structures should not exceed 40 feet. Any mid-rise structures should not exceed 65 feet in height and should be located to front on Rock Hill Road and will not be adjacent to the Reflection Lake community. Any structure should be controlled by a fifty (50) degree angle of bulk plane as determined from the rear lot line of the adjacent single-family homes;

- A substantial buffer, 75 feet wide as far as practicable but 50 feet wide at a minimum, is provided next to the Reflection Lake community. This buffer should incorporate existing vegetation and be supplemented with additional landscaping as appropriate to screen the higher density residential areas from the existing single-family detached houses. If a commuter parking facility is developed on the southern portion of the site, a 75-foot buffer to the Reflection Lake community must be provided and the height of the structure should not exceed the height of any adjacent residence. Noise barrier measures should be incorporated into the garage design;

- Provision is made for affordable housing either through compliance with the Affordable Dwelling Unit ordinance, if applicable, or an appropriate proffer of units or land for affordable housing as defined by the ordinance;

- Active recreation uses should be provided to adequately serve the residents of the development;

- Preservation and protection of the Environmental Quality Corridors;

- All residential structures should incorporate noise attenuation measures as appropriate to meet the Interior Noise Level Standard P3, to achieve an interior noise level not to exceed 45 dBA Ldn; and

- To prevent cut-through traffic, vehicle access to the area should be via existing and realigned Rock Hill Road and Innovative Avenue only, as shown on Figure 26. No connection from Rock Hill Road shall be made to Farougi Court, Maleady Drive or Parcher Avenue. A vehicle turn-around should be provided at the terminus of Parcher Avenue and elsewhere as appropriate.

Upon completion of the extension of Rock Hill Road across the Dulles Airport Access and Toll Road, mixed-use development up to a 1.0 FAR may be appropriate for the area within ¼ mile of the transit station platform, subject to the following conditions:

- This option may be considered at such time as a funding agreement for Bus Rapid Transit (BRT) or rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached.

- A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include

on-site affordable housing that is well integrated and dispersed throughout the development.

- The mixed-use development should have a residential component that is at least 35% but no more than 50% of the total gross floor area of the development.

- In the nonresidential component of the development, office uses should not exceed 50% of the total gross floor area and support retail uses, to be located in office, hotel or residential buildings, should not exceed 15% of the total gross floor area. Hotel uses are encouraged.

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways and where appropriate, vehicular drives and/or streets.

- Pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit.

- The development should be in conformance with the Urban Design and Placemaking section located in the Reston Transit Station Areas section of the Plan.

6. **Rock Hill Subdivision**

The Rock Hill subdivision, 16-1((24)) and ((26)), is planned for residential use at 12-16 dwelling units per acre for low-rise garden style structures or at 8-10 dwelling units per acre for single-family attached structures. Residential units should be limited to low-rise garden style structures or single-family attached structures. A safe, attractive pedestrian circulation system should be provided. This system of sidewalks and trails should be integrated with usable open space and promote pedestrian access to all uses and elements of the area and provide for connections to the planned countywide trails system.

Site-specific development conditions for the Rock Hill subdivision include the following:

- Most parcels are consolidated and developed as part of a unified development plan. All development proposals should demonstrate that any unconsolidated parcels can be developed in a manner that is consistent with the recommendations of the Plan;

- Development should result in well-designed, high quality uses and should be integrated with the adjacent land units;

- Visual impacts on existing low density residential neighborhoods are minimized through height control, building setbacks, and transitional screening. Heights of low-rise garden style residential structures should not exceed 40 feet. Any structure should be controlled by a fifty (50) degree angle of bulk plane as determined from the rear lot line of the adjacent single-family homes;

- A substantial buffer, preferably 75 feet wide but at least 50 feet wide, should be provided for low-rise garden style structures next to existing low density residential communities to the north and east. For single-family attached structures, the buffer may have an average width of 50 feet. This buffer should incorporate existing

vegetation and be supplemented with additional landscaping as appropriate to screen the higher density residential areas from the existing single-family detached houses;

- Provision is made for affordable housing either through compliance with the Affordable Dwelling Unit ordinance, if applicable, or an appropriate proffer of units or land for affordable housing as defined by the ordinance;

- Active recreation uses must be provided to adequately serve the residents of the development;

- Measures to preserve and protect the Environmental Quality Corridors should be taken;

- All residential structures should incorporate noise attenuation measures as appropriate to meet the Interior Noise Level Standard P3, to achieve an interior noise level not to exceed 45 dBA Ldn; and

- To prevent cut-through traffic, vehicle access to the area should be via existing and realigned Rock Hill Road and Innovative Avenue, as shown on Figure 26. No connection from Rock Hill Road shall be made to Bryce Court, Snowflake Court or Summerfield Drive. A vehicle turn around may be appropriate at the terminus of Bryce Court.

7. The Route 7 Corridor is planned for and should continue to be reserved for residential development. Industrial, office, research and development (R&D), and retail commercial uses are not appropriate in the Route 7 Corridor. Uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the corridor in order to prevent commercial or quasi-commercial encroachment. [Not shown]

8. Right-of-way for the Wiehle Avenue extension from Dranesville Road to the Loudoun County Line has been set aside during the development review process. Any construction of Wiehle Avenue west of Dranesville Road would be subject to a corridor study. This study would examine four lane, two lane, and no-build options. It would be conducted with participation from affected communities. Should only two lanes be required, the additional right-of-way could be used for non-vehicular improvements that benefit the community, for example, pedestrian paths, bike trails and landscaping). [Not shown] (See Figure 24 “Transportation Recommendations”.)

9. Parcels 6-3((1))11 and 11A are planned for single-family detached residential use at 3-4 dwelling units per acre. In order to protect this low density residential use from higher residential and nonresidential uses planned in Loudoun County, a 25-foot evergreen buffer and barrier should be provided along the Loudoun County boundary.

   If housing for the elderly or an assisted living and acute care facility is proposed for this site, it should be subject to the following development conditions:

   - The project should achieve a residential appearance. Building height should not exceed 4 stories;

- Hughes Branch, part of the environmentally sensitive Sugarland Run watershed, should be protected;

- A large open space buffer of evergreen and deciduous trees, should be established adjacent to Dranesville Road;

- Development of the property should include access to Woodson Drive via Westminster Place, west of the site in Loudoun County; and

- A minimum 50-foot buffer should be provided adjacent to the Loudoun County boundary or the site should be developed in conjunction with the adjacent property in Loudoun County with uses that are compatible with housing for the elderly.

10. Parcels 16-1((1))7A, 7B, 7C, 8, and 9 are planned for retail and other uses. The currently approved retail and hotel uses are planned to remain. Pedestrian access within these commercial uses and to the surrounding neighborhood and commercial uses should be encouraged. Improvements to the existing vegetated buffer between the commercial uses and the Reflection Lakes community should be encouraged to ensure an effective buffer and transition between uses. Pedestrian and bicycle access across the Dulles Toll Road should be maintained and improved in proximity to or along Centerville Road.

Transportation

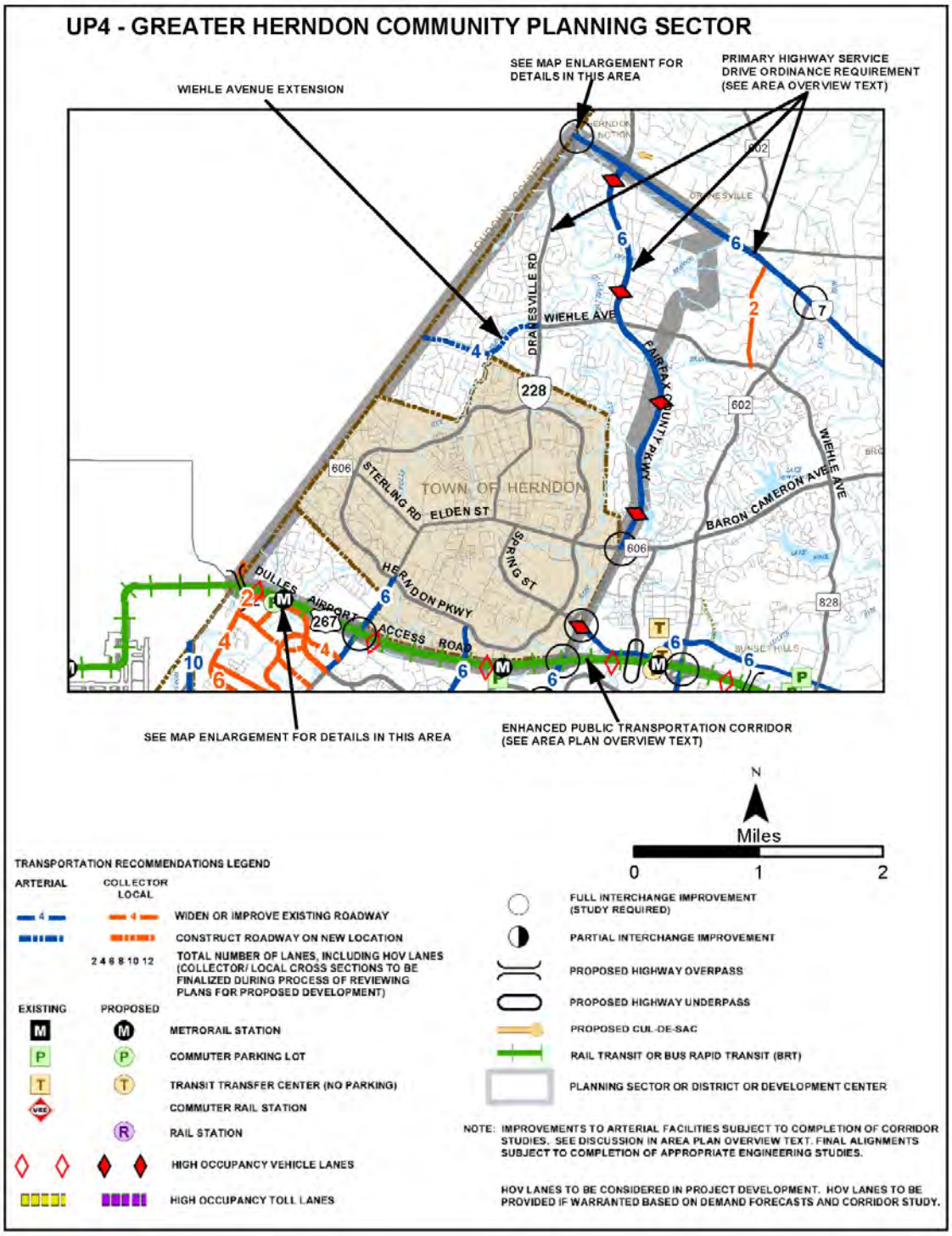
Transportation recommendations for this sector are shown on Figures 24, 25, 26, and 27. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals. Wiehle Avenue extension is planned from Dranesville Road to Crestview Drive. Further study needs to be done to determine whether the extension should be two lanes or four lanes.

Should only two lanes be required, the additional right-of-way could be used for non-vehicular improvements such as pedestrian paths, bike trails, or landscaping.

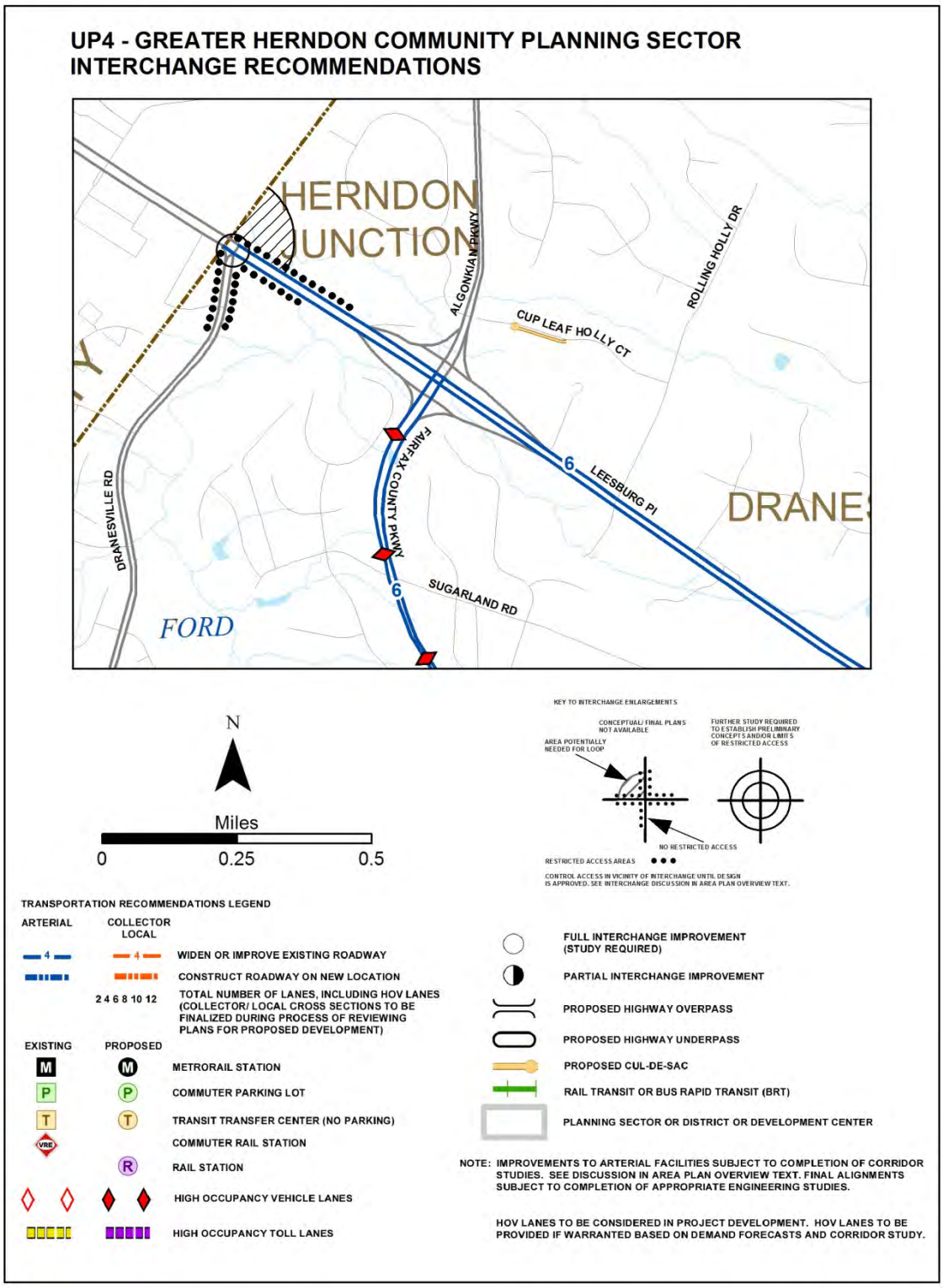
An East-West connector road within the existing Dulles Toll Road right-of-way that would connect Centreville Road to the Innovation Center Transit Station Area should be studied for feasibility and implementation. If the road cannot be accommodated within the existing Dulles Toll Road right-of-way, other connections could be examined that would also contain other modes of transportation. Regardless, multi-modal connections should be implemented from the developments to the east of the transit station area and the Centreville Road/Elden Street corridor to the TOD area.

Heritage Resources

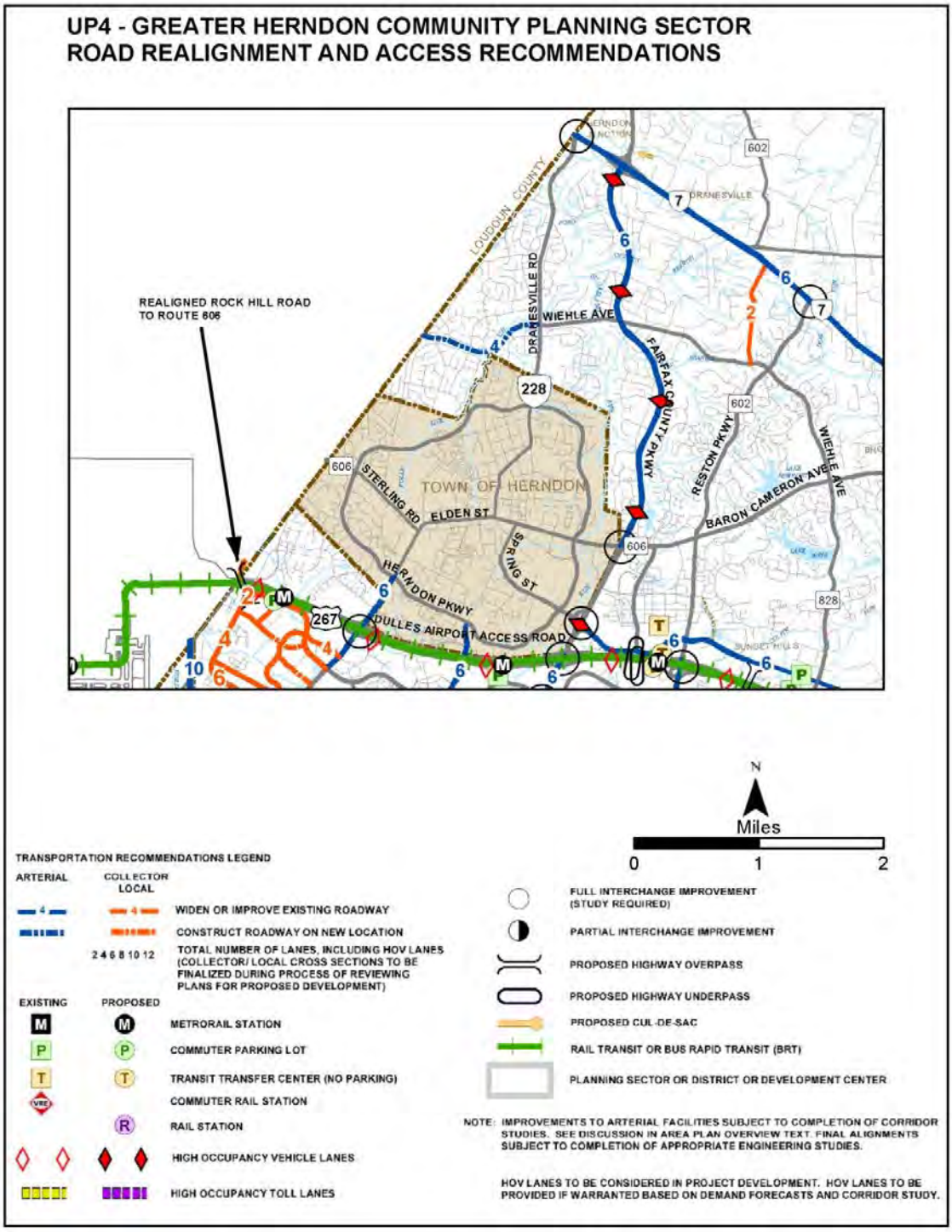
Dranesville Tavern Historic Overlay District lies within this sector. The Dranesville Tavern Historic Overlay District regulations (Appendix 1, A1-700 of the Zoning Ordinance) specify residential development with the exception of commercial development appropriate to the tavern itself. All improvements shall be designed to be compatible with the scale and appearance of the historic site. All development within the historic overlay district must be reviewed by the Architectural Review Board.



TRANSPORTATION RECOMMENDATIONS **FIGURE 24**

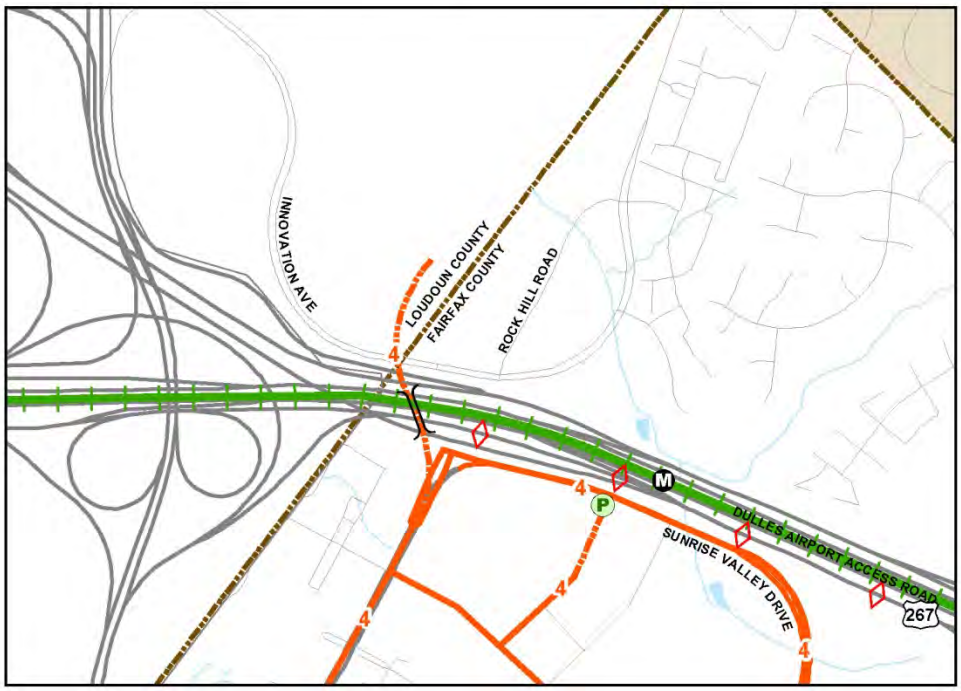


INTERCHANGE RECOMMENDATIONS **FIGURE 25**
UP4 GREATER HERNDON COMMUNITY PLANNING SECTOR



ROAD REALIGNMENT AND ACCESS RECOMMENDATIONS **FIGURE 26**
UP4 GREATER HERNDON COMMUNITY PLANNING SECTOR

UP4 - GREATER HERNDON COMMUNITY PLANNING SECTOR TRANSIT FACILITY RECOMMENDATIONS



N
Feet
0 1,000 2,000

TRANSPORTATION RECOMMENDATIONS LEGEND

ARTERIAL — COLLECTOR LOCAL

- WIDEN OR IMPROVE EXISTING ROADWAY
- CONSTRUCT ROADWAY ON NEW LOCATION
- 2 4 6 8 10 12 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/ LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT)

EXISTING — PROPOSED

- METRORAIL STATION
- COMMUTER PARKING LOT
- TRANSIT TRANSFER CENTER (NO PARKING)
- COMMUTER RAIL STATION
- RAIL STATION
- HIGH OCCUPANCY VEHICLE LANES
- HIGH OCCUPANCY TOLL LANES
- FULL INTERCHANGE IMPROVEMENT (STUDY REQUIRED)
- PARTIAL INTERCHANGE IMPROVEMENT
- PROPOSED HIGHWAY OVERPASS
- PROPOSED HIGHWAY UNDERPASS
- PROPOSED CUL-DE-SAC
- RAIL TRANSIT OR BUS RAPID TRANSIT (BRT)
- PLANNING SECTOR OR DISTRICT OR DEVELOPMENT CENTER

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

TRANSIT FACILITY RECOMMENDATIONS **FIGURE 27**
UP4 GREATER HERNDON COMMUNITY PLANNING SECTOR

Dranesville Methodist Church should be protected. Development in the area should be sensitive to this resource.

The Cameron Parish Church Ruins and Cemetery (Tax Map 5-4((8))G) should be preserved.

The Herndon Historic District is in the National Register of Historic Places. Most of this area is protected by the Town of Herndon's local Heritage Preservation Overlay Districts.

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Public Facilities

1. Provide the necessary improvements to the Corbalis Water Treatment Plant on land currently owned at the Water Authority's plant site to meet current and future needs.

2. Fire facilities and equipment at the Herndon Fire Station should be kept adequate to meet increasing demand for fire and emergency protection.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 28. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails and Bicycle Facilities

Trails planned for this sector are delineated on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Transportation. Trails in this sector are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

Bicycle Facilities for this sector are delineated on the 1”:4000’ Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

FIGURE 28
PARKS AND RECREATION RECOMMENDATIONS
SECTOR UP4

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
	Additional Neighborhood Park facilities should be provided in conjunction with new residential development in Suburban Neighborhoods.
COMMUNITY PARKS:	
Grand Hamptons	
Hutchison School Site	Initiate a master planning process and develop in accordance with an approved plan for an athletic field complex under interim use agreement with the School Board.
	Seek a lease agreement with Fairfax County Water Authority to develop active recreation facilities on identified site adjacent to Offuts Branch.
DISTRICT PARKS:	
	This sector lies within the service areas of Baron Cameron and Great Falls Nike District Parks.
COUNTYWIDE PARKS:	
Dranesville Tavern (Heritage Resources)	Pursue development of commercial use consistent with historic character of the tavern.
Folly Lick Stream Valley Sugarland Run Stream Valley	Consider expansion of EQCs south of Runnymede Park to encompass upland hardwoods adjacent to floodplain. Resource protection should be achieved through a combination of dedication, donation of easements or purchase and/or other land preservation techniques.
	Develop the countywide trail to connect Sugarland Run and Folly Lick Stream Valley.

UP5 GREATER RESTON COMMUNITY PLANNING SECTOR

CHARACTER

Greater Reston consists of those areas along the periphery of Reston, forming a discontiguous ring around Reston. The community of Reston is discussed in Area III volume of the Comprehensive Plan, Reston section. Greater Reston is located between Tysons Corner and the Washington Dulles International Airport-both north and south of the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267) and extends as far north as Leesburg Pike (Route 7) and as far south as Stuart Mill Road.

Greater Reston is comprised of lower density residential development located on Reston's periphery, buffering adjacent areas from the higher density development in Reston.

There is scattered new and older residential development throughout Greater Reston. Generally these areas are planned to maintain a low density residential character, including areas along Leesburg Pike. The planning sector also contains Lake Fairfax Park.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that the Greater Reston Community Planning Sector be designated as primarily Suburban Neighborhoods. The Reston Transit Station Areas are located in the sector and are discussed in the Reston section of the Upper Potomac Planning District portion of the Area III Plan.

RECOMMENDATIONS

Land Use

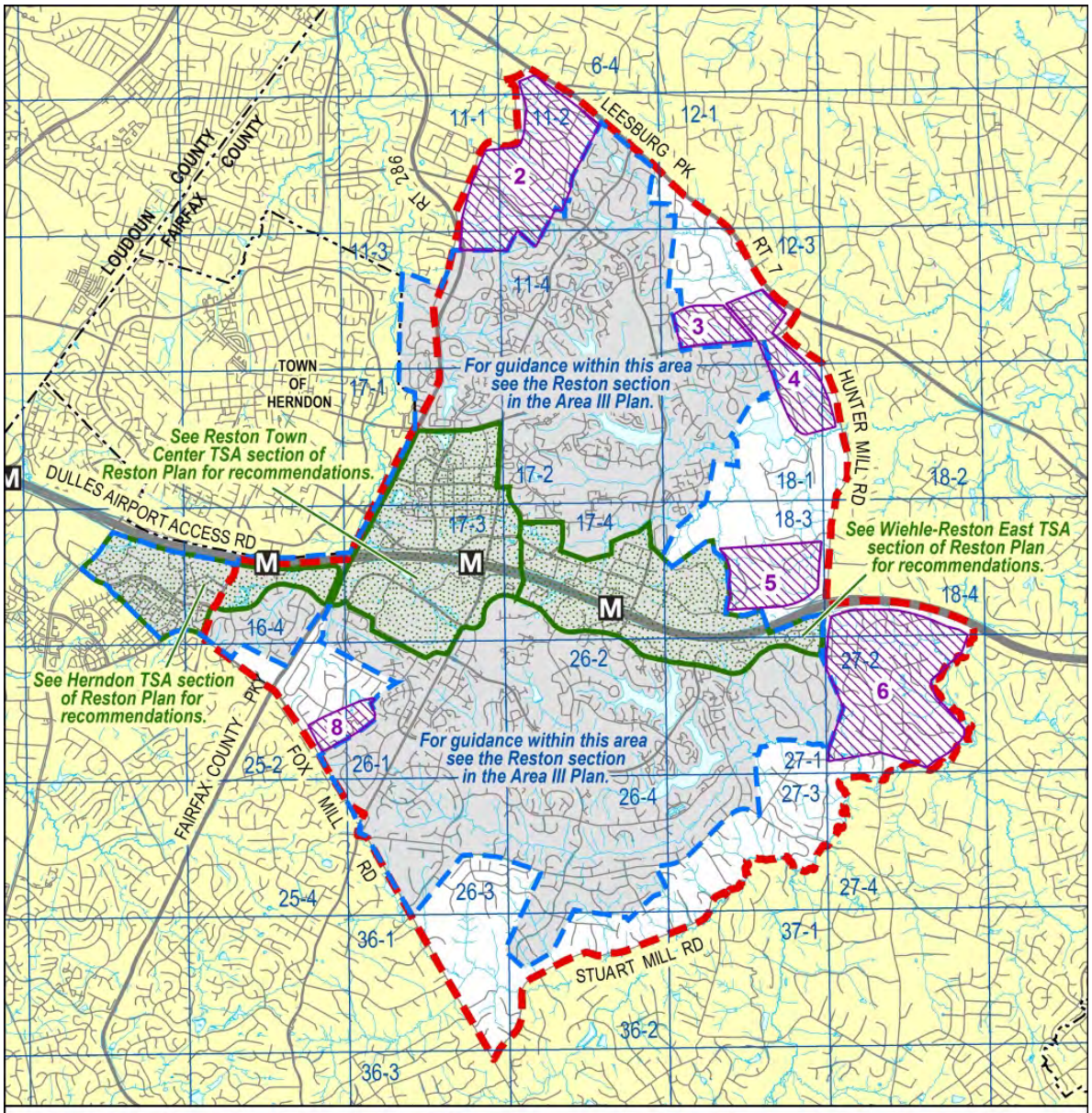
The Greater Reston Community Planning Sector is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-defined, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

The Land Use Recommendations General Locator Map below (Figure 29) indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. For land use recommendations within Reston, see the Reston section of the Area III volume of the Plan.

2. Land between Shaker Woods Road, Leesburg Pike, and Reston should be planned for residential use at .5-1 dwelling unit per acre as shown on the Plan map. Under a Plan option, Tax Map 11-2((1))47B, 47C and 47D were developed at a density of less than 2 dwelling units per acre to provide an appropriate transition between the higher


LOUDOUN COUNTY
FAIRFAX COUNTY
TOWN OF HERNDON
LEESBURG PK
RT 7
RT 286
HUNTER MILL RD
DULLES AIRPORT ACCESS RD
FAIRFAX COUNTY PK
FOX MILL RD
STUART MILL RD
For guidance within this area see the Reston section in the Area III Plan.
See Reston Town Center TSA section of Reston Plan for recommendations.
See Wiehle-Reston East TSA section of Reston Plan for recommendations.
See Herndon TSA section of Reston Plan for recommendations.
For guidance within this area see the Reston section in the Area III Plan.
6-4
11-1
11-2
12-1
11-3
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27-3
25-4
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27-4
36-1
37-1
36-2
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M
UP5-Greater Reston Community Planning Sector Land Use Recommendations General Locator Map
Legend
Metro Station Locations
UP5 Boundary
Reston
Reston Transit Station Areas
Land Use Recommendation. Number corresponds to recommendation in text.
6000 FEET
MAP PREPARED BY DPZ

FIGURE 29

density residential development that exists and is planned for the area to the south and to the east and the low density development to the west. Buffering should be provided to the extent possible along the western boundary to ensure a suitable transition.

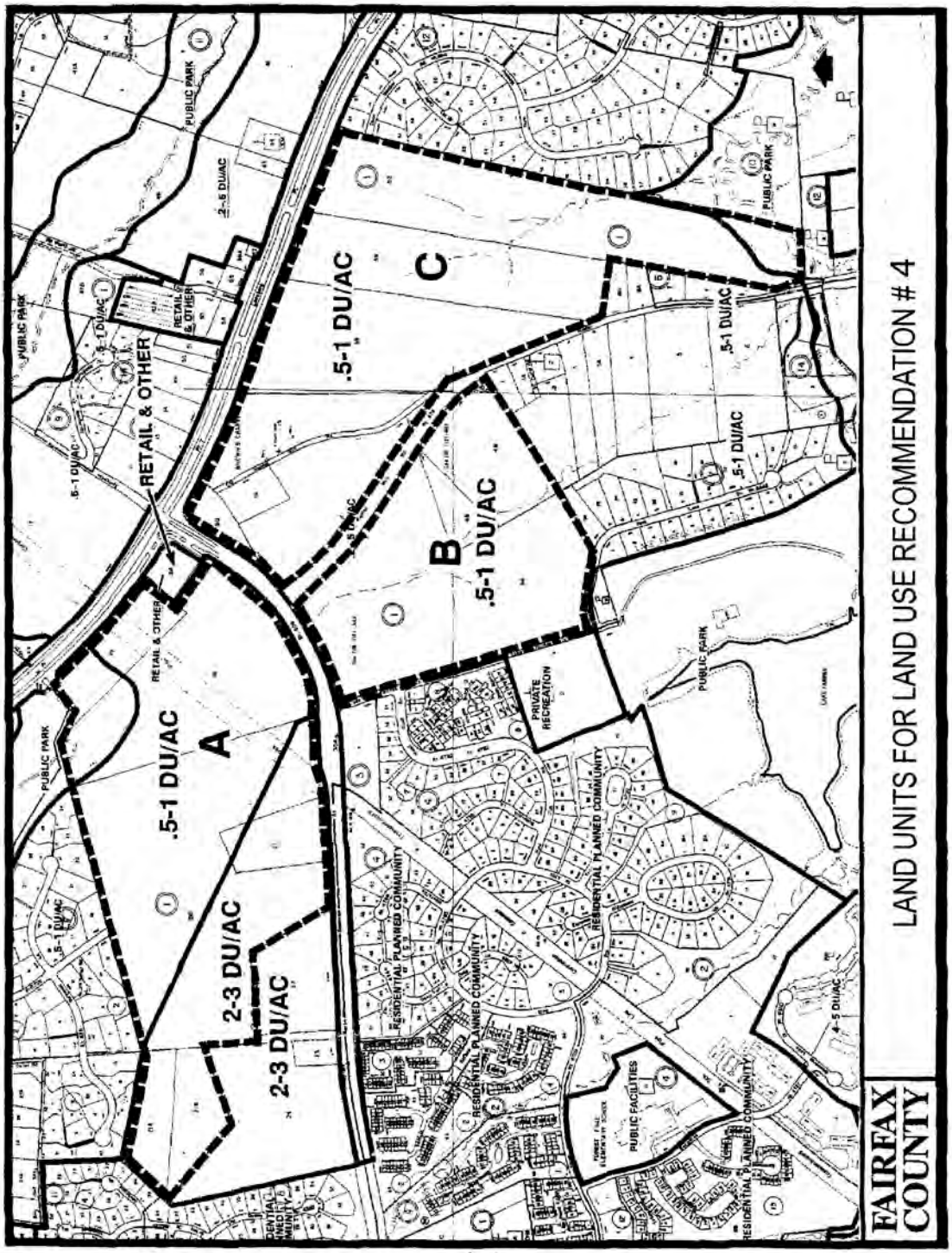
3. The area north of Baron Cameron Avenue and east of the Reston boundary (including Tax Map 12-3((1))part of 21, 21D, 22, 23 and 24) is planned for 2-3 dwelling units per acre as shown on the Plan map Development in this area should provide substantial buffers to existing residential development and along Baron Cameron Avenue. (See Land Use Recommendation #4 for additional Plan guidance.)

4. The area south of Leesburg Pike and north of Baron Cameron Avenue is planned for residential use at .5-1 and 2-3 dwelling units per acre. This includes the area south of the Ascot subdivision. Residential development in this area should help to maintain a low density buffer around Reston. This area is identified in Figure 30 as Land Unit A (Tax Map 12-3((1))18A , 19A, and part of 21).

   Due to the different Plan density ranges assigned to this area, coordinated development under a unified development plan is encouraged as a way to provide effective transitions between the area planned 2-3 and the area planned .5-1 dwelling units per acre. The overall density will be determined by averaging the Plan ranges, by land area, over the entire site. The high end of the density range can be achieved only if the following conditions are met:

   - Complete consolidation of all parcels within Land Unit A and provision of interparcel access, coordination of lot layouts, pathways and circulation system with adjoining properties;
   - No roadway connects with Bishopsgate Way;
   - The development incorporates substantial open space and facilities for active recreation;
   - No commercial development should occur. The Reston Farm Market located on Baron Cameron Avenue is a non-conforming use;
   - Substantial buffers are provided along the frontages of Leesburg Pike and Baron Cameron Avenue;
   - Lots abutting the Ascot subdivision and the Reston PRC should be developed in a similar size (a minimum of 36,000 square feet) to foster compatibility with these existing communities; and
   - Satisfactory transportation improvements as determined by the county.

   The area south of Leesburg Pike and south of Baron Cameron Avenue is planned for residential use at .5-1 dwelling unit per acre. This includes the area east of the Reston boundary and Lake Fairfax Park and north of Colvin Run. Development at this density is similar to existing residential development in the area and will help to maintain a low density buffer around Reston. A portion of this area is identified in Figure 30 as Land Unit B (Tax Map 18-1((1))B1 and B2) and Land Unit C (Tax Map 12-3((1))15, 16, 18B, 31; and 12-4((1))58, 59 and 60). Additional Plan guidance is



LAND UNITS FOR LAND USE RECOMMENDATION # 4

FIGURE 30

included under Land Use Recommendation #10 for the Hickory Community Planning Sector (UP3).

Development within Land Unit B and Land Unit C is appropriate at the high end of the density range only if the following conditions are met:

- Substantial, if not complete, consolidation of all parcels within each land unit as noted above and provision of interparcel access, coordination of lot layouts, pathways and circulation system with adjoining properties;
- Substantial buffers are provided along the frontages of Leesburg Pike, Baron Cameron Avenue, and Hunter Mill Road;
- To maintain the low density residential character of Hunter Mill Road and Leesburg Pike, larger lots should be located near these roadway frontages;
- No commercial development should occur;
- Substantial buffers are provided along Lake Fairfax Drive and Lake Fairfax subdivision, and lots abutting Lake Fairfax Drive and Lake Fairfax subdivision should be at least 25,000 square feet in size to foster compatibility with the surrounding community;
- The approximately 30 acres of the area known as the Reston Pet Farm is an area amenity that should be preserved and incorporated into the development or else maintained as perpetual open space or public parkland, should Pet Farm operations cease; and
- Satisfactory transportation improvements as determined by the county.

5. The area bounded by Hunter Mill Road, Lake Fairfax Park, Sunset Hills Road, and Lake Fairfax Business Park is planned for residential development at .2-.5 dwelling units per acre as shown on the Plan map. As an option, the southeastern portion of the area may also be appropriate for institutional or public uses if all adverse impacts are satisfactorily mitigated.

   Uses requiring special permit or special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the area. The cumulative effect of special permit and special exception uses should be considered prior to allowing additional uses of this type. The expansion of existing special permit and special exception uses should be considered on a case-by-case basis to determine if expanding the existing use will be in keeping with the low density residential character of the area.

   Any improvement to Sunset Hills Road must be designed so as to not adversely impact the ability of the private school located on Tax Map 18-3((2))5 (formerly the Tara Reston Christian School) to operate at its authorized capacity (February 1988). Safe and convenient access for ingress and egress should be provided. Noise engineering studies should also accompany the corridor study which will have to be conducted for Sunset Hills Road in accordance with Transportation Policy 1b.

6. Tax Map 27-2((1))2, 18-4((1))25 and 29B and 18-4((13))inclusive (approximately 167 acres) are planned for residential use at no more than .5-1 dwelling unit per acre. The site is located in the Difficult Run watershed and is bisected by several small tributaries. These tributaries and their associated Environmental Quality Corridors should be left as open space.

7. It is appropriate that land in this planning sector associated with the Difficult Run watershed be planned as public and private open space and residential use at densities of .1-.2, .2-.5, and .5-1 dwelling unit per acre as shown on the Plan map. Residential development at these densities will serve to maintain the large lot residential character of the area that has been established and afford protection of this environmentally sensitive area.

   The Guidelines for Cluster Development contained in the Policy Plan should be strictly adhered to in this area, especially the guideline that no cluster development should be considered when the primary purpose of clustering is to maximize density on the site.

   Because of the configuration of several planned density categories on the Plan map for this area, many properties have more than one category assigned. When a site has more than one planned density range assigned, the appropriate overall density and average lot size should be determined by placing a strong emphasis on achieving compatibility with existing development in the vicinity. See the Area Overview in the Area II or Area III Plan for further guidance regarding the Difficult Run watershed. [Not shown]

8. The area west of the Reston Planned Residential Community in the vicinity of Pinecrest Road is mostly planned for residential use at 1-2 dwelling units per acre as shown on the Plan map. As an option, Parcels 25-2((5))53, 55, 56, 57, 58, and 59 may be appropriate for residential townhouse or patio-style development at 4-5 dwelling units per acre under the following conditions:

   - Building heights should not exceed 35 feet;
   - Effective visual screening and a substantial buffer is provided to protect adjacent single-family residential uses; and
   - Access should be provided from both Pinecrest and Fox Mill Roads, as far from the intersection as possible.

   Parcels 26-1((1))5A, 5B, 5C, and 6 are planned for low intensity light industrial/R&D use at a maximum of .25 FAR. This use should be limited to these parcels, designed to minimize visual impacts on adjacent residential parcels, and provide substantial screening and buffering. As an option, if consolidated, parcels 5A and 5C may also be considered for residential use at 4-5 dwelling units per acre provided that:

   - Building heights do not exceed 35 feet;
   - Effective visual screening and a substantial buffer is provided to protect adjacent existing and planned single-family residential uses; and

- Access is provided through the residentially planned and zoned area to the south and west. Access through the adjacent industrial/R&D use is not appropriate.

9. For Sector UP5, ample local-serving commercial facilities are either available or planned within Reston, at the Village Centers and Town Center, leaving no need for commercial development along either Route 606 or Hunter Mill Road. [Not shown]

10. The Route 7 Corridor is planned for and should continue to be reserved for residential development. Industrial, office, research and development (R&D), and retail commercial uses are not appropriate in the Route 7 Corridor. Uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the corridor in order to prevent commercial or quasi-commercial encroachment. [Not shown]

Transportation

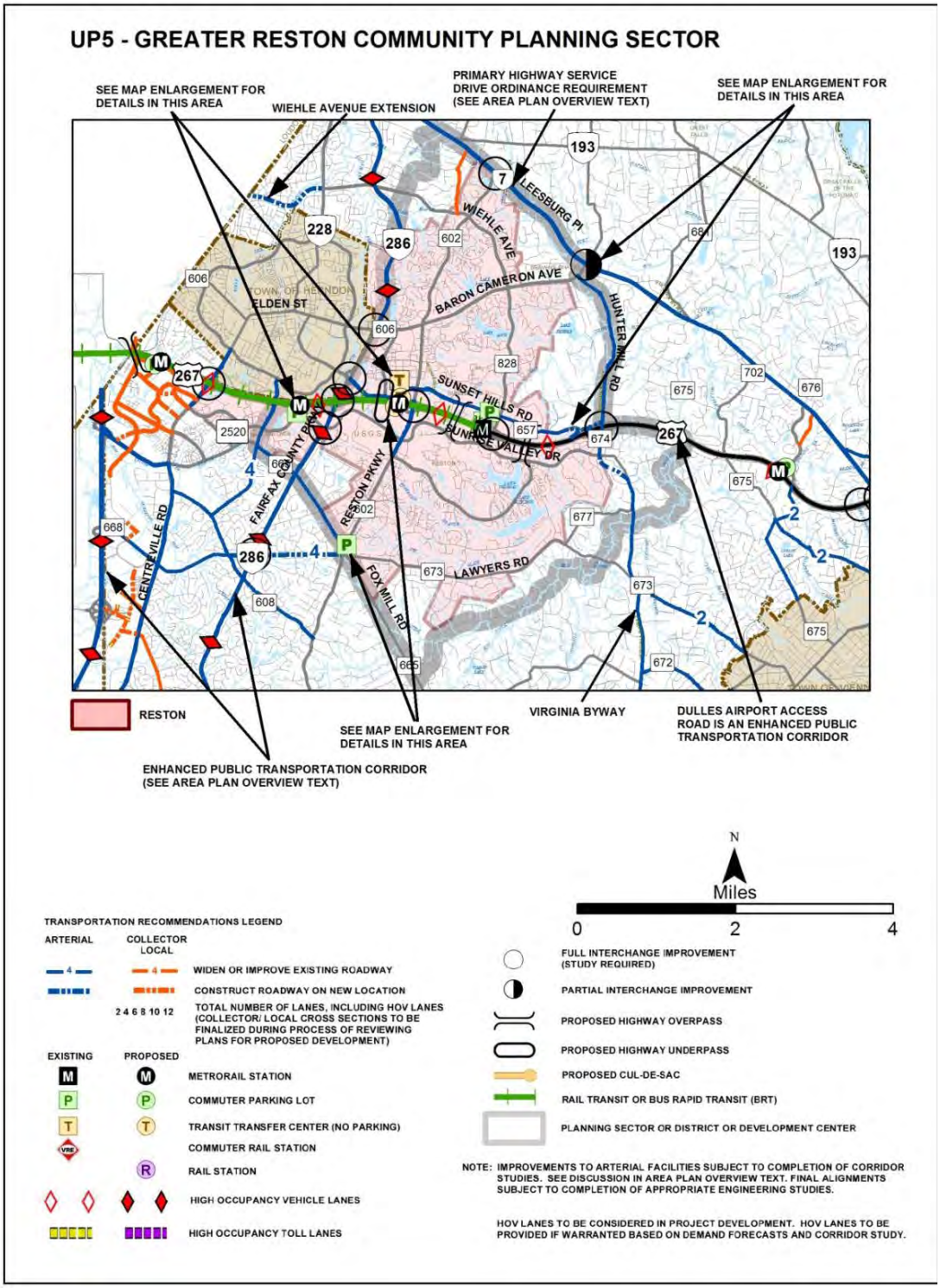
Transportation recommendations for this sector are shown in the following figures (Figures 31, 32 and 33). In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals. Development proposals should also be evaluated against the Hunter Mill Road Traffic Calming Study (Northern Virginia Regional Commission, 2006), which provides both a traffic calming conceptual plan for Hunter Mill Road, as well as context sensitive roadway design techniques.

Development and redevelopment applicants shall be encouraged to establish or participate in transportation management programs to promote alternatives to single occupant vehicle use, particularly during peak commutation hours. Transportation management programs include, but are not limited to: flexible and alternative work schedules, telecommuting, transit pass programs, dedicated bus/van shuttles to designated transit centers, parking management arrangements, promotion of ridesharing, bicycling and walking. Applicants will be encouraged to coordinate with and make appropriate contributions to a Transportation Management Association (TMA) where such a TMA has been established. In addition, applicants will be encouraged to require lessee cooperation with an existing TMA or one established in the future.

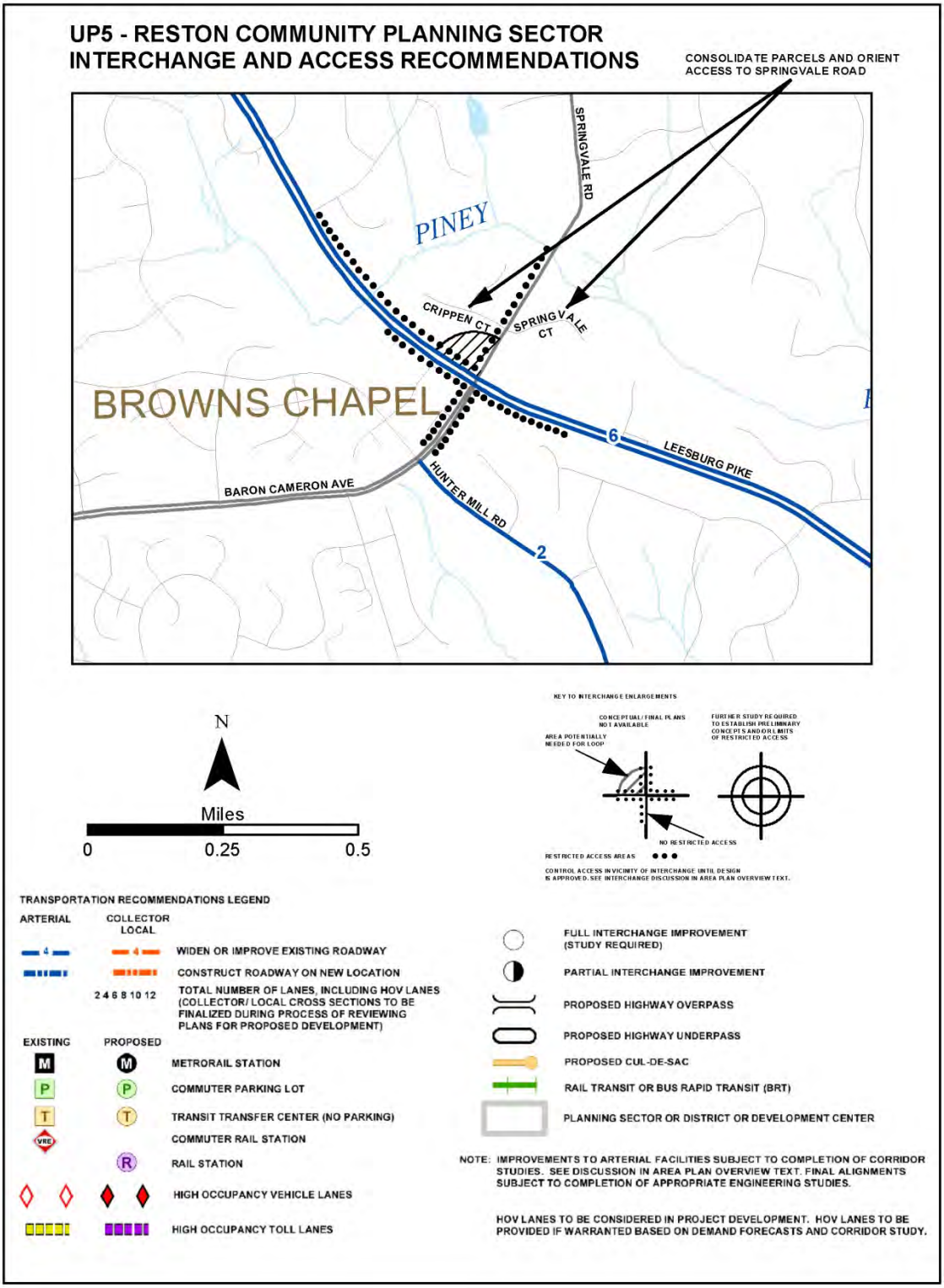
Sunset Hills Road as it terminates at Hunter Mill Road provides for the primary access to the Dulles Toll Road for the residential areas and commercial office areas within the eastern periphery of Reston. This access can be provided for by either option A, B or C below. Option A is the preferred option:

- The preferred option A is to slightly modify the current Sunset Hills Road intersection by moving it opposite the Dulles Toll Road westbound off-ramp and relocate the Toll Road westbound on-ramp to begin at Sunset Hills Road west of Hunter Mill Road and east of the existing VDOT maintenance facility.

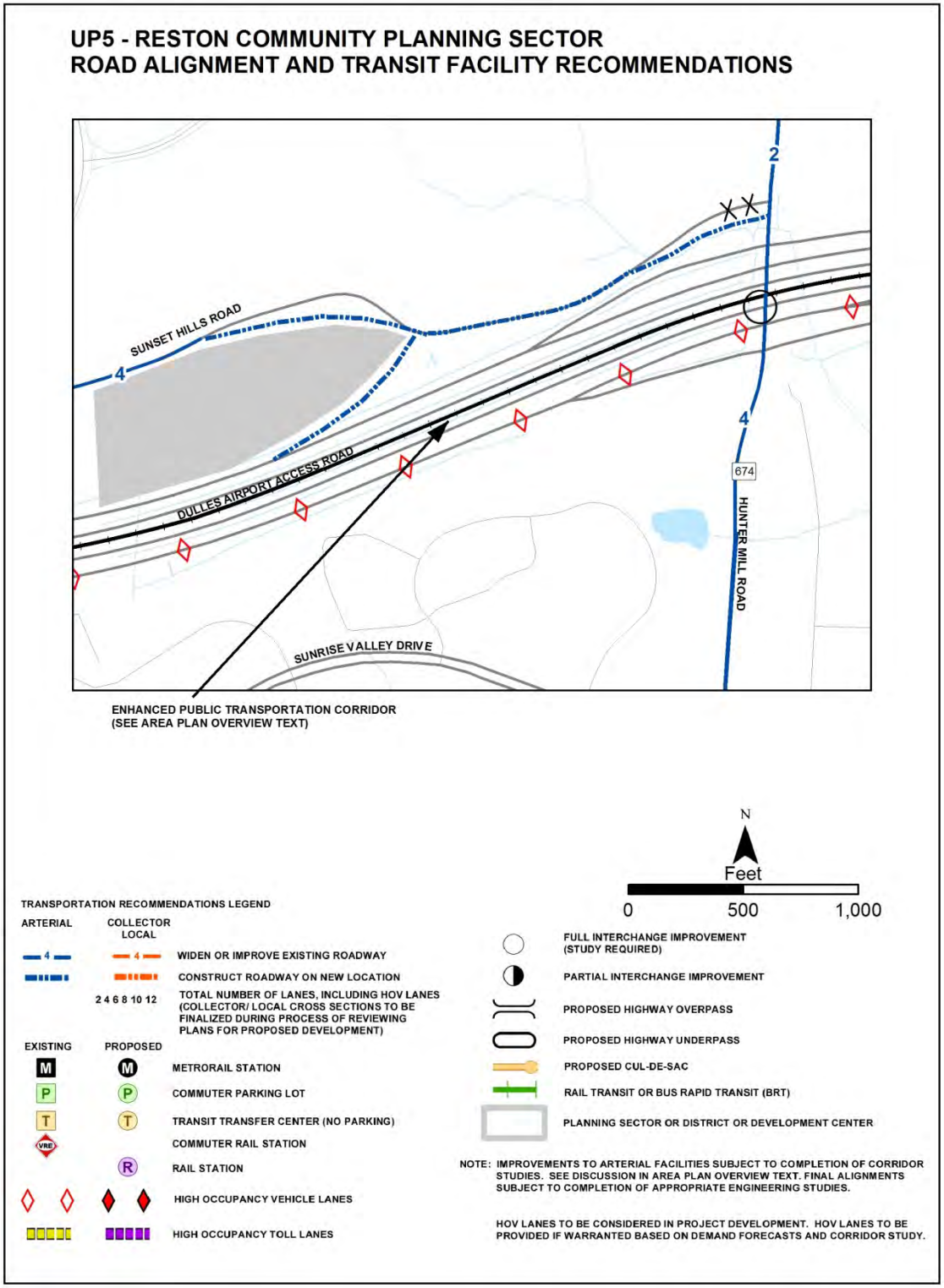
- A secondary option B, if option A is not accepted by VDOT, would be to relocate Sunset Hills Road in a configuration that brings the intersection of Sunset Hills Road and Hunter Mill Road as close as possible to the Reston Presbyterian Church (Tax Map 18-3((1))6).



TRANSPORTATION RECOMMENDATIONS **FIGURE 31**



INTERCHANGE AND ACCESS RECOMMENDATIONS **FIGURE 32**
UP5 GREATER RESTON COMMUNITY PLANNING SECTOR



ROAD ALIGNMENT AND TRANSIT FACILITY RECOMMENDATIONS FIGURE 33
UP5 GREATER RESTON COMMUNITY PLANNING SECTOR

- A third option C is a roundabout as described in the Hunter Mill Road Traffic Calming Study (Northern Virginia Regional Commission, 2006).

Heritage Resources

Lake Anne Village Center Historic Overlay District lies within this sector. The Lake Anne Village Center Historic Overlay District regulations are found in Appendix 1, A1-1100 of the Zoning Ordinance. The intent is that the original mixture of residential and commercial space be maintained and that the pattern of commercial frontage on the lake and restrictions to pedestrian access be strictly followed. All improvements and alterations must be reviewed by the Architectural Review Board.

Development in the area of the site of the Battle of Dranesville (in the vicinity of Reston Avenue and Leesburg Pike) should be sensitive to any heritage resources associated with that event.

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Public Facilities

1. Construct a fire and rescue station at the Leesburg Pike/Reston Avenue intersection.

2. Reserve land adjacent to the Dulles Toll Road just west of the Reston Parkway for a potential rail station (no parking).

3. Expand the Reston Regional Library consistent with the Policy Plan standards for regional libraries.

4. Provide additional finished water transmission facilities along Fox Mill Road south of Lawyers Road.

5. Provide additional finished water transmission facilities along the Fairfax County Parkway, south of New Dominion Parkway.

For additional Public Facilities guidance, see the Community-wide recommendations of the Reston Plan in the Area III volume of the Comprehensive Plan.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 34. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an

existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails and Bicycle Facilities

Trails planned for this sector are delineated on the 1":4,000' Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Transportation. Trails in this sector are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

Bicycle Facilities for this sector are delineated on the 1":4000' Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

FIGURE 34
PARKS AND RECREATION RECOMMENDATIONS
SECTOR UP5

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Stuart Road	
South Lakes Drive	
(Reston) Town Green	Integrate urban park with Reston Town Center North section of Reston TSA.
COMMUNITY PARKS:	
Reston North	Complete development in accordance with approved plan.
Shaker Woods	Initiate a master planning process and develop in accordance with approved plan.
Tamarack	
Stratton Woods	Initiate a master planning process and develop in accordance with an approved plan for active recreation including an athletic field complex to serve projected population for this sector. Acquire an additional Community Park site in the Reston area for development of active recreation facilities.
DISTRICT PARKS:	
Baron Cameron	Complete development in accordance with approved park master plan.
Fred Crabtree	Complete development in accordance with approved plan.
COUNTYWIDE PARKS:	
Lake Fairfax (Multiple Resources)	Upgrade and expand facilities at Lake Fairfax Park.
Colvin Run Stream Valley	Acquire land as necessary to complete development of countywide trail.
Difficult Run Stream Valley Little Difficult Run Stream Valley	Difficult Run and Little Difficult Run contain environmentally sensitive natural and cultural resources. Protection of the EQCs should be achieved through dedication, donation and/or acquisition of land and open space easements to the Fairfax County Park Authority. Intrusion of non-recreational development should be restricted and off-site impacts mitigated. Complete development of countywide trails.
REGIONAL PARKS:	
W&OD Trail	

UP6 SULLY COMMUNITY PLANNING SECTOR

The Sully Community Planning Sector is located entirely within the Dulles Suburban Center. Plan guidance for this area is in the Dulles Suburban Center portion of the Area III volume of the Comprehensive Plan.

UP7 WEST OX COMMUNITY PLANNING SECTOR

CHARACTER

The West Ox Community Planning Sector is generally bounded by the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267), Fox Mill Road, Vale Road, Thompson Road and Centreville Road (Route 28) (see Figure 35).

Single-family residential development in this planning sector preserves the existing development and prevents encroachment of higher density development from Reston or Chantilly.

This planning sector includes the environmentally sensitive Difficult Run Watershed. A mixed-use development is located at McNair Farms (near the intersection of Frying Pan Road and Centreville Road) and a large planned residential community is located at Franklin Farm (between Centreville Road and West Ox Road along Franklin Farm Road). Kidwell Farm at Frying Pan Farm Park is a working demonstration farm located at West Ox Road near Centreville Road.

Local-serving commercial uses include retail centers located at Sunrise Valley Drive and Corporate Park Drive, the southwest quadrant of McLearen Road and Centreville Road, and the northeast quadrant of Fairfax County Parkway (Route 286) and Franklin Farm Road. Fox Mill Shopping Center is located at Fox Mill Road, Reston Parkway and Lawyers Road, and the Village Center at Dulles is located at Centreville Road between Coppermine Road and Sunrise Valley Drive.

Parkland and recreational space is dispersed throughout the planning sector, particularly in the subwatersheds of the Difficult Run Watershed. Neighborhoods from the early to mid-20th century are also found in this planning sector. These areas offer a high potential for significant heritage resources, especially in the southeastern half of the planning sector along Fox Mill Road. Numerous heritage resources, both known and unknown, exist in this planning sector. The Horsepen Run drainage area in the western portion of the planning sector has been occupied almost continuously since 8000 B.C. Vale United Methodist Church, Vale School/Vale Community House, and Frying Pan Farm Park are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6. Additional historic sites in this sector are also included in the inventory.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends the areas of the West Ox Community Planning Sector develop as either Suburban Neighborhoods or Low Density Residential Areas except for the area north of Fox Mill Road which is in the Reston Transit Station Areas section of the Reston Plan. The Suburban Neighborhood area is located in the western portion of the sector, generally west of Lawyers Road. The Low Density Residential Area is located in the eastern portion of the sector, generally east of Lawyers Road and east and south of Reston.

RECOMMENDATIONS

Land Use

For the area north of Fox Mill Road, between Centreville Road and Monroe Street, refer to Plan text for the Reston Transit Station Areas section of the Reston Plan.

The West Ox Community Planning Sector is largely developed with stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-defined, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 35 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

The following land uses and densities are appropriate to provide for a low density transition between the higher densities planned in the Reston, Chantilly and Fairfax Center areas:

1. The area generally between Fox Mill Road, Lawyers Road, and West Ox Road and the Fairfax County Parkway is planned for residential use at 1-2 dwelling units per acre.

   The approximately 8-acre property on Lawyers Road (Tax Map 25-4((1))4) adjacent to the Fox Mill Estates subdivision is planned for 2-3 dwelling units per acre. In order to foster compatible residential development, the overall density should not exceed 2.5 dwelling units per acre. Lot sizes should be compatible to those of the adjacent Fox Mill Estates community (located north and south of the subject property) and the two segments of Wendell Holmes Road should not be connected.

   As an option, this 8-acre property (Tax Map 25-4((1))4) and adjoining land along Lawyers Road west of Calkins Road (Tax Map 25-4((1))5, 6 and 7) may be appropriate for 2-3 dwelling units per acre provided that each of the following conditions are met:

   - All four parcels are consolidated and developed under a single development plan;
   - Lot sizes are compatible with those of the adjacent Fox Mill Estates community, located north, south, and west of the properties;
   - The two segments of Wendell Holmes Road are not connected; and
   - All access to Lawyers Road is consolidated and occurs only at the planned median break opposite Calkins Road.

   Parcels 5, 6 and 7 along the west side of Lawyers Road can be considered for up to 2 dwelling units per acre provided that such development, including lot sizes, is compatible with the adjacent Fox Mill Estates community and access to Lawyers Road is consolidated and occurs only at the planned median break opposite Calkins Road.

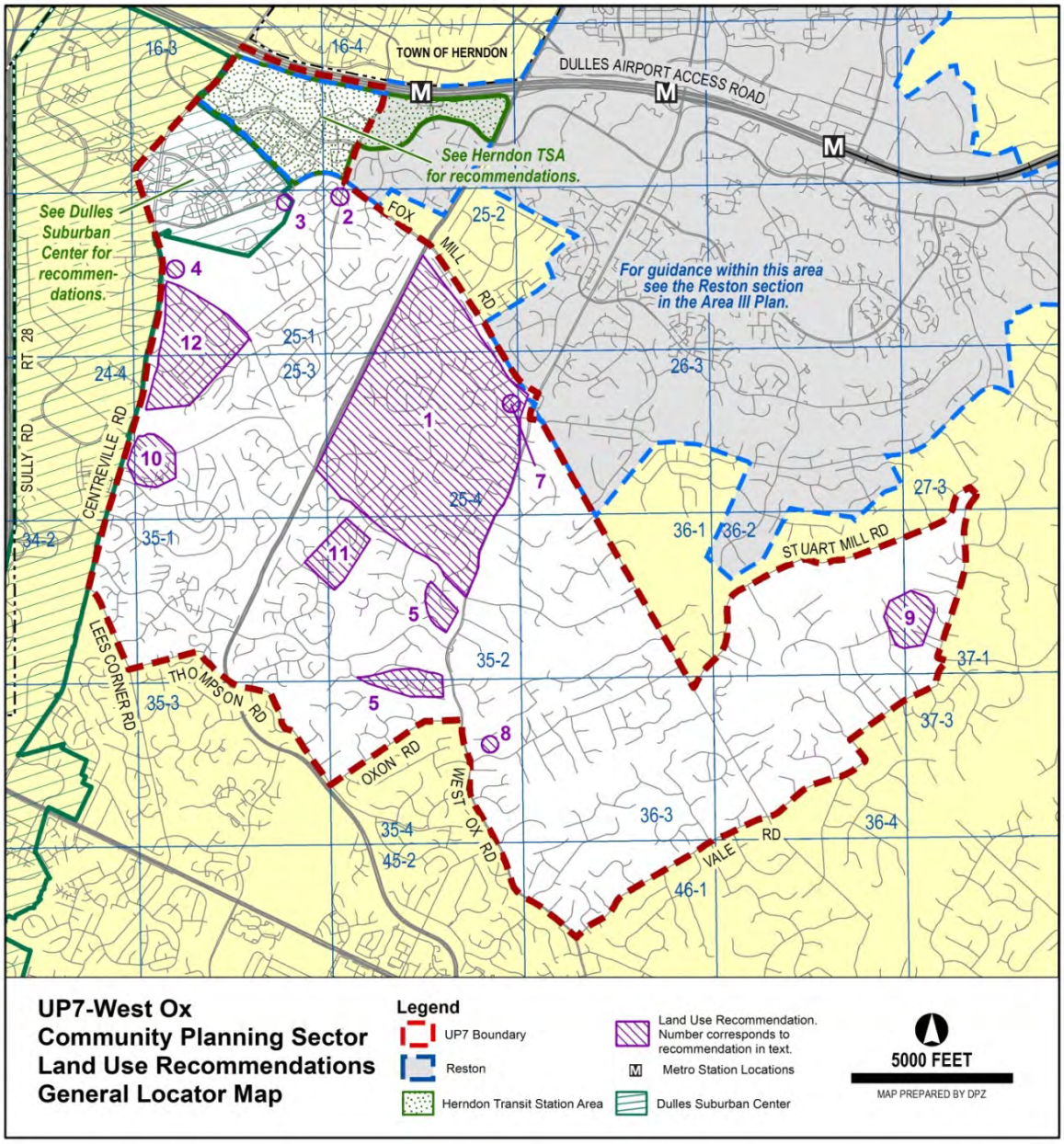

TOWN OF HERNDON
DULLES AIRPORT ACCESS ROAD
See Herndon TSA for recommendations.
See Dulles Suburban Center for recommen-dations.
For guidance within this area see the Reston section in the Area III Plan.
FOX MILL RD
RT 28
SULLY RD
CENTREVILLE RD
LEES CORNER RD
THOMPSON RD
OXON RD
WEST OX RD
VALE RD
STUART MILL RD
16-3
16-4
25-2
25-1
25-3
24-4
26-3
25-4
34-2
35-1
36-1
36-2
27-3
35-2
35-3
37-1
37-3
35-4
45-2
36-3
36-4
46-1
1
2
3
4
5
5
7
8
9
10
11
12
UP7-West Ox
Community Planning Sector
Land Use Recommendations
General Locator Map
Legend
UP7 Boundary
Reston
Herndon Transit Station Area
Land Use Recommendation. Number corresponds to recommendation in text.
Metro Station Locations
Dulles Suburban Center
5000 FEET
MAP PREPARED BY DPZ

FIGURE 35

2. The area in the southwest quadrant of the intersection of Monroe Street and Frying Pan Road (Tax Map 16-4((1))10, 11, 12 and 13 and Tax Map 25-2((1))1) is planned for residential use at 2-3 dwelling units per acre, as shown on the Plan map. As an option, residential use at a density of 4-5 dwelling units per acre may be appropriate if the following conditions are met:

   - All five parcels are consolidated and developed with single-family detached units under a unified development plan to facilitate high quality development;

   - Lot sizes are compatible with the single-family detached development shown on the approved development plan for rezoning case RZ 92-C-009 for the abutting property to the south and west;

   - Access should be provided from the south and west rather than from Monroe Street or Frying Pan Road, utilizing the interparcel access shown on the approved development plan for the rezoning case RZ 92-C-009 for the abutting property to the south and west. However, if development on the abutting property does not occur in a timely manner, consideration may be given to the provision of access from Monroe Street.

   - Improvements to Monroe Street and/or Frying Pan Road should be made to mitigate the impact of this development, as determined during the development review process.

3. The property located on the south side of Frying Pan Road at the southern terminus of Fox Mill Road (Tax Map 25-1((1))5), is planned for residential use at 5-8 dwelling units per acre. Parcel 5 should be developed with townhouses to facilitate restoration of the Environmental Quality Corridor of the Frying Plan Branch Stream Valley that traverses the parcel. Development should address the following conditions:

   - The stockpile that exists on the property should be removed;

   - The boundaries of the EQC should be delineated based on Policy Plan guidelines and the topography that existed prior to the establishment of the stockpile. The topography restored to a more natural condition and the portion of the EQC outside the sewer easement should be revegetated; and

   - The restored EQC area should be dedicated to the Fairfax County Park Authority or preserved as homeowners open space.

4. The area north of West Ox Road and south of Frying Pan Park and the Frying Pan Meeting House (zoned C-5 and R-1) is planned for residential use at 1-2 dwelling units per acre. Any enhancement of retail uses in Floris north of West Ox Road should demonstrate that these changes will be beneficial to the community and not adversely impact adjacent, stable residential communities and existing heritage resources. As an option, this area may be appropriate for the following uses:

   - Frying Pan Park oriented-uses. Facilities not found on the park, but used by visitors such as eating establishments, overnight accommodations, retail focused upon the agricultural, equestrian and/or historic nature of the adjacent publicly-owned land should be considered. This would help elevate the use of the park and make it more of a draw. New uses could carry an equestrian theme and have direct access to the

Park. This could be a tourism-oriented use. A small equestrian museum with meeting space, perhaps a visitor center would all be appropriate ancillary uses to lodging, food and appropriate retail. Design and architecture guidelines should be strictly adhered to with focus on quality architecture with a cohesive theme. The historic church should be retained and the new uses designed around it.

- Residential use with transition to higher density residential toward the four-lane, but eventual six-lane Centreville Road from Frying Pan Park. Densities could be in the 8-10 dwelling units per acre range. The design should create a small, enclosed community with the church as a centerpiece. Floris United Methodist Church should be retained.

- Public Park use should the Fairfax County Park Authority expand Frying Pan Park. The historic Frying Pan Meeting House should be retained.

5. The area bounded by Fox Mill Road, Bennett Road, West Ox Road, Thompson Road, and Lawyers Road is planned for residential use at .5-1 dwelling unit per acre. As an option, up to 2 dwelling units per acre may be appropriate for the portion south and southeast of the Franklin Farm community and west of West Ox Road (Tax Map 35-2((1))38, 51, 52, 53, 54 and 54A; 35-2((12))inclusive (Franklin Corner) and 35-2((17))inclusive (Still Oaks); 35-4((1))4, 4A, 4B, 4C, 4D and 10) provided that:

   - Substantial parcel consolidation is achieved to ensure that the property is developed under the planned development concept;

   - The property is developed within a planned development concept, with substantial open space to foster compatibility. The higher density single-family lots should be concentrated internally to the development. Larger lots should be located along the peripheries to provide the transition between densities. It is anticipated that this option area will be developed in single-family detached dwelling units; and

   - Access to the northern portion of the option area south of Franklin Farm (Tax Map 35-2((12))inclusive) is provided via Pond Crest and Willow Glen Drive to Franklin Farm Road; access to the southern portion of that option area is provided from West Ox Road and Oxon Road. Access to the northernmost area adjacent to Franklin Farm (Tax Map 35-2((1))38 and 35-2((17))inclusive) is provided by an entrance at the northeast end of the property that does not interfere with traffic flow at the intersection of West Ox Road, Folkstone Road, and Lawyer's Road.

6. It is appropriate that land in this planning sector associated with the Difficult Run watershed be planned as public and private open space and residential use at densities of .1-.2, .2-.5, and .5-1 dwelling unit per acre as shown on the Plan map. Residential development at these densities will serve to maintain the large lot residential character of the area that has been established and afford protection of this environmentally sensitive area.

   The Guidelines for Cluster Development contained in the Policy Plan should be strictly adhered to in this area, especially the guideline that no cluster development should be considered when the primary purpose of clustering is to maximize density on the site. In addition, the clustering of residential lots should not be approved for subdivisions in which any lot would have direct vehicular access onto Fox Mill Road, Stuart Mill Road, Vale Road, West Ox Road, Bennett Road, Lawyers Road or Pinecrest Road. A natural buffer

strip, not less than 25 feet in width, should be provided between all cluster lots and the right-of way for roads listed above with no direct vehicular access permitted.

Because of the configuration of several planned density categories on the Plan map for this area, many properties have more than one category assigned. When a site has more than one planned density range assigned, the appropriate overall density and average lot size should be determined by placing a strong emphasis on achieving compatibility with existing development in the vicinity. [Not shown]

7. Commercial use in the Fox Mill Road/Lawyers Road/Reston Parkway/Pinecrest Road vicinity should be confined to the Fox Mill Shopping Center and should not exceed a .25 FAR. Future neighborhood-serving commercial activity, if needed, should be located near or along Centreville Road and developed in conjunction with planned residential development. Isolated commercial uses are not appropriate within this sector.

8. The site of the old Navy-Vale Fire station is appropriate for non-commercial community-serving uses. The site has two Fairfax County public tennis courts, and the Chantilly Youth Association has a lease on the building. If the land is used for residential purposes, it is planned for residential use at .5-1 dwelling unit per acre to be compatible with adjacent properties.

9. The area bounded by Stuart Mill Road on the east, private open space and Oakton Woods on the north, Linda Marie Drive on the west and Clarkes Landing Park on the south is planned for residential use at .2-.5 dwelling unit per acre. It is preferable that this area be developed at the lower density level to be compatible with existing development.

10. It is recommended that the areas in the northeast and southeast quadrants of the intersection of Centreville Road and McLearen Road (Tax Map 25-3((1))14, 15, 15B, and 23B; Tax Map 25-3((10)) inclusive; Tax Map 25-3((13))4, 5 and 6; Tax Map 24-4((2))inclusive and Tax Map 24-4((5))1, 2 and 3) be comprehensively developed in a mix of employment, commercial, recreational and residential uses. Planned use of this area would include office/light industrial employment activity, related local-serving retail activity and recreation and residential uses. There should be adequate open space to provide a buffered transition to residential uses. Residential use should be at an overall density of 2-3 dwelling units per acre.

    Development of this property should be phased so that the construction of residential units, development of recreational areas and the provision of landscaped open space buffers precede commercial and/or office/light industrial development.

11. The land east of Ashburton Avenue and south of West Ox Road is planned for residential development at .5-1 dwelling unit per acre. As an option, development at 1-2 dwelling units per acre may be considered for this area which includes Parcels 35-1((1))2, 2A, 4 and 5; 35-2((1))3, 4, 5 and 31. This option may be appropriate if the following conditions are met:

    - Substantial consolidation is achieved to facilitate high quality development;
    - The site is developed with single-family detached units on lot sizes which are comparable with surrounding residential development;
    - The bridge on Ashburton Avenue is improved as soon as possible;

- Necessary measures for EQC protection and preservation are taken;
- Wetlands are protected in accordance with federal policies under Section 404 of the Clean Water Act;
- Ashburton Avenue, including the bridge along the frontage of the property is improved to a two-lane collector status; and
- A regional stormwater detention facility is constructed on Parcel 31 if deemed necessary by the Department of Public Works and Environmental Services.

12. The area generally bounded by Centreville Road, West Ox Road, Borneham Woods and Spring Lake Estates West is planned for residential use at 1-2 dwelling units per acre. For the area south of West Ox Road and north of the Floris Downs subdivision, new retail uses, or expansion of the area currently used for retail uses, is not recommended. Any enhancement of retail uses in Floris south of West Ox Road should demonstrate that these changes will be beneficial to the community and not adversely impact adjacent, stable residential communities.

Transportation

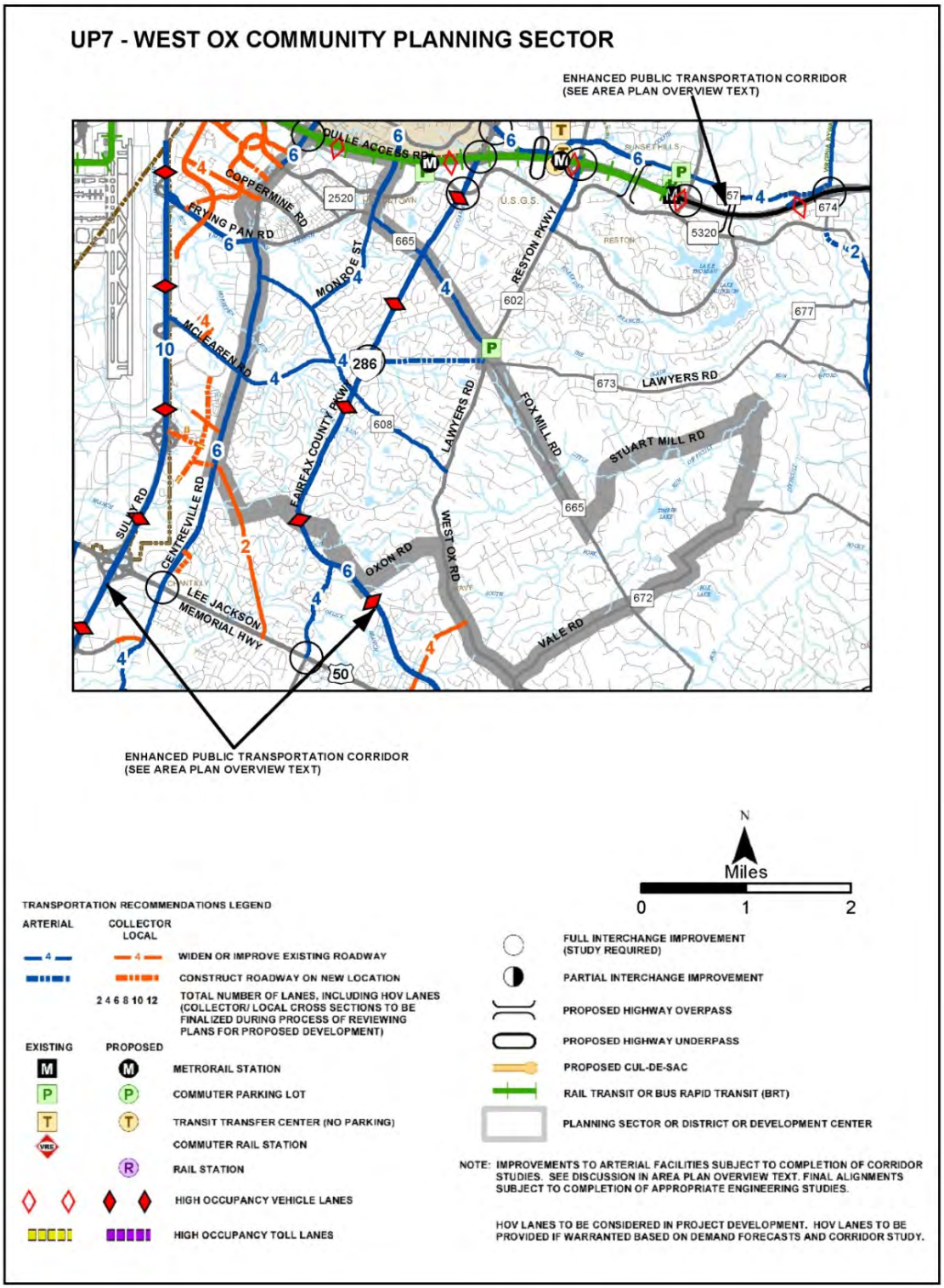
Transportation recommendations for this sector are shown on Figure 36. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Extend Lawyers Boulevard (west of Reston) as a four-lane facility from Reston Avenue to Centreville Road. The purpose of this recommendation is to provide for east-west arterial in the south Reston area, linking it with major circumferential routes and particularly the industrial development near Dulles Airport. Without this facility, these trips will be forced onto Fox Mill, West Ox, and Centreville Roads.

The design of Lawyers Boulevard between Reston Avenue and the Fairfax County Parkway shall be coordinated with residents of Fox Mill Estates and other communities.

Improvements to Centreville Road should be provided as follows:

- The alignment of Centreville Road should be located to the west (undeveloped) side of the road as currently proposed by staff and VDOT;
- Acquisition of right-of-way for six lanes should move forward;
- Within the VDOT project from West Ox Road to Lee-Jackson Memorial Highway, construction of the VDOT proposed alternative calling for four outside lanes (permanent construction with outside curb-and-gutter and permanent drainage structures) and a 42-foot wide, graded grass median should be implemented;



TRANSPORTATION RECOMMENDATIONS **FIGURE 36**

- At intersections, provisions should be made consistent with the ultimate six-lane design. The need for dual left turn lanes into or out of major residential developments along Centreville Road, such as Franklin Farm Road, should be reevaluated at such time as funds become available for construction of the segment from McLearen Road to Lee-Jackson Memorial Highway;

- The need for widening the entire Centreville Road mainline from four lanes to six lanes should be reevaluated after improvements to Sully Road, the Fairfax County Parkway, and West Ox Road are completed. Furthermore, this decision should follow the completion of a transportation and traffic study conducted in accordance with accepted standards; and

- Priority should be given to the acquisition of right-of-way for the future six laning of Centreville Road, with a notation that at the time of rezonings, attempts will be made to acquire right-of-way through proffers.

Heritage Resources

Additional unidentified resources may yet exist in both undeveloped and developed areas of the sector. Large portions of this sector have not been surveyed to determine the presence or absence of heritage resources.

The community of Floris has been designated a National Register Historic District. Development should be sensitive to the numerous recorded and unrecorded heritage resources associated with the community of Floris.

The South Fork and Little Difficult Run Stream Valley areas are vulnerable to public utility and recreation development. This should not occur without prior survey and appropriate mitigation.

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Public Facilities

1. Provide an additional 2.5-million gallon ground water storage tank at the county Water Authority's Penderwood Water Storage Tanks II site on West Ox Road, near Waples Mill Road.

2. Construct an elementary school to serve the Herndon/Chantilly area.

3. Provide additional finished water transmission facilities along the Fairfax County Parkway, north of the FCWA Fox Mill Storage and Pumping Facilities.

4. Provide additional finished water transmission facilities along Fox Mill Road to Vale Road.

Parks and Recreation

Parks and recreation recommendations for this sector are shown on Figure 37. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails and Bicycle Facilities

Trails planned for this sector are delineated on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Transportation. Trails in this sector are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

Bicycle Facilities for this sector are delineated on the 1”:4000’ Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

FIGURE 37
PARKS AND RECREATION RECOMMENDATIONS
SECTOR UP7

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Franklin Oaks Garchayne Navy Vale	Initiate a master planning process and develop in accordance with the approved plan or complete development of existing Neighborhood Parks.
COMMUNITY PARKS:	
Franklin Farm	Complete development in accordance with approved plan.
Clarks Landing	Initiate a master planning process and develop in accordance with approved plan.
Floris Community	Complete development in accordance with approved plan.
	Identify a Community Park site in the northern part of the sector where land dedication may be achieved singularly, or in combination with other development or purchase by the county, to meet the aggregate needs of the service area.
	Identify another Community Park site in the vicinity of West Ox Road to serve the active recreation needs of the population in the southern part of this sector.
DISTRICT PARKS:	
	This sector lies within the service area of Fox Mill District Park.
COUNTYWIDE PARKS:	
Frying Pan Park and Kidwell Farm (Multiple Resources) Frying Pan Meeting House (Heritage Resource) Frying Pan Stream Valley	Protect EQCs through land dedication or donation of open space easements to the Fairfax County Park Authority. Complete development of the countywide trail in these stream valleys.
Difficult Run Stream Valley South Fork Stream Valley	Acquire land as necessary to complete development of countywide trails in South Fork and Little Difficult Run Stream Valley Parks.
Little Difficult Run Stream Valley	Acquire identified private recreation facility located adjacent to Little Difficult Run Stream Valley.

UP8 LEE-JACKSON COMMUNITY PLANNING SECTOR

CHARACTER

The Lee-Jackson Community Planning Sector lies along the north side of Lee Jackson Memorial Highway (Route 50) generally between Centreville Road (Route 28) and West Ox Road (see Figure 38).

Chantilly is located in the southwestern portion of the planning sector (Centreville Road and Lee-Jackson Memorial Highway). The planning sector is characterized by a mixture of single-family detached dwellings and townhouse subdivision development. The sector is primarily residential and it is largely developed.

There are numerous single-family detached subdivisions developed at a density of 2-4 dwelling units per acre, including Armfield Estates, Franklin Glen and Foxfield. Fair Oaks Estates, a single-family detached residential subdivision is adjacent to the Fair Oaks Hospital and developed at a density of 2-3 dwelling units per acre. Century Oak is developed at a density of 1-2 dwelling units per acre and is located between Thompson Road and Ox Trail (Rugby Road). Fair Woods is an attached single-family planned unit residential development with a density of 6 dwelling units per acre located along Route 50 near the intersection of the Fairfax County Parkway (Route 286).

Office, hotel and commercial uses are located along Lee-Jackson Memorial Highway in the portion of the Fairfax Center area located within this planning sector. The area north of Thompson Road between Oxon Road and West Ox Road, about 175 acres, is developed with older single-family houses on large lots. The Camberley East and Camberley West subdivisions are developed at a density of approximately one dwelling unit per acre. They are located near the intersection of Thompson Road and Oxon Road and on West Ox Road at Bennett Road, respectively.

The International Town and Country Club is a major open space and recreation feature in the planning sector. It is a privately owned 237 acre facility located between Lee-Jackson Memorial Highway and the Fairfax County Parkway. Sully Plaza shopping center is located in Chantilly at the intersection of Centreville Road and Lee-Jackson Memorial Highway, to the east and north of Sully Place. Sully Plaza has frontage on both Lee-Jackson Memorial Highway and Centreville Road.

Numerous prehistoric and historic archaeological sites are located in the western part of the sector. These sites date to as far back as 11,500 years ago when the first known humans entered the area. There are numerous prehistoric and historic archaeological sites in the vicinity of Upper Cub Run and of Lee-Jackson Memorial Highway. Chantilly Plantation Stone House and Navy School are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6. Additional historic sites in this sector are also included in the inventory.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that the entire sector be developed as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

This sector is largely developed with stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 38 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

1. Residential use at a density of .5-1 dwelling unit per acre is planned for the triangular area formed by Oxon Road, West Ox Road and Thompson Road. This density provides an appropriate transition between the large lot development and conservation areas in the Difficult Run headwaters east of West Ox Road and the residential use planned and existing at a density of 1-2 dwelling units per acre south of Thompson Road.

2. Tax map 34-4((1)) parcel 9 is planned for retail or office use with a maximum FAR of .25. Any nonresidential use on this parcel should be designed to be compatible with adjacent residential development. Free standing, auto-oriented, retail uses should be discouraged in order to avoid undesirable visual and traffic impacts. To establish an effective transition to adjacent single-family use, nonresidential development should be no more than two stories in height and should be set back at least 250 feet from the northern property line;

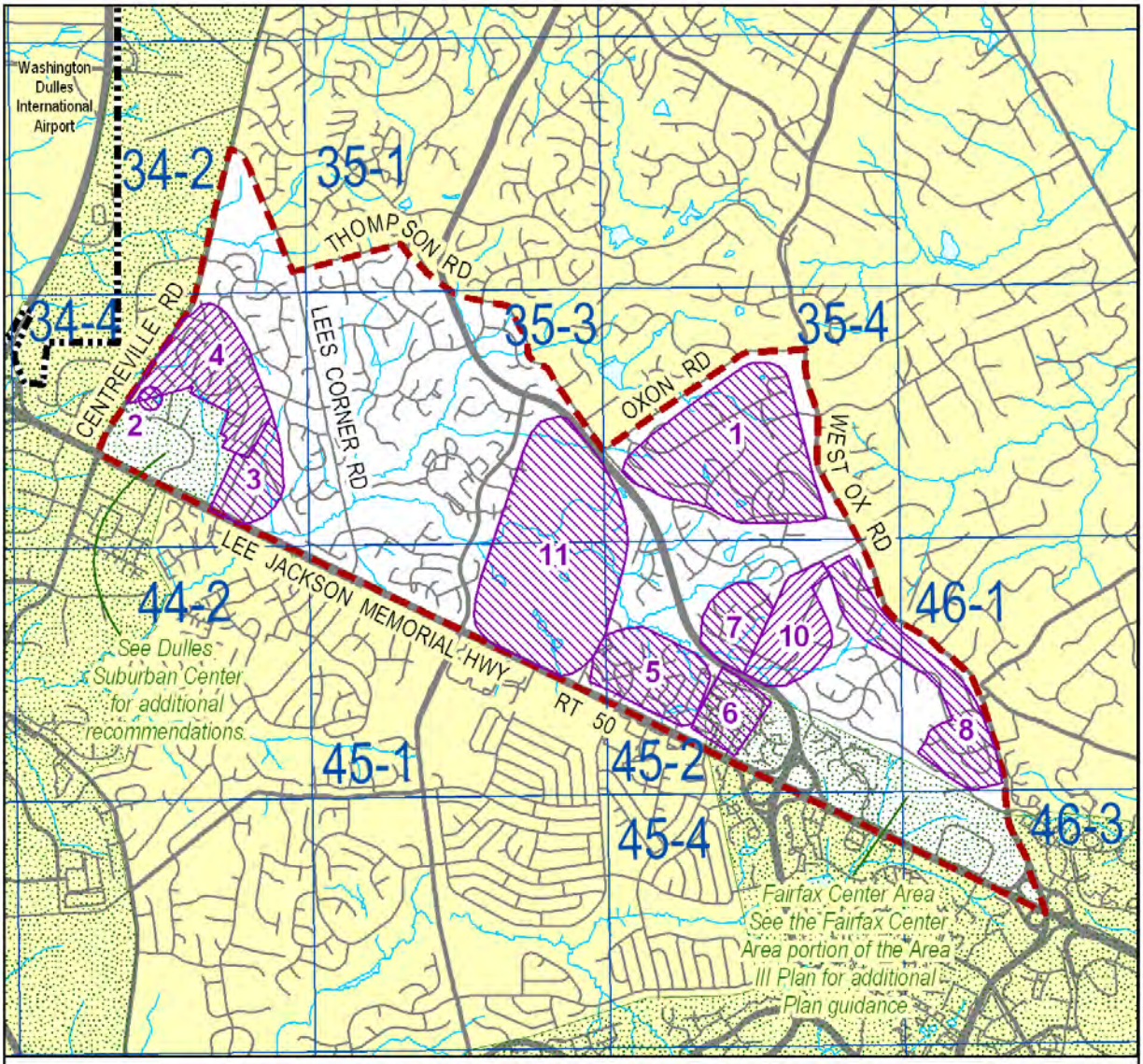
   This property may also be appropriate for multifamily residential use if designed to serve as a transition to the low density residential use to the north. A density of up to 20 dwelling units per acre may be considered if the following conditions are met:

   - The development plan should provide high quality site and architectural design, streetscaping, urban design and development amenities including on-site recreation. Structures should be articulated to minimize the appearance of bulk and mass;

   - To establish an effective transition to adjacent single-family use, multifamily buildings should be no more than four stories in height and should be set back at least 250 feet from the northern property line. Land on the northeast side of Skyhawk Drive extended should be retained as open space. Existing vegetation should be supplemented with trees and shrubs to help create a visual barrier when the vegetation matures.

   - Parking should be provided primarily in structures and oriented toward the interior of the development;

   - In order to foster high quality development and to mitigate development impacts, any residential development proposed under this alternative should satisfy at least three-fourths of the density criteria as stated in Appendix 9 of the Land Use section of thePolicy Plan, including, Criterion 8, which, at a minimum, should be fulfilled consistent with development below the high end of the density range.



UP8-Lee-Jackson Community Planning Sector
Land Use Recommendations
General Locator Map

Land Use Recommendation. Number corresponds to recommendation in text.

3500 FEET

MAP PREPARED BY DPZ

FIGURE 38

- A well-designed pedestrian circulation system with appropriate pedestrian links to adjacent development should be provided to enable residents and visitors to walk easily to adjacent and nearby commercial and employment facilities.

For either alternative land use, it is desirable for Skyhawk Drive to be extended through the site and connected to Metrotech Drive. The only access to the site should be from Skyhawk Drive extended and not Centreville Road.

3. Chantilly Estates is planned for residential use at 1-2 dwelling units per acre, the current density. Every effort should be made to protect this stable neighborhood. As an option, tax map parcel 34-4((5))B may be considered for a density of 2-3 dwelling units per acre if:

   - a solid fence adjacent to nonresidential uses and Lee-Jackson Memorial Highway is provided, and

   - a 35 foot vegetated buffer adjacent to nonresidential uses and substantial buffering to Lee-Jackson Memorial Highway is provided, and

   - a service drive is constructed along the Route 50 frontage of parcel 34-4((5))B to provide a connection between Chantilly Road and the gas station at Downs Drive and Lee-Jackson Memorial Highway.

   However, if this stable neighborhood should be consolidated in the future, then it should be planned for residential use at a density of 3-4 dwelling units per acre.

   Re-development of Chantilly Estates, should not occur without substantial land consolidation and provision of a 35-foot landscaped buffer along the adjacent commercial land to protect the residential community.

4. The area between Armfield Farms and Chantilly Green, Tax Map; 34-4 ((1)) 4, 5, 6; 34-4 ((2)) 1-12; 34-4 ((3)) 1-12, is planned for residential use at 3-4 dwelling units per acre. As an option, residential use at 4-5 dwelling units per acre may be considered under the following conditions:

   - At a minimum, the land area found for Tax Map 34-2((1)) 18, 34-4((1)) 4, 5, 6, and 85% of the land area of the Ox Hill subdivision, Tax Map 34-4((2)) 1-12 and ((3)) 1-12) should be consolidated. Consolidation should occur in a manner that provides for the future development of any unconsolidated parcels, either to remain at 1 dwelling unit per acre as zoned, or up to the base level density of 3 dwelling units per acre;

   - Single-family detached and/or other types of single-family units, such as patio or zero-lot-line, are appropriate. It should be demonstrated that units types other than single-family detached can be effectively integrated into the community;

   - High quality design is a priority in order to foster compatibility with existing adjacent residential communities; and

   - Consider removing the restrictions that allow only emergency vehicle access at the eastern end of Lowe Street, in order to improve traffic circulation. There should be no connection to Springhaven Drive.

5. The area between Lee-Jackson Memorial Highway, Oxlick Branch, the Fairfax County Parkway, the International Town and Country Club and the Murray Farms subdivision (Tax Map 45-2((1))1A, 2 and 3) is planned for residential use at 2-3 dwelling units per acre. Consolidation of parcels is desirable; at a minimum, development on parcel 3 should provide interparcel access and should not preclude development on parcel 2 in conformance with the Plan.

   Development of Tax Map 45-2((1))3 should provide interparcel access to the portion of the Century Oak subdivision located south of the Fairfax County Parkway. Access should be sited to have minimal impact on the EQC.

5. The former Murray Farms subdivision south of the Fairfax County Parkway, a portion of which was previously located within the suburban neighborhood portion of the Fairfax Center Area Plan, is planned for residential use at 1-2 dwelling units per acre. The area, which includes the Kensington Parc and Kensington Square neighborhoods, developed under an option for residential use at 4-5 dwelling units per acre. A goal for redevelopment of this area was to create a sense of community and coordinated and attractive residential development on both sides of Rugby Road. This optional density was considered under the following conditions:

   - East of Rugby Road, full land consolidation is required, excluding church property or land approved for institutional use. In addition, the following conditions should be met:

     a) Development should be compatible with the Fair Woods subdivision to the east;

     b) Development should occur in a manner that permits future development of unconsolidated parcels in conformance with the Comprehensive Plan.

     c) Access and circulation should be coordinated in order to limit the number of access points to Rugby Road to the greatest extent possible; and

     d) Adverse impacts from adjacent institutional uses should be mitigated, incorporating such techniques as screening and buffering.

   - West of Rugby Road, an initial land consolidation of a minimum of 12 acres is required. This initial land consolidation may be satisfied by one or more rezoning applications that are coordinated, fully integrated in terms of design, and concurrently pursued with the county. In addition, the following conditions should be met:

     a) New development should mitigate impacts on any existing residential uses on unconsolidated parcels using techniques such as screening and buffering; and

     b) Development should occur in a manner that permits future development of unconsolidated parcels to be unified with the initial consolidation. Unconsolidated parcels may be considered for 4-5 dwelling units per acre if they are designed to be fully integrated with existing (or approved) adjacent development.

     c) Traffic circulation should be coordinated to the greatest extent possible, in an attempt to minimize the number of access points on Rugby Road.

7. Tax Map 45-2((1))1, located north of the Fairfax County Parkway and west of Murray Farms, is planned for residential use at 2-3 dwelling units per acre which is compatible with the single-family detached development in the immediate vicinity. The portion of Murray Farms west of Rugby Road and north of the Fairfax County Parkway is planned for residential use at a density of 1-2 dwelling units per acre with an option for 2-3 dwelling units per acre. In order for development to occur at a density of 2-3 dwelling units per acre, substantial land consolidation should be provided to ensure that the land use relationships, buffering, access and circulation patterns will be compatible with development in the surrounding area, especially residential areas to the north and west.

8. The land between the Fair Oaks Hospital and West Ox Road, land forming a narrow strip along West Ox Road south of the Fair Oaks Hospital and land in an older, 35-acre subdivision along Avery Road is planned for residential development at 1-2 dwelling units per acre with an option for 2-3 dwelling units per acre. Development under this option will provide an appropriate transition to the Difficult Run, where the predominant character is large lot residential and conservation/open space use. It is also a density compatible with that of existing adjacent residential development in Fair Oaks Estates.

   Substantial land consolidation should be provided for development under this option to ensure that the land use relationships, buffering, access and circulation patterns are compatible with development in the surrounding area. Access to West Ox Road should be minimized and coordinated with major points of access on the northern side of the road.

   To enhance the residential character of the portion of this area along West Ox Road, consolidation plans should include provision for planting trees and other suitable landscaping in the median of West Ox Road.

9. The Guidelines for Cluster Development contained in the Policy Plan should be strictly adhered to in this sector. [Not shown]

10. The Fair Oaks Hospital site is approximately 73 acres, generally located north of the Fairfax County Parkway and east of Rugby Road. Tax Map parcels 45-2((1)) 41B1 and 45-2((2)) 38, 39A, 39B, 46A1 and 51A1 are planned for hospital and related low intensity ancillary medical office, service uses and clinics provided that:

    - A substantial vegetated wooded buffer is provided and maintained as undisturbed open space between such uses and the residential neighborhoods to the north and east;

    - The campus achieves high-quality architectural and landscape design, and the overall intensity on the site does not exceed .35 FAR Medical office buildings should be limited to a total of 370,000 square feet of GFA;

    - The buffer to be provided and maintained along Rugby Road and Ox Trail will be 115-120 feet in width with the exception of the existing child care center and single-family dwelling where a lesser buffer is provided. In addition, the buffer may be modified to provide for a new vehicular access to Rugby Road and to accommodate related improvements (widening, turn lanes, signal equipment, etc.) to facilitate such access. The buffer will consist of existing vegetation supplemented where necessary with evergreens and other landscaping. Unless deemed essential based on final engineering, no additional storm water management ponds (wet or dry) shall be located in this buffer. Any utilities, to include stormwater pipes or channel

improvements, that must be located within this buffer area shall be located and designed to minimize damage to existing vegetation and should be subject to landscaping to reduce any views into the campus. This buffer is to be measured from the eastern edge of the existing (2009) right-of-way of Rugby Road and Ox Trail;

- A maximum of one new full movement vehicular access point from the hospital campus to Rugby Road may be provided so long as the following criteria are satisfied:

  a) The new vehicular access should not align with the intersection of Misty Creek Lane;

  b) Joseph Siewick Drive should not be realigned to intersect Rugby Road/Ox Trail in a full intersection with Misty Creek Lane;

  c) In the vicinity of the new vehicular access, screening should be provided and/or supplemented to minimize visual impacts on nearby residences, including landscaping and/or architectural barrier features harmonious with the surrounding residential community.

- A quality site layout should be provided, including appropriate pedestrian and bicycle connections linking the medical campus to existing sidewalks on the periphery and within the site, walking paths with landscaped seating and picnic areas for employees and visitors to the hospital, and appropriate screening against neighboring residential uses;

- A Transportation Demand Management (TDM) program should be formulated and implemented to mitigate traffic associated with development on the Fair Oaks Hospital site in excess of .30 FAR. One element of the program should be an ongoing commitment from the hospital to the county to support continuing bus service to the Hospital and to contribute toward the installation and maintenance of necessary bus shelters on the Hospital campus. The TDM program should include a ride sharing program and consideration should be given to programs that will facilitate employee use of public transportation;

- Due to the importance of providing public transportation to the site, it is expected that the hospital will allow direct bus access through the site to provide convenient stops for visitors and employees;

- Building height for the main hospital buildings and additions thereto shall be limited to a maximum of 100 feet. All other buildings shall be limited to a maximum of 60 feet in height to minimize visual impacts on the residential community;

- Parking structures will be designed to minimize visual impacts on adjacent residential neighborhoods and the design and materials of the structures will be integrated with that of the buildings they serve. Recognizing the nuisance aspects of unfocused light emissions, efforts will be made to minimize light emissions that create sources of glare which may interfere with residents' and travelers' visual acuity. Landscaping will be provided on the parking structures and/or adjacent to them to make them more attractive and to soften their appearance. Opportunity for additional screening measures will be evaluated at time of rezoning. The applicant should, in consultation

with the county's Urban Forester, determine appropriate species and types of native and noninvasive vegetation;

- All rooftop mechanical equipment is screened. In addition, no antennae will be located on building rooftops other than the main hospital building and additions thereto, except as may be required for public safety purposes;

- Monopoles are excluded from the hospital campus;

- Visual impacts are further minimized through building setback and site design features such as berms, fences and landscaping treatments;

- No additional parking, including above or underground parking structures, other than what existed in September, 1994 shall be located between the medical campus and Fair Oaks Estates; and

- A detailed traffic impact analysis should be done to determine any additional improvements required to mitigate the impacts of additional development on the street network in the vicinity of the development.

The southern 7.5-acre portion (Tax Map 45-2((1))42) of this site is owned by the Fairfax County Park Authority and is planned for a public park. Tax Map 45-2((2))38, 39A and 39B and 45-2((6))A1, K2 and L1 are also planned for a public park and should be dedicated to the Fairfax County Park Authority.

Density credit is appropriate for any land dedicated for right-of-way or public park use, as provided for in the Fairfax County Zoning Ordinance.

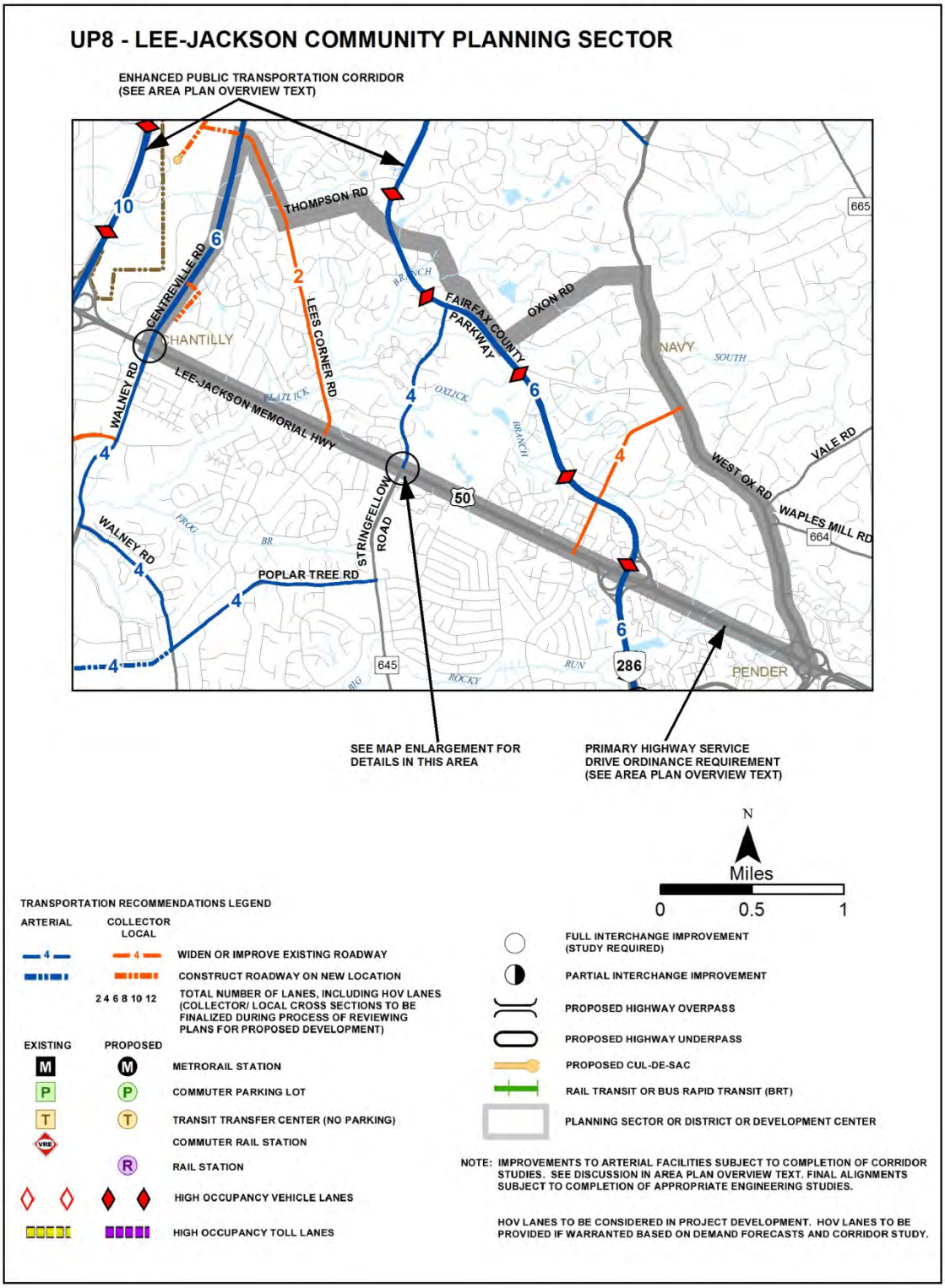
11. The International Town and Country Club land is planned for private recreation use and should be maintained through tax incentives when development pressure reduces its economic viability. Public acquisition for park purpose should be considered as an alternative preservation measure.

Transportation

Transportation recommendations for this sector are shown on Figures 39, 40 and 41. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals. See text for Community Planning Sectors UP6 and UP7 for a description of transportation considerations for Centreville Road.

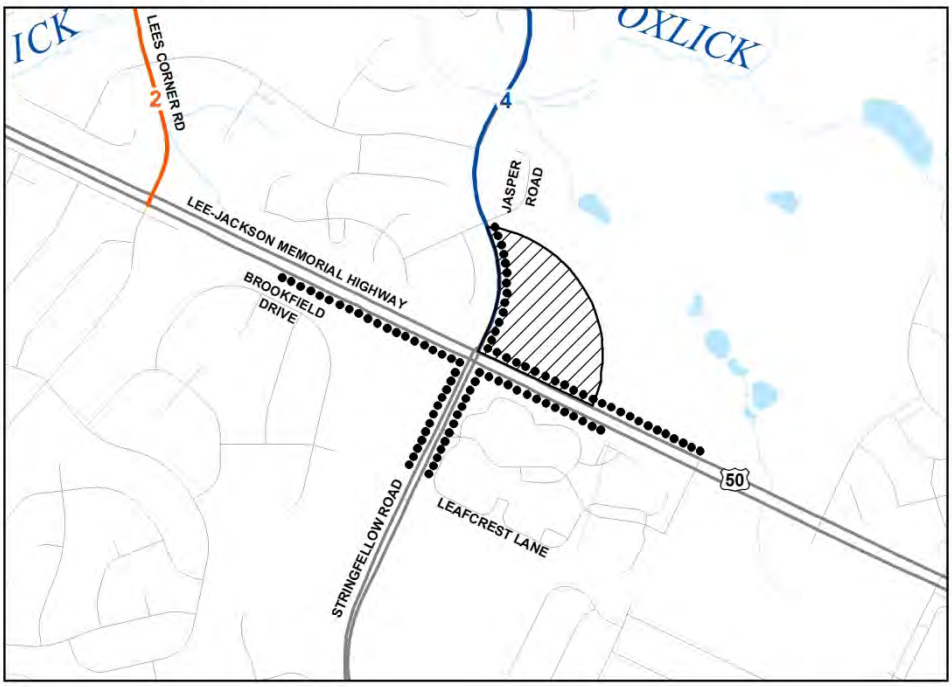
Heritage Resources

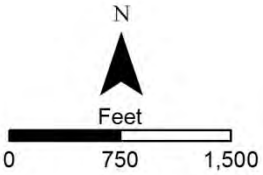
There are numerous prehistoric and historic archaeological sites in the vicinity of Upper Cub Run and of Lee-Jackson Memorial Highway which should be evaluated as to their need for protection.

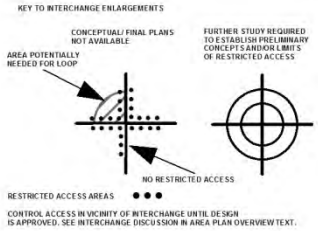


TRANSPORTATION RECOMMENDATIONS **FIGURE 39**

UP8 - LEE-JACKSON COMMUNITY PLANNING SECTOR INTERCHANGE RECOMMENDATIONS







TRANSPORTATION RECOMMENDATIONS LEGEND

ARTERIAL	COLLECTOR LOCAL	
4	4	WIDEN OR IMPROVE EXISTING ROADWAY
		CONSTRUCT ROADWAY ON NEW LOCATION
	2 4 6 8 10 12	TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/ LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT)

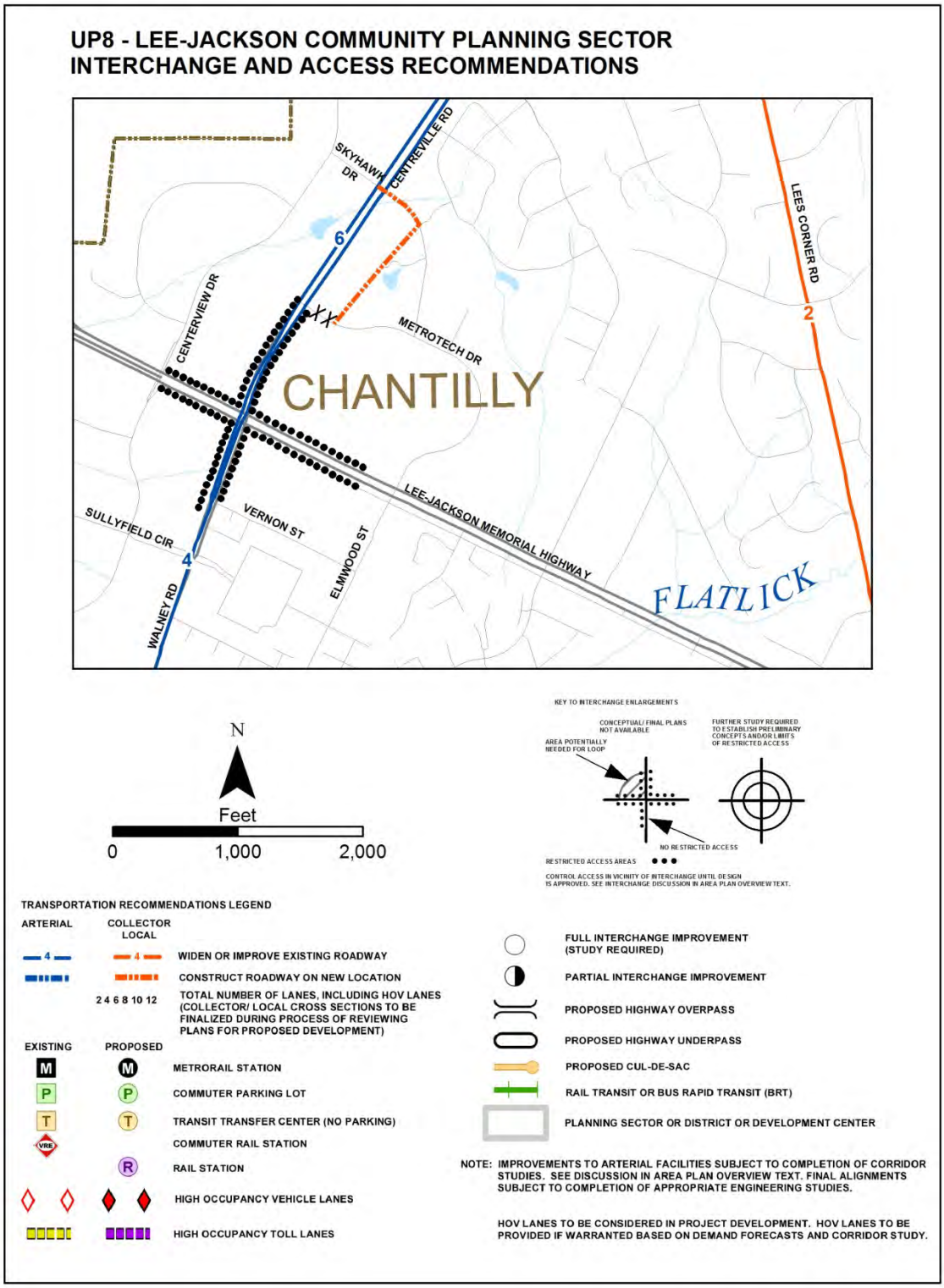
EXISTING	PROPOSED	
M	M	METRORAIL STATION
P	P	COMMUTER PARKING LOT
T	T	TRANSIT TRANSFER CENTER (NO PARKING)
VRE		COMMUTER RAIL STATION
	R	RAIL STATION
		HIGH OCCUPANCY VEHICLE LANES
		HIGH OCCUPANCY TOLL LANES

- FULL INTERCHANGE IMPROVEMENT (STUDY REQUIRED)
- PARTIAL INTERCHANGE IMPROVEMENT
- PROPOSED HIGHWAY OVERPASS
- PROPOSED HIGHWAY UNDERPASS
- PROPOSED CUL-DE-SAC
- RAIL TRANSIT OR BUS RAPID TRANSIT (BRT)
- PLANNING SECTOR OR DISTRICT OR DEVELOPMENT CENTER

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

INTERCHANGE RECOMMENDATIONS **FIGURE 40**
UP8 LEE-JACKSON COMMUNITY PLANNING SECTOR



INTERCHANGE AND ACCESS RECOMMENDATIONS **FIGURE 41**
UP8 LEE-JACKSON COMMUNITY PLANNING SECTOR

Chantilly Plantation Stone House is located on the grounds of the International Town and Country Club (Tax Map 45-1((1))11) on Lee Jackson Memorial Highway. It is a well-maintained site which may become subject to redevelopment pressure. Its preservation should be insured.

Navy School (Tax Map 45-2((1))6) should be preserved or moved to another site. If this is not feasible, the site should be thoroughly documented for its historic value.

Part of the Sully Historic Overlay District lies within this sector. Regulations for this district are discussed in the Dulles Airport Community Planning Sector of the Bull Run Planning District

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Public Facilities

1. An elementary school site, possibly in combination with an active recreation park site should be located in the area between Armfield Farms and the intersection of Lee-Jackson Memorial Highway and Centreville Road. The school site should have a minimum of 14 acres, and include ballfields or other facilities for active recreation use for the community.

2. Provide additional finished water transmission facilities along the Route 50 corridor between Rugby Road and Stringfellow Road.

Parks and Recreation

Parks and recreation recommendations for this sector are shown on Figure 87. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails and Bicycle Facilities

Trails planned for this sector are delineated on the 1”:4,000’ Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Transportation. Trails in this sector are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

FIGURE 42
PARKS AND RECREATION RECOMMENDATIONS
SECTOR UP8

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Fair Woods	Initiate a master planning process and develop in accordance with approved plan.
Franklin Glen	Complete and develop in accordance with approved master plan. Seek dedication of a Neighborhood Park of six to ten acres adjacent to the proposed school facility site to serve planned residential development in the western park of the sector.
COMMUNITY PARKS:	
Fox Valley	Initiate a master planning process for a school/park site and develop in accordance with approved plan. Acquire a Community Park west of Rugby Road and north of the Fairfax County Parkway to include Oxlick EQC and up to 10 acres of developable land. Land dedication should be provided singularly or in combination with other development or purchase by the county.
DISTRICT PARKS:	
	This sector lies within the service area of Fox Mill, Oak Marr and Poplar Tree District Parks.
OTHER:	
	Consider acquisition of the privately owned International Town and Country Club golf course for public use if private operations cease. (Also noted in Land Use Recommendations.)

Bicycle Facilities for this sector are delineated on the 1”:4000’ Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.