AREA IV

AREA IV

OVERVIEW

Key concepts embodied in this document include:
- interim development and redevelopment policies;
- planned development centers; and
- environmental quality corridors.

The Plan should be understood as estimating growth to Plan buildout. However the actual rate of growth will determine when buildout is reached.

The planning area, which is composed of four planning districts, has been divided into planning sectors and special areas.

To assure that stable neighborhoods remain liveable and maintain their stability, the Plan recommends:
- encouragement of compatible development of vacant spaces;
- adequate buffering between areas of incompatible uses;
- reduction of through-traffic on neighborhood streets;
- guided commercial development and redevelopment;
- increased protection of impacted natural areas; and
- acquisition of land for recreation and open space as well as new development.

A major planned development center is proposed for Rose Hill. Strengthening of the Springfield center is supported by the plan. In the Route 1 corridor, recommendations are made to constrain commercial development, promote traffic safety, and enhance existing commercial areas.

Environmental protection is proposed to be provided mainly through the development of environmental quality corridors. In Area IV an important part of the corridor system will be the Potomac shoreline, its wetland estuaries, and the parks and historic sites already identified and preserved. The protection of Mason Neck as an environmental resource is strongly supported by the plan.

The Plan calls for the preservation of existing housing stocks and the addition of more units by:
- conservation of existing moderate-income housing units and types;
- inclusion of a mix of housing types for a full range of family incomes;
- use of neighborhood improvement programs and creation of strong community identity; and
- application of planned development or redevelopment centers where feasible, rather than piecemeal land use decision-making.

Transportation systems of all types must be refined and redirected by:
- understanding of local community desires and needs and application of appropriate criteria;
- continued review of travel desire lines; and
- continued assessment of the effects of Metro and other public transportation systems.

Service of the area by four Metro stations is proposed. A Springfield bypass road to relieve central Springfield and serve Metro is recommended.

Planned public facilities investment patterns are recommended which:
- relate to overall countywide requirements five years in advance; and
- support private development decision-making in terms of location and size of facilities and the timing of their provision.

Plan implementation is promoted by coordination of public and private actions, including:
- innovative public programs;
- public policy decisions;
- public investment (Capital Improvement Program (CIP), park dedication and advance acquisition, highway programming, etc.); and
- private input to public policy (citizen review of CIP, participation in PIES, neighborhood project initiatives).

RICH HISTORY, SENSITIVE ENVIRONMENT

Land use planning is more or less dynamic. Its degree of dynamism depends upon how quickly it adjusts to the changing nature of problems. Planning Area IV, located in the southeastern quadrant of Fairfax County, has experienced a sharp decline in its growth rate since 1970, when the rate of 5.1 percent per year was just below that of the County as a whole. Since 1970, Area IV has had an average population growth of 0.2 percent per year, compared to 3 percent for the County as a whole. But the shift in major growth to the western part of the County, rather than being viewed as relieving pressure, should be converted to an opportunity for attending to the scars of earlier development and for anticipating changes.

Except for a few still rapidly growing areas, the major portion of the area is no longer subject to a rush of development. Previous matters of prime concern no longer apply. New priorities in the area are concerned with protection of what already exists and correction of what has been neglected. Now emerging are concerns dealing with historical sites and environmentally sensitive portions of Area IV, as well as concerns for adjustment, improvement, and redevelopment of neighborhoods and business communities.

There are many historical reminders in Area IV. Such names as Mount Vernon, Woodlawn Plantation, Pohick Church, the George Washington grist mill, Belvoir, and Walnut Tree Farm recall the rich early American heritage whose preservation has long been a matter of public and private endeavor.

In 1858, the Mount Vernon Ladies Association acquired George Washington's estate, and has been protecting and restoring it ever since. More recently, three of the County's ten official historic zoning districts were established to protect Woodlawn Plantation and the grist mill, Pohick Church, and Huntley. Many other historic sites deserving preservation and protection are noted in the National Register of Historic Places and the Virginia Landmarks Register.

Today, the delineation, preservation, and improvement of local historic places, and the protection of these places from disruptive development on their boundaries, is a significant part of the continuing comprehensive planning effort.

At the same time, the land use planning effort also is very much involved in the preservation of residential neighborhoods, the improvement of disorganized and congested business districts, and the protection of environmentally sensitive stream valleys and open space.

Along with these efforts, the effort to improve transportation and reduce air pollution continues, but again with emphasis redirected. Now internal circulation, public transit, reduced auto travel, and improved pedestrian and bike movement are key concerns rather than just the construction of additional radial arterials. These shifts in community priorities are reflected in this Plan for Area IV.

In 1973 the Board of Supervisors established the Task Force on Comprehensive Planning and Land Use Control to refine County land use plans and to provide or improve mechanisms for planning and implementation. This Area IV Plan is one part of the resulting Comprehensive Plan. The analyses and recommendations presented here extend countywide policies, such as establishing environmental quality corridors, to the area, district, and community sector levels.

The basis tenet of the land use planning effort is that it is and must be partly a community enterprise that takes into account the lives and livelihoods of everyone in the community. But planning is also a County and a regional enterprise because few issues can be dealt with solely on a local basis.

Transportation needs, for example, must be analyzed locally and in terms of development and travel throughout the metropolitan area. Then regional solutions such as Metro must be included in local strategies. Air pollution problems have national implications as well, and national air quality control requirements may determine the scope and timing of plans and programs for local abatement.

Planning, besides considering both local and regional aspects of each problem and its proposed solution, also involves interaction among various problems and solutions. For example, the Washington Metro rail transit system will contribute to the regional goal of abating air pollution by decreasing overall automobile commuting. But, unless steps are taken, potential congestion around the planned Metro stations could seriously disrupt local efforts to reduce air pollution.

In anticipation of this new issue, local planning in Area IV (and in other areas slated for stations) must consider how to plan the use of land around station sites, where to locate new planned development centers for Metro access with minimum outside disruption, and how to design new centers to encourage pedestrian and bicycle movement within them and between the centers and the stations.

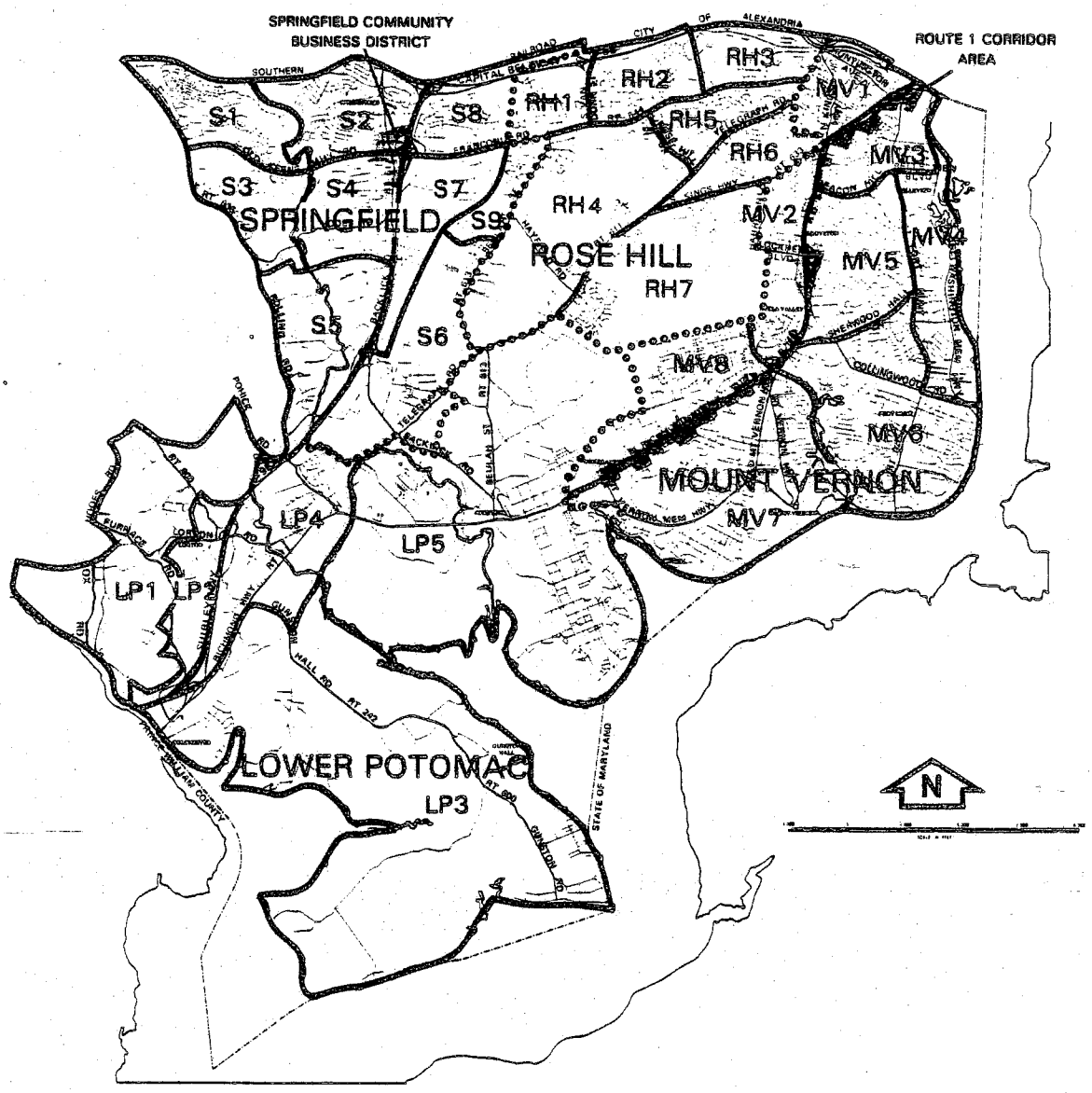
In the face of the many manmade conditions affecting planning, environmental conditions sometimes are neglected until such catastrophes as landslides and irreversible water pollution and water shortage bring them forward. Water resource protection is clearly a key issue throughout Fairfax County, but in Planning Area IV it is the most encompassing environmental issue because much of the remaining undeveloped land is affected by one or more of the following: floodplains, Potomac shoreline, groundwater recharge areas, wetlands, and slopes over slippage-prone clays.

The social and environmental costs of development in such areas can be high. New construction in a floodplain can both increase erosion and sedimentation and invite extensive flood damage. Development over groundwater recharge zones can reduce groundwater supplies and increase pollution of the water that remains, especially when such developments are accompanied by septic tanks. Destruction of woodland and vegetative cover can decrease storm water retention and increase erosion and stream siltation. Development even on gentle clay slopes in Area IV can cause soil slippage and even serious landslides.

THE PLANNING PURPOSE

The background for land use planning and control in this area involves a continually changing complex of interrelated elements, some general to the region, many general to the County, and some specific to a single sector within a single district. One purpose of this land use plan, then, is to provide a data base on field conditions in the area and their relationships to conditions in other areas and to existing planning and land use control policies. Using this data base, residents concerned about specific issues should be able to draw conclusions and propose decisions and to develop implementation strategies on their own.

AREA IV
PLANNING DISTRICTS AND SECTORS



Perhaps they can offer refinements to existing policies and develop new ones.

In the Lower Potomac Planning District, for example, the Plan identifies an American bald eagle refuge, an important waterfowl stopover area, large federal reservations, and major regional and state parklands. It mentions 15 percent slopes, extensive slippage-prone soils, extensive wetlands and marshlands, and strong local sentiment against disruptive development in the Mason Neck Sector. It cites problems in the Lorton Sector with the Lorton correctional facility and proposes improvements, especially in the area of institutional security.

Going beyond these unique conditions and problems, residents of the Lower Potomac District share many needs and desires with other Area IV residents and with residents throughout the County. The Plan addresses these as well. Established neighborhoods in all areas need protection from commercial and other incompatible encroachments. Through traffic needs to be diverted from neighborhood streets to higher capacity arterials. Parks and playgrounds need to be established for neighborhood use.

The Plan also is a vehicle for presenting public policies and stating priorities, where these exist. Citizen response can then serve as a reference point for evaluating policies and programs, and developing new ones or reinforcing old ones. Thus the Plan itself furthers the dialog between the citizen and government, and makes planning a cooperative effort rather than a unilateral function of the planning office.

SHORT TERM FORECASTS

As has been discussed in the introduction section of the Plan, countywide forecasts of population to 1990 have been lowered to 686,000. This new forecast is based on demographic trends which were observed during 1976 and verified in more recent work done for the Metropolitan Washington Council of Governments Cooperative Forecasting Program.

The reduction in countywide population forecasts will impact on the timing of expected housing units in individual planning areas, districts and sectors. Detailed small area data reflecting these impacts are presented in 5-year increments up to the year 2000 in computer printouts which are available in the Fairfax County Office of Research and Statistics. In addition, plan buildout data by supervisor district, planning district and subcensus tract can be found in the 1983 edition of *Standard Reports*, published by the Office of Research and Statistics.

To augment the data found in *Standard Reports*, detailed existing housing estimates as of January 1983, and newly developed data on plan capacities in housing units are presented in the following tables. The tables also include dwelling units as of January 1, 1975. This is approximately the time the original PLUS program plan was adopted. Thus, the data enable comparison of the level of residential development at the time of plan adoption with that of 1983 and with projected plan capacity. In addition, the data include existing dwelling units and plan capacity as of January 1983 in order to show the differences caused by plan changes in the previous annual plan review. The data in these tables supersede data presented in other tables of this Plan.

All of the data has been generated on a parcel-by-parcel basis. Existing units are from the January 1, 1983 Urban Development Information System parcel file. Additionally planned units are assumed to be built on undeveloped and underutilized land (adjusted for floodplains) at the midpoint of the planned density ranges. For example, an area planned for 1-2 dwelling units per acre is assumed to represent a density of 1.5 dwelling units per acre.

The plan definitions for residential unit types are as follows:

Planned Density Du/Ac	Unit Type Mid-Point Planning
.1-.2, .2-.5, .5-1, 1-2, 2-3, 3-4	100% SFD
4-5	50% SFD/50% TH
5-8	100% TH
8-12	50% TH/50% GA
12-16, 16-20	100% GA
20 or more (e.g. 20-40 du/ac)	100% EA (30 du/ac)

SFD: single-family detached
TH: townhouse
GA: garden apartment
EA: elevator apartment

Existing and Projected Housing Units by Type
January 1983 — Plan Buildout
Area IV

Residential Unit Type	Jan. 1975 Dwelling Units	Jan. 1982 Dwelling Units	Jan. 1983 Dwelling Units	Additional Planned Units	Jan. 1983 At Plan Capacity	Jan. 1982 Previous Capacity
Lower Potomac Planning District						
Single Family Detached	1,091	1,281	1,295	2,943	4,238	4,171
Townhouse	540	915	939	1,626	2,565	2,458
Apartment	213	521	521	1,048	1,569	1,581
Total	1,844	2,717	2,755	5,617	8,372	8,210
Mount Vernon Planning District						
Single Family Detached	13,584	14,241	14,271	2,992	17,263	17,298
Townhouse	3,474	4,600	4,708	1,299	6,007	5,950
Apartment	10,651	10,982	11,484	2,338	13,822	13,528
Mobile Home	1,714	1,553	1,553		1,553	1,553
Total	29,423	31,376	32,016	6,629	38,645	38,329
Rose Hill Planning District						
Single Family Detached	6,236	6,993	7,042	8,304	15,346	15,407
Townhouse	16	305	498	1,189	1,687	1,518
Apartment	555	490	556	27	583	517
Total	6,807	7,788	8,096	9,520	17,616	17,442
Springfield Planning District						
Single Family Detached	6,622	7,313	7,418	3,752	11,170	11,147
Townhouse	2,027	2,698	2,823	1,172	3,995	3,897
Apartment	1,513	1,573	1,575	132	1,707	1,705
Total	10,162	11,584	11,816	5,056	16,872	16,749
Planning Area Total	48,236	53,465	54,683	26,822	81,505	80,730

Existing and Projected Housing Units by Type
January 1983 — Plan Buildout
Area IV Mount Vernon Planning District

Residential Unit Type	Jan. 1975 Dwelling Units	Jan. 1982 Dwelling Units	Jan. 1983 Dwelling Units	Additional Planned Units	Jan. 1983 At Plan Capacity	Jan. 1982 Previous Capacity
Sector MV1						
Single Family Detached	555	581	579	136	715	717
Townhouse	1,141	1,254	1,252	34	1,286	1,289
Apartment	3,088	3,083	3,589	201	3,790	3,284
Total	4,784	4,918	5,420	371	5,791	5,290
Sector MV2						
Single Family Detached	644	644	667	258	925	925
Townhouse		31	31	309	340	333
Apartment	2,616	2,729	2,729	142	2,871	2,871
Mobile Home	979	971	971		971	971
Total	4,041	4,395	4,398	709	5,107	5,100
Sector MV3						
Single Family Detached	1,139	1,159	1,163	289	1,452	1,451
Townhouse	131	135	135	136	271	271
Apartment	72	78	78	33	111	111
Mobile Home	90	91	91		91	91
Total	1,432	1,463	1,467	458	1,925	1,924
Sector MV4						
Single Family Detached	1,112	1,133	1,131	401	1,532	1,537
Townhouse		22	22		22	22
Apartment	1,494	1,460	1,456	7	1,463	1,476
Total	2,606	2,615	2,609	408	3,017	3,035
Sector MV5						
Single Family Detached	1,752	1,834	1,834	307	2,141	2,143
Townhouse	528	697	738	171	909	917
Apartment	1,644	1,580	1,580	7	1,587	1,587
Mobile Home	529	372	372		372	372
Total	4,453	4,483	4,524	485	5,009	5,019
Sector MV6						
Single Family Detached	4,079	4,329	4,335	491	4,826	4,864
Townhouse		282	297	277	574	530
Apartment	209	209	209		209	209
Total	4,288	4,800	4,841	768	5,609	5,563
Sector MV7						
Single Family Detached	2,892	3,093	3,114	984	4,090	4,105
Townhouse	148	160	172	95	267	272
Apartment	456	454	454	223	677	677
Mobile Home	116	119	119		119	119
Total	3,616	3,826	3,859	1,302	5,161	5,173
Sector MV8						
Single Family Detached	1,411	1,446	1,446	128	1,574	1,578
Townhouse	1,525	2,039	2,031	277	2,338	2,316
Apartment	1,267	1,389	1,389	1,725	3,114	3,313
Total	4,203	4,876	4,866	2,128	7,026	7,205
Planning District Total	29,423	31,376	32,016	6,629	38,645	38,329

Existing and Projected Housing Units by Type
January 1983 — Plan Buildout
Area IV Springfield Planning District

Residential Unit Type	Jan. 1975 Dwelling Units	Jan. 1982 Dwelling Units	Jan. 1983 Dwelling Units	Additional Planned Units	Jan. 1983 At Plan Capacity	Jan. 1982 Previous Capacity
Sector S1						
Single Family Detached	1,354	1,352	1,352	92	1,444	1,444
Townhouse	1,197	1,129	1,153		1,153	1,129
Apartment	788	846	848		848	846
Total	3,337	3,327	3,353	92	3,445	3,419
Sector S2						
Single Family Detached	2,247	2,249	2,248	37	2,285	2,288
Townhouse	106	106	106		106	106
Apartment	386	386	386		386	386
Total	2,739	2,741	2,740	37	2,777	2,778
Sector S3						
Single Family Detached	675	909	913	850	1,763	1,778
Townhouse	100	154	161	39	200	193
Total	775	1,063	1,074	889	1,963	1,971
Sector S4						
Single Family Detached	516	758	831	901	1,732	1,741
Townhouse	108	128	128	145	273	273
Apartment	341	341	341	9	350	350
Total	967	1,227	1,300	1,055	2,355	2,364
Sector S5						
Single Family Detached	9	149	180	365	545	442
Townhouse		100	100		100	100
Total	9	249	280	365	645	542
Sector S6						
Single Family Detached	143	225	223	1,265	1,488	1,546
Townhouse	218	558	619	329	948	880
Total	361	783	842	1,594	2,436	2,426
Sector S7						
Single Family Detached	512	508	505	65	570	571
Townhouse				218	218	218
Apartment				37	37	37
Total	512	508	505	320	825	826
Sector S8						
Single Family Detached	906	903	902	108	1,010	1,009
Townhouse		140	140	7	147	147
Apartment				6	6	6
Total	906	1,043	1,042	121	1,163	1,161
Sector S9						
Single Family Detached	256	263	264	69	333	331
Townhouse	298	383	416	434	850	851
Apartment				80	80	80
Total	554	646	680	583	1,263	1,262
Planning District Total	10,162	11,584	11,816	5,056	16,872	16,749

Existing and Projected Housing Units by Type
January 1983 — Plan Buildout
Area IV Rose Hill Planning District

Residential Unit Type	Jan. 1975 Dwelling Units	Jan. 1982 Dwelling Units	Jan. 1983 Dwelling Units	Additional Planned Units	Jan. 1983 At Plan Capacity	Jan. 1982 Previous Capacity
Sector RH1						
Single Family Detached	267	373	389	270	660	655
Townhouse		11	49	511	559	546
Total	267	384	438	781	1,219	1,201
Sector RH2						
Single Family Detached	1,098	1,117	1,121	91	1,212	1,211
Townhouse	16	37	37	381	418	420
Total	1,114	1,154	1,158	472	1,630	1,631
Sector RH3						
Single Family Detached	748	818	818	549	1,367	1,380
Townhouse		83	83	18	101	101
Total	748	901	901	567	1,468	1,481
Sector RH4						
Single Family Detached	727	757	758	5,967	6,725	6,774
Townhouse		55	187	279	466	342
Apartment	555	490	556	27	583	517
Total	1,282	1,312	1,501	6,273	7,774	7,633
Sector RH5						
Single Family Detached	1,177	1,258	1,260	212	1,472	1,474
Total	1,177	1,258	1,260	212	1,472	1,474
Sector RH6						
Single Family Detached	922	994	1,008	427	1,435	1,429
Townhouse		2	2		2	2
Total	992	996	1,010	427	1,437	1,431
Sector RH7						
Single Family Detached	1,297	1,676	1,687	788	2,475	2,484
Townhouse		107	141		141	107
Total	1,297	1,783	1,828	788	2,616	2,591
Planning District Total	6,807	7,788	8,096	9,520	17,616	17,442

Existing and Projected Housing Units by Type
January 1983 — Plan Buildout
Area IV Lower Potomac Planning District

Residential Unit Type	Jan. 1975 Dwelling Units	Jan. 1982 Dwelling Units	Jan. 1983 Dwelling Units	Additional Planned Units	Jan. 1983 At Plan Capacity	Jan. 1982 Previous Capacity
Sector LP1						
Single Family Detached	6	1	1	82	83	83
Total	6	1	1	82	83	83
Sector LP2						
Single Family Detached	96	108	108	222	330	330
Apartment	1			556	556	556
Total	99	108	108	778	886	886
Sector LP3						
Single Family Detached	587	658	660	2,195	2,855	2,852
Townhouse	2	9	9		9	9
Apartment	8	7	7		7	7
Total	597	674	676	2,195	2,871	2,868
Sector LP4						
Single Family Detached	363	468	480	443	923	859
Townhouse	538	904	928	1,540	2,468	2,413
Apartment	6	319	319	492	811	823
Total	907	1,691	1,727	2,475	4,202	4,095
Sector LP5						
Single Family Detached	37	46	46	1	47	47
Townhouse		2	2	86	88	36
Apartment	198	195	195		195	195
Total	235	243	243	87	330	278
Planning District Total	1,844	2,717	2,755	5,617	8,372	8,210

STABLE AREAS

Stable, developed areas of established character predominate in all four planning districts of Area IV. In most of the communities, moreover, homes and other buildings have been built since 1950 and have many years of serviceable life remaining. Many of the older homes also remain serviceable, including a number of historic 18th century structures now in public ownership. Protection and enhancement of these stable areas throughout the planning area is the primary objective of the plan's strategy and recommendations.

This section delineates the stable areas of Area IV, analyzes local area problems and opportunities, and makes recommendations for stable area infill development, preservation and enhancement.

Framework for Analysis

The land classification system described in the preceding section of this Plan was applied to Area IV to provide a framework for analysis and Plan recommendations. Geographic delineation of stable conservation areas and other areas was made for each of the 29 small areas which together constitute Area IV. These 29 local sectors were created to facilitate staff analysis and development of recommendations and to provide a vehicle for citizen review of local information, assets, problems, and Plan recommendations. These local sectors are referred to as community planning sectors to highlight their use in focusing planning consideration at the local level in addition to the more inclusive levels of the planning district, planning area, and the overall County.

Boundaries for the community planning sectors in Area IV have been drawn so as to allow the use of existing small-area data sources, and they generally follow principal roadways or significant natural barriers. Each planning district is divided into several sectors, each of which is identified by a letter/number code. The letter or letters represent a planning district reference (LP—Lower Potomac, MV—Mount Vernon, S—Springfield, RH—Rose Hill), and the numbers simply a sequential designation. The sectors are also identified by community names for easy reference. An index map shows the community planning sectors for all Area IV.

It should be emphasized that the identified community planning sectors are not meant necessarily to delineate "neighborhoods," however defined, and may have only limited utility for such other purposes as neighborhood housing improvement programming or variable service-area public facilities programming. No one system of small-area designations can meet all needs. The community planning sectors simply offer a useful way to present information for small areas within planning districts.

What is a Stable Neighborhood?

As stated above, the chief land use characteristic of Area IV is the stable neighborhood whose protection and enhancement is the major objective in the Area IV plan. But what actually is a stable neighborhood in Fairfax County? How old is it and what is its condition? What does it need now and what will it need in the future?

The key to the definition of a stable area is the state of development. A given area may be entirely single-family homes or all multifamily dwellings, all commercial or industrial, or any combination of these elements. But the main feature is the sufficient development of available land to establish a definite land use character that is not likely to be changed by any reasonable development of the remaining vacant land.

Protection and enhancement thus involves taking actions necessary to reinforce the existing character of the area and prevent actions that would compromise or degrade this character.

For the most part, stable neighborhoods in Area IV are residential, with a scattering of institutional structures, parks and open spaces, and some commercial and industrial zones. The physical condition of the homes and public and private structures is generally good; with minor maintenance, these buildings should remain sound for at least the next 15 years.

Establishing Policies for Neighborhood Protection

After designating planning sectors, the first step in developing a plan for Area IV was to analyze each sector and identify its strengths and weaknesses. Information from these small sectors was then assembled to formulate the six general policies listed below. These general policies cover recommendations for improving the specific conditions which are identified thereafter.

Policies for Neighborhood Protection

- Development Control—The County should impose development controls which limit the negaive impacts of conflicting land uses (existing and proposed), provide for buffers and other ameliorating measures, and ensure that infill development is in character with the surrounding areas.
- Community Organizations—The formulation and operation of community organizations should be encouraged, for the purpose of identifying community problems and seeking solutions through County government and local action.
- Housing—Affordable housing should be provided for residents of all income ranges and varied life styles. The County should encourage maintenance and improvement of the existing housing stock as well as control new development of residential areas.
- Road and Trail Network—Working with the Virginia Department of Highways and Transportation, the Washington Metropolitan Area Transit Authority, the Northern Virginia Transportation Commission, and other agencies, the County should provide a multimode transportation network which will:
  - encourage commuting between residences, employment centers, transit stations, and fringe parking lots;
  - provide adequate cross-county movement;
  - permit diversion of traffic away from neighborhood streets and onto higher capacity routes; and
  - permit nonautomotive access to local-serving facilities such as shopping, schools, and parks.
- Public Transit—Small-scale transit alternatives to the automobile should be developed where stable travel patterns can be found.
- Public Facility Improvement—The provision of public facilities should be wisely balanced between the needs of existing residents and future development as guided by this plan.
- Environmental Protection—Environmental quality corridors should be established and protected. The County should discourage development in other environmentally sensitive areas and conservation zones and ensure consideration of environmental factors in infill development.
- Community Service Programs—Land use and related recommendations of the Plan should support programs and facilities which serve the special needs of all groups of residents.

The general policies are expanded somewhat in the discussion which follows.

Characteristic Problems and Recommended Solutions for Stable Areas

The following are four characteristic problems identified from the evaluation of stable areas in Area IV, with recommended approaches for their solution.

Commercial Encroachment into Stable Residential Neighborhoods and Commercial Sprawl Along Transportation Corridors

Commercial uses, whether located at an intersection or along a highway corridor, tend to generate activity not generally compatible with stable residential (particularly low-density) neighborhoods. Characteristic of this situation, single-family residential properties adjacent to or near commercial activity are often purchased for their speculative, nonresidential potential; subsequently they are rented to others until nonresidential reuse is permitted, often undergoing a period of deterioration during that time. This deterioration then may be cited as an argument for more rapid conversion of the property to nonresidential uses. In its cumulative effects, such a redevelopment scenario is self-perpetuating.

Several actions may be taken to deal with the effects of this situation:

- It is necessary to assess whether a given commercial center satisfies local or regional needs (or some mix or both); once that is determined, it is possible to project the commercial square footage required to support that type of center and thereby to satisfy the appropriate need. To illustrate the point, if the retail center is to serve only the needs of local residents, then there is a limit to the number and type of shops and offices as well as a limit to the floor area ratio, beyond which limits this center should not expand. Once the extent of the need and its appropriate market area have been determined, it is possible to define the physical boundary of the commercial activity area.
- In order to minimize the adverse impacts of incompatible land uses in close proximity to one another and to stabilize the boundary of commercial activity, it is necessary to establish transitional land uses or natural barriers between residential and nonresidential uses. In addition to blocking adverse visual and noise impacts, appropriately placed transitional land uses act as a geographic step-down from higher intensity to lower intensity land uses. Given the situation where adjacent vacant (or underutilized) land is available between commercial activity and stable residential neighborhoods, transitional uses such as medium- to high-density residential units (5 to 20 dwelling units per acre), low-intensity institutional or similar nonresidential uses or open space parkland may be used to buffer the stable residential units. In those instances where existing single-family residences abut commercial or commercially-zoned properties, it may be appropriate to establish a transitional use zone which would permit professional office uses in existing single-family structures, while maintaining the single-family character of the structures and the neighborhood. In such

a zone, parking facilities, signs, lighting and access would be in strict conformance with the single-family character of the neighborhood. (This has been somewhat successfully employed in sections of Annandale.)

Abutting Incompatible Land Uses with Minimal Buffering

In general, there should be a transitional use step-down between high-density residential and low-density residential neighborhood complexes. However, in those situations where high- and low-intensity uses abut one another, natural buffering such as landscaped earth berms, screening, and existing vegetation should be utilized wherever possible to minimize adverse visual and noise impacts. Such natural buffering should be required of developers. In those instances where development has already taken place, the County should act to enforce such screening provisions around high-intensity activity areas. In the following community planning sector evaluations, buffering will be recommended at specific locations where its absence constitutes a major problem.

Heavy Volumes of Through Traffic at Peak-Hour Periods along Major Corridors and through Neighborhoods

Because of its lack of major employment centers, Area IV receives a high level of peak-hour through trips along major thoroughfares. These trips are mostly headed either into or from major employment centers in Metropolitan Washington. This has resulted in severe traffic congestion along major transportation corridors, particularly at key intersections with their consequent high level of air pollution.

In an effort to avoid severely congested arterials, nonlocal traffic is now utilizing local neighborhood streets. Although a number of commuters have opted for car pools or the use of buses, for others the congestion of major streets has created the problem of commuter day-time parking along neighborhood streets.

While the solution to congested major arterials and related air pollution problems must be countywide, and could be mitigated in part by diverting through-traffic to the Metro system, the symptoms and adverse effects are problems for stable areas. Such is the case with the heavy use of local streets by nonlocal traffic.

Lack of Pedestrian Circulation and Access Routes to Shopping, Recreation Facilities, and Adjacent Neighborhoods

At the present time, pedestrian mobility is limited to the use of occasional sidewalks within a neighborhood (which rarely connect with the sidewalks in adjacent neighborhoods), stream valley pathways, and roadways. Although pedestrian mobility between neighborhoods is extremely limited, it is almost nonexistent between commercial and residential areas. The result is nearly complete reliance on the automobile for shopping, recreation and employment trips.

A partial solution would be the development of a well-coordinated series of paths through subdivision, parks, open space and stream valleys —paths that link with access points to recreation and commercial activities which are in those locations desired by local residents. While caution would have to be exercised in the location of these walkways and access points to minimize destabilizing effects on residences abutting commercial activity areas, nevertheless, the positive feature of such an integrated trail and walkway system would be the provision of a real option to the automobile.

LOWER POTOMAC PLANNING DISTRICT

The Lower Potomac Planning District is bounded on the north by the northern property lines of the Lorton correction facility and Fort Belvoir, Silverbrook Road, Pohick Road and Accotink Creek; on the east by the eastern property line of Fort Belvoir, Dogue Creek and the Potomac River; on the south by the Potomac and Occoquan Rivers; and on the west by the western property line of the Lorton correction facility.

Land Use

Fort Belvoir and the Lorton correction facility account for 60 percent of the developed land in the Lower Potomac Planning District. When combined with the extensive parkland in Mason Neck, these institutional uses represent about 55 percent of the land in the district. Only 12 percent of the planning district's land is residential and 20 percent of the land is still undeveloped. Committed and anticipated development would absorb a quarter of this undeveloped land.

Transportation

The major transportation corridors of I-95, Route 1 and the Richmond, Fredericksburg and Potomac Railroad provide good regional access to the Lower Potomac Planning District, limited somewhat by the design and physical condition of interchanges and connecting roads. Considerable industrial activity is occurring in these corridors.

No bus service is provided to the Lower Potomac Planning District except to certain activity areas of Fort Belvoir.

Public Facilities

The following table indicates the existing public facilities located within the Lower Potomac Planning District.

Parks, Recreation and Open Space

The Lower Potomac Planning District has major parkland and open space areas. Federal, state and regional agencies all have acreage concentrated on Mason Neck. However, there are only four community parks. Future proposals include acquisition of additional publicly-owned acreage that could be utilized for community park use.

Parks and recreation opportunities in the Lower Potomac Planning District are not limited to land. Much of the planning district is bordered by the Potomac River, Belmont and Occoquan Bays, Dogue Creek, and Gunston Cove, whose waters also offer opportunities for relaxation and enjoyment. In addition to the specific policies which are recommended in the five Lower Potomac sectors, as a general policy the Area IV Plan also supports wise, expanded use of the water resources of the area. Specific proposals for such uses are subject to applicable special use permit requirements, with particular regard to environmental impact and traffic generation in the vicinity of waterways.

Environment

The Lower Potomac Planning District is located within several major watersheds. The stream valleys and floodplains of Accotink Creek, Pohick Creek, Mill Branch, Kane Creek, and High Point watersheds lace the area. The district is bordered by the Potomac River, and associated tidal wetlands and estuaries are found in Accotink Bay, Pohick Bay, Massey Creek, Kane Creek, and along the southern edge of Mason Neck.

Because of its location in the Coastal Plain geologic province, part of the district (Sectors LP1, LP2, and LP4) is in a sensitive aquifer recharge zone. Most of the district lies in an area of slippage-prone swelling clays, and soils are only marginal or poor for septic tanks. The western edge of the district is located in the Piedmont geologic province. Soils in the Piedmont have a high erodibility potential.

Accotink Creek, Pohick Creek, Giles Run, and Mason Neck Environmental Quality Corridors are found in the Lower Potomac Planning District. Open space in the district includes the floodplains, stream influence zones, and tidal wetlands associated with major water courses, including the Potomac River. Large portions of Mason Neck are held in public ownership and serve to protect the endangered southern bald eagles of the area as well as many species of fauna and flora. In addition, there are smaller areas of dense vegetation with diverse animal communities that merit protection. The open space network also includes a number of historic sites and resources identified in a survey by residents.

A portion of the stream valley and adjacent land within this Planning District/Planning Sector is within the dam failure impact area for a proposed or existing dam. The extent of development within these impact areas should be minimized in the interest of public welfare and safety. For details on the extent of this area, refer to the section on potential dam failure impact areas, in the Environmental Chapter.

EXISTING PUBLIC FACILITIES
June 1983

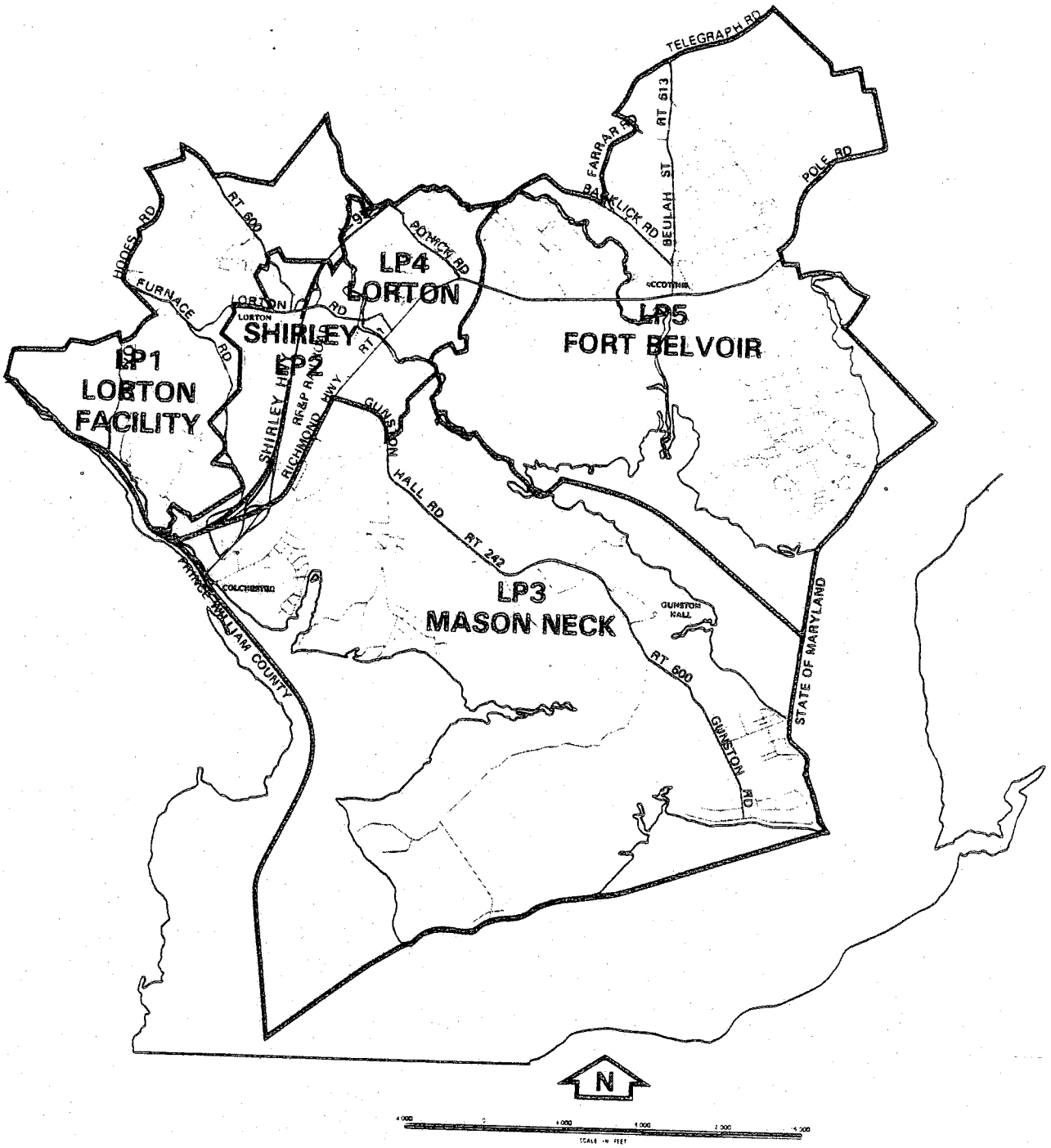
Sector	Schools: Elementary	Schools: Intermediate	Schools: High School	Parks, Recreation and Open Space	Other Public Facilities
LP1				Northern Virginia Regional Park Authority	I-95 Landfill, D.C. Department of Corrections, FCWA Occoquan Water Treatment Facility
LP2	Lorton				
LP3	Gunston			Northern Virginia Regional Park Authority, Virginia Division of Parks, National Park Service	Gunston Fire Station
LP4				Pohick Estates, Southgate, Lorton	Lower Potomac Pollution Control Plant, Lorton Library, Lorton Fire Station, Lorton Community Action Center/ Library Site
LP5	Markham, Cheney, Barden				

PLANNED RESIDENTIAL INFILL—LOWER POTOMAC PLANNING DISTRICT

Unit Type	Existing (1983) Number	Existing (1983) Percent	Estimated Additional Number	Estimated Additional Percent	At Buildout Number	At Buildout Percent
Single-family	1,295	47.0	2,943	52.4	4,238	50.6
Townhouse	939	34.1	1,626	29.0	2,565	30.6
Apartment	521	18.9	1,048	18.6	1,569	18.8
Total	2,755	100.0	5,617	100.0	8,372	100.0

Source: Office of Research and Statistics, January 1983.

AREA IV



LOWER POTOMAC PLANNING DISTRICT

LP 1 LORTON FACILITY COMMUNITY PLANNING SECTOR

Land Use

Sector LP1 has a total of 3,205 acres. Of that total, 2,988 acres or 93 percent are utilized by the D.C. Department of Corrections. The remaining acreage includes an active rock quarry, two private homes on approximately 9 acres, and 60 acres used by the Fairfax County Water Authority for its Lorton water treatment plant. The Occoquan River forms the southern boundary of Sector LP1.

Regional Landfill/Resource Recovery—Recreational Facility

Special note should be made of approximately 801 acres within the property of the D.C. Department of Corrections facility. On February 14, 1973, the Board of Supervisors of Fairfax County signed a memorandum of understanding with the District of Columbia and the Metropolitan Washington Waste Management Agency (acting on behalf of the City of Alexandria and Arlington County). Under the terms of the memorandum of understanding, 801 acres belonging to the federal government are to be used for a regional Resource Recovery, Land Reclamation and Recreation Complex. The 801 acres are to be allocated for the following uses:

- 290 acres for landfill/resource recovery uses.
- 398 acres for recreational uses.
- 113 acres for roads, buffer zones and related uses.

The public recreational areas are to be planned and operated by the Northern Virginia Regional Park Authority. The Authority has developed a master plan for the acreage under its management. Final decisions will be part of a memorandum of understanding to be negotiated between Fairfax County, the Northern Virginia Regional Park Authority, and the Department of Environmental Services of the District of Columbia. The general use is to be recreational.

District of Columbia Department of Corrections—Lorton Reservation

In 1910, the United States Government acquired a tract of undeveloped land on the Occoquan River and established a workhouse. In 1914, the government acquired additional acreage in Fairfax County and constructed the central facility of the prison.

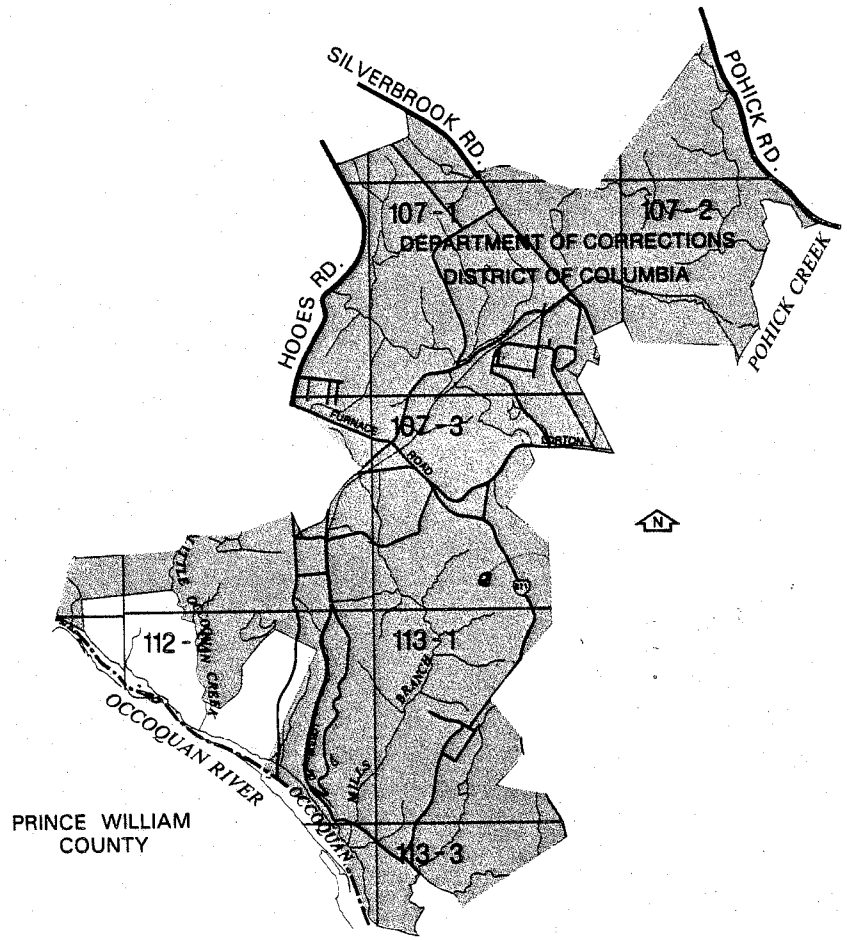
Title to the land is in the name of the United States, and it is a federal reservation much like a military base or any other federal installation. Historically, the prison has been administered by the government of the District of Columbia, and federal courts exercised jurisdiction over the reservation. Since the 1970 Court Reform Act, judicial jurisdiction over certain prisoners also lies with the District of Columbia.

The Department of Corrections-Lorton Reservation has been guided by the Lorton Improvement Plan, a long-term plan for the reservation. Under the plan, the District has proposed to extensively renovate and reduce capacities of some of the existing structures, and to improve the perimeter security of the institutions at Lorton.

The primary concern of Fairfax County is lack of security at the reservation. Pursuant to a court order dated March 11, 1975, the District of Columbia government agreed to the construction of certain security features and adoption of certain security measures at the reservation. The Order settled litigation originally instituted by the Commonwealth of Virginia against the District government concerning the Lorton facilities.

On May 20, 1975, the Board of Supervisors of Fairfax County filed suit in the U. S. District Court for the Eastern District of Virginia, seeking removal of the facilities and monetary reimbursement for damages. While the court found that the manner in which certain facilities were operated constituted a nuisance, the court did not order the removal of the facility. The court, however, did not order the removal of the facility. The court, however, did order the District of Columbia to file a plan of abatement regarding certain nuisances, including prisoner escapes and air and water pollution.

A serious prison disturbance which occurred at the prison complex on December 25, 1974, led to increased concern by the County of Fairfax over security at the reservation. On January 7, 1975, the Board of Supervisors of Fairfax County adopted a motion stating that it is the policy of Fairfax County that the only ultimate solution acceptable to the County is a phasing out of the Lorton correctional facilities. The County Board has also indicated its concern over problems at the reservation dealing with building and fire code compliance, provision of County fire and rescue services and reimbursement for these services, and water and air pollution created by the operation of the facilities.



Shading on this map indicates governmental land holdings, which are discussed briefly in this section.

Fairfax County Water Authority

The Fairfax County Water Authority operates a major water treatment works on the Occoquan River near Occoquan, Virginia. The reservoir has a maximum safe yield of 65 million gallons per day and the three interconnected treatment plants have a certified capacity under permit of 111.6 million gallons per day. The Water Authority has purchased a former quarry located adjacent to the treatment works and Route 123 to use for recycling filter backwash water. This will allow the Authority to eliminate the discharge of untreated water treatment wastes below the lower Occoquan dam.

Vulcan Quarry

The quarry is located along the Occoquan River west of Ox Road (Route 123). The quarry is to the west of the former quarry in a more isolated location and contains an asphalt batching plant that has operated without serious complaint for the last several years. In the new location, quarrying operations can continue to take advantage of the high-grade stone in the area.

Under the present special use permit, the County is enforcing tight performance standards on the quarry operation. Enforcement of the standards has been sufficiently successful to keep complaints to a minimum.

Continued easy and economical availability of quarry products is an important resource. Therefore, this location should continue to be assessed as to the public costs and benefits associated with extraction uses. (Potential extraction sites are summarized on the Countywide Potential Mineral Resources map.)

Under the circumstances, it is appropriate to allow the natural resources overlay district to determine whether continuing quarrying can take advantage of the high-grade stone with accompanying benefits to the County, without inordinate impacts. Under that process, a natural resources extraction permit needs to be approved by the Board of Zoning Appeals every five years after an evaluation and recommendation by County staff.

If extraction continues to be permitted, extraction needs to be predicated on the assumption that severe slopes, especially adjacent to swales and streams, will not be disturbed so as to pose a direct threat to stream water quality. Consequently, limits of clearing for proposed extraction sites must not encroach on severe slopes in such a manner as to render impossible sediment control and/or visual buffering for nearby residents. Further, sediment control measures should be adequate to control sheet, rill, or gully erosion as per the guidelines of the County sediment and erosion control inspectors and/or ordinance, whichever measures are more stringent.

Transportation

Ox Road, Lorton Road, Furnace Road, Silverbrook Road, and Hooes Road are the major roads traversing the Sector LP1. Other roads are private roads associated with the D.C. correctional facility. The Virginia Department of Highways and Transportation has no programmed improvements for this sector, but the D.C. City Council has stated its intention to build a perimeter road around the prison to improve security. No bus service is offered, to or through the sector.

Public Facilities

Fire and Rescue Services to Sector LP1 have been provided by the Lorton Station, Company #19, and in the future may be based on a contractual agreement between Fairfax County and the District of Columbia.

Environment

A portion of the stream valley and adjacent land within this Planning District/Planning Sector is within the dam failure impact area for a proposed or existing dam. The extent of development within these impact areas should be minimized in the interest of public welfare and safety. For details on the extent of this area, refer to the section on potential dam failure impact areas, in the Environmental Chapter.

RECOMMENDATIONS

Land Use

A. The County should continue to seek improvements to assure an adequate security system at the District of Columbia Department of Corrections.

B. Necessary improvement to Silverbrook Road and Lorton Road should be provided or programmed.

C. Environmental resources such as steep slopes, wooded area, and streams in the sector should be protected from uses that would preclude their own space potential.

D. Acreage should be acquired on the northern boundary of District of Columbia Department of Corrections property, if any were to be declared surplus, for use as local-serving parkland related to projected development in the Lower Pohick.

E. If the entire property of the District of Columbia Department of Corrections should be declared surplus, its re-use should be planned as a unit. For example, either the State of Virginia, Northern Virginia Regional Park Authority, or Fairfax County Park Authority might develop the acreage for multifacility, regional-serving park use.

F. Acquire parkland along the South Run stream valley in accordance with the Fairfax County Stream Valley Policy.

G. Any development within the I-95 and Ox Road corridors along their southern entrances to Fairfax County should contribute to the maintenance of an attractive "Gateway to Fairfax County." All future development should be located, designed, accessed, buffered, and screened, where necessary, to help further the attainment of the "Gateway" concept. High-quality, well-designed private and public development which can serve the needs of the expanding residential areas, visitors and campers will be sought and encouraged.

H. Residential infill of the remaining privately-owned land in the sector should be at no higher density than 1 dwelling unit per acre.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

LP2 SHIRLEY COMMUNITY PLANNING SECTOR

Land Use

This sector lies between I-95 and the eastern boundary of the District of Columbia Department of Corrections institution. The southern tip of the area borders the Occoquan River. The area is largely undeveloped, although there are some scattered, low-density, single-family dwellings and institutional/public facilities uses. The general character of the area is rural and isolated. Along Lorton Road there are parcels zoned for shopping centers or motels.

Occoquan/Furnace Road Area

This area has a number of locational and other features which limit its development potentials:

- The Lorton penal institution property on the west and I-95 on the east and south effectively block the area from surrounding areas.
- Good road access to the area is lacking.
- The area has severe topographic contours and stream valley areas which limit the attractiveness of the areas for industrial uses which require relatively level ground.
- The area is not sewered and has marginal soils for septic tank type sewage treatment.
- The residential attractiveness potentials of the area are limited by the area's locational features and lack of roads and sewers.
- Environmental considerations indicate a sensitive area and proposed development should be assessed for potential environmental impact.

Transportation

The dominant feature of transportation in his planning sector is I-95, which provides excellent access via the Lorton interchange to points north and south of this sector. East-west access is provided along Lorton Road and Silverbrook Road. Sanger Street provides the only entrance off Lorton Road into the sector's predominant residential area, southwest of the interchange. Road access to the southernmost part of the sector is limited to Furnace Road that traverses the sector north to south. On the north, Furnace Road intersects Lorton Road. On the south, Furnace Road meets Route I just before Route I crosses the Occoquan into Prince William County. While I-95 comes through the southern tip of this area, there is access only to the northbound lanes of I-95 at this location.

Environment

This area is located in the Mill Branch watershed and, specifically, contains Giles Run and its floodplains at the eastern edge; the stream valleys of this channel, including extensive steep slopes (15 percent), affect the entire area. Because of its location in the Coastal Plain Geologic province, the area lies in a zone of sensitive aquifer recharge; marginal soils for septic tanks also exist here.

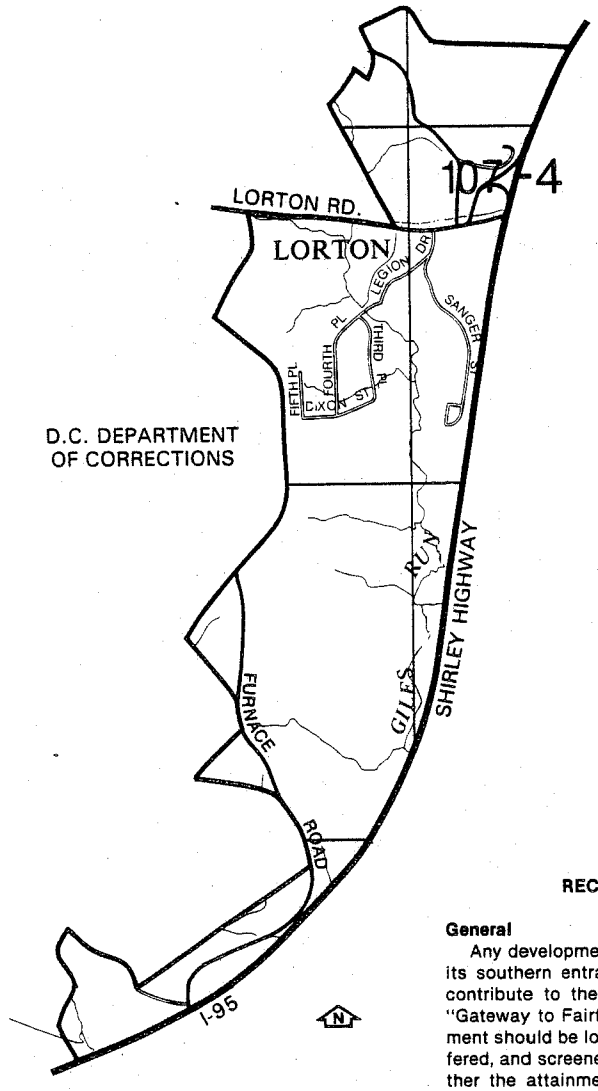
Giles Run floodplain and stream influence zone begin northwest of Lorton and continue through the north and southeastern edge of this area forming the basis of the Giles Run Environmental Quality Corridor.

Shopping

The nearest shopping centers are across the Occoquan River in Woodbridge or north on I-95 at Springfield.

Housing

Existing housing is low-density, single-family residential. Many of the families who live in Sector LP2 are long-time residents of the Lorton area.



Public Facilities

Schools

Lorton Elementary School is located within the sector.

Parks, Recreation and Open Space

There is no public parkland within the sector. Sector residents will be within close proximity of the 400-acre recreational complex being reclaimed as part of the regional landfill project in the southern part of the Lorton complex. However, neighborhood recreation areas will still be needed.

RECOMMENDATIONS

General

Any development within the I-95 corridor along its southern entrance to Fairfax County should contribute to the maintenance of an attractive "Gateway to Fairfax County." All future development should be located, designed, accessed, buffered, and screened, where necessary, to help further the attainment of the County's "Gateway" concept. High-quality, well-designed private and public development which can serve the needs of the expanding residential areas, visitors and campers will be sought and encouraged.

Area North of Lorton Road

The area bounded by the D.C. corrections facilities on the west and north, Shirley Highway on the east, and Lorton Road on the south is zoned for multifamily and commercial uses in its southern half and for residential densities of 1-2 dwelling units per acre on the remainder. The Plan recommendation acknowledges and continues the present zoning.

No additional higher intensity uses are planned for the area and none should even be considered until adequate access has been assured and it has become apparent that higher intensity uses rather than low-residential densities are a desirable approach to the development of the area. Consolidated or coordinated development should take place to straighten Silverbrook Road, achieve a Silverbrook/Lorton Road intersection at an adequate distance from the Shirley Highway ramps, and allow easy access to the realigned Silverbrook Road.

The filing of any new rezoning cases on the tracts presently zoned for commercial or multi-family should be used as an opportunity to reconsider the densities planned for the area. No new rezoning application should be granted intensities inconsistent with topography, access, and distance to shopping facilities, even though that means lowering the zoned densities in the area.

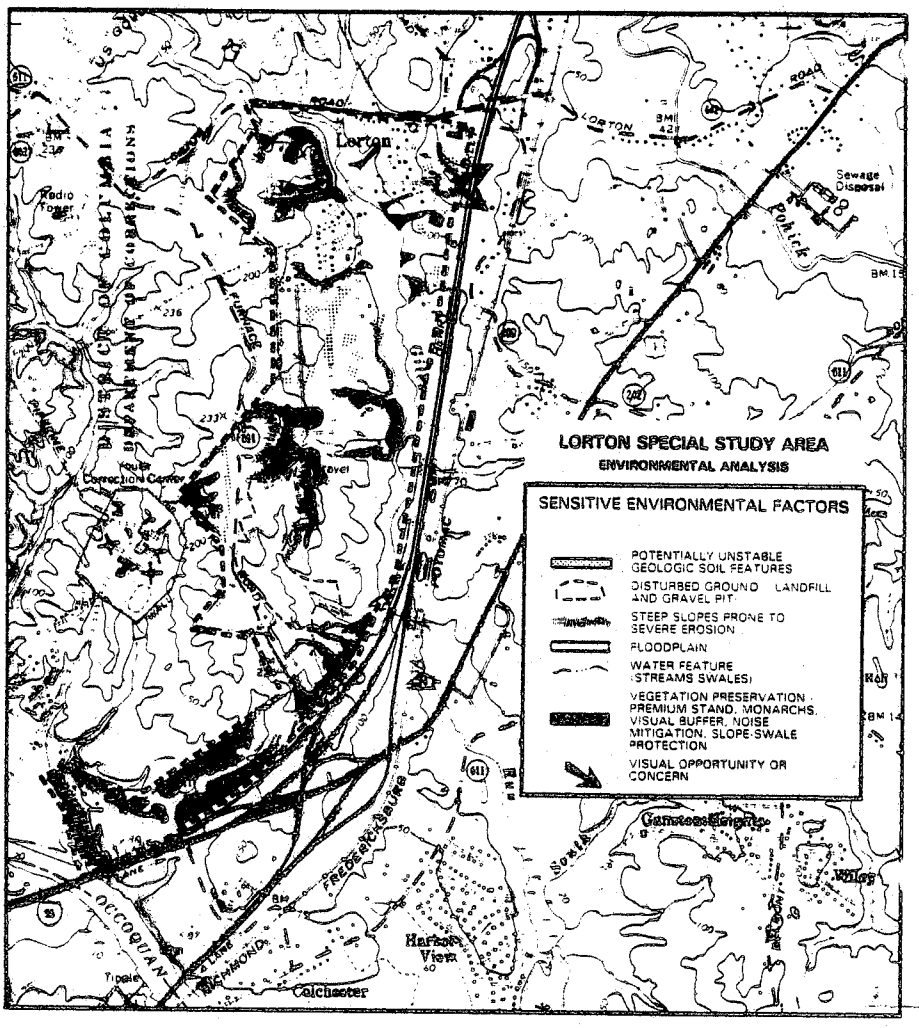
Given the present and proposed land-uses and the development constraints of the area, the introduction of industrial uses, especially heavy industrial uses on a small-scale basis, would be very undesirable.

Under special use permit procedures, the County is enforcing tight performance standards on sand and gravel operations.

Continued easy and economical availability of sand and gravel products is an important resource. This site should be assessed as to the public cost and benefits associated with extraction uses.

Under the circumstances, it would be appropriate to allow the natural-resource-extraction permit process to determine whether an extraction operation could take advantage of the materials on this site with accompanying benefits to the County, without accelerating deterioration of Silverbrook Road, increasing danger to users of that road, impacting adversely on the surrounding Lorton community or increasing noise and danger to the Lorton School population. The stability and livability of the Lorton area will suffer if there is any nuisance associated with the extraction of materials from this site.

If extraction is eventually permitted, proper development of the site must reflect land use suitability consistent with environmental constraints. It is imperative that steep slopes and drainageways be retained in their natural state. These restricted areas would serve as buffer zones, inhibiting off-site erosion and associated water quality impacts. To insure environmental compatibility within the remaining acreage, strong adherence to sediment control measures, especially with field maintenance, is compulsory for mitigating increased runoff and related sediment rates. Failure to consider these potential environmental effects could disrupt the site's physical system and seriously affect contiguous natural communities. Furthermore, any extraction would need to be predicated on the assumption that the site would be restored in such a condition that a use within the adopted Comprehensive Plan could be accommodated easily and inexpensively.



Lorton Special Area

Environmental Overview

Development within this sector involves several environmental issues and factors. These include an extensive floodplain associated with the Giles Run stream valley, difficult slopes and land form configuration, widely distributed quality vegetation resources, a substantial highway noise impact zone associated with I-95, numerous visual concern or opportunity features, and mixed development assets and liabilities because of indigenous soil/geologic characteristics and man-made development hazards. Related transportation and land use concerns center around the accomplishment of adequate ingress/egress for development proposals and topographic complications which might frustrate that objective; protection of existing stable single-family detached residents from visual, highway or hydrologic impacts resulting from additional development; and allocation of reasonable and buildable uses for the more difficult portions of the study area.

The environmental analysis follows the sequence found in the Project Impact Evaluation System/Environment, i.e., geology, topography, hydrology, soils, vegetation, wildlife, open space resources, visual impacts, noise pollution and air pollution. This methodology operates as a continuum from inventory to analysis to land use suitability. (More detailed or supportive information is available from the Office of Comprehensive Planning.) The Sensitive Environmental Factors map defines the constraints or open space network (conservation area) for the area. The Land Use, Open Space and Circulation Recommendations map gives recommendations regarding those features which are environmentally acceptable for the area.

The rationale behind the Recommendations map can be summarized as follows:

1. Potentially unstable or severely disturbed areas are planned for complementary low-bearing-load land uses which can more readily deal with these limitations. For example, given proper siting, extremely low-density residential uses are more adaptable to difficult site conditions such as slippage clay than heavy commercial or industrial land uses. Likewise, a major open area recreation facility like a golf course could be constructed over the inert landfill without risking extensive damage from consolidation of the underlying materials.

2. Areas underlain by more stable sand and gravel or saprolite (weathered bedrock) are designated for residential uses at an intensity suitable for site conditions—topographic, soil, vegetation and noise—and adjacent land uses.

3. Severe slopes and/or limiting landforms are generally planned for low-density residential uses. In most cases, these areas could not accept moderate-density residential uses without extensive, disastrous site clearing and grading.

4. Floodplain, poor-bearing and severe slopes are delineated as open space or wildlife habitat areas. Clearing is not recommended in these areas although lot lines may extend into the open space system.

5. Minimal or no clearing is generally recommended for erosive valley wall soils.

6. Areas with characteristically poor soils for septic fields are treated with larger lot zoning in order to facilitate location of a suitable field.

7. Specimen trees are almost universally retained as open space elements.

8. Visually lower quality woodlands are recommended for greater clearing to accommodate development vis-a-vis high-quality forested areas. Visually prominent landforms are recommended as focal points for new development.

9. Highway noise zones are treated with a larger lot plan approach so that the unit and yard area can be located outside of the impact zone.

10. Circulation is designed to provide an overall ingress/egress plan which minimizes stream crossings and impacts on existing neighborhoods, and sites roads in conformity with the slope and shape of the topography.

General Recommendations

Assuming general adherence to this Plan by future development, specific recommendations and guidelines are also necessary.

A. Where favorable soil conditions permit, future development should incorporate on-site stormwater management systems for quantity

regulation and quality improvement. For residential uses, these systems include:

1. sumps to the low side of individual unit for infiltration of roof, patio and driveway runoff (care is necessary to avoid impacting septic fields);

2. perimeter dikes or rock filters along the cleared portion of all lots, especially at the top of valley walls or slope landforms, to intercept and infiltrate overland flow before it can concentrate and erode the valley walls;

3. rock pooling of all road culvert outfalls for that distance necessary to reduce runoff below critically erosive velocities; and if needed,

4. the installation of check weirs at appropriate intervals down sloping swales to reduce runoff below critical velocities.

In order to maintain pre-development infiltration rates and hence avoid an adverse impact on domestic well performance, infiltration systems should be designed to accommodate approximately one acre-foot of rainfall per disturbed acre per year. (This is an average infiltration value for the Coastal Plain geologic province where this sector is situated.)

For extensively altered areas, a detention/retention pond system may be more desirable than infiltration systems. For example, one large pond in the Giles Run stream valley, serving both flood control and recreation purposes, might be the most acceptable method to accommodate changes to the natural coefficient of runoff. An additional benefit of the pond would be control of sediment and the suspended load which might otherwise adversely impact the Massey Creek wetlands and estuary. Soil/geologic conditions will dictate the acceptable design and nature of such systems.

B. Given the irregular and sometimes unpredictable slippage clay distribution within the Coastal Plain, it is recommended that all sector development proposals require only minimal site work (i.e., cut and fill). If necessary, parcel consolidation should occur to accomplish topographically sensitive ingress/egress. On-site borings should accompany all development programs; review by the Geotechnical Board will also be necessary for much of the area, especially concerning drainage methodologies.

C. As a corollary to Recommendation B, circulation and unit siting should occur in concert with the slope and shape of the land forms.

D. Where quality vegetation and/or specimen trees have been mapped, sensitivity to and hence minimal clearing of these resources is expected. Again, parcel consolidation is recommended rather than clearing areas to achieve balanced cut and fill on topographically difficult sites.

E. Larger lot residential uses are proposed for the I-95 noise impact envelope so that units and yards can be set outside or near the edge of the impact zone. In some situations micro-topographic variations may produce either noise-protected areas or funneling of excessive noise levels. In such areas, residential development should consider these effects in unit and/or yard siting.

F. Any recommendations for the following tracts which allow subdivisions with lot sizes of less than 80,000 square feet are contingent upon the provision of public water supply.

G. Recommendations for pipestem lots or private driveways are contingent upon adequate compliance with the Fairfax County Public Facilities Manual.

H. Recommendations for groundwater recharge are made where that would be significant in maintaining a water table which supplies local wells.

I. Hardpan is pointed out because it can interfere with septic systems and because infiltration, where desirable, will have to penetrate the hardpan.

Land Use, Open Space and Circulation Recommendations

Where appropriate residential densities are not specified in the text, the Plan map must be consulted for the recommended density range. The text is meant to be read with frequent references to the maps in the text and the Area IV Plan map.

Tract A

A. Residential uses are appropriate for the "buildable" portion of the tract.

B. Placement of homes should recognize that a noise impact zone may develop from the widening of Lorton Road to a four-lane facility and that the septic rating is variable due to high-percolation (infiltration) rates on sand and gravel.

C. Development should also take advantage of the possible positive visual orientation to swales and floodplains, which are unsuitable for development, and should preserve the excellent quality young beech forest which is located in swales, along valley walls, and in a portion of the upland.

D. East of the extensive Giles Run floodplain (which contains an aesthetically high-quality stream and leads into steeply sloping swales cutting the plateau and valley wall), development densities should be compatible with the existing community and comply with septic field regulations.

1. Given the proposal for the widening of Lorton Road, additional driveways are discouraged. Access should be by internal subdivision streets.

E. West of the floodplain, the plateau and slopes up to 35 percent (which contain erosive soils) require more sensitive treatment.

1. For a limited portion of the plateau, 1-2 dwelling units per acre is appropriate.

2. For the rest of the primary plateau, however, given the steepness of the slopes, septic requirements and the quality of existing vegetation, development at .5-l dwelling unit per acre is more acceptable.

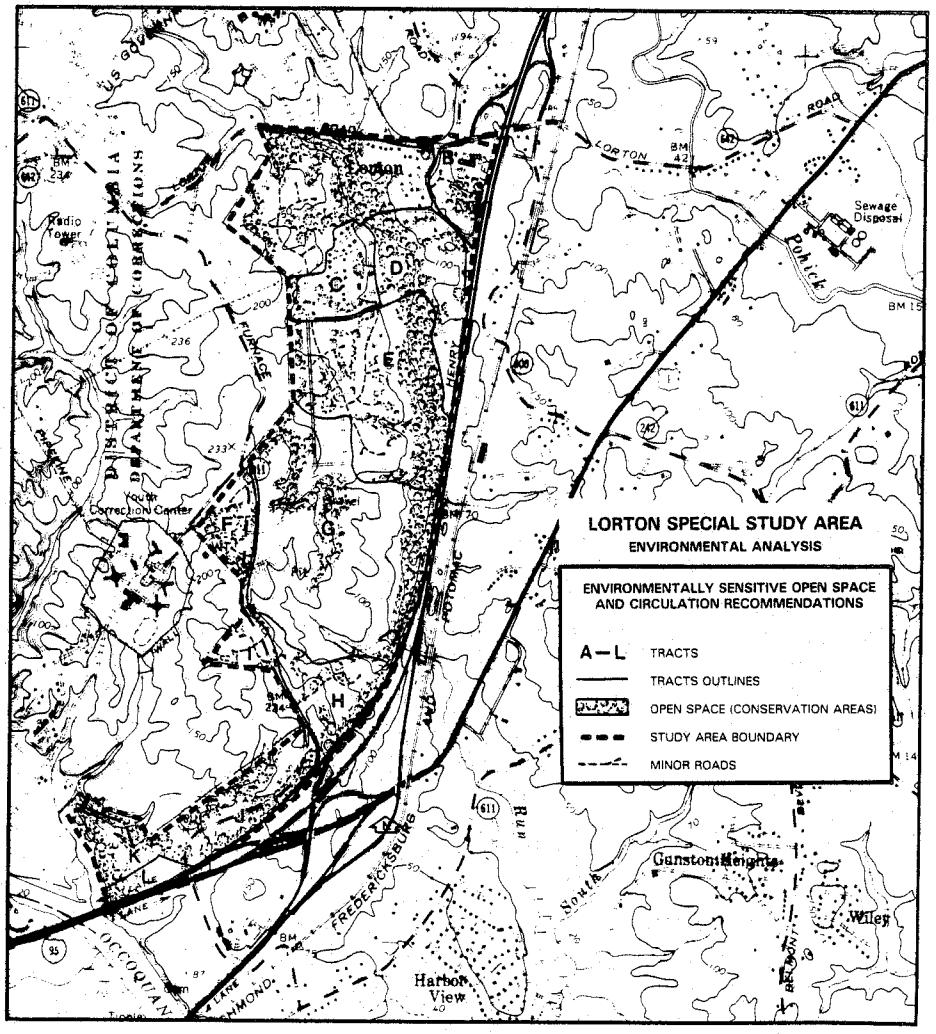
3. Access should be to 5th Place and Lorton Road improved. A public road can be constructed from the tract to Lorton Road along the westernmost border of the study area. This will be out of the floodplain and, upon widening of Lorton Road, free of any sight distance problems. Internal cul-de-sacs or pipestems should match the topography.

4. Clearing should be restricted to that necessary for the units, roads, driveways and septic fields. All monarch trees such as those along the valley wall should be protected.

F. The westernmost slope and plateau is a difficult area. If access must be internal to the tract, only development at .2-.5 dwelling unit per acre seems possible with units restricted to the plateau top. The valley walls must be kept in existing vegetative cover.

Tract B

A.A variety of land uses could be accommodated on this property. All the uses should provide groundwater recharge.



B. Limited commercial development could occur along Lorton Road where slopes are acceptable, vegetation resources limited and traffic levels high. Buffering and design considerations relative to height, lighting and sound levels are of paramount importance, however, in order to protect adjacent residential uses.

C. On the remainder of the tract, low-density residential uses are suitable. Severe slopes and the plateau top, which has a view of Gunston Cove, could be developed conventionally at .2-.5 dwelling unit per acre and accessed via private driveways or pipestems. Development at .5-1 dwelling unit per acre is desirable at the base of the slope and in the I-95 noise zone, which substantially impacts the southern one-third of the property. The ridgeline partially mitigates the noise impact zone. Where the ridge ends, noise penetrates roughly 300 feet into the tract. Development at I-2 dwelling units per acre could be accommodated on the more gentle slopes towards the north and western edge of the tract south of the commercial area. Because of the severe slopes, which approach 40 percent and 100 percent in localized areas, strict limitations should be placed on clearing.

D. Development should be consistent with infiltration rates, which may be too high for septic fields; not overload steeply sloping swales, as erosion is a concern; recognize that the slopes and swales afford unique opportunities for innovative housing types (pole and beam); and honor the excellent quality hardwoods and scattered beech in the northern two-thirds of the tract.

E. Existing commercial zoning south of that immediately adjacent to Lorton Road should not be implemented because it would likely physically alter the site to the extent that adjacent residential properties would be impacted by neon lights and commercial traffic levels. Use of the property should be as shown on the Area IV Plan map.

F. Additional development, at this time, of the area immediately west of I-95 at Lorton Road is not recommended. The present access is not readily attractive to development and improved access may alter the orientation of some parcels to the interchange. At such time as the redesigned interchange is determined, the staff can evaluate the design and recommend the appropriate relationship of uses to the interchange. If the present Lorton School is vacated before such improvement is made, the structure should remain in public ownership, with only temporary interim uses permitted, until the interchange area is replanned.

Tract C

A. Residential infill development, using existing streets, is appropriate.

B. Existing development densities (I dwelling unit per acre) are appropriate except in the small swale area along the southern border where parcel consolidation to create two-acre lots may be necessary for proper septic field operation because of floodplain soils.

C. Development should provide for local infiltration to be incorporated into the stormwater system design to provide groundwater recharge.

D. Development should retain the wooded appearance which will be maintained in part by trees preserved along property lines and adjacent to individual homes.

E. Extension of 3rd, 4th and/or 5th Place streets must be accomplished at the time the tract develops.

Tract D

A. Residential uses are appropriate; noise impacts, micro-topography, floodplain and vegetation resources suggest varying densities. Development should provide for groundwater recharge. Locally steep areas in the vicinity of small swales should be treated sensitively to minimize soils erosion.

B. Unit orientation should use the topography for noise buffering and site enhancement. A view orientation towards Giles Run and the small swales appears desirable. Noise buffering is also accomplished by siting on the reverse slope from I-95.

C. Along 3rd Place, development at I-2 dwelling units per acre is appropriate provided that septic systems can be accommodated on less than two-acre lots.

D. In the area immediately south of Cooper Drive and west of Sanger Street, development at I-2 dwelling units per acre would be compatible with existing development.

E. For the high-quality vegetation area farther south, development at .5-I dwelling unit per acre would be more protective. Units should focus on the small wooded swale between this area and that to the north of the Giles Run floodplain. Very selective clearing should be attempted in order to preserve the high-quality woodland appearance. No specimen trees, which include scattered monarchs in the northern part of the area, should be cleared.

F. Farther south, the vegetation deteriorates in quality, highway noise impact is greater, and swale soils and clay deposits may limit usable septic fields. Therefore, development at .5-I dwelling unit per acre is recommended with development set well back from I-95.

G. The southern extension is limited by floodplain on the west and noise on the east; if any additional residential development occurs here, it should be kept as far from I-95 and as close as possible to the floodplain limit and occur at a very low density (.2-.5 dwelling unit per acre).

H. The open space areas shown for retention are swales, steep slopes, quality trees, monarchs and plateau tops where noise impact is great.

I. Circulation throughout should be to Sanger Street from topographically responsive pipestems or cul-de-sacs.

Tract E

A. Low density residential uses are appropriate on this tract, which may have clay on the upland portions. The clay can limit septic operation, and could be slippage clay.

B. Development at I-2 dwelling units per acre is suitable for the upland. The topography, which can lead to substantial erosion unless development is sensitive to landforms, and the quality vegetation should be recognized as an opportunity for sensitive development. Care is needed to avoid a massive monotonous design on the upland portion of the site.

C. Slopes with quality vegetation should be developed at a lower density, i.e., .5-I dwelling unit per acre; however, extensive limits of clearing will still be necessary. Two steep stream swales, which are distinct site amenities, run easterly across the tract and empty into Giles Run. Adjacent to the swales, two quality vegetated areas coincide with plateau edges and severe slopes (approaching 30 percent in places) and contain scattered beech trees. The streams and swales should be used for unit orientation.

D. Circulation should be through 5th Place, and probably 3rd Place, to Lorton Road improved. Alternate access through Tract G along an existing gravel road alignment would be desirable if the road were improved slightly and used for emergency purposes only.

Tract F

A. Residential development at I-2 dwelling units per acre can be accommodated on the uplands.

B. The slopes in the western corner, which approach 35 percent along the sharp valley walls that descend into the swale, should be kept in natural cover. A similar buffer along Furnace Road is appropriate. Clearing of the wooded tract with its high-quality mixed hardwoods should be carefully restricted and controlled.

C. The prison facility which is immediately west and downhill of the tract will be buffered by retention of the natural cover on the slopes in the western corner.

D. Units should use the swale that those slopes descend into as a focal point and be accessed by common driveways onto Furnace Road.

E. No on-site disposal of cut materials should occur at the expense of the existing cover.

F. On-site infiltration should be employed.

G. Any development of the area must accommodate the hardpan soil conditions.

Tract G

From west to east, the tract is an upland plateau, steep valley wall (50 percent slopes), gentle undulating ridges and swales and floodplain. The sharp points and ridges offer spectacular views of the woods and floodplain. Unstable slippage clay is mapped for steep slope areas in the center and southern portions. Rough topography to the east suggests additional slippage clay there. Gravel caps the uplands and has been mined in the past. An inert landfill occupies the massive southern swale on the tract and presents nearly insurmountable development difficulties, as consolidation of tree stumps, limbs, etc. will take decades. Steep slopes and ridgelines border the landfill site on the north and south.

Quality hardwoods coincide with the uplands and slopes at the northwestern corner and exist along the clay slopes in the center of the tract. The majority of the site has marginal quality mixed hardwoods and pine. The pine are being cut from the area immediately north of the landfill. The active portion of the landfill is totally unvegetated, although some reseeding has been attempted in the old gravel pit areas on the plateau top.

A. All of the factors stated above demand an imaginative plan for an ultimate use of this site. Consequently, it is recommended that a golf course (public or private) be designated as the ultimate use for the tract. Approximately 150 acres have been included in this tract, with the natural limits of the clay and quality vegetation to the north and slopes to the south serving as logical breaklines.

B. Any development plan for the use of this tract should recognize that slope stability problems and erosion potentials must be overcome.

C. A pond or lake in the Giles Run floodplain should be seriously considered for stormwater control in view of the unstable clay hazard of the area.

Tract H

A. Development should respect the specimen willow oak (36" diameter) west of Furnace Road and the mostly good quality mixed hardwoods on the tract. If Tract G is ultimately developed as a recreation facility, the spectacular focal point afforded by the facility should be used to advantage.

B. Conventional development should avoid the steep and irregularly shaped slopes (25 percent) which bound the plateau and fall mainly towards the north and east, the small but steep-sided swale which cuts the upland near the south corner, the I-95 noise zone, and the slippage clay present on some slopes. Cutting on slopes, especially those with clay, should be restricted. Development and drainage proposals must be carefully designed to avoid destabilization of the slopes and subsequent erosion.

C. Development should take into consideration the hardpan soils on the uplands. Excessive infiltration on slopes may also be a problem.

D. Residential infill at 1-2 dwelling units per acre is acceptable on that portion of the gravel cap outside the noise zone. Only limited clearing is recommended.

E. Although five-acre lots would be best in the northeastern portion of the tract, development at .5-1 dwelling units per acre is possible with sufficient attention to environmental constraints.

F. Land grading for access should be limited.

Tract I

A. Development at 1-2 dwelling units per acre is suitable on this tract, which presents relatively few development difficulties.

B. Clearing should not take place on the steepest portion of the swales or on the portion of the tract adjacent to the Lorton facility which is the only area left in hardwoods.

C. Development should take into consideration the hardpan soils.

Tract J

A. Low density residential development is appropriate because of the I-95 noise zone which is especially pronounced east of Furnace Road, severe slopes (up to 30 percent), slippage clays, poor soils, shallow rock, and quality hardwoods throughout the tract.

B. A severe swale (shown as an open space area separating the northern and southern portions of the tract on the recommendations map) starts adjacent to Furnace Road and extends west into the Lorton facility. This swale should definitely be used as a design element, as should the other attractive slopes and swales in this tract.

C. Development should recognize the extensive soils problems of the tract. The soil type found in the southern portion has an extremely poor record for septic field operation. Infiltration on the swales and slopes throughout the tract may be excessive, and the presence of clay in a portion of the tract argues against on-site infiltration systems for stormwater. Development should be especially concerned with erosion and slopes stability on the steeper portions of the tract.

D. North of the severe swale, a density greater than .5-1 dwelling unit per acre should not be attempted. Access should be a pipestem, private drive, etc. to the ridgetop for sight-distance purposes and also to avoid a costly and environmentally disruptive crossing of the swale adjacent to Furnace Road.

E. South of the swale, noise and soil problems suggest that .5-1 dwelling unit per acre is appropriate; this allows for a greater opportunity to find suitable areas for septic fields. If any units are proposed for the area east of Furnace Road, they should attempt to use local topography as a shield from I-95. Care will be needed to access these units to Furnace Road at a suitable sight distance location.

Tract K

A. Development or redevelopment at 1-2 dwelling units per acre is suitable for the plateau top. Development should take into consideration the hardpan soils.

B. The severe slopes which bound the plateau top on the north and east and which contain excellent quality hardwoods, should not be cleared. The slopes and swales provide obvious focal points for new development.

C. Access should be by the existing private road.

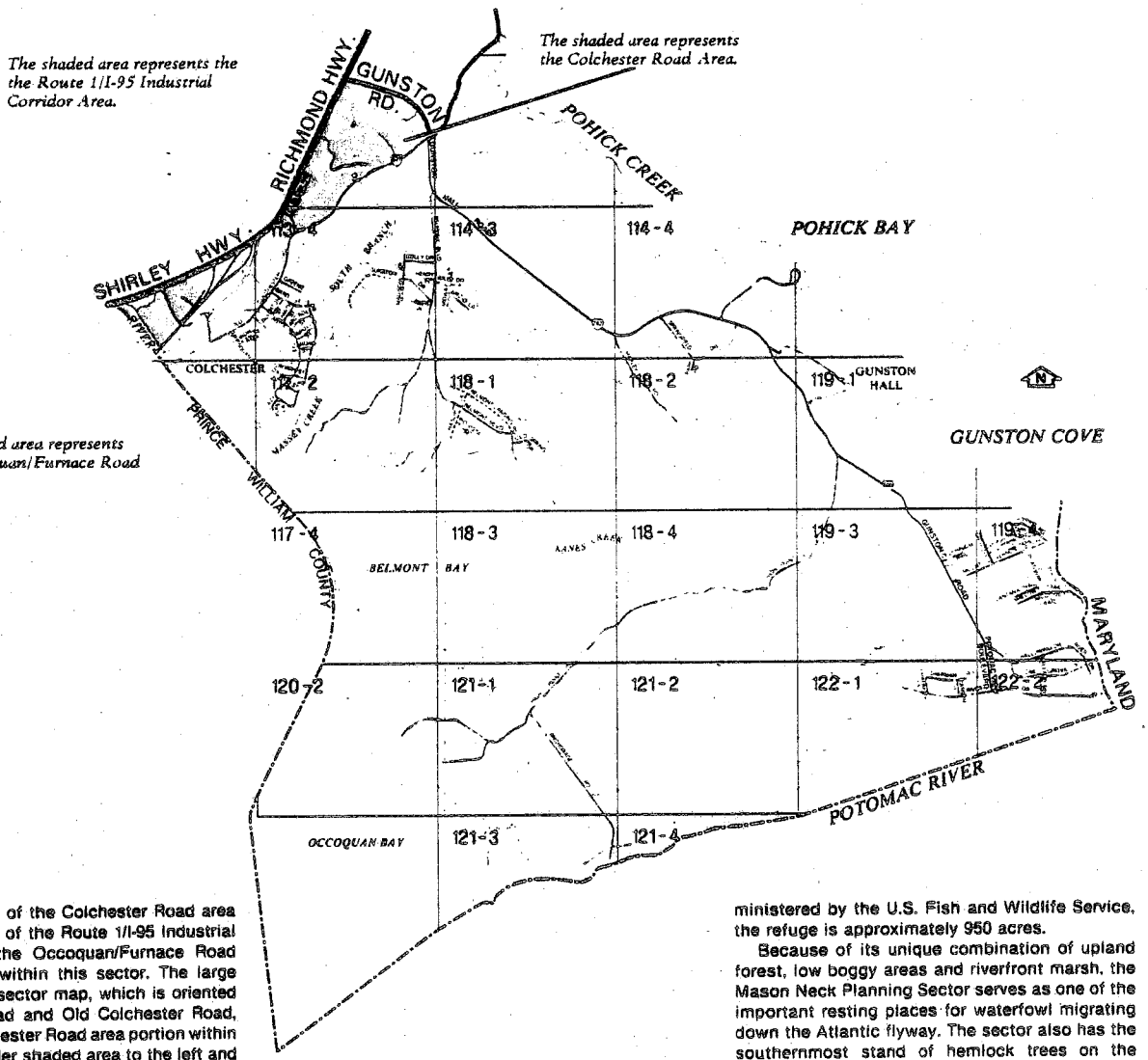
Tract L

A. Development at .5-1 dwelling units per acre is acceptable on this property which consists of a plateau that may have a hardpan and is bounded on the south by severe slopes containing quality hardwoods. Since I-95 is in full view and places the complete tract in a noise impact zone, a zero lot line type of unit should be considered if septic limitations do not rule this out. Unit siting within the treeline on the upper portion of the valley wall would be acceptable and desirable.

ransportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

LP3 MASON NECK COMMUNITY PLANNING SECTOR



The major portion of the Colchester Road area and minor segments of the Route 1/I-95 Industrial Corridor area and the Occoquan/Furnace Road area are contained within this sector. The large shaded area on the sector map, which is oriented toward Gunston Road and Old Colchester Road, designates the Colchester Road area portion within the sector. The smaller shaded area to the left and the one to the far left designate the Route 1/I-95 Industrial area portion and the Occoquan/Furnace Road area portion, respectively, which are located within the sector.

Land Use

Colchester Road Area

Substantial acreage is utilized for single-family home sites but most of the area is vacant. There is no commercial or industrial usage. However, there is a landfill that has altered the terrain significantly.

The significant environmental resources and amenities of Mason Neck form attractive additions to the wooded, rolling environment of the area itself. The area serves at present, and should continue to serve, as a buffer between the high-intensity uses in the Route 1 and I-95 corridor and the very low-density, environmental preservation area of Mason Neck.

Gunston Road, the major accessway to Mason Neck, divides the area and Old Colchester Road provides a boundary with the Mason Neck area. From the standpoint of environment, the area offers significant amenities including a remarkable view of Mason Neck and the Potomac River from the top of the landfill site. The soils are not well suited to septic tank usage, indicating the desirability of sewerage to serve development in the area. The largely undeveloped character of the area presents an opportunity for an integrated, planned approach to eventual development use of the area, though the existing parcelization of land in the area makes this somewhat more difficult to achieve than would be true were the area undivided.

The area's location and frontage on Route 1 create pressures for industrial and warehousing type usages. There are existing uses of this type along Route 1. Old Colchester Road is not adequate for industrial truck traffic and any future industry should be totally oriented to Route 1. In addition, the connection between Route 1 and I-95 is not adequate to large volumes of traffic.

Housing demand in the area, as is apparent in Prince William County just to the south, is substantial. The market image of the Lorton area, the proximity to access, jobs, and open space make this location suitable for mixed income residential development.

Wildlife Management Area

The U.S. Department of the Interior has established the Mason Neck National Wildlife Refuge as a natural habitat for the American bald eagle. Established under the 1966 Endangered Species Act, this National Wildlife Refuge was established expressly for the protection of the Southern bald eagle. Created to protect nature from man, and administered by the U.S. Fish and Wildlife Service, the refuge is approximately 950 acres.

Because of its unique combination of upland forest, low boggy areas and riverfront marsh, the Mason Neck Planning Sector serves as one of the important resting places for waterfowl migrating down the Atlantic flyway. The sector also has the southernmost stand of hemlock trees on the Potomac. The Mason Neck area has a long and successful history of preserving its unique environment through strong and informed citizens' resistance to development pressures.

Remainder of Sector

The most distinguishing feature of the land use in this sector is the large proportion of land committed to park or open space. The Northern Virginia Regional Park Authority has developed the Pohick Bay Regional Park with nature trails, camping and boating facilities and one of the largest public swimming pools on the east coast. During the tourist season, the regional park is one of the favorite spots for families visiting the Nation's Capital. Because of its recreational facilities and its close proximity to Washington, D.C., the park's campgrounds are in strong demand.

The State of Virginia also has a large portion of this sector dedicated to park usage. Plans for future development of these lands are yet undetermined.

The residential pattern is low-density, single-family. Most of the residences are located in one of four subdivisions: Harbor View, Gunston Heights, Gunston Manor, or Hallowing Point.

There are isolated commercial uses along Route 1 in the sector, ranging from the Lazy Susan Restaurant overlooking the Occoquan to convenience stores and gasoline stations.

Transportation

Richmond Highway, Old Colchester Road, and Gunston Road are the major roadways within this planning sector. No highway improvements are currently programmed for this sector. Regular route bus service is not offered to residents of this area.

Road access today is adequate for the level of uses recommended for this plan.

Public Facilities

Schools

Gunston Elementary School is located within the sector.

Parks, Recreation and Open Space

Aside from the regional and state parkland on Mason Neck, the sector lacks community park facilities.

Other Public Facilities

Gunston Fire Station is located within the sector.

Housing

The low-density, single-family residential pattern is the only residential pattern in Mason Neck Sector. There are no multifamily units within Mason Neck.

Shopping

There are no major shopping facilities available to this area closer than Woodbridge in Prince William County. A few small food stores and gasoline stations are accessible on Route 1.

History

Another distinguishing feature of Mason Neck Planning Sector is Gunston Hall. The historic structure was the residence of George Mason, originator of the Virginia Bill of Rights, and is listed on the National Register of Historic Places.

Environmental

Colchester Road Area

This area is located in the Pohick Creek and Mill Branch watersheds and, specifically, contains the main channel, lateral streams, and stream valleys of Pohick Creek in the northern half of the area. Because of its location in the Coastal Plain geologic province, this area is in a zone of slippage-prone swelling clays and sensitive aquifer recharge. These same factors also indicate marginal soils for septic tanks.

The Pohick Creek and Mason Neck Environmental Quality Corridors (EQC) pass through this area. The floodplains of the Pohick are the major element of this EQC present in Colchester; and the vegetation and wildlife of Mason Neck EQC cover the southwestern half of the area.

RECOMMENDATIONS

Land Use

General

Any development within the I-95 corridor along its southern entrance to Fairfax County and along Route 1 between the Occoquan River and Fort Belvoir should contribute to the maintenance of an attractive "Gateway to Fairfax County." Route 1 and its adjoining land areas from the Occoquan River to Fort Belvoir require particular attention and remedial action. All future development should be located, designed, accessed, buffered, and screened, where necessary to help further the attainment of the County's "Gateway" concept. High quality, well-designed private and public development which can serve the needs of the expanding residential areas, visitors and campers will be sought and encouraged.

Route 1/I-95 Industrial Corridor Area

The general recommendations for the area presented in the Sector LP4 text also apply to that portion of the area in this sector.

Colchester Road Area

A portion of the Colchester Road area is located within Sector LP4. The general recommendations for the area given below also apply to that portion of the area in Sector LP4.

A. The area should be developed primarily as a planned residential community at a relatively low density to provide a stable, transition zone between the Route 1 corridor and Mason Neck. A density of 1-2 dwelling units per acre is appropriate to effect this transition, as the area is not planned for service by public sewer. Planned (PDH) development encompassing an integrated plan for the area and a variety of housing types and incomes should be sought.

B. Planned residential uses in the area should be well buffered from surrounding industrial/office development to the west, which will be oriented to Route 1. Industrial or highway oriented uses if allowed to spread into the area would narrow or eliminate the transitional buffer which the area can provide.

C. A coordinated development plan for the total area is recommended; consistent development plans for the portions on either side of Gunston Road should be sought, at a minimum, to best realize the potentials for creating an effective and attractive residential community.

D. Residential access should be provided to Gunston Road and Old Colchester Road, not directly to Route 1.

E. The residential development should be oriented away from Route 1 and well buffered from Route 1-oriented uses.

F. Maximum efforts should be made to retain the natural features and vegetation of the area; the major environmental amenities should be protected in an environmental quality corridor.

Remainder of Sector

In order to preserve the natural resources of Mason Neck as a unique and sensitive environmental area in Fairfax County:

A. The portion of Mason Neck lying southeast of Old Colchester Road, south and west of Giles Run, and west of Massey Creek, is planned for 2-acre development (.5-1 dwelling units per acre).

B. The portion of Mason Neck lying southeast of Old Colchester Road and east of Giles Run and Massey Creek, except where planned for public uses, is planned for 5-acre development (.2-.5 dwelling units per acre).

C. The planned residential portion of Mason Neck northwest of Old Colchester Road, between the Occoquan River and the Pohick Creek floodplain, is planned for 1-acre development (1-2 dwelling units per acre), preferably in a unified PDH format.

D. In conjunction with the recommendations for the Route 1/I-95 Industrial Corridor Area and the Old Colchester Road Area, nonresidential land uses should be provided in the Route 1 corridor that serve Mason Neck shopping and service needs and relieve pressure for nonresidential uses on Mason Neck.

E. Parcels on the north side of the state-owned land along Kane Creek have poor access, fragmented ownership and wetlands. The preferred use of such lands would be as permanent open space.

F. Any residential development in this sector between Gunston Road and Gunston Cove or the Potomac River should be permitted only on large acreage lots.

G. Infill in existing subdivisions in the northern portion of this sector should be no greater than current subdivision densities.

Public Facilities

A. Land should be acquired for one or more community parks to serve the present and future population of the sector.

1. One such community park should be located southwest of Harbor View subdivision.

2. Another should be located in the Gunston Manor subdivision. The County should acquire the site in Gunston Manor formerly occupied by the Gunston Fire Station (119-4 ((2)) A1) as well as parcels 119-4 ((2)) (8), (9), (11), (12), and (13) for such a park. The proposed parcels total 11.3 acres, and include 3.75 acres currently owned by the Gunston Manor Property Owners Association.

B. The Northern Virginia Regional Park Authority should coordinate its development plans for the area with those of the State of Virginia.

Environment

A. Pohick Creek, Kane Creek and Thompsons Creek should be protected through dedication of sensitive areas where development occurs adjacent to the streams.

B. Critical environmental areas such as floodplains and wetlands should be preserved.

C. A critical environmental corridor designation should be enacted for Mason Neck south of Old Colchester Road.

D. Acquire parkland along the Potomac shoreline in accordance with the Fairfax County Stream Valley Policy.

E. No utility easements should be approved across this sector if their installation or maintenance will cause any adverse environmental effects within the sector.

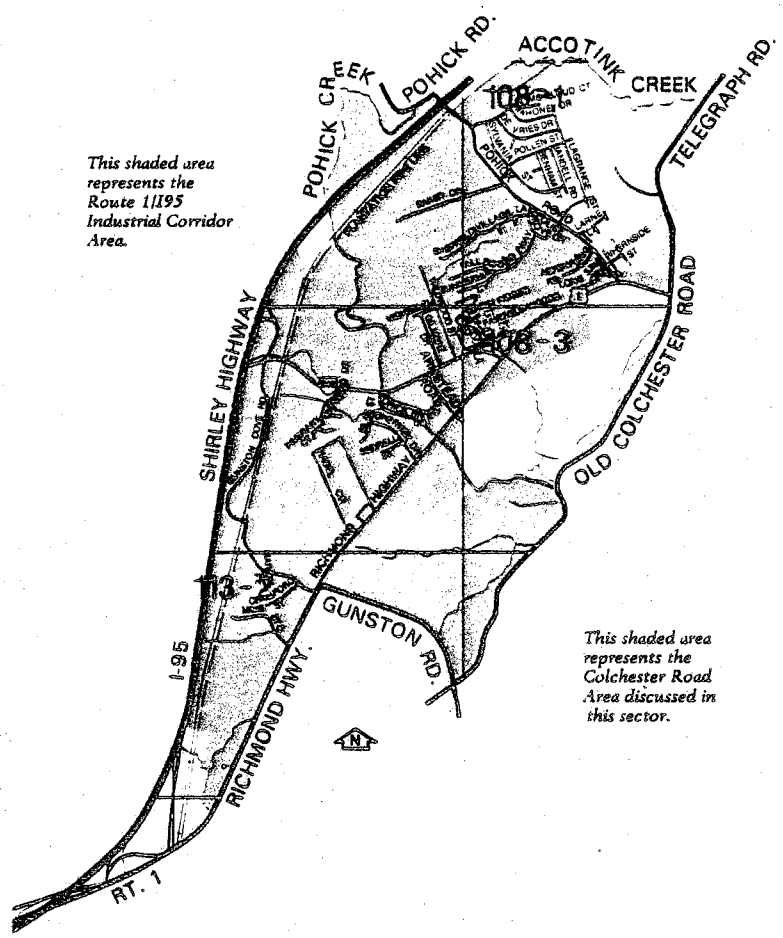
F. Recommendations should be prepared for establishment of a historic district to protect Gunston Hall and its environs.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

LP4 LORTON COMMUNITY PLANNING SECTOR

The sector contains the major portion of the Route 1/I-95 Industrial Corridor Area, which is depicted by the largest shaded area on the sector map. The sector also contains a portion of the Colchester Area, which is indicated by the smaller shaded area near the intersection of Gunston Road and Old Colchester Road.



Land Use

Route 1/I-95 Industrial Corridor Area

The Route 1/I-95 Industrial Corridor Area is located in a generally triangular area bounded by Route 1, I-95, and Pohick Road. Part of the area also extends east of Route 1. Along the I-95 (western) boundary of the area the RF&P railroad lies parallel to the interstate highway and just east of it. This description serves to illustrate the potential industrial accessibility of the area. A small portion of the area extends north of Route 1 west of Telegraph Road, while another part extends across Pohick Road between the RF&P and the Pohick Estates subdivision. A small portion of the area extends west of I-95 bounded on three sides by the meandering Pohick Creek. The portion of the area located within Sector LP4, the major portion of the area, is designated by the shading on the sector map.

This area has an unrelated mix of rural residential, detached single-family homes, townhouses, a PDH development, garden apartments, industrial uses and scattered commercial uses.

This mix of uses contradicts an overall Plan recommendation to provide clearly definable locations for basic employment activities which do not intrude upon, or are not intruded upon by, conflicting land uses. There is little or no identifiable relationship or pattern between the various land uses in this area except that they exist in the same area.

Remainder of Sector

The remaining portion of the sector which is north of Pohick Road includes the Pohick Estates single-family subdivision, the Southgate Woods townhouses, and a few scattered single-family homes. To the rear of Pohick Estates, buffered by Pohick Estates Park, there is a developing industrial park.

The remaining portion of the sector which is located south and east of Route 1 along Old Colchester Road includes the Pohick Episcopal Church and its Adopted Historic District, the Lower Potomac treatment plant and scattered single-family homes.

The floodplains of Accotink Creek and Pohick Creek are major factors in the sector.

Transportation

Entire Sector

Shirley Highway, Richmond Highway, Lorton Road, and Pohick Road are the major roadways traversing this sector. No bus service is offered to residents of this area.

Route 1/I-95 Industrial Corridor Area

Potentially, accessibility to the area is excellent in that it has a major interstate highway that services through-traffic traveling the east coast, a rail line that provides transportation for weights and volumes not carried by truck, and a major arterial highway that provides for heavy volumes of regionally oriented traffic. At the present time, there is no good connector to the triangle from I-95 or from Route 1, especially for heavy-duty truck traffic. The present one-lane passage under the railroad on Lorton Road is only slightly better than the bridge across the tracks at Gunston Cove Road. There is no satisfactory access from one side of the tracks to the other.

The D.C. Department of Correction facility (Lorton) owns a small parcel within the area, containing a railroad spur leading to the prison from the RF&P line for delivery of bulk supplies and equipment.

Environment

Route 1/I-95 Industrial Corridor Area

This area is located in the Pohick Creek and Mill Branch watersheds and, specifically, contains the main channel and lateral streams of Pohick Creek. The extensive floodplains of this channel bisect the area, and the entire area is affected by stream valleys. Because of its location in the Coastal Plain geologic province, this area is in a zone of slippage-prone swelling clays (the eastern third contains the most extensive deposits) and a critical aquifer recharge area, which means its surface use is critical to the groundwater supply in the County and in areas to the east and south. These same factors also indicate poor soils for septic tanks.

The Pohick Creek Environmental Quality Corridor (EQC) is located in this area. The extensive vegetation in the north portion serves as a wildlife habitat and is part of the EQC system.

Finally, major grading and surface changes would be necessary—at considerable environmental cost—to make some of the area suitable for industrial development.

Both the industrial and residential uses of the site must be weighed against environmental limitations on the site.

Public Facilities

Parks, Recreation and Open Space

The Lorton, Pohick Estates and Southgate parks are located within the sector.

Other Public Facilities

The following other public facilities are located within the sector: Lorton Library, Lorton Fire Station, Lower Potomac Pollution Control Plant, and the Lorton Community Action Center/library site.

Housing

Currently 11 units of the Sheffield Square single-family residential community are designated as below-market housing units under the public housing and moderate income direct sales programs. Sixty units of the Woods of Fairfax residential community (108-1 ((1)) 32, 45) have been designated as below-market housing units. Twenty percent of the units will be under the section 8 program. Ten units of the residential community proposed for development on 108-1 ((1)) 42, 46 have been proffered to the County for use as below-market housing.

Route 1/I-95 Industrial Corridor Area Land Use and Transportation Considerations

The industrial corridor is a corridor, not between parallel roads, but between converging ones. The convergence, at the southern end of the area, is the interchange area of Route 1 and I-95 just north of the Occoquan River. Much of the land is low and in floodplain, although development has already occurred in some cases.

Within or along the corridor, I-95 is crossed by Pohick Road just below the Newington Road interchange and there are I-95 interchanges at Lorton Road and Route 1. The Pohick Road crossing of I-95 is on a narrow bridge, and the approach roads leading to the bridge, Pohick Road from the northwest and Rolling Road from the north, must make rather abrupt turns to align with the bridge. In the case of Pohick Road an additional bridge across Pohick Creek itself further limits the use of Pohick Road as an industrial arterial.

In the case of the Lorton Road interchange, the interchange is a full four-way connection although not of cloverleaf design. It is limited on the west by the circuitousness of Lorton Road in coming into the area.

The tunnel of Lorton Road under I-95 also limits the interchange, as does the proximity of the RF&P Railroad right-of-way to the Interstate corridor. At the Route 1/I-95 interchange near the Occoquan, turning movements are less abrupt and dangerous. However, several over- and under-ramps and a number of turning movement possibilities exist, and the overall result is one of confusion if not outright hazard.

The conflict arises in the uses found in the corridor between Route 1 and I-95. At its northeastern tip, the corridor begins at the west edge of Fort Belvoir immediately adjacent to the Pohick Church Historic District. Within the corridor, there is already residential development of mixed density, some limited commercial activity, a lot of scattered industrial activity mostly oriented to rail uses, and a lot of vacant land. Much of the area is in floodplain along Giles Run, Pohick Creek or Accotink Creek.

Telegraph Road intersects Route 1 at the northeast tip of the area, directly opposite the Pohick Church property.

In proposing the future development of the corridor, one must take into consideration the industrial potential represented by the rail-highway access, and the residential potential indicated by the already established pattern of residences and the recognized general need for low-cost residential land in the County. The area lacks justification for a major use other than residential or industrial.

RECOMMENDATIONS

Land Use

General

Any development within the I-95 corridor along its southern entrance to Fairfax County and along Route 1 from the Occoquan River to Fort Belvoir should contribute to the maintenance of an attractive "Gateway to Fairfax County." Route 1 and its adjoining land areas from the Occoquan River to Fort Belvoir require particular attention and remedial action. All future development should be located, designed, accessed, buffered, and screened, where necessary to help further the attainment of the County's "Gateway" concept. High-quality, well-designed private and public development which can serve the needs of the expanding residential areas, visitors and campers will be sought and encouraged.

Colchester Road Area

The general recommendations for the area presented in the Sector LP3 text also apply to that portion of the area in this sector.

Entire Route 1/I-95 Industrial Corridor Area

The general recommendations listed below also apply to the portions of the area in other sectors, i.e., Sectors LP3 and LP5.

A. Both residential and industrial use of the area are recommended but with safeguards to eliminate unnecessary use conflict and protect sensitive environmental areas. Industrial uses involving quantity usage of water and/or chemical processes should be prohibited or carefully restricted, in order to prevent pollution of the aquifer.

B. Industrial development should be of a type appropriate to specific sites in the areas; i.e., rail-using industries adjacent to rail siding tracts, vehicular-oriented industrial parks adjacent to the Route 1 side of the area. Industries adjacent to residential and other nonindustrial uses should be enclosed, buffered, set back, and performance regulated to minimize if not prevent use conflicts.

C. Both the residential and nonresidential growth recommended will call for increased fire and rescue services from the Lorton Station. Recommended improvements to the transportation system of the area should be seen as having safety as well as convenience implications.

Route 1/I-95 Industrial Corridor Area Segment in the Sector.

A. In general, the recommendation is that the northeastern and east-central portions of the area should be reserved for residential uses. The main residential development concept in this area is that every effort should be made to provide reasonably priced housing with adequate public facilities, oriented to industrial workers in or near the several employment centers in the south part of the County.

B. The strip directly in front of Pohick Estates subdivision should be reserved for realignment and improvement of Pohick Road to provide a feasible access to the subdivision on the north side of the road.

C. Parcels 108-3 ((1)) 2 and 3 and ((2)) 5 and 6 are planned for limited low-rise office use but could be allowed to develop in retail commercial uses if developed as integral parts of a planned shopping center development also covering the western portion of the triangle, with coordinated parking and access points.

D. The area generally bounded by the RF&P Railroad on the west, industrially-zoned land on the north, Terrace Towne Homes of Gunston on the northeast, Route 1 on the southeast, and Lorton Valley subdivision on the south should be developed residentially at 8-12 dwelling units per acre. Because of the increasing industrial use of Gunston Cove Road, and because the proposed Lorton collector will carry considerable industrial traffic, new residential development along both those roads should be well buffered from them. As new development takes place next to Lorton Valley subdivision, special care should be taken to protect this stable residential area, which is planned for densities of 1-2 dwelling units per acre.

E. Parcel 32, adjacent to those in the previous recommendation, should be developed in residential uses at 5-8 dwelling units per acre conforming with the standards of the revised historic district of Pohick Church. Ultimate density on the tract should be conditioned by:

1. The degree of sensitivity to the naturally limiting and severe topography, or conversely the minimization of environmentally disruptive cut and fill;
2. The degree of protection shown for high-quality vegetation on the central ridgeline, in the northwest corner, and for scattered monarchs near the intersection of Route 1 and Pohick Road;
3. The extent to which technically valid highway noise mitigation measures are incorporated into the project design.

Because of these complex factors, the inherent environmental capacity of this tract would appear to be towards the lower end of the Plan density range for single-family detached or attached structures. However, more concentrated development types could be sited on the less critical portion of the site and thereby extend the density towards the higher end of the Plan range.

In addition to the requirements of the *Zoning Ordinance* and historic district, additional recommendations proposed for this parcel include a requirement for an internal circulation plan and restrictions on project access. Access to parcels north and west of this tract should:

1. occur at locations responsive and sensitive to the topography,
2. allow for eventual connection with the internal circulation plan devised for adjacent development, and
3. assure multiple points of ingress-egress.

The parcel should have no more than two entrances on Pohick Road and no direct access to Route 1; residences developed in the parcel should have reverse frontage along both Pohick Road and Route 1.

F. North of the above parcels, residential uses at 5-8 dwelling units per acre are recommended for parcels 108-1 ((1)) 35-42 and 46. Every attempt should be made to develop those parcels in such a way as to allow and facilitate eventual major access via Cullum Street and one other street. A coordinated development approach is necessary for parcels 107-2 ((1)) 11, 12 and 108-1 ((1)) 43, 44 and 45 to ensure a desirable townhouse layout even at the low end of the range and adequate access for the proposed development, which requires the eventual realignment of Baker Drive to form a common intersection with Pollen Drive. Residential development is preferable to industrial development for the Baker Drive parcels because of the difficulty of adequately buffering industrial development on these long narrow parcels and achieving satisfactory access for industrial uses other than via Pohick Road. Development at higher than the low end of the range for either of the two areas indicated above should be predicated on satisfactory progress being made towards providing an adequate integrated internal circulation system and access eis and achieving satisfactory access for industrial uses other than via Pohick Road. Development at higher than the low end of the range for either of the two areas indicated above should be predicated on satisfactory progress being made towards providing an adequate integrated internal circulation system and access for the area.

G. Industrial uses with access limited to Lorton Road west of Pohick Creek are recommended for parcels 107-2 ((1)) 8, 9, 10 and 40. Such uses would have minimum visibility from and no frontage along Pohick Road. Uses in such industrial area would relate generally to the available rail siding and would be heavily buffered along the tract's eastern and southern edges to prevent off-site industrial impacts.

H. A neighborhood shopping center should be developed in the quadrangle of Lorton Road, Armistead Road, and Route 1, with the following guidelines:

1. The center should be buffered at its southwestern edge with Green Pines and Pohick River Pines subdivisions.
2. If a service station is provided within the center, it should be located along the Route 1 edge of the center with access both from that highway and a commercial service drive from Lorton Road to Route 1 parallel to the center's southwest edge.
3. Parking should be provided along both the Lorton Road and Armistead Road frontages of the center, but not along the Route 1 side. No points of access to the center should be permitted near Route 1 intersections in order to avoid congestion and interference with arterial traffic.
4. Pedestrian/bicyclist access to the center should be provided both from the southwest and northwest (across Lorton Road).

I. Areas east of Route 1 should develop according to the following guidelines:

1. Medium-density uses should be developed across from the shopping center.
2. The parcels on the east side of Route 1, south of Pohick Creek, shown for office use on the Area IV Plan map, should be developed as a

well-designed office park with landscaped screening along Route 1 and coordinated access.

3. The parcels fronting on the east side of Route 1 north of Gunston Road, for purposes of compatibility, should be developed residentially at 4-5 dwelling units per acre, with sufficient parcel consolidation:

- to provide attractive, well-designed development;
- to coordinate vehicular access to Route 1 at safe locations; and
- to provide buffering along the eastern and southern boundaries adequate to establish an effective transition to the adjacent, planned low-density residential areas.

J. Further development immediately east of the interchange, between I-95 and the RF&P right-of-way, should not occur which would interfere with the reconstruction of the interchange.

K. Representatives of the RF&P Railroad have discussed an interest in developing their property north of Lorton Road, east of their tracks, for a truck/rail "piggyback" operation, warehousing, and industrial park. The Area IV Plan, while embracing rail-oriented uses in the area, must insist on the following provisions concerning that proposed use:

1. Development of a truck/rail facility and warehouse uses similar to that described above should be phased in accordance with the improvement of Lorton Road and the commitment by VDH&T to build a new Lorton overpass. Development should be in phase with the improvement of Lorton Road to a four-lane facility. This would accommodate large trailer trucks that would use Lorton Road and traverse the I-95 interchange. Development should also be in conjunction with the new overpass on Lorton Road. The scheduling of construction of such a truck/rail facility should reflect VDH&T programming for the recommended improvements.

2. As a portion of the site involved is floodplain, the County must ensure that any development, including site grading or channeling of Pohick Creek, meets all environmental standards and guidelines for protection of the Pohick Creek Environmental Quality Corridor and the stream valley in the vicinity.

3. The proposed industrial use should be buffered to provide effective visual, noise, and traffic impact protection for the existing and planned residential areas to the north, east, and south of the site.

4. Vehicular access to and from the site, including that portion northeast of Pohick Creek, should be limited to the improved Lorton Road, utilizing that road's improved interchange with I-95 for distribution of industrial traffic into and from the community.

5. A 14-acre site dedication for the relocation of the Lorton Elementary School has been proposed by the RF&P Railroad as part of the development of its property. The school site is suitably located for safe access and has adequate buffering from adjacent uses.

6. Access should be provided through the RF&P site, if feasible, to serve parcel 13 at the end of Baker Drive so that industrial traffic does not have to use a residential street. Special care must be taken to buffer the Baker Drive properties well because of the difficulty of providing on-site buffering on these narrow parcels for new residential development.

L. The northern parcels west of I-95, bounded by Pohick Creek and the Lorton institution, should remain undeveloped at this time as there is no good road access to the site that would not involve provision of one or more bridges.

Transportation

A. Access to Route 1-oriented industrial areas should be at key entrance points to an internal street system within the area. There should be no individual plant entrances to Route 1. This area should be developed as a well-designed industrial park rather than in unrelated industrial uses.

B. Other transportation recommendations for this sector are included in the Transportation section of the Plan.

Public Facilities

Lower Potomac Pollution Control Plant

A. In the event that additional treatment is needed in connection with the Lower Potomac Pollution Control Plant, that such treatment would be most appropriately carried out in the immediate vicinity of the existing plant, and that the best location next to the existing facility from the standpoint of plant efficiency and community impact were south of Pohick Creek, then a plant expansion into that area would be appropriate provided that the following concerns were met:

1. Since a portion of the site involved is floodplain, the County must be assured that any development, including site grading or channeling of Pohick Creek, meets appropriate environmental standards and guidelines for protection of the Pohick Creek Environmental Quality Corridor and the stream valley in the vicinity, and adequately responds to the general County policy that such a valley contain a major trail.

2. There should be no additional access to Old Colchester Road, which, south of Pohick Creek, serves no land planned for commercial or industrial uses. There should be a heavily landscaped buffer next to that road, and also next to Route 1 if the plant expansion utilizes parcels fronting on Route 1.

3. The plant expansion should be sufficiently buffered to minimize off-site odor, visual, noise and traffic impacts and should ensure that the plant does not hinder development of surrounding areas in accord with the Plan.

4. If heavy truck traffic between the existing plant and the expansion is required, the traffic should be accommodated entirely on-site.

Parks, Recreation and Open Space

A. The Park Authority should complete development of the Pohick Estates Park and Southgate Park.

B. Parcels 107-4 ((1)) 34 and 107-4 ((5)) 4 have been acquired by the County for public use to serve the Lorton area. The property should be developed with such facilities as, but not limited to, (1) a library, (2) headquarters for the Lorton Community Action Center and (3) public park facilities.

Environment

A. Stream valleys of the Accotink Creek and Pohick Creek should be acquired when development takes place along the streams. The amenities associated with Pohick Creek should be provided in the environmental quality corridor system.

History

Pohick Church Historic District

A. In accordance with the regulations of the Pohick Church Historic District (Appendix 1, A1-100 of the Zoning Ordinance), the area should remain residential in character except for parcels 108-1 ((1)) 22, 23, 24, 25, 26, 28, and 29. These may eventually be developed or redeveloped for local serving and tourist oriented uses such as libraries, professional offices, craft shops, restaurants, antique shops, etc. Uses that are not visually and functionally compatible with the church, such as facilities for the service and repair of motor vehicles and convenience food stores, should not be permitted.

B. Excepting those properties described in paragraph above, development north of Richmond Highway and west of Telegraph Road should be residential not to exceed 5-8 dwelling units per acre. Should any federally owned land located within the Pohick Church Historic District become surplus, such land should be developed to residential densities of 4-5 dwelling units per acre, and provide for substantial landscape buffers along Route 1, Old Colchester and Telegraph Roads by using as much existing vegetation as possible. Housing for the elderly would also be appropriate within this area. There should be continued contact with members of the Pohick Church to assure the adequacy of the protection of this historic site. In order to further protect the Pohick Church Historic District, substantial screening should be provided adjacent to the treatment plant storage facility, which is located on Old Colchester Road.

C. Industrial zoning should be prohibited and parcels 108-3 ((1)) 18 and 20 should be utilized primarily as a buffer for the Lower Potomac Pollution Control Plant.

D. Buildings taller than Pohick Church (39.5 feet) should be prohibited and freestanding signs should not exceed 10 feet in height.

E. All improvements, to include public facilities, parking lots, structures, signs, fences, street furniture, outdoor graphics and public and private utilities should be designed and installed to be compatible with the Pohick Church in terms of mass, scale, height, color, type of material and visual impact. Any widening of Route 1 should be accomplished only by taking land on the north side of the existing roadway. All development within the historic district will be reviewed by the Architectural Review Board. No incompatible development should encroach upon the district.

LP5 FORT BELVOIR COMMUNITY PLANNING SECTOR

Land Use

Most of the land in Sector LP5, approximately 8,300 acres, is utilized by the Corps of Engineers as a major training location known as Fort Belvoir. Active installation population is 16,200 which includes 6,500 military personnel, 5,300 civilian employees and 4,400 military dependents. This population total is a dramatic decrease since 1960, and a slight further decrease is projected. Within the boundaries of the fort are large open areas located between Accotink Creek and Old Colchester Road and between Telegraph Road and Pole Road.

Sector LP5 includes the village of Accotink which has a wide variety of land uses: single-family homes, garden apartments, commercial and institutional uses. It is located at the juncture of Backlick Road and Route 1. Because the intersection carries Fort Belvoir peak-hour work trips from the south and west, it is one of the busiest intersections in the Lower Potomac Planning District.

A rapidly developing industrial area lies in the western portion of this sector along Telegraph Road. Adjacent to the industrial park are a few scattered single-family homes, located in a portion of the Route 1/I-95 Industrial Corridor Area, which portion is depicted by the small shaded area on the sector map.

The Pohick, Dogue and Accotink Creeks are prominent streams in Sector LP5.

Transportation

Fort Belvoir is one of the major traffic generators within Area IV. Richmond Highway, Telegraph Road, Backlick Road, Beulah Street, and Woodlawn Road are the major roadways traversing this sector. Bus service is offered daily to and from employment and housing centers on the fort.

A new railroad spur is proposed to cross the fort from the present Belvoir rail line to the Lower Potomac Pollution Control Plant. The spur is necessary to the County for delivery of large quantities of chemicals to the plant. The track is planned to run on the south side of Richmond Highway (Route 1) parallel to the sewer right-of-way.

Public Facilities

Schools

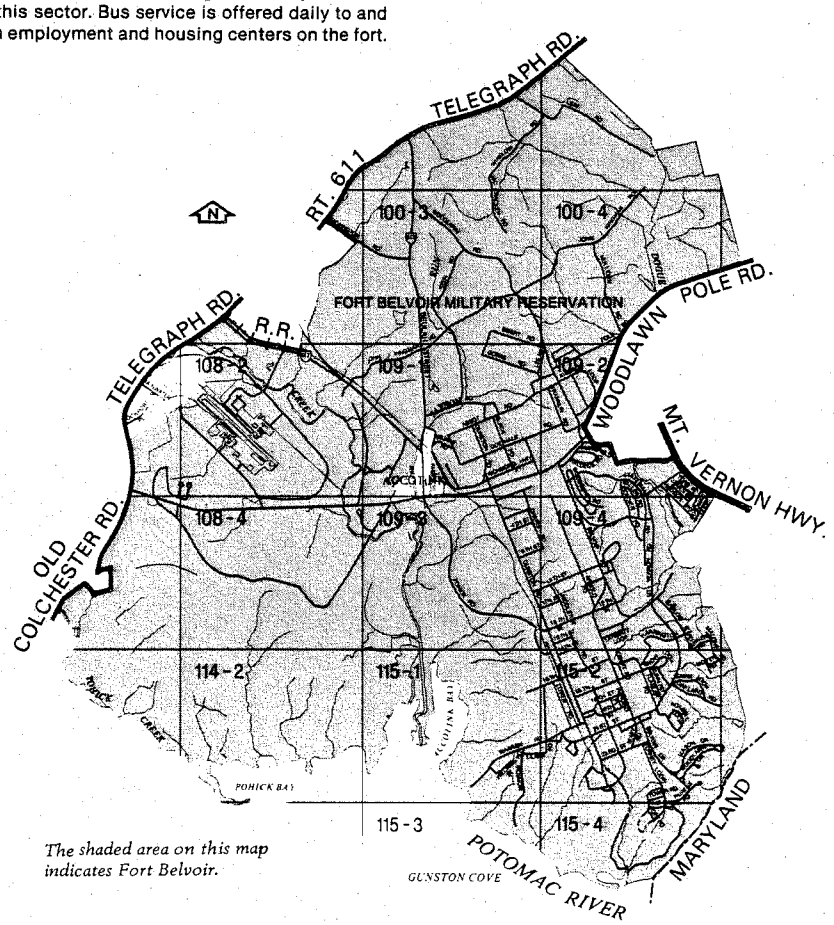
The Sector LP5 contains Cheney, Barden and Markham Elementary Schools. These three schools were constructed by the military on Fort Belvoir property, but are operated by the County under a special agreement between Fort Belvoir and the County School Board.

Other Public Facilities

Other facilities such as parks, fire stations and on-post roads are provided by the U.S. Army.

Housing

Fort Belvoir has been designated by the Department of Defense as a "Metropolitan Housing Area" and, as such, is designated to serve military families working at various locations in the metropolitan area. Under the terms of the *Military Family Housing Study*, there will be an increase in the number of dwelling units on Fort Belvoir property. Military planning authorities anticipate that a minimum of 600 new family housing units will be required, and that these will be located on the north post.



The shaded area on this map indicates Fort Belvoir.

RECOMMENDATIONS

Land Use

A. The general recommendations for the Route 1/I-95 Industrial Corridor Area, which are presented in the Sector LP4 text, also apply to that portion of the area in this sector.

B. Development in the area planned industrial on the east side of Telegraph Road should provide substantial buffering and/or screening along its southern boundary to protect the planned residential community to the south. Industrial development fronting on Telegraph Road should be of a high quality, consistent with the existence of planned residential communities and the Pohick Church to the south. Any access to the industrial area from Telegraph Road should be located in such a way as to minimize its potentially adverse impact on any residential area.

C. The existing low-density, detached single-family residential area on the east side of Telegraph Road near its intersection with Route 1 is appropriate for development at 5-8 dwelling units per acre. Development should be only in detached residential units at the low end of the density range unless consolidated development provides coordinated and safe access and a design which ensures that the new development is compatible with the existing residential area and with Fort Belvoir.

D. The stable nonmilitary area known as the community of Accotink is recommended for commercial infill and residential infill at 2-3 dwelling units per acre. However, where sufficient parcels containing seriously dilapidated housing are being assembled, to permit consolidated or coordinated development of a logical area in quality development with adequate amenities such that redevelopment would occur which would support the present stability of Accotink and increase its attractiveness, a density range of up to 16-20 dwelling units per acre should be considered.

E. The Fairfax Board of Supervisors approved in principle the provision of mobile home sites on Fort Belvoir for the purpose of meeting the needs of military-related mobile home residents in southern Fairfax County. This is subject to consultation between the Lee and Mount Vernon District Task Forces' representatives, Fort Belvoir authorities, and the County staff as to exact placement and design of such facilities.

As a result of the replanning of the County and efforts to upgrade the residential standards of current mobile home residents, the County has decreased the supply of mobile home sites in the southern part of the County, many of which are in demand by military families in the Washington area, necessitating the provision of such mobile homes spaces by Fort Belvoir authorities.

F. Part of the Pohick Church Historic District lies within this area. Regulations for this area are discussed in Sector LP4.

G. The 107-acre tract of vacant land located on the northeast corner of Route 1 and Telegraph Road should be residentially planned for 4-5 dwelling units per acre, preferably as a PDH development. Housing for the elderly is also appropriate. However, it is recognized that military-related noises originating on Fort Belvoir exist and may be incompatible with such residential use. The owner of the subject property who proposes residential development should demonstrate, through coordination with Fairfax County, Fort Belvoir and other agencies or organizations, that such on-site noise levels are considered for residential use, as established by local, State or Federal agencies. Should residential uses not be appropriate due to noise impacts, an option for low-rise low-intensity office uses is recommended.

The design and nature of such activity should be compatible with the historic character of the Pohick Church.

Efforts should be made toward retaining as many trees as possible. In addition, a substantial buffer utilizing existing tree covers along Route 1 and Telegraph Road should be part of the site design. Vehicular access should be consolidated on Route 1 and Telegraph Road.

H. To preclude piecemeal consideration of land now belonging to the Federal Government as part of Fort Belvoir, that a task force be formed by the County with participation by Federal Government representatives to comprehensively plan that area now owned by the Federal Government, in the event that parts or all of it at some future date be declared surplus.

I. The County recognizes that the remains of the Belvoir site, which is located in the southern region of Fort Belvoir near the Potomac River, continue to reflect an important element of local heritage and deserve to be protected. It is recommended that, prior to any disturbance or improvement to the historic site, the Fairfax County historic preservationist and archaeologist be consulted and provide comments regarding the protection of existing historic materials and artifacts.

Public Facilities

Parks, Recreation and Open Space

A. If any portion of Fort Belvoir land is declared surplus at any point in the future, it should initially be considered for acquisition and conversion to park use, possibly by the Fairfax County Park Authority.

B. The County should attempt to secure agreement by the military to permit shared use of County and Fort Belvoir park facilities, by civilian and military families.

C. Acquire parkland along the Accotink, Dogue Creek, and Pohick stream valleys and the Potomac shoreline in accordance with the Fairfax County Stream Valley Policy.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

MOUNT VERNON PLANNING DISTRICT

Land Use

Existing land use in the Mount Vernon Planning District is predominantly stable low density residential with single-family uses accounting for 53 percent of the existing development. Commercial activity utilizes 5 percent of the developed land in the district, mostly in the Route 1 corridor. Currently, 14 percent of the Mount Vernon Planning District is undeveloped.

Route One Corridor Rehabilitation District

On November 22, 1982, the Board of Supervisors established the Route One Corridor Rehabilitation District. Within this district, the Fairfax County Redevelopment and Housing Authority may provide, according to specific lending and eligibility criteria, single and multifamily rehabilitation financing, single-family mortgage financing, and residential construction financing.

Transportation

The major arterials in the Mount Vernon Planning District are Route 1 and I-95. Minor arterials such as North Kings Highway, Fort Hunt Road, and the George Washington Memorial Parkway also serve the district. Commercial activity occurs along the Route 1 corridor.

Transportation recommendations included in the sector analysis are only those recommendations which address issues of individual sectors. Transportation recommendations having district-wide significance are included at the end of the sector analysis. Improvements programmed by VDH&T are included for information only.

Public Facilities

The following table indicates the existing public facilities located within the Mount Vernon Planning District.

Environment

The Mount Vernon Planning District is located within the watersheds of Cameron Run, Belle Haven, Little Hunting Creek, and Dogue Creek. The Potomac River Shoreline, designated a critical environmental area by the State of Virginia, contains tidal wetlands and estuaries along the shores of Hunting Creek, Little Hunting Creek, and Dogue Creek. This planning district is within the Coastal Plain geologic province. Consequently, soils are marginal for septic tank usage. Slippage-prone swelling clays underlie most of the district.

The Potomac Shoreline, Cameron Run, Little Hunting Creek, and Dogue Creek Environmental Quality Corridors (EQCs) are found in this district. Floodplains, stream influence zones, and wetlands are the primary elements of this open space system. In addition, the numerous historic sites, parks, and citizen-valued resources present in Mount Vernon are included in the EQC network.

The existing bicycle path along the Potomac shoreline provides a recreational resource for the metropolitan area.

History

The Mount Vernon Planning District contains a number of historic sites. Some of the major ones include:

Mount Vernon. Originally a small cottage built in 1742 for Lawrence Washington, Mount Vernon was enlarged by George Washington between 1757 and 1787 to its present size of two and one-half stories with nine bays on the front. Closely associated with our first president, Mount Vernon has become one of the Nation's best known and most popular historic places, annually attracting thousands of visitors.

Woodlawn Plantation. This beautiful home, listed on the Virginia Landmarks Register and the National Register of Historic Places, was built between 1800 and 1805 on land willed by George Washington to his favorite nephew, Lawrence Lewis and his wife, Nelley Custis Lewis. It sits on a prominent hill adjacent to Fort Belvoir on an attractive landscaped site overlooking both Route 1 and the Potomac River. The site is the center of an adopted historic district.

George Washington's Grist Mill. This is a reconstruction of the 1770 original mill located on Dogue Creek. The mill is owned and maintained by the State of Virginia.

Grand View. This is a simple clapboard structure which dates from the mid-19th century when a Quaker company owned the Woodlawn property.

Little Hollin Hall. Located on the south side of Sherwood Hall Lane just east of the Mount Vernon Presbyterian Church, Little Hollin Hall was built prior to 1779. Later additions to the house have made significant changes, but it remains one of the charming ties with the past in the Mount Vernon District.

Pope-Leighey House. Designed in the 1940's by Frank Lloyd Wright, this house has numerous features that have been influential in contemporary architecture. Originally constructed elsewhere, it was moved to Woodlawn to assure its preservation.

Sherwood Farm. Located on Sherwood Hall Lane, the farm is one of the loveliest undeveloped parcels remaining in the Mount Vernon Planning District. Originally, a dairy farm, it was once owned by a Quaker who moved into the area during the twenty-one year period just prior to the Civil War. The house that stands on the site today (Sherwood Hall) was built in 1859, and is basically

EXISTING PUBLIC FACILITIES
June 1983

Sector	Schools: Elementary	Schools: Intermediate	Schools: High School	Parks, Recreation and Open Space	Other Public Facilities
MV1	Mt. Eagle			Huntington, Mt. Eagle, Jefferson Manor	FCWA Property Yard, Huntington Metro, Surplus Groveton Police District Station
MV2	Hybla Valley			Linclair, Groveton Heights, Hybla Valley	Groveton School
MV3			Groveton	Fort Willard Circle	Penn Daw Fire Station, Health & Social Services, Quander Road School
MV4	Belle View			Collingwood	Westgate Sewage Treatment Plant (Surplus)
MV5	Bucknell, Hollin Meadows	Bryant		Bucknell Manor, White Oaks, Hollin Meadows, Mt. Vernon District, Paul Spring Stream Valley	Martha Washington Library, Hollin Hills School
MV6	Stratford Landing, Fort Hunt, Waynewood	Foster	Fort Hunt	Martin Luther King, Fort Hunt, Stratford Landing, Little Hunting Creek, Kirk, Williamsburg Manor, Foster, Paul Spring Stream Valley	Hollin Hall School, Sherwood Hall Regional Library, Mt. Vernon Governmental Center, Mt. Vernon Fire Station, Mt. Vernon Hospital Complex, Saunders B. Moon Community Center
MV7	Riverside, Woodley Hills, Washington Mill	Whitman	Mt. Vernon	Vernon Heights, Mt. Vernon, Mt. Zephyr, Mt. Vernon Manor, Woodley Hills, Washington Mill, Grist Mill, Dogue Creek Stream Valley	G.W. Grist Mill (State) Dogue Creek Sewage Treatment Plant (Surplus), Woodlawn Fire Station
MV8	Woodlawn, Mt. Vernon Woods			Mt. Vernon Woods, Muddy Hole, Woodlawn	Elementary School Site, State Police

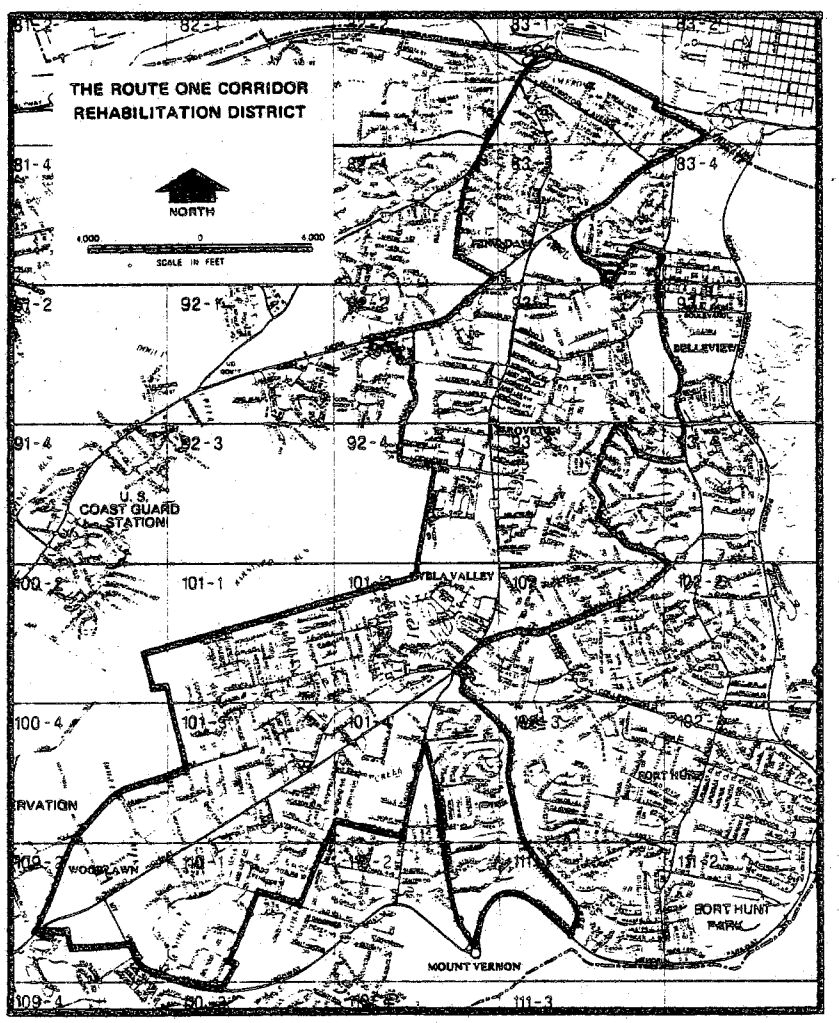
unaltered from its original construction. The house has been in the same family now for five generations, and is included in the County's inventory of historic sites.

Walnut Tree Farm. Also called Wellington, this two and one-half story frame, stucco, and brick house was built before 1760. The house is located on land that was one of the five farms which originally comprised the Mount Vernon estate. It is currently the headquarters of the American Horticultural Society.

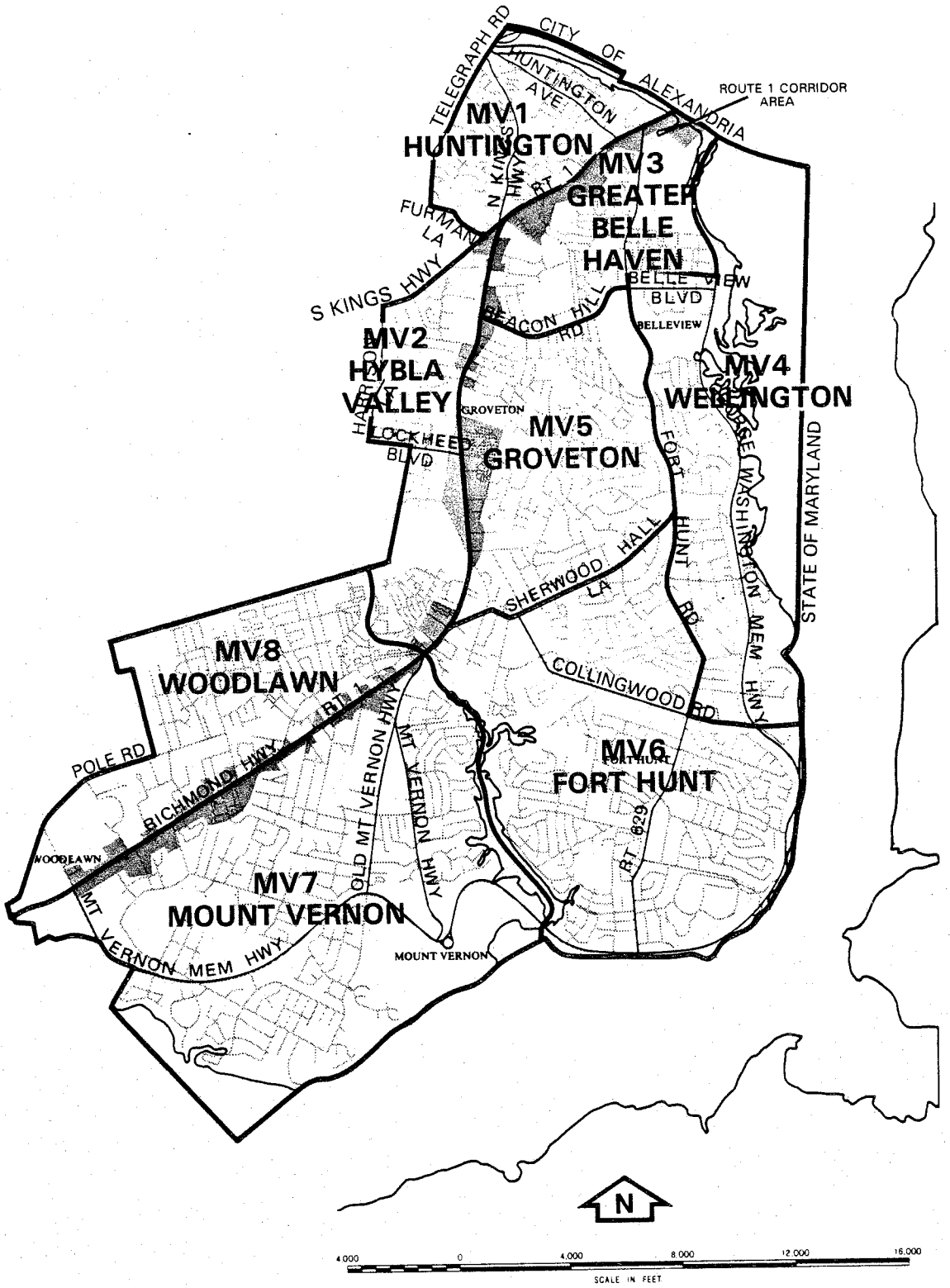
PLANNED RESIDENTIAL INFILL — MOUNT VERNON PLANNING DISTRICT

Unit Type	Existing Number	(1983) Percent	Estimated Number	Additional Percent	At Buildout Number	At Buildout Percent
Single-family	15,824	49.3	2,992	45.1	18,816	48.7
Townhouse	4,708	14.7	1,299	19.6	6,007	15.5
Apartment	11,484	36.0	2,338	35.3	13,822	35.8
Total	32,016	100.0	6,629	100.0	38,645	100.0

Source: Office of Research and Statistics, January 1983.

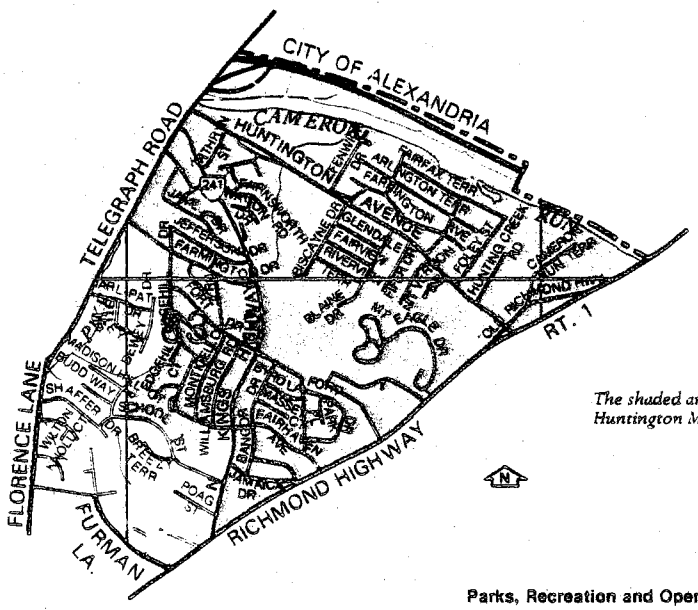


AREA IV



MOUNT VERNON PLANNING DISTRICT

MV1 HUNTINGTON COMMUNITY PLANNING SECTOR



The shaded area represents the Huntington Metro Station Area.

Land Use

Huntington Metro Station Area

Most of Sector MV1 is contained in the Huntington Metro Station Area, which includes roughly the northeastern four-fifths of the sector. The shaded portion of the sector map covers the area. The station is located within a triangle bounded by Huntington Avenue, North Kings Highway and Richmond Highway (Route 1). Development in the area is predominantly residential and ranges from low-density, single-family detached and attached units to high-density apartments and condominium units. Commercial development in the area is almost entirely within the Route 1 corridor with some additional commercial development along North Kings Highway and Huntington Avenue.

Remainder of Sector

The portion of Sector MV1 not included in the station area includes single-family detached homes, garden apartments, condominiums, commercial shopping centers, private swimming pools and public facilities. Because the Huntington Metro Station is located in this sector, there will likely be increasing pressures upon this sector for commercial and higher density residential development.

Transportation

The Capital Beltway, Richmond Highway, Telegraph Road, North Kings Highway, and Huntington Avenue are major roadways in this planning sector. Programmed improvements to North Kings Highway are discussed in the transportation section. Bus service is now offered on a daily basis, and access to the planned Huntington Metro station will be from both North Kings Highway and Huntington Avenue.

The through access between Telegraph Road and North Kings Highway within the Jefferson Manor subdivision is unsafe at present.

Huntington Metro Station Area

Although there exists an opportunity for some level of concentrated residential or employment activities near the Huntington Metro Station, both to create on-site ridership and to serve reverse-flow ridership during peak hours, the intended primary role for the Huntington Metro Station is to collect ridership by bus and auto from outlying residential areas. This has implications both for Metro's access and for uses which attract traffic in conflict with Metro's access needs.

Currently, North Kings Highway operates at the lowest classification of service levels used by the Virginia Department of Highways and Transportation, level of service F. This implies an intolerable traffic situation at present, with certainly no additional capacity availability.

Turning movements in the area are a major problem because of the inadequacy of the intersections at Route 1/North Kings Highway, Route 1/Huntington Avenue and Telegraph Road/North Kings Highway.

Programmed improvements by VDH&T in this area will widen North Kings Highway to four lanes.

Perhaps the major conflict potential of the Huntington Metro Station site is in terms of access to the station. The road network leading to the triangle containing the station is in many cases inadequate to handle the expected trip demand created by Metro. Huntington Avenue is scheduled for construction of a bike trail to provide for an additional mode of access to the station. Fort Hunt Road presently intersects with Route 1 north of Huntington Avenue, necessitating for transit traffic a left turn across Route 1 and then a right turn in order to get Fort Hunt traffic onto Huntington Avenue with access to the lower station site. West of the transit triangle, in Sector RH3, the land uses and road network near the commercial area described earlier are complicated by the convergence of Burgundy Road, East Drive, North Kings Highway, Telegraph Road, Huntington Avenue, and an east-bound exit ramp from the Capital Beltway. Franconia Road, which in terms of the regional highway network should be a major leg of this intersection, actually intersects Telegraph Road over one-half mile to the south instead. The steep grade of North Kings Highway, as one travels southeastward from Telegraph Road toward the upper level Metro entrance, is such that fully loaded Metro buses would have difficulty pulling the grade and probably would be routed to the lower level entrance instead, with bus access to the upper station limited to buses coming from the south (from South Kings Highway or Route 1 through the Penn Daw intersection).

Environment

This area is located in the Cameron Run and Belle Haven watersheds and, specifically, contains the main channel and floodplains of Cameron Run at the northern edge. The stream valley of this channel covers most of the area. Because of its location in the Coastal Plain geologic province, this area is in a zone of extensive slippage-prone swelling clays and sensitive aquifer recharge. These same factors are also indicative of poor soils for septic tanks.

The Huntington Metro Station is bordered on the north by the Cameron Run Environmental Quality Corridor (EQC), on the west by Pike Branch of the Cameron Run EQC, and on the east by a golf course which forms part of the Potomac Shoreline EQC.

The potential impact on air quality of concentrated vehicular traffic at Metro station sites will necessitate monitoring of air quality in this and other Metro station areas.

Public Facilities

Schools

Mount Eagle Elementary School is located within the sector.

Parks, Recreation and Open Space

The Huntington, Jefferson Manor, and Mt. Eagle Parks are located within the sector. The Fairfax County Park Authority has a use agreement with the Washington Metropolitan Area Transit Authority for the site of the Mount Eagle Park.

The Huntington Community Center is located in the Huntington subdivision.

Other Public Facilities

A surplus County-owned building which formerly served as a police district station is located on North Kings Highway within the sector. The County also owns the adjacent building which is leased to the United Community Ministries.

Housing

Within Sector MV1 there is a variety of housing ranging from single-family detached homes to garden apartments and condominiums. The average price for single-family homes within the sector is in the low to middle range of area housing costs. There are 1,050 condominium units which cost approximately the same as the detached single-family homes in this sector. Duplex housing in Jefferson Manor represents approximately 20 percent of the total housing units.

Huntington Metro Station Area Analysis

In addition to the general conflicts and complexities associated with rapid transit which were discussed earlier, there are particular conflict potentials concerned with the Huntington site. Primary among these potential impacts is the pressure for redevelopment which frequently occurs when a large public investment such as Metro comes to developed low-density area. The hillside site of the Huntington Station is surrounded by existing residential development, particularly duplexes to the east of the planned station and, across North Kings Highway, to the west. These provide a good number of the County's decreasing supply of low- and moderate-priced housing units. It is expected that, with the development of Metro at this site, the potentials for rapid transit ridership will be such that economic pressure may be generated to redevelop these residential areas. The conflict arises in that the County has a legitimate interest both in promoting economic growth of this sort and in maintaining stable neighborhoods, maintaining a supply of housing that people can afford and, in general, maintaining the sense of community in the areas in which Metro is established.

It is imperative that Metro development relate compatibly with existing uses near the site. In the case of the Huntington Metro Station, these uses include Telegraph Hill apartments, ranging down the hillside with commanding views of Alexandria, as well as some vacant parcels and a large concentration of two-story duplexes. If the impact of Metro on these units is regulated and guided carefully, the surrounding residential area has the potential of providing a compact and identifiable community with excellent access to the metropolitan area.

Metro development must be designed to meet the system's necessary transportation objectives while at the same time minimizing adverse impacts on those surrounding uses which are already in place and which are recommended to remain after Metro begins service.

Huntington Conservation Area

The Metro station area includes the Huntington community. This area which is developed mostly as duplex homes, including some garden apartments and retail commercial activities, lies roughly 1,500 feet west of Route 1 and is located between the Capital Beltway and the proposed Metro station. A neighborhood improvement program and conservation plan has been adopted for the community by the Board of Supervisors. The basic goal of this document is the conservation and development of a viable and sound residential community in the Huntington neighborhood. First, the neighborhood improvement program lists a series of public improvement projects that will be necessary to improve the livability of Huntington. A number of these projects will be funded by the community development block grant program. Second, the conservation plan provides the legal mechanisms for carrying out the activities of the neighborhood improvement program; it firmly establishes land use densities for the Conservation Area; and it sets standards for future development and rehabilitation in the community.

Fairhaven Conservation Area

A neighborhood improvement program and conservation plan for the Fairhaven community was adopted by the Board of Supervisors on September 10, 1979. The basic goal of this document is the conservation and development of a viable and sound residential community in Fairhaven. The neighborhood improvement program lists a series of public improvements necessary to correct conditions in Fairhaven. A number of these projects will be funded through the community development block grant program. The Conservation Area is generally bounded by Fort Drive on the north, Route 1 on the east, Jamaica Drive on the south, and North Kings Highway on the west.

RECOMMENDATIONS

Land Use

Huntington Metro Station Area

A. Commercial development of the Route 1 corridor portion of the Huntington area should, where possible, follow the general policies and guidelines of the Route 1 Corridor Area. However, such uses should take particular care to introduce no conflict with Metro objectives—that is, no auto-oriented uses that would tend to restrict Metro-generated traffic, particularly during peak hours.

B. The general character of development within the Huntington Metro triangle should be primarily residential. Medium- and high-rise structures should be used along the east portions of the triangle but lower profile structures should be provided along the western and southern edges in order to enhance compatibility with existing low-density residential neighborhoods at those points.

C. The parcels (83-3 ((1)) 72-78) in the southwest quadrant of the intersection of Route 1 and Huntington Avenue are planned for residential development at 30 dwelling units per acre in the event that the following conditions are met. Coordinated development should take place so that:

1. project design and layout will provide a quality development in keeping with the character of residential development in the area;
2. development will be screened and well set back from Route 1 to avoid excessive building bulk in proximity to Route 1 and to provide an adequate transition downward to the lower residential densities existing and planned south of Route 1 and west of Fort Hunt Road;
3. mixed uses are encouraged provided that the traffic impact of such uses are thoroughly analyzed and mitigated so that Huntington Avenue and Route 1 adjacent to the site will operate at levels of service acceptable to VDH&T and the County;
4. there will be an internal circulation system to allow connection with adjacent parcels;
5. vehicular access points will be limited to locations as far from the Route 1/Huntington Avenue intersection as possible;
6. the site access points will operate at levels of service acceptable to VDH&T and the County; and
7. adequate right-of-way will be provided for the improvement of that intersection if necessary.

A density up to 40 dwelling units per acre may be considered in the event that Huntington Avenue and Route 1 adjacent to the site will operate at levels of service acceptable to the VDH&T and the County.

D. Existing residential neighborhoods in or immediately adjacent to the Metro area triangle should be seen as stable portions of the area and as resources to be preserved. Their replacement is not recommended during the planning period; and any road improvement proposal which adversely affects the stability of such areas should be very carefully considered to determine if preferable alternatives exist. The County should use a strong code enforcement program to ensure that economic pressure on these areas, which may be brought about by the presence of Metro, does not result in their deterioration as desirable residential communities. Development within and adjacent to the Huntington and Fairhaven communities should be consistent with the neighborhood improvement program and conservation plans for those communities.

E. The Crider Park subdivision, 18 parcels along Kathryn Street northwest of Telegraph Hills apartments, between North Kings Highway and Huntington Avenue, should be maintained as a stable neighborhood with a density of 3-4 dwelling units per acre. Nonlocal traffic along Kathryn Street is strongly discouraged.

F. Structures erected adjacent to the Metro station will, like the aerial track itself, tend to be highly visible. In reviewing development proposals and site plans for Metro-related development at the site, the County should seek good quality design for each structure and design compatibility among structures.

G. Develop the Mount Eagle Park to provide needed park facilities in this high-density area and to buffer the Metro-related activities from adjacent low-density development.

H. The low-lying plotted but undeveloped land along the south side of Cameron Run, north of the rear property line of parcels on the north side of Arlington Terrace, should be acquired and further developed for additional park uses to serve the residents of the Huntington area. The Fairfax County Water Authority which now utilizes a portion of the property as a shop and storage yard should plan to relocate this function to property the Authority has purchased on Cinder Bed Road.

I. A trail or walkway system connecting such residential areas and park areas to the Metro station should be included in the overall development pattern relating to Metro so that the provision of residential structures and roadways will not in any way foreclose pedestrian access to either the upper or lower station access. Pedestrial access to the Metro station from Huntington Avenue residential areas is to be provided by sidewalk along Huntington Avenue rather than across the Huntington triangle. A sidewalk on both sides of the street is recommended, in addition to a pedestrian overpass to link development on both sides of Huntington Avenue.

J. The various environmental amenities surrounding the Huntington area should be preserved in the EQC system and protected from adverse impacts of future development.

Remainder of Sector

A. Route 1 Corridor Area policies consistent with the other recommendations in this section apply to all land located between Route 1 and adjoining stable residential areas.

B. Development of the area located along the north side of Huntington Avenue, between the Fenwick Drive duplexes and the industrially-zoned land, should be sufficiently coordinated to ensure that there will not be leftover parcels which could not easily be developed in conformance with County policies.

In the absence of adequately coordinated development proposals, the front parcels in the area located along the north side of Huntington Avenue between the Fenwick Drive duplexes and the industrially-zoned land should remain in their present zoning and use, and the rear parcels should develop at an intensity consistent with that of the front parcels.

With adequately coordinated development, the area is appropriate for office development, which would:

1. stimulate consolidated or coordinated development of the area, which is significantly parcelized,
2. allow an economic use of marginally-developed land,
3. provide a Metro-related use,
4. allow a more noise-resistant use of the property than residential use,
5. constitute a transition between industrially-zoned land and a duplex community.

Significant landscaping and buffering should be provided adjacent to the existing residential community. The property should have only one entrance, opposite the proposed entrance to the Huntington Metro Station, which is along the elevated tracks thus allowing a greater setback from the tracks. Adequate provisions should also be made for internal access.

Considering the traffic problems of the area, which will increase with the arrival of Metro, and the desirability of supporting the stability of the moderately-priced, stable residential areas nearby, buildings should not be more than six stories in height unless a specific finding can be made that a building over that height would not unduly worsen the traffic congestion or undermine residential stability. In no event would development more intense than that allowed under C-3 zoning be appropriate.

C. It is recommended generally that infill of vacant parcels in this sector be in accordance with existing development.

D. Clustered residential development is recommended for approximately 19 acres located just west of Penn Daw Shopping Center, including parcels 83-3 ((1)) 5 and B; and parcels 82-4 ((1)) 24, 83-3 ((11)) 7, 8, 9, 10 in Poag Heights, and the commercial uses that adjoin it. A low density of 3 dwelling units per acre maximum is recommended. Access should be from Shaffer Drive on the west and Poag Street on the east.

E. Coordinated replatting and full development, with integrated internal circulation and amenities, of the small area on the north side of South Kings Highway immediately east of the Mount Comfort Cemetery tract would be desirable. Such coordinated development may be done at an overall density of 3-4 dwelling units per acre for the area, which includes parcels 83-3 ((1)) 9-13A.

F. Realigning the intersections of North Kings Highway and Huntington Avenue with Telegraph Road into a single intersection could be used to improve presently vacant or marginally used parcels in the vicinity of the interchange, providing uses appropriate to the neighborhood and an improved commercial edge with that neighborhood.

G. Those properties located on the west side of North Kings Highway between School and Poag Streets (map 83-3 ((4)) parcels A and 15, map 83-3 ((11)) parcels 2, 3, 4 and 5) are planned for either low rise office, urban density residential uses (not to exceed three stories), or compatible institutional uses to serve as an effective transition between the residential and commercial areas located north and south of the subject property, respectively. Map 83-3 ((11)) parcel 6 is planned for 2-3 dwelling units per acre to create a logical delineation between the more intense land uses to the east and the low density residentially planned properties to the west that relate to this particular parcel. The intensity of development should not unreasonably impact either the local transportation network or the stability of adjacent residential neighborhoods.

To improve vehicular and pedestrian circulation, as well as maximizing opportunities for quality, coordinated development, every effort should be made to consolidate parcels. Traffic access points should be located on Poag and/or School Streets and existing curb cuts along North Kings Highway should be eliminated if there is substantial parcel assemblage. If only the old Groveton Police Station and Garage is redeveloped, existing curb-cuts along North Kings Highway should be provided to afford adequate visual protection between the parcels planned for office and the existing adjacent residential property.

Public Facilities

Parks, Recreation and Open Space

A. The Park Authority should complete development of Jefferson Manor Park in accordance with its master plan.

B. Mount Eagle Park should be acquired from the Huntington Metro Station property to provide needed park facilities in this high-density area and to buffer the Metro-related activities from adjacent low-density development.

C. Acquire parkland along the Cameron Run stream valley in accordance with the Fairfax County Stream Valley Policy.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

MV2 HYBLA VALLEY COMMUNITY PLANNING SECTOR

This sector contains part of the Route 1 Corridor Area as shown in the shaded area on the sector map. The overall situation in and general recommendations for the Route 1 Corridor Area are presented in that section.

Land Use

Hybla Valley Planning Sector is one of the most diverse planning sectors in Fairfax County. Within the boundaries of Sector MV2 are the two largest shopping centers in the Mount Vernon Planning District: Beacon Mall and Mount Vernon Plaza Shopping Center (also known as Hybla Valley Shopping Center). There are stable, single-family subdivisions like Groveton Heights, Valley View, and Hybla Valley. There are large concentrations of apartments such as Beacon Hill Apartments, several condominiums and privately-owned recreation sites, primarily featuring swimming pools. Approximately forty percent of all mobile home pads in Fairfax County are located in this planning sector. Strip commercial development characterizes the sector for most of its eastern border, along Route 1.

Little Hunting Creek has etched a wide floodplain that forms the southern boundary of this sector.

Transportation

Richmond Highway and South Kings Highway are the major roadways of this planning sector. Bus service is offered along Route 1 and South Kings Highway, and within the area of the apartment buildings near Penn Daw.

Public Facilities

Schools

Hybla Valley Elementary School is located within the sector. The old Groveton Elementary School on Memorial Drive has been declared surplus to the needs of the County's school system and is being proposed for sale to the private sector.

Parks, Recreation and Open Space

The Groveton Heights, Hybla Valley, and Linclair Parks are located within the sector. With a dense population and a high expected growth rate, the area is poorly served by community park facilities.

Housing

As already indicated, housing in Sector MV2 is as diverse as anywhere in Fairfax County. The median house cost in the sector's single-family subdivisions is lower than the County median. Seven apartment complexes, ranging in size from Beacon Hill Apartments with 506 units to Mount Vernon Gardens Apartments with 32 units, provide a total of 2,730 units. Apartment units are available within a low/middle-rental range. Colchester Towne development has 200 condominiums with an average cost much lower than the median price for single-family homes in the County.

Four mobile home parks in Sector MV2 have a total of 970 pads, representing 40 percent of the total of all mobile home pads in Fairfax County. One of them, Audubon Mobile Home Park, has 700 pads. Among the older, usually retired residents, however, there are citizens who have lived in the same park for many years. There is a large variation in quality and extent of accommodations among these mobile home parks. At least one park has provided wide streets with curb and gutter, appropriate open space between units, landscaping, and generally an attractive appearance. On the other end of the spectrum, some of the parks have crowded units together as closely as possible under County regulations, provided only the barest minimum rights of way for automobile paths, and have a depressing appearance aesthetically. One of the greatest housing needs in Fairfax County may be in the category of safe, sanitary, and attractive mobile home parks, as they do represent one of the few types of low- to moderate-cost housing still available.

One of Fairfax County's subsidized housing projects lies within this sector. The Audubon Apartments, which are owned and operated by the Fairfax County Housing Authority, have 46 units, all designated for the retired elderly.

Groveton Community Improvement Plan

On October 29, 1979, the Board of Supervisors adopted The Groveton Community Improvement Plan prepared by the Department of Housing and Community Development, to upgrade and preserve this neighborhood by providing public facilities such as sidewalk, curb and gutter. Homeowners will participate in the design of improvements and will share in the cost. The area is generally bounded by Lenclair Street, South Kings Highway, Harrison Lane, Holly Hill Road, and Route 1.

The Groveton Redevelopment Area

On June 20, 1983, the Board of Supervisors adopted the Groveton Redevelopment Plan to facilitate the redevelopment of the area by the Southeast Fairfax Development Corporation as recommended in the *Route One Corridor Economic Development Action Plan*. The plan permits the Fairfax County Redevelopment and Housing Authority to acquire property within the area, to dispose of any property acquired, and to provide financial assistance for the redevelopment of the area. The area is generally bounded by Richmond Highway on the east, Memorial Street on the north, Donora Drive on the west, and the Groveton Heights subdivision on the south.

RECOMMENDATIONS

Land Use

Route 1 Corridor Area

The general recommendations for the area, which are presented in the Route 1 Corridor Area section, also apply to the portion in this sector. Specific policies for the portion of that area in this sector are included below.

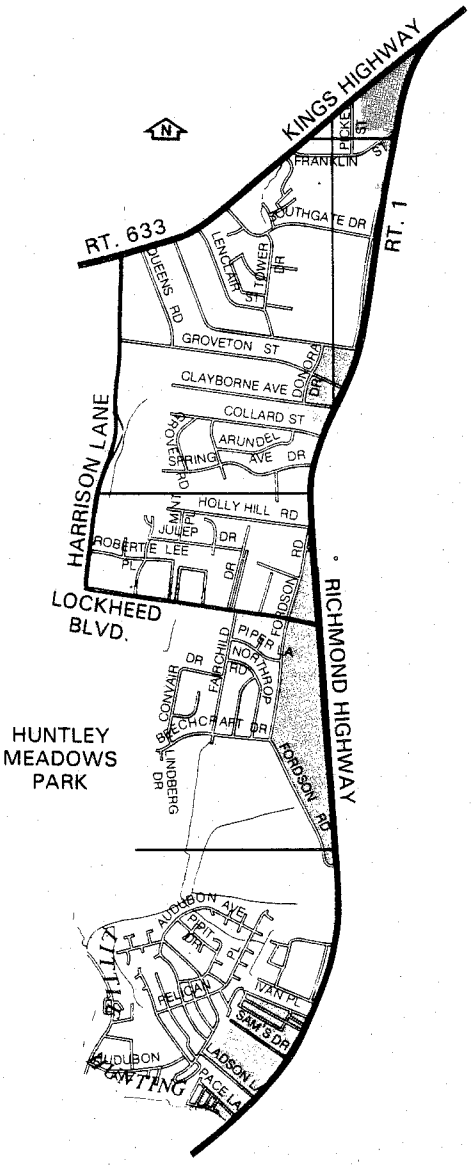
(The following recommendations read from north to south.)

A. On the west side of Route 1, between that highway and South Kings Highway, and from their intersection south to parcels B and 12, the area now zoned C-8 and R-2 is planned for C-8 uses. The adjacent parcel on south Kings Highway is planned for C-2 office uses as a transition to adjacent residences: Parcels 83-3 ((5)) (1) 1-12, B, 23, 24 and 25, which are zoned C-8 and R-2.

B. The adjacent parcels on Franklin Street are recommended for C-2 office uses as a transition to adjacent residences: Parcels 83-3 ((5)) (1) 13, 14, which are zoned C-2.

C. Properties on the west side of Route 1 from Franklin Street south to the north boundary of the Fairhaven subdivision are recommended for C-8 uses for the depth presentl zoned commercial: Parcels 93-1 ((2)) 1, 2, 3, 500, and 500A, which are zoned C-8.

D. The area between Route 1 and Donora Drive, extending from Memorial Street south to midway between Clayborne Avenue and Collard Street is



Specific recommendations for the shaded areas are found in this sector.

appropriate for office development, well screened and buffered from adjacent residential areas and with coordinated, limited access to Route 1. Consideration should be given to allowing abandonment of Clayborne Avenue if that would permit consolidated development, provided that traffic safety and congestion would not be worsened. Interim public facility use of the old Groveton Elementary School site would be appropriate on the condition that it did not adversely impact the adjoining residential community in terms of: traffic, vehicular access, parking requirements, lighting, signing, outside storage, length and intensity of outside activity, or general visual impact.

E. Low-rise transitional office uses are planned for parcels 92-2 ((19)) 101-105, and neighborhood commercial uses for parcels 92-4 ((1)) 45-47, which are zoned R-2 and C-8.

F. These two parcels are recommended for I-3 uses, the ordinance category which appears most appropriate to existing development on parcel 77. The inclusion of Parcel 77A provides a Route 1 orientation for the industrial use. These parcels should be well buffered to adjacent nonresidential uses: Parcels 92-4 ((1)) 77 and 77A, which are zoned C-8.

G. The R-5 category is recommended for these parcels on the east side of Fordson Road, for a depth equivalent to the rear property line of parcels 72, 73 and 74. Adequate buffering is recommended on all sides: Parcels 92-4 ((1)) pt. 70, 72, 73, 74 and pt. 76, which are zoned C-8.

H. R-5 residential uses are recommended also for the following properties but should extend no further east than the rear property line of parcels 64 and 69A: Parcels 92-4 ((1)) 64, pt. 67 and pt. 68, which are zoned C-8.

I. A well-defined system of interior roads with curbs should be developed in the Mount Vernon Plaza Shopping Center and adjacent commercial properties to improve both passenger and pedestrian safety and to promote an organized image of the center. Expansion of the shopping center's commercial area is not recommended at this time, in view of the expanded commercial activity possible by better use of the current facilities. Parcels 101-2 ((1)) 12A, 12B, 12C, 501, 502, 503, 504, 505, 506, 507B and 513.

J. On the west side of Route 1, Oak Grove and Mount Vernon Trailer Parks and the drive-in theatre site are recommended for a well-buffered R-MHP mobile home park, well screened from Route 1 and Ladson Lane. A well-planned interior street pattern is required with no more than one access each to Route 1 and Ladson Lane: Parcels 101-2 ((6)) 514, 515, 516, 517A, 17, 18, and A, which are zoned C-8.

K. From Ladson Lane south on the west side of Route 1, to the edge of Harmony Place Trailer Park, to the rear of the commercial uses on Route 1 at that point, a well-buffered R-MHP development is recommended. Access should be from Ladson Lane only, and project design should indicate concern for the floodplain to the southwest. Part of Parcel 25 will be needed for flood control improvement: Parcels 101-2 ((6)) 26-30, which are zoned R-3 and C-8.

Remainder of Sector

A. Route 1 Corridor Area policies consistent with the other recommendations in this section apply to all land located between Route 1 and adjoining stable residential areas.

B. In general, infill of vacant parcels in this sector should be in accordance with existing development.

C. The Plan recommends completion of Groveton Gardens apartment development at 20 dwelling units per acre. Adequate buffering should be provided to adjacent detached homes on the east side of Harrison Lane.

D. Parcel 92-4 ((1)) 59 is shown on the Plan map for residential development at 8-12 dwelling units per acre. The parcel may be considered for a higher density up to 15 units per acre, however, if it can be demonstrated that such development is of sufficiently high quality to be an appropriate and compatible use adjacent to the stable Hybla Valley residential community. In order to accomplish that, development would need to meet the following conditions:

1. Townhouses, at the lower end of the planned density range, buffered by a 60-foot landscaped strip, instead of the required 25-foot strip along the northern edge of the property, shall be the most dense type of development to occur next to the Hybla Valley Subdivision.

2. Garden apartments shall be restricted to the central and southern portions of the tract.

3. The quality of construction and appearance of the development shall be compatible with Hybla Valley subdivision and shall increase the desirability of the general area for residential living.

4. Because of the high water table in the area, a drainage study shall be undertaken to ensure that development will not add to the drainage problems of the area.

5. Internal circulation of the development, access to Fordson Road, and Fordson Road widening along the frontage of the property, shall emphasize the property's access to Route 1. Project design shall facilitate Metro use by residents.

6. Adequate recreational space shall be supplied within the project boundaries to serve the needs of the residents.

7. Furthermore, parcel 58 shall be supplied with at least one point of access through the subject parcel to Fordson Road, two points if all access to a highway needs to be through parcel 59.

E. To provide a buffer between Beacon Hill apartments and the single-family residence in Groveton Heights, parcels 92-2 ((2)) 14 and 16B should be developed in the 8-12 dwelling units per acre range, but with a maximum density of 10 dwelling units per acre.

F. Any further development of parcels 92-2 ((1)) 9, 10, and 10A should be at no higher density than 2 units per acre.

G. The Groveton neighborhood should be preserved and upgraded in accordance with the Groveton Community Improvement Plan. Development in the area to which Route 1 corridor policy does not apply should be of the same character and density as existing development.

Public Facilities

Parks, Recreation and Open Space

A. Expand and develop Groveton Heights Park.

B. Develop Hybla Valley Park.

C. Additional community-serving parkland should be acquired in the southern portion of the sector as it develops.

D. Develop Lenclair Park.

History

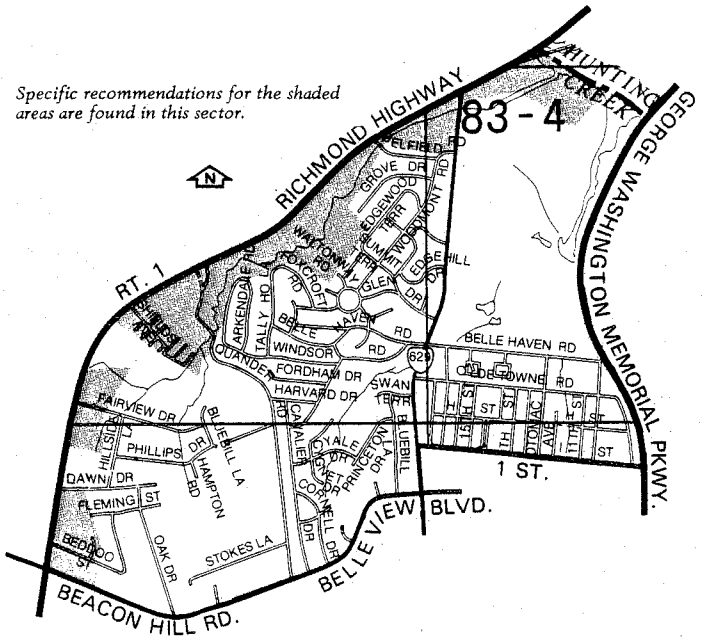
A. Part of the Huntley Historic District lies within this area. Regulations for this area are discussed in Sector RH7.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

MV3 GREATER BELLE HAVEN COMMUNITY PLANNING SECTOR

Specific recommendations for the shaded areas are found in this sector.



Land Use

That portion of Sector MV3 that lies along Route 1 (for the most part between Route 1 and the Belle Haven subdivision) has been included in the Route 1 Corridor Area discussion. The shaded portion of the sector map covers the area. The largest single land use in this sector is single-family detached housing. The sector includes one of the few townhouse developments east of Route 1. The Belle Haven Country Club utilizes approximately 120 acres for recreational facilities that include an 18-hole golf course, tennis courts, a driving range, and a swimming pool. There are two schools and a mobile home park within the sector. The Potomac River bounds the sector on the east.

Transportation

Richmond Highway, the George Washington Memorial Parkway, and Fort Hunt Road are major roadways in this planning sector. In addition, Beacon Hill Road/Belle View Boulevard, Quander Road, and Belle Haven Road function as collector streets. Quander Road, between Route 1 and the elementary school, is narrow and poorly aligned on a steep grade.

A major conflict potential of the Huntington Station site is in terms of access to the station. The road network leading to the triangle containing the station is in many cases inadequate to handle the expected trip demand caused by Metro. Fort Hunt Road presently intersects with Route 1 north of Huntington Avenue, necessitating for transit traffic a left turn across Route 1 and then a right turn in order to get Fort Hunt traffic onto Huntington Avenue headed toward the Metro station.

Bus service is offered along Richmond Highway, Fort Hunt Road, and Belle Haven Road. In addition, bus service is offered along some residential streets in the planning sector.

Public Facilities

Schools

Groveton High School is located within the sector. The Quander Road School serves as a facility for school special education needs.

Parks, Recreation and Open Space

This sector contains a large segment of open space land along the George Washington Memorial Parkway. The sector also contains the historic Fort Willard Circle Park.

Other Public Facilities

The sector contains the Penn Daw Fire Station and the Route 1 Human Services Office facility.

Shopping

The shopping facilities along Route 1 and in the Belle Haven Shopping Center are adequate to meet the needs of citizens in this sector.

Housing

The Greater Belle Haven Sector has a cross section of housing. The sector includes townhouses with a median price higher than the County's median cost for a detached single-family home. At the same time, the median single-family home is priced slightly lower than the County median.

One mobile home park, located along Route 1 has 90 pads.

RECOMMENDATIONS

Land Use

Route 1 Corridor Area

The overall situation in and general recommendations for the Route 1 Corridor Area are presented in that section and apply to the portion within this sector.

A. The 17-acre portion of the land, ownership of which is claimed by the Belle Haven Country Club, east of Fort Hunt Road, is planned for open space. In the event that a public authority is not deeded or cannot acquire this acreage for open space, a back-up density of 8-12 dwelling units per acre in the townhouse cluster mode not to exceed 10 dwelling units per acre in the townhouse cluster mode is designated to achieve reasonable compatibility with Belle Haven and surrounding communities and to minimize further damage to the environment.

The 9.4-acre parcel on the west side of Fort Hunt Road to which the Belle Haven Country Club apparently has clear title could be suitably developed in townhouses. Development in the 8-12 dwelling unit per acre range, with the density held to the lower end of the range, would constitute an acceptable transition between the Route 1 commercial uses and the Belle Haven subdivision.

However, as small a part as possible of this parcel should be considered as one of a number of alternate connectors between the Huntington Metro Station and the area lying between Route 1 and the Potomac River. An adequate transition would need to be established adjacent to Belfield Road, which has detached single-family residences fronting on it.

B. Parcel 83-3 ((1)) 53 is planned for residential uses at 4-5 dwelling units per acre. The development should cluster units in a few structures, leaving the site as undisturbed as possible. The intent of the Plan may be interpreted to include no more than three additional units being served by an extension and cul-de-sac of Grove Drive. Provision of such a cul-de-sac would benefit present and future users of Grove Drive. Homes built with Grove Drive access should be compatible in size, style, and character with existing development along that street. The parcel has been approved for park use; and, although it has not been fully acquired by the Fairfax County Park Authority, it is the site of Belle Haven Park.

C. The commercially-zoned area consisting of parcels 83-3 ((1)) 52 (pt.) and 53A, and those parcels southwest of Quander Road should be planned for R-5, or preferably PDH-5, residential uses.

Design of the project should involve a few clustered structures with the majority of the steep site left undisturbed, and should provide no more than one entrance point onto Route 1 and that no closer than 200 feet to Quander Road, and no more than two entrances on Quander Road, no closer than 200 feet to Route 1. These latter provisions are intended to preclude congestion near the Route 1/Quander Road intersection because of the critical importance of that road, when improved, for carrying school traffic to and from the new Groveton High School and Metro-related traffic to and from Huntington, as well as the residential traffic generated on this site.

D. Parcels 93-1 ((1)) 46A-53 are recommended for planned public uses, for future addition to the Groveton High School. In addition, the staff is directed to explore, with the School Board staff, the possibility of providing additional school access from Beacon Hill Road.

E. Including the westernmost 200' of map 83-3 ((1)) parcel 20 to and across Fairview Drive to include map 83-3 ((1)) parcel 14, commercial use is recommended for the depth from Route 1 presently zoned commercial.

F. Between map 83-3 ((1)) parcel 14 and the Penn Daw Garden Apartments approximately 500 feet to the south, residential densities of 16 to 20 dwelling units per acre are recommended. Traffic access to Route 1 should be consolidated and landscape material should be selected and located so as to protect the residential community to the east. These objectives could be effectively realized through a unified development effort or parcel consolidation.

G. From Dawn Drive south to Beddoo Street, for the depth of present commercial zoning, the recommended use is R-16, adequately buffered to the east. Automobile access to this project should be primarily from Beddoo Street and Dawn Drive, with the project designed for walking access to Route 1 at a point opposite Southgate Drive: Parcels 93-1 ((1)) 21, 22, pt. 24, pt. 25, and pt. 26, all of which are zoned C-8.

H. From Beddoo Street south to Beacon Hill Road for the depth of current commercial zoning, the Plan calls for C-8 retail uses except for parcel 78 which is recommended for C-2 office uses: Parcels 93-1 ((1)) 74, 74A, 77 and 78, which are zoned C-8.

I. Environmental amenities should be preserved in the EQC system and protected from adverse impacts of future development.

Remainder of Sector

A. Route 1 Corridor Area policies consistent with the other recommendations in this section apply to all land located between Route 1 and adjoining stable residential areas.

B. It is recommended generally that infill of vacant parcels in this sector be in accordance with existing surrounding development.

C. The portion of vacant land behind K-Mart Center which includes floodplain should be left as open space.

D. Soil conditions permitting, infill in Belle Haven Estates and on parcel 93-1 ((1)) 71A should be low density. It is suggested that no more than six clustered home sites, with access from Princeton Drive or Cygnet Drive, be developed on the parcel.

E. North of Quander Road Elementary School, the best use of parcels 83-3 ((1)) 26, 30, would be for townhouses as a buffer to the school.

F. The property immediately adjacent to the northwest corner of Groveton High School, parcels 93-1 ((1)) 44B and 45, is recommended for residential expansion at the density of surrounding development. The property might also be suited for possible expansion of school property.

G. The area between Belle Haven Road and Olde Towne Road, east of Potomac Avenue, (parcels 83-4 ((2)) (29) 1-3, 25-30; (35); (40) 6, 7, 505, 506) is recommended for medium-density residential development at 5-8 dwelling units per acre in conjunction with the provision of an adequate storm drainage outfall, which will require major construction, and consistent with the County's policy regarding development within this flood-prone area. Proposed development shall be compatible with the low-density, detached single-family residential community on the north and south sides of Olde Towne Road and along 10th Street. An option of nonintensive, low-rise office use along the south side of Belle Haven Road shall be considered on this site in the event of total parcel consolidation of the central portion of the site (parcels 83-4 ((2)) (35); (40) 6, 7, 506). The option of low-rise office use is intended to encourage the development of:

1. compatible, well-sited office uses, which are concentrated along Belle Haven Road and buffered and screened from adjoining residences; and

2. residential uses on the north side of Olde Towne Road in residential areas which are sufficiently large to be viable, offer amenities, and provide an adequate transition to the adjoining low-density residential communities.

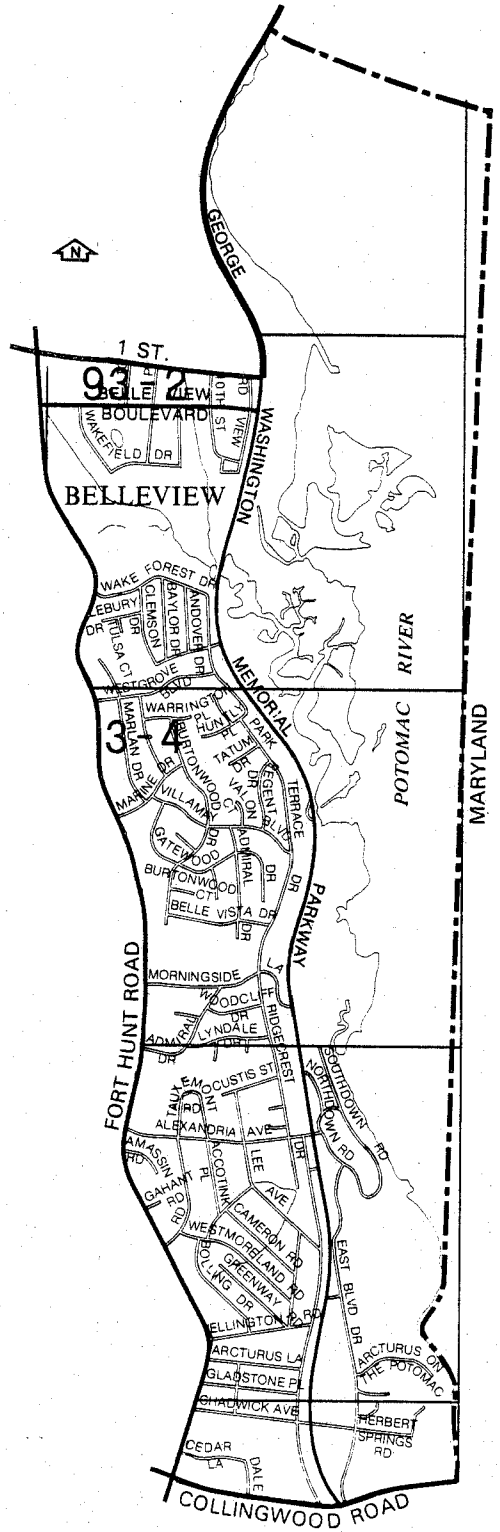
H. Residential infill in this sector should extend and complete existing street patterns where desirable.

I. All commercial activity in the sector should be restricted to existing shopping centers except as recommended in Recommendation (G) above and under Route 1 Corridor Area.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

MV4 WELLINGTON COMMUNITY PLANNING SECTOR



Land Use

The northern portion of the sector is a mix of commercial and apartment uses. From the Westgrove subdivision southward, the area is totally single-family detached dwellings.

The Potomac River is the major watercourse influencing the sector.

Transportation

Fort Hunt Road and the George Washington Memorial Parkway are the major roadways in this sector. Belle View Boulevard, Westgrove Boulevard, Morningside Lane, Alexandria Avenue, and Collingwood Road function as links between residential areas and the parkway. Bus service is offered along Fort Hunt Road and Belle View Boulevard.

Public Facilities

Schools

The sector contains the Belle View Elementary School.

Parks, Recreation and Open Space

Much of the 1,006 acres of parkland within the right of way of the George Washington Memorial Parkway forms the eastern border of the sector. Collingwood Park is also located within the sector.

Other Public Facilities

The County-owned surplus Westgate sewage treatment plant is located within the sector.

Housing

The vast majority of housing in Sector MV4 is low-density, detached single-family residential. However, the sector also includes approximately 1,460 apartment units. The median price of a single-family home in this sector is higher than the County median. There are no mobile home parks in the sector.

Currently 50 units of the Belle View apartment complex are authorized for below-market housing, and 40 of these units are occupied as public housing.

RECOMMENDATIONS

Land Use

A. It is generally recommended that infill of vacant parcels in this sector be in accordance with existing development of low-density residential uses.

B. Continued multifamily use of the apartment complex south of Belle View Boulevard and east of Fort Hunt Road and Belle View Elementary School is adopted. However, it is the Board's intention, when subsequently addressing the zoning of the site, to seek a flexible zoning approach that would allow continuation but not unregulated expansion of present mixed office and commercial uses in the apartment complex.

C. The 21-acre publicly-owned parcel north of the Westgrove subdivision on Fort Hunt Road is appropriate for residential use at 3 dwelling units per acre, with consideration of community park use on a portion of the site. It is suitable for cluster development. Any residential development shall provide for:

A . 1. restriction of development on the floodplain, steep slopes, or marine clay; and

2. provision of adequate access, which may include turning lanes on Fort Hunt Road.

Interior and exterior noise mitigation measures are appropriate for any residential uses impacted by highway noise.

D. Any new development having direct access to, or a visual impact upon the George Washington Memorial Parkway should be compatible with the historic and scenic character of the parkway, as well as the character of the adjoining low-density, detached single-family residential communities.

Public Facilities

Parks, Recreation and Open Space

A. It is recommended that the historic Wellington site be preserved through a program of restrictive easements and/or revolving funds.

B. It is recommended that the 18-acre parcel (93-4 ((1)) 3) be acquired for park use. If park use is infeasible, the recommended alternative use of the tract is for clustered residences at 2 dwelling units per acre.

C. Complete development of Collingwood Park (formerly Collingwood School site) in accordance with the adopted park master plan.

Environment

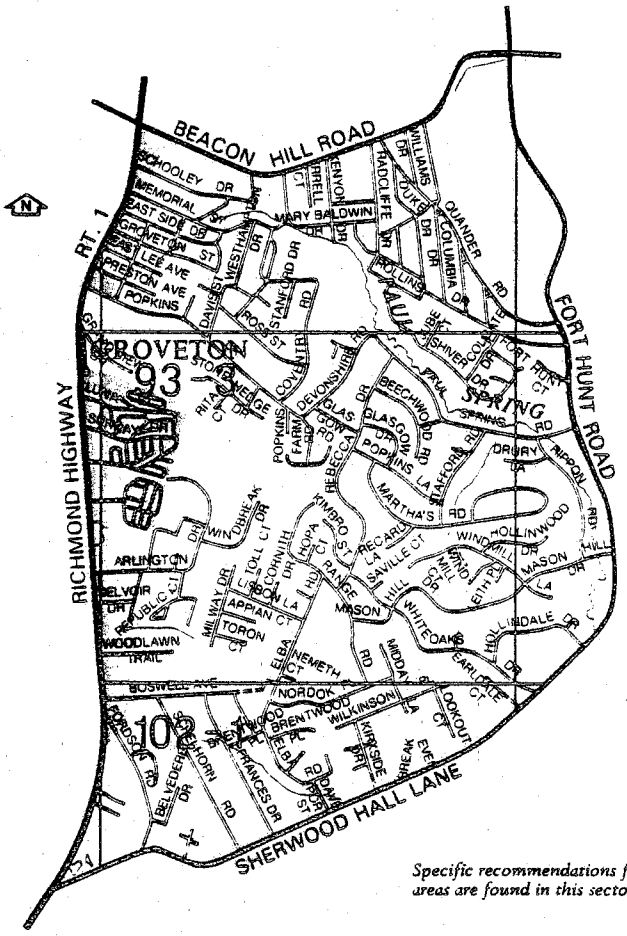
A. The designation of the Potomac shoreline as a critical environmental area is endorsed by this Plan. No uses in conflict with that designation should be permitted.

B. Acquire parkland along the Potomac shoreline in accordance with the Fairfax County Stream Valley Policy.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

MV5 GROVETON COMMUNITY PLANNING SECTOR



Specific recommendations for the shaded areas are found in this sector.

Land Use

Tracts in Sector MV5 that are located along Route 1 have been grouped into the Route 1 Corridor Area. Those tracts are generally depicted by the shading on the sector map.

The largest single land use in Sector MV5 is low-density single-family housing. However, there is a wide range within the single-family housing in this sector. The sector also includes commercial pressures along Route 1, two sizeable mobile home parks, a large apartment development, private recreation sites, and the Mount Vernon District Park. The northern portion of the Gum Springs community is located in Sector MV5.

Transportation

The major roadways in this planning sector are Richmond Highway, Fort Hunt Road, Beacon Hill Road, Sherwood Hall Lane, and Belle View Boulevard. Bus service is offered along Richmond Highway, Fort Hunt Road, and Sherwood Hall Lane. In addition, bus service penetrates the Bucknell Heights neighborhood.

Public Facilities

Schools

The Bucknell and Hollin Meadows Elementary and Bryant Intermediate Schools are located within the sector. The sector also contains the surplus Hollin Hills School.

Parks, Recreation and Open Space

The following parks are located within the sector: Bucknell Manor, Hollin Meadows, White Oaks, Mount Vernon District, and Paul Spring Stream Valley.

There is an urgent need for community parkland in the western portion of the sector which has a deficiency of more than 30 acres. This area should be improved while opportunities to acquire additional land still exist. The Popkins Farm historic site is also located in this sector.

Other Public Facilities

The sector contains the Martha Washington Library.

Housing

Most of the sector is utilized for low-density, single-family dwellings. However, Sector MV5 has mobile home parks with approximately 370 pads along Route 1 and apartment complexes with approximately 1,580 apartments.

The median price for a single-family house in this sector is higher than the County median.

Park space and development seems to be strongly oriented toward detached single-family home subdivisions. Smaller parks oriented toward occupants of mobile home parks and apartments are lacking in the sector.

The 357-unit Woodley Hills Estates mobile home park has been designated as a below-market housing site for 218 units under the community development block grant program and local funding. In addition, 14 units of below-market housing in the Bryant Towne Court residential community are being constructed under the moderate income direct sales program.

Woodley-Nightingale Redevelopment Area

A redevelopment plan for the Woodley-Hills Nightingale Mobile Home Park has been adopted by the Board of Supervisors.

Gum Springs Conservation Area

A neighborhood improvement program and conservation plan for the Gum Springs community has been adopted by the Board of Supervisors. A portion of the Conservation Area lies within this planning sector. The basic goal of this document is the conservation and development of a viable and sound residential community in the Gum Springs neighborhood. The neighborhood improvement program lists a series of public improvement projects that will be necessary to improve living conditions in Gum Springs. A number of these projects will be funded through the community development block grant program. The conservation plan provides legal mechanisms for carrying out the activities of the neighborhood improvement program. The plan firmly establishes land use densities for the Conservation Area, and sets standards for future development and rehabilitation in the community.

RECOMMENDATIONS

Route 1 Corridor Area

The overall situation in and general recommendations for the Route 1 Corridor Area are presented in that section and apply to the portion within this sector.

The following recommendations read from north to south.

A. From Beacon Hill Road south to Schooley Drive on the east side of Route 1, for a depth of 410' along Beacon Hill to 300' on Schooley, C-3 office uses are planned: Parcels 93-1 ((17)); pt. 1, 1A, pt. 2, A, B, 5, 501A, 502, 602, which are zoned C-8.

B. From Schooley Drive to Memorial Street on east side of Route 1, for a depth of 220' on Schooley to a depth of 190' on Memorial, C-8 commercial uses are planned: Parcels 93-1 ((1)) 19; 93-1 ((16)) 13 and 14; 93-1 ((18)) ((A)) 1 through 5, which are zoned C-8.

C. For a depth of 200' between Memorial Street and East Side Drive, the recommendation is for C-4 offices; south of East Side Drive on the east side of Route 1, extending to Groveton Street for a depth of 150' the recommendation is for C-2 office uses: Parcels 93-1 ((1)) 2 and 5; and 93-1 ((18)) (B) 49 through 58, which are zoned R-3, R-12, C-2 and C-8.

D. Parcels on the east side of Route 1, between Groveton Street and Popkins Lane, for a depth of 300' from Route 1, are recommended for C-1 development, designed for compatibility with adjacent residential development: Parcels 93-1 ((18)) (C) 83-98 and 105-110; 93-1 ((18)) (D) 117-132 and 138-144; 93-1 ((18)) (E) 150-165 and 172-177, which are zoned R-3, C-2, C-3 and C-8.

E. A redevelopment plan for the Woodley Hills-Nightingale Mobile Home Park has been adopted by the Board of Supervisors. The primary goal of that document is to provide a reconstructed mobile home park which meets modern design standards and is of adequate size to accommodate residents of the existing park who wish to remain in the area, and to preserve the park as a housing resource for low- and moderate-income residents. Through the redevelopment project, the density of the mobile home park will be reduced to approximately nine dwelling units per acre.

F. The parcel is recommended for open space uses—no development. The preservation of this parcel in open space is essential to the Route 1 replanning concept, as well as a factor in enhancing the attractiveness of the Mount Vernon Square apartments to the east: Parcel 92-4 ((1)) 94A which is zoned C-6.

G. The existing neighborhood level shopping center is to serve (without additional commercial zoning) the dense residential area to the east. Wooded buffer present on part of the site should be retained: Parcels 93-3 ((2)) (1) and 93-3 ((2)) (2), which are zoned C-6 and C-8.

H. All contiguous commercially-zoned property on the east side of Route 1, from the junction of Route 1 and Fordson Road north to the north property line of parcels 16 and 14 is recommended for C-3 or lower office use: Parcels 93-3 ((2)) (3), 14-19 and R; 93-3 ((2)) (4), 21-25; 102-1 ((7)) (4), 26-29; 102-1 ((7)) ()7, 25 and 26; which are zoned C-8.

I. Existing and proposed land uses within the Gum Springs Conservation Area should develop in accordance with The Gum Springs Neighborhood Improvement Program and Conservation Plan, adopted by the Board of Supervisors on April 30, 1979. The Adams Trailer Park in this area should be retained but improved to reflect R-MHP standards and a more residentially-oriented setting for the park.

J. On parcels 101-2 ((1)) 73, 75, 76 and 102-1 ((1)) 75 and 77, C-8 commercial uses are recommended for a depth of 260 feet from the center line of Route 1.

Remainder of Sector

A. Route 1 Corridor Area policies consistent with the other recommendations in this section apply to all land located between Route 1 and adjoining stable residential areas.

B. Protective buffering should be provided for proposed apartment and townhouse expansion.

C. Parcels 93-3 ((1)) 9A (pt.) and 19, and 93-3 ((7)) (4) 1 should be planned for residential uses at 2-3 dwelling units per acre.

D. Infill should be consistent with surrounding development.

E. No additional development should be permitted between Hybla Valley Farms and Milway Meadows in order to protect the wetlands.

F. Residential infill in Memorial Heights should be at 4 dwelling units per acre.

G. Parcels 93-1 ((1)) 8 and 9, consistent with their location adjacent to a C&P Telephone Company installation and across the street from Bryant Intermediate School, could be allowed a density higher than the low end of the range shown on the Plan map. In order for such a density to be approved, the development, in addition to achieving adequate compliance with the standard density range criteria, should:

1. help provide a logical transition between the utility and school and the community;
2. be compatible with and provide adequate screening and buffering for neighboring detached single-family homes;
3. not help constitute a justification for conversion of nearby homes to other uses;
4. support rather than weaken the stability of the surrounding residential area;
5. provide a solution to whatever drainage problems and slippage soil conditions might be present;
6. contain sufficient recreational and open space; and
7. provide adequate housing for moderate-income families.

H. The Hollin Hills School site (93-4 ((1)) 1) is planned for residential development at 3-4 dwelling units per acre, or for housing for the elderly. Consideration should be given to allowing recreational use of a portion of the property provided that such use:

1. could be provided with sufficient parking;
2. could be adequately accessed and buffered from both existing and proposed residential development; and
3. would not result in a net developable density on the remainder of the property, which would be incompatible with the density of the adjoining community.

Public Facilities

Parks, Recreation and Open Space

A. The Mount Vernon District Park should be fully developed to serve existing and expected population in this and nearby sectors.

B. Privately-owned portions of the Paul Springs stream valley should be acquired by the Park Authority.

C. The Park Authority should consider the acquisition of the approximately 14 acres surrounding the historic Popkins farm house. The house and immediate environs, however, should remain in private ownership.

D. A large quantity of community parkland should be acquired and developed in the western portion of the sector to insure adequate service to the high-deficiency area.

E. Develop Bucknell Manor Park.

Other Public Facilities

A. Insure a conveniently located facility for human services delivery on Route 1 in the vicinity of Groveton.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

MV6 FORT HUNT COMMUNITY PLANNING SECTOR

Land Use

Approximately half of the land in Sector MV6 is low-density, single-family residential; however, there are garden apartments along Route 1, a number of townhouse developments, the medical/governmental center, an office complex to the east of this center, and housing for the elderly and a nursing home to the south of this center. The sector also contains private recreational clubs offering swimming facilities. Two small sections of commercial development exist in this sector; one along Sherwood Hall Lane across from the Sherwood Hall Regional Library property, and the other on Elkin Lane. There is a neighborhood shopping center located at the intersection of Shenandoah Road and Fort Hunt Road on the eastern edge of the sector.

The Paul Springs Branch that flows through the Sector MV5 planning sector crosses this sector and becomes part of the North Branch before it flows into Little Hunting Creek.

Transportation

Richmond Highway, the George Washington Memorial Parkway, Fort Hunt Road, Sherwood Hall Lane, and Collingwood Road are the major roadways in this sector. Bus service is offered along Richmond Highway, Fort Hunt Road, Sherwood Hall Lane, and Waynewood Boulevard.

Public Facilities

Schools

The Fort Hunt, Stratford Landing and Waynewood Elementary Schools; Foster Intermediate School and Fort Hunt High School are located within the sector. The sector also contains the surplus Hollin Hall School.

Parks, Recreation and Open Space

The following parks are located within the sector: Fort Hunt, Foster School, Kirk, Martin Luther King, Jr., Stratford Landing, Williamsburg Manor, Little Hunting Creek Stream Valley, and Paul Spring Stream Valley.

Also, the federally-owned Fort Hunt Park and a large portion of the open space associated with the George Washington Memorial Parkway are located in the sector.

Other Public Facilities

The following other public facilities are located within the sector: Mount Vernon Fire Station, Mount Vernon Governmental Center, Mount Vernon Hospital, Mount Vernon Mental Health Center, Saunders B. Moon Community Center (Drew Smith School), and Sherwood Hall Regional Library.

Housing

Most of this sector has low-density single-family development. The median house cost in this sector is above the County median. There are no condominiums and no mobile homes.

The Spring Gardens Apartments, located in the Gum Springs community, has 22 units leased by the Fairfax County Housing Authority for low-income families. The remaining 184 units are for moderate-income families. The project was originally constructed under the federal government's 236 program.

The following residential communities have been designated for below-market housing:

- 38 units of the Brosar Park detached single-family residential community designated under the moderate income direct sales program;
- 37 units of the Hunting Creek residential community designated under the section 8 program;
- 130 units of the Mount Vernon House designated under the section 8 and section 202 programs;
- 106 units of the West Ford residential community proposed under the public housing program;

Gum Springs Conservation Area

A neighborhood improvement program and conservation plan for the Gum Springs community has been adopted by the Board of Supervisors. A portion of the Conservation Area lies in this planning sector. The basic goal of this document is the conservation and development of a viable and sound residential community in the Gum Springs neighborhood. The neighborhood improvement program lists a series of public improvement projects that will be necessary to improve living conditions in Gum Springs. A number of these projects will be funded through the community development block grant program. The conservation plan provides legal mechanisms for carrying out the activities of the neighborhood improvement program. The plan firmly establishes land use densities for the Conservation Area, and sets standards for future development and rehabilitation in the community.

Plymouth Haven Community Improvement Plan

On October 29, 1979, the Board of Supervisors adopted The Plymouth Haven Community Improvement Plan prepared by the Department of Housing and Community Development to preserve and upgrade this neighborhood by providing public facilities such as curb, gutter, and drainage improvements. Homeowners will participate in the design of the improvements and will share in the cost of some facilities. The plan includes Plymouth Road, part of Potomac Lane, Standish Road, Winthrop Drive, and part of the east-west section of Fort Hunt Road.

RECOMMENDATIONS

Land Use

A. No additional units should be permitted on the property of Little Hollin Hall until the County's history staff has made a recommendation for the appropriate use of the property.

B. The Briary Farms development should include access from Holland Road. Nursing home units in the project should be well located with respect to the medical complex to the north. Apartment buildings should be oriented chiefly to the medical complex with townhouses well buffered from the existing single-family residences. The wetlands on the southern portion of the development snd Road. Nursing home units in the project should be well located with respect to the medical complex to the north. Apartment buildings should be oriented chiefly to the medical complex with townhouses well buffered from the existing single-family residences. The wetlands on the southern portion of the development should be preserved as parkland.

C. Infill in this sector should be at same density as existing surrounding development. Homes should be clustered where possible and buffered from conflicts with surrounding uses.

D. All of parcel 102-1 ((1)) 12A is floodplain and should remain in open space use. Generally, all floodplains in this sector should be left in open space usage.

E. The approximately 10.9 acres of parcel 102-3 ((11)) A1 should remain in open space uses.

F. Access to the Oak Grove at Fort Hunt development should be from Fort Hunt Road and Yorktown Drive extended. There should be no more than two street entrances from Fort Hunt Road. Clustered development would be the most attractive use of the land.

G. Parcels 102-3 ((1)) 44B, 44C, and 44D are recommended for replanning for residential uses at 4 dwelling units per acre, with appropriate screening and buffering. A PDH-4 development is strongly recommended, for added incentive to the developer and improved potential for compatibility with surrounding development.

H. Those parcels lying south of Sherwood Hall Lane, between Fordson Road and Holland Road, should be consolidated for residential development based on a new interior street pattern. Fordson Road, as well as other streets in this area, should be improved in accordance with the circulation plan prepared for the Gum Springs Conservation Area. The Plan recommends townhouses at 5-8 dwelling units per acre for approximately 800 feet from Sherwood Hall Lane along Fordson and Holland Roads to the south. Continuing south to the King Park, the plan recommends detached units at 4-5 dwelling units per acre. Commercial uses are not recommended in this area; and the townhouses recommended near Sherwood Hall Lane should be oriented inwardly toward Fordson Road and the new interior streets, and away from Sherwood Hall Lane and Holland Road as much as possible.

I. As per the adopted Gum Springs conservation plan, the following parcels lying southeast of Sherwood Hall Lane, west of Fordson Road and north of the Saunders B. Moon Community Center are planned for the following densities:

101-2 ((1)) 48-54	2-3 units per acre
101-2 ((1)) 57-58	5-8 dwelling units per acre
102-1 ((1)) 59, 62, 63	5-8 dwelling units per acre

J. No development is recommended near the floodplain on parcels 101-2 ((1)) 41 and 42.

K. All development within and adjacent to the Gum Springs Community should be consistent with the neighborhood improvement program and conservation plan for that community.

L. The Plymouth Haven neighborhood should be preserved and upgraded in accordance with *The Plymouth Haven Community Improvement Plan.*

M. Any new development having direct access to, or a visual impact upon, the George Washington Memorial Parkway should be compatible with the historic and scenic character of the Parkway, and should be low-density, detached single-family residential dwellings with no variance from the residential use.

Environment

A. The Little Hunting Creek Environmental Quality Corridor should be protected from environmental degradation.

B. Acquire parkland along the Potomac shoreline in accordance with the Fairfax County Stream Valley Policy.

Public Facilities

Parks, Recreation and Open Space

A. The Park Authority should complete development of the Martin Luther King, Jr. Park as programmed.

B. The Park Authority should acquire the privately-owned portions of the Paul Springs Branch and Little Hunting Creek stream valleys.

C. In the event that the U.S. Coast Guard property within this sector is declared surplus by the federal government and becomes available for reuse, it is recommended that the Fairfax County Park Authority acquire the Coast Guard site as well as the adjacent open space (parcel 102-3 ((11)) (2) A1) as part of the Little Hunting Creek Stream Valley Park.

D. Consider the provision of recreation facilities on the Harrelson tract.

Other Public Facilities

A. The Hollin Hall Elementary School site is appropriate for activities allowed by right or special permit under the existing R-3 zoning category which are compatible with the residential area adjoining it on three sides. Specifically, activity related to such uses shall not adversely impact the adjoining residential community in terms of traffic, vehicular access, parking requirements, lighting, signing, outside storage, length and intensity of outside activity, or general visual impact.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

MV7 MOUNT VERNON COMMUNITY PLANNING SECTOR

Land Use

Many tracts in Sector MV7 that are located along Route 1 have been grouped into the Route 1 Corridor Area. These tracts are generally depicted by the shading on the sector map.

Outside the immediate Route 1 corridor, there are a number of private schools for children, private recreation clubs, and a golf course. Most of the residential acreage is in low-density, single-family uses, but there are garden apartments, townhouses, and two small mobile home parks. A private country club with an 18-hole golf course, clubhouse, and swimming pool occupies 42 acres.

Pressures for expansion of the commercial zone beyond the immediate Route 1 corridor are present.

Little Hunting Creek, Dogue Creek, and the Potomac River are all major influences in Sector MV7.

Transportation

Richmond Highway, Mount Vernon Highway, Mount Vernon Memorial Highway, and the George Washington Memorial Parkway are the major roadways in this sector.

A traffic problem relating to the Mount Vernon High School exists because the service area for the high school is currently defined to include students from west of Route 1. There is no direct route for school buses to travel from west of Route 1, in the Pinewood Lake area, to Mount Vernon High School. Many of the buses find their way down Mount Zephyr Drive or down Richmond Avenue to Woodley Drive to Old Mount Road. This situation is dangerous because none of these streets is wide enough to accommodate that volume of school-related traffic. Even more hazardous is the fact that Walt Whitman Intermediate School students progress on foot along Richmond Avenue, which is only 15 feet wide in some areas, and along Mount Zephyr Drive enroute to and from school. In addition, the abrupt turn from Mount Zephyr Drive into Woodley Drive involves a sharp turn with a steep grade. School buses which travel between the Mount Zephyr area and the Woodley Hills Elementary School also must negotiate this sharp turn.

Public Facilities

Schools

The Riverside, Washington, and Woodley Hills Elementary Schools; Whitman Intermediate School, and Mount Vernon High School are located within the sector.

Parks, Recreation and Open Space

The following parks are located within the sector: Grist Mill, Mount Vernon Community, Mount Vernon Manor, Mount Zephyr, Vernon Heights, Washington Mill, Woodley Hills, and Dogue Creek Stream Valley.

Also located within the sector is the George Washington Grist Mill Park owned by the State of Virginia and Mount Vernon, owned by the Mount Vernon Ladies Association of the Union.

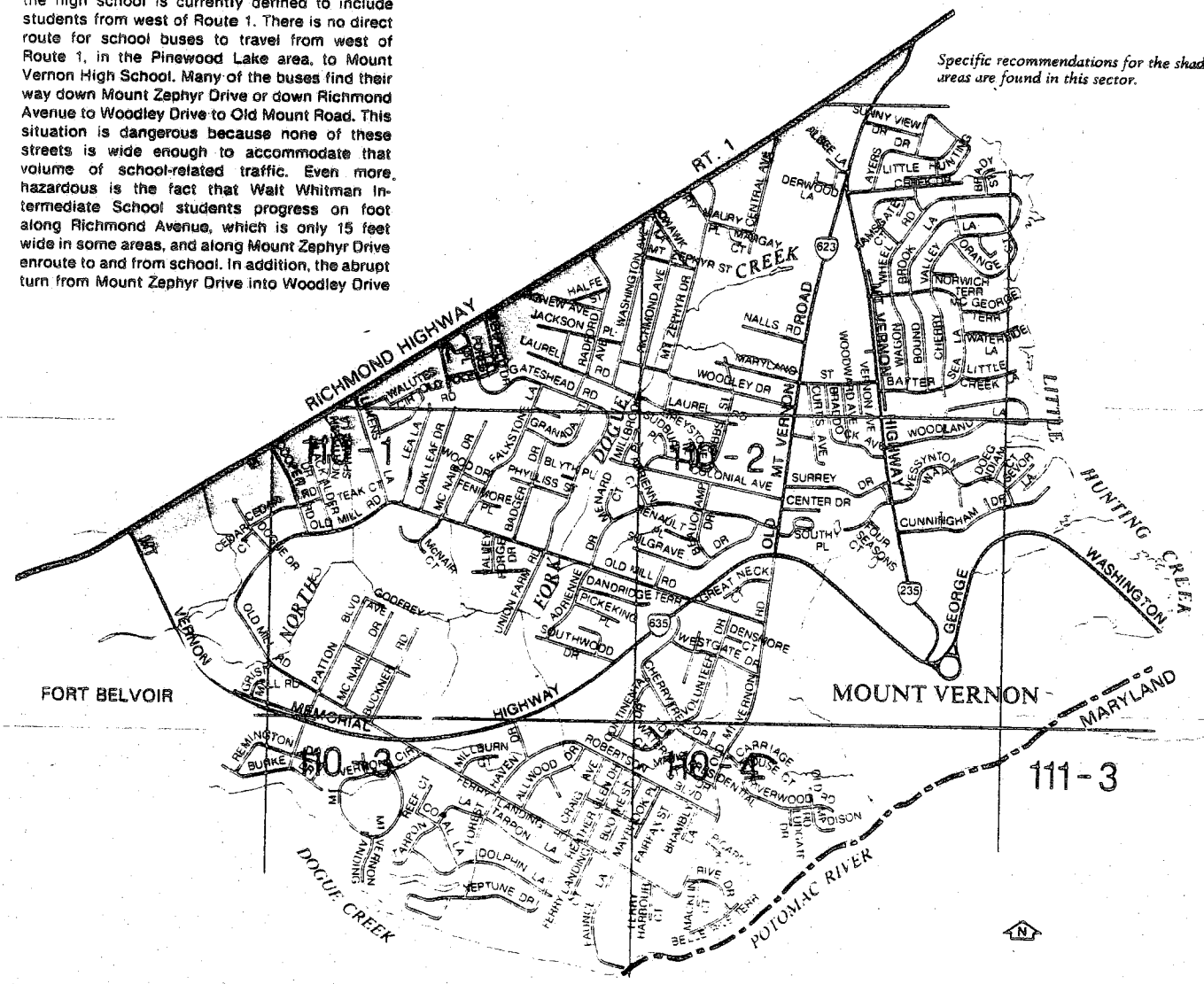
Other Public Facilities

The sector contains the Woodlawn Fire Station and the surplus Dogue Creek sewage treatment plant.

Housing

The majority of this sector is low-density, detached single-family residential development. The median price of a single-family house in Sector MV7 is among the highest of any sector in the Mount Vernon Planning District. Sector MV7 has one condominium development and two mobile home parks located along Route 1. The first example in Fairfax County of a single-family/detached-structures condominium is located in Sector MV7.

Specific recommendations for the shaded areas are found in this sector.



RECOMMENDATIONS

Land Use

Route 1 Corridor Area

The overall situation in and general recommendations for the Route 1 Corridor Area are presented in that section, and apply to the portion of the area within this sector. Specific policies for the portion of that area in this sector are included below:

Recommendations read from north to south.

A. Development of these parcels should take place with enough screening along Mount Vernon Highway so that there is no undermining of the Plan recommendation of 3-4 dwelling units per acre for the properties directly across Mount Vernon Highway: parcels 101-2 ((1)) 30, 31, 34, 34A, 35, 36, and 36A.

B. Development of these parcels in office uses, with substantial buffering along their rear property line, is encouraged: parcels 101-2((1)) 25-28, 29B.

C. Consolidated or coordinated residential development at 16-20 dwelling units per acre of these properties could provide amenities, an adequate internal circulation system and a viable residential development. This density is recommended on parcels 101-4 ((1)) 15, 16, 16A, 16B, 17.

D. Parcels 6, 6A and 7 should be used for neighborhood shopping with a strong orientation to pedestrian traffic from the south, along Reddick Avenue, and from the residential uses recommended to the east. Parcels 1 through 6 should be consolidated with acreage to the south for residential development at 2-3 dwelling units per acre: Parcels 101-4 ((1)) 6, 6A and 7; and 101-4 ((6)) 1-6, which are zoned C-8.

E. The tract should be used for C-1 office uses, buffered from the school to the southwest and from residences to the southeast. At its intersection with Route 1 adjoining this parcel, Reddick Avenue should be realigned (as should Russel Road) to provide an aligned, if diagonal, directly-crossing intersection: Parcels 101-4 ((7)) 12, 24, which are zoned C-8.

F. These parcels are planned for C-1 office uses, for transition: Parcels 101-3 ((8)) (C), 1 and 2; 101-4 ((8)) (D), 5; and 101-4 ((8)) (O), 1A and 1B, which are zoned C-8.

G. Commercial development near the Walt Whitman Intermediate School should be discouraged, if the current commercial development nearby proves impermanent, measures should be taken to encourage replacement of such by either public, semipublic or private uses which would be consistent with the proximity to public schools: Parcel 101-4 ((1)).

H. Parcels 101-3 ((1)) 20, 21 and 22 are planned for retail commercial use with the provision of a buffer strip 50 feet in depth adjacent to planned residential property. Commercial activity along the frontage of Route 1 should be planned for uses no greater than are allowed in the C-5 category of the *Zoning Ordinance*. Parcels 101-3 ((1)) 20, 21 and 22, which are zoned R-2 and C-8.

I. Neighborhood commercial use is recommended on the portion of parcels 101-3 ((1)) 23, 24 and 25 with frontage on Route 1, while the remaining southern portion of these parcels is planned for townhouse office uses which will act as a compatible transition adjacent to stable, low-density residential communities. As a necessary condition for approval of any townhouse office use on this site:

1. substantial landscaped open-space buffer should be provided adjacent to property planned for residential use in order to eliminate potentially adverse impacts;
2. no vehicular access shall be permitted to the subject property along that portion of Radford Avenue across from parcels planned for low-density residential use; and
3. coordinated development of all commercial activity on parcel 25 to ensure adequate provision for parking, landscaping, screening, and vehicular access.

J. The parcels in the southeastern quadrant of the intersection of Route 1 and Radford Avenue are appropriate for office and retail development, in a low-intensity townhouse office style, oriented to Route 1 if substantial consolidation is achieved and a substantial landscaped open space buffer is provided adjacent to the existing residential community: Parcels 10I-3 ((1)) 26, 27; ((3)) 1, 2.

K. The C-2 office category is recommended. The previously planned restaurant use of the property can qualify for special exception in this category. Adequate buffering along the southeast edge must be provided: Parcels 101-3 ((1)) 28 and 29, which are zoned C-8 and R-2.

L. Four parcels are recommended for a PDH-5 development, with the project designed for less density and adequate buffering along the project's boundary with Mount Vernon Manor and Mount Zephyr Park: Parcels 101-3 ((1)) 30, 30A, pt. 31 and pt. 31A, which are zoned C-8.

M. The extension of Old Pole Road northeastward to align and intersect with Frye Road/Route 1 is recommended through this tract. A PDH or cluster project is recommended for the tract itself, with no more than 5 dwelling units per acre permitted east of the road extension, adjoining existing development in Mount Vernon Manor and Mount Zephyr, and no more than 8 dwelling units per acre permitted west and north of the extension. Appropriate replanning for mobile homes displaced by this development has been done, in parks reflecting increased standards of the R-MHP category: Parcels 101-3 ((1)) pt, 31, pt 31A, 32 and 33, which are zoned C-8.

N. Recommended use is R-8 cluster or PDH-8 with uses all sited north of a northwestward extension of Old Pole Road to the access road of Terrace Townhouses of Woodlawn. Provision should be made on parcel 10 for widening the access road and making it a public street. (Development recommended here and across the street is to provide for slight realignment of Highland Lane and Old Pole Road extended to create a direct crossing intersection with Route 1.) The portion of parcel 35 southwest of the recommended road extension should be dedicated as an addition to Mount Vernon Park, with trail access to a safe crosswalk provided in both the park extension and the residential development: Parcels 101-3 ((1)) 35 and 110, which are zoned R-2 and C-8.

O. The entire area (parcels 101-3 ((1)) 106A-109) is planned for low- to mid-rise office use. An option exists for residential development at 16-20 dwelling units per acre in the event of substantial parcel consolidation sufficient to ensure a regularly configured, well-designed development with:

1. adequate recreation;
2. a compatible relationship with the Terrace Towne Homes;
3. an effective landscaped buffer adjacent to Route 1 and adjoining commercial properties within the area;
4. a single point of coordinated vehicular-access to Route 1 for the entire area; and
5. eventual compatible development of the remainder of the area.

This will promote an integrated development in accord with adopted policies for the Route 1 corridor. In addition, a well-designed residential/office mixed use development with the residential component at 16-20 dwelling units per acre could be appropriate with the consolidation of all the parcels in the area and compliance with conditions 1-5 listed above.

P. Parcel 51 and the west half of 52 are in floodplain; the east half of 52 and the remaining parcels on both sides of Lukens Lane are recommended for C-3 and C-5 uses C-3 at the southeast edge of parcel 100 adjacent to residential uses. The intent is the uses recommended here are intended to supplement the Engleside Shopping Center across Route 1: Parcels 110-1 ((1)) 51 and 52; 101-3 ((1)) 100, 101, 102, 104 and 105, which sides of Lukens Lane are recommended for C-3 and C-5 uses C-3 at the southeast edge of parcel 100 adjacent to residential uses. The intent is the uses recommended here are intended to supplement the Engleside Shopping Center across Route 1: Parcels 110-1 ((1)) 51 and 52; 101-3 ((1)) 100, 101, 102, 104 and 105, which are zoned C-8.

Q. Parcels 1A and 1B, together with that portion of 1 having the same depth from Route 1 are recommended for C-5 neighborhood shopping uses. In particular, those convenience commercial facilities which supplement the uses in the community shopping center across the street are desired; they will help to augment the Woodlawn Center while simultaneously restricting somewhat the need for shopping trips across Route 1 for residents along the southeast side: Parcels 110-1 ((17)) 1A, 1B and pt. 1, which are zoned C-8.

R. A density of 8-12 dwelling units per acre is recommended for the five acre portion of parcel 110-1 ((1)) 2 adjoining Route 1.

S. Retail and other commercial use are recommended for map 109-2 ((2)) parcel 3A. Office uses under the C-3 zoning district are recommended for map 109-2 ((2)) parcels 4A, 5A and that portion of parcel 4 parallel to and at the same lot depth as parcel 4A. Map 109-2 ((2)) parcel 5, the rear portions of parcels 4, 6 and 7 and map 110-1 ((17)) parcel 3 (all of which are zoned C-8) are recommended for zoning district R-16.

T. No use is recommended for parcels entirely or overwhelmingly in floodplain. If parcel 7A is acquired by parcels to the northeast, floodplain credit for that lot could be permitted with development restricted to the upper land areas on 7 or 6: Parcels 109-2 ((2)) 7A and 9 which are zoned C-6 and C-8.

U. The parcels at the southeast corner of Route 1 and Mount Vernon Memorial Highway are planned for tourist-oriented commercial uses (limited by the Historic District as well as the zoning ordinance) in the C-8 category: Parcels 109-2 ((2)) 13, 13A, 13B, 13C and 13D, which are zoned R-2 and C-8.

V. From the southwest edge of parcel 10 which is the parcel containing 50 percent floodplain, extending southwestward to the corner properties, the recommended use is C-5 commercial for a depth from Route 1 equivalent to the rear lot line of parcel 11A, and PDH-5 on the remainder of those parcels and that part of 10 above the floodplain. This provides 100' of commercial depth after the necessary dedication for Route 1 improvement on adjoining parcels: Parcels 109-2 ((2)) pt. 10, 10A, 11, 11A and 12, which are zoned C-6 and C-8.

Remainder of Sector

A. Route 1 Corridor Area policies consistent with the other recommendations in this section apply to all land located between Route 1 and adjoining stable residential areas.

B. Pressures for expansion of the commercial area beyond the immediate Route 1 corridor must be resisted, and development of the commercial area must provide effective buffering and screening to adjacent residential uses.

C. Low-density residential infill at 2 clustered units per acre is recommended for the following parcels in Agnew Farms: 101-4 ((6)) 7A, 7B, 7D, 8, 8A, 8B, 9, 9A, 10, 12, 13, 13A, 14, 16 and 17. These parcels contain approximately 46.18 vacant acres. The property abuts Riverside Elementary School on the south and Old Mount Vernon Road on the east. Only a short distance separates the properties from Route 1. An interior street pattern that promotes clustering and buffers existing uses adjacent to the property is also recommended. There

should be minimal use of direct access frontage on either Old Mount Vernon Road or Central Avenue.

D. It is recommended that the development of Ferry Landing Farm be at 2 dwelling units per acre or consistent with adjacent uses.

E. Large quasi-commercial marina complexes, with piers jutting out into the water, are prohibited by the Plan in order to preserve the natural beauty of the Potomac River and Dogue Creek shorelines.

F. No additional development is recommended for the Union Farm property. Anticipated development had indicated 123 dwelling units on 84 acres. Subsequent information indicates that this development proposal should be modified to reflect park acquisition of the site. Of the 84.67 acres comprising the parcel, 11 acres represent dedicated stream valley park and the remaining 73 acres are part of Bryant Farm Park.

In the event the remaining acreage is not acquired for park uses, it would, together with density credit for the stream valley portion of the farm, permit development credit for 44+ acres. A density of 2 dwelling units per acre would be appropriate in that event. Primary access to the site would be from Mount Vernon Memorial Highway. It is recommended that direct residential frontage on Mount Vernon Memorial Highway be kept to a minimum, and that a thorough internal street pattern be developed with most units near the highway having well-screened reverse rather than direct frontage or direct orientation to a compatible frontage road linked with existing frontage roads along the highway. Particular care should be given to buffering against adjacent residential development and the park properties.

G. Clustered residences at 3 dwelling units per acre are recommended for the 10.7 acres at the north end of Route 235 North, between Mount Vernon Highway and Little Hunting Creek. A PDH-3 project would be preferred, clustering units at the southern end of the property with only one point of access onto Mount Vernon Highway and as little direct frontage as possible. Such development should be attractively designed and well buffered. Approximately 2-3/4 acres of the site are in floodplain, along the northeastern edge of the parcel.

H. It is recommended that the vacant parcels on Halfe Street and Agnew Avenue be replatted, then developed at a density of 2 dwelling units per acre. The parcels involved represent completion of a "paper" subdivision consisting of parcels 101-3 ((3)) 6 through 11 on Halfe Street and Agnew Avenue. If the pattern were developed as platted, lots 10 and 11 would have sides abutting or adjoining the (partially) commercially used property along Route 1. The backs of parcels 6, 7, 8 and 9 also abut a large parcel, the access and frontage of which is oriented to Route 1 and commercial development. By replatting to provide a loop or cul-de-sac rather than an intersection where Halfe Street and Agnew Avenue join, all the affected properties can abut commercial properties at a rear rather than a side lot line and can, with the aid of buffering, reinforce the separation between residential and commercial development at this point. Additionally, implementation of the loop or cul-de-sac as referred to above should involve minimal destruction of the wooded area which presently forms a natural barrier between the residential community and Route 1.

I. Future development of parcel 110-2 ((1)) 22 should be oriented for access to an improved Surrey Drive along the parcel's north boundary, and should not be connected to the east to Wessynton Way.

J. Stable area parcel 101-3 ((8)) (C) 6, opposite Mount Zephyr Street amid the residential properties along Washington Avenue, should be filled with 1 residential unit. It is not to be considered for access to parcels north of Washington Avenue.

K. The site of the former Dogue Creek treatment plant is planned for community-serving public facilities that will be compatible with the surrounding existing and proposed residential uses. Should the property be declared surplus for public use, residential use at a density of 2-3 units per acre is appropriate. Any future development should not encroach into the 100-year floodplain.

Public Facilities

Parks, Recreation and Open Space

A. Mount Vernon bike trail should be extended along Mount Vernon Memorial Highway to Route 1 near the entrance to Woodlawn.

B. Grist Mill Park should be developed to serve existing and projected population in the vicinity. Consideration should also be given to expansion of the park as a facility serving the needs of the district as well as the local community.

C. The Carlby house should be protected through a program of restrictive easements and/or revolving funds.

D. Consideration should be given to construction of a second swimming pool in the Mount Vernon District.

E. Complete development of the Mount Vernon Community Park and Woodley Hills Community Park.

F. Develop Mount Zephyr Community Park.

G. Develop Vernon Heights Community Park.

Environment

A. Dogue Creek Environment Quality Corridor should be protected from environmental degradation by adjoining development.

B. The distinctive wetlands along Little Hunting Creek between Sectors MV7 and MV6 should be protected from development. Outlots A and A-1, located adjacent to Little Hunting Creek in Riverside Estates subdivision, should be made a part of a stream valley park along the banks of Little Hunting Creek.

C. Acquire parkland along the Dogue Creek and Little Hunting Creek stream valleys and the Potomac shoreline in accordance with the Fairfax County Stream Valley Policy.

History

Woodlawn Historic District

Part of the Woodlawn Historic District lies within this area. Regulations for this area are discussed in Sector MV8.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

MV8 WOODLAWN COMMUNITY PLANNING SECTOR

Land Use

Many tracts in Sector MV8 that are located along Route 1 have been grouped into the Route 1 Corridor Area. These tracts are generally depicted by the shading on the sector map.

The remaining portion of Sector MV8 is a distinctive mix of housing types that include low-density single-family detached homes, garden apartments, townhouses, and the largest concentration of condominiums in the Mount Vernon Planning District.

The sector is adjacent to Huntley Meadows Park on the north and Fort Belvoir on the west. The Woodlawn plantation abuts the southwestern edge of the sector, and the Plantation's adopted historic district includes a portion of the sector.

Transportation

Richmond Highway is the major roadway for this planning sector. Bus service is available along Richmond Highway and collector streets within the planning sector.

Public Facilities

Schools

Woodlawn and Mount Vernon Woods Elementary Schools are located within the sector.

The Fairfax County School Board owns one undeveloped school site in Sector MV8, the Fairfield elementary school site along Lakepark Drive.

Parks, Recreation and Open Space

The Mount Vernon Woods, Muddy Hole and Woodlawn Parks are located within the sector.

The areas of inadaequate facilities are in the Mount Vernon area, where the community park is not fully developed, and in areas where the largest influx of new people in the sector is expected. Existing parks are not distributed well enough to serve the southern portion of the sector.

Housing

There are large portions of Sector MV8 that are low-density single-family homes; their price is below the County median. Townhouses in this sector are also below the County median for single-family homes.

One hundred units near Sacramento Drive, north of Richmond Highway are proposed as below-market housing units. In addition, 25 units of the Georgeland Village residential community have been proffered as below-market housing units.

RECOMMENDATIONS

Land Use

Route 1 Corridor Area

The overall situation in and general recommendations for the Route 1 Corridor Area are presented in that section. Specific policies for the portion of the area in this sector are included below and apply to the portion of the area within this sector.

Recommendations read from north to south.

A. These parcels immediately south of the Route 1/Buckman Road intersection are recommended for neighborhood commercial use (Parcel 22) and low-rise transitional office uses (parcel 23): Parcels 101-2 ((1)) 22 and 23, which are zoned R-3 and C-5.

B. The parcels described are recommended for C-2 office uses: Parcels 101-2 ((1)) 24 and 101-2 ((5)) (2) 1, 2, 3, 4, and 16, which are zoned C-8.

C. The recommendation for these parcels is for R-4 residential development: Parcels 101-4 ((1)) 12 and 13, which are zoned R-2 and C-8.

D. Recommended are C-5 neighborhood shopping uses on parcels 101-4 ((1)) 9A and 10; and 101-4 ((5)) B1 and B2, and office use on the west side of Martha Street extending approximately 170 feet from Route 1 (the approximate northern boundary of parcel A-1) designed so as to promote the stability of the adjacent residential area.

E. Commercial development near the Walt Whitman Intermediate School should be discouraged. If the current commercial development nearby proves impermanent, measures should be taken to encourage replacement of such by either public, semipublic or private uses which would be consistent with the proximity to public schools: Parcels 101-4 ((1)) and 101-4 ((4)).

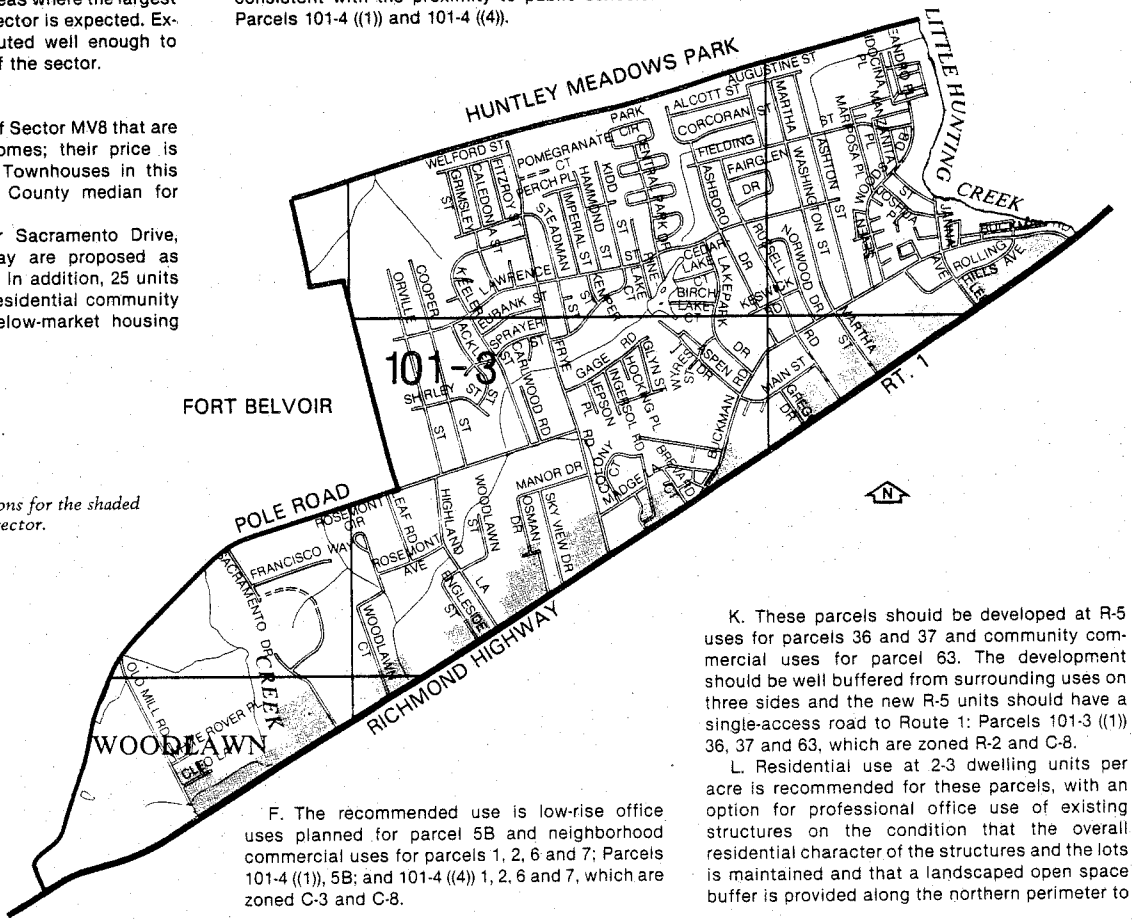
G. Residential development at 5-8 dwelling units per acre is proposed for these parcels with coordinated development and access and adequate buffering adjacent to low-density residential uses: Parcels 101-4 ((1)) 3-5; 101-3 ((1)) 16, 17.

From Buckman Road and for a depth of approximately 390 feet, map 101-4 ((1)) parcel 11, and map 101-2 ((1)) parcels 4 and 5 are planned for residential densities of 2-3 dwelling units per acre. The balance of map 101-4 ((1)) parcel 11 and map 101-4 ((1)) parcels 11A, 12 and 13 may develop residentially at 12-16 dwelling units per acre. If such development is designed to reflect the upper range of the planned densities, consolidation should occur and the area which is planned for two to three dwelling units per acre may be used for density credits and also to satisfy passive open space requirements associated with the development of the properties fronting on Route 1 and planned for 12-16 dwelling units per acre. Also, vehicular access from Route 1 should be restricted to one point and landscaping should be planted in such a manner as to provide effective traffic noise attenuation and an aesthetically appealing development. Developmental impact upon adjoining residential and institutional uses should be effectively mitigated.

H. Recommended for C-5: Parcels 101-3 ((1)) 17A and 19, which are zoned C-8.

I. Recommended for C-3: Parcels 101-3 ((1)) 9, 9A and 9C, which are zoned C-8.

J. For the depth currently zoned commercial, these parcels are recommended for R-5 residential uses, well buffered both to adjacent uses and the highway frontage on Route 1: Parcels 101-3 ((1)) pt. 40; 101-3 ((10)) 11; and 101-3 ((11)) 1A, which are zoned R-2 and C-8.



Specific recommendations for the shaded areas are found in this sector.

F. The recommended use is low-rise office uses planned for parcel 5B and neighborhood commercial uses for parcels 1, 2, 6 and 7; Parcels 101-4 ((1)), 5B; and 101-4 ((4)) 1, 2, 6 and 7, which are zoned C-3 and C-8.

K. These parcels should be developed at R-5 uses for parcels 36 and 37 and community commercial uses for parcel 63. The development should be well buffered from surrounding uses on three sides and the new R-5 units should have a single-access road to Route 1: Parcels 101-3 ((1)) 36, 37 and 63, which are zoned R-2 and C-8.

L. Residential use at 2-3 dwelling units per acre is recommended for these parcels, with an option for professional office use of existing structures on the condition that the overall residential character of the structures and the lots is maintained and that a landscaped open space buffer is provided along the northern perimeter to

eliminate any adverse impact upon stable residential units to the north and northwest. Parcels 101-3 ((1)) 65B and 101-3 ((7)) 55, which are zoned R-2.

M. Recommended for C-2: Parcels 101-3 ((1)) 65C, 65D, 65E, 65F, 65G and 66, which are zoned R-2 and C-8.

N. Vehicular access to the three parcels immediately east of the Engleside Plaza Shopping Center should be solely from within the shopping center. There should be no access to Engleside Street. Consistent with County policy to maintain the stability of the residential area alongside Engleside Street, requirements for screening between the three parcels (parcels 101-3 ((1)) 67-69) and adjoining residential parcels should be fully met or exceeded. Such screening should include a buffer area with vegetative screening and a barrier wall or fence.

O. Highway commercial use is planned for the portion of these parcels above floodplain: Parcels 101-3 ((1)) 76 and 77, which are zoned C-6 and C-8.

P. The parcel at the northwest quadrant of Route 1 and Woodlawn Court, next to Woodlawn Shopping Center, is planned for R-8 residential uses: Parcel 101-3 ((1)) 96, which is zoned R2.

Q. PDH-4 development is recommended for the part above the floodplain: Parcel 109-2 ((1)) 21, which is zoned C-8.

R. No use is recommended; parcels are entirely floodplain: Parcels 109-2 ((1)) 16, 18, 19 and 20, which are zoned R-2 and C-8.

S. Highway commercial uses are recommended. A motel designed to Architectural Review Board standards is planned adjacent to the existing restaurant in the Woodlawn Historic District: Parcels 109-2 ((1)) 13 and 15, which are zoned C-8.

Remainder of Sector

A. Route 1 Corridor Area policies consistent with the other recommendations in this section apply to all land located between Route 1 and adjoining stable residential areas.

B. Planned residential development at no more than 16 dwelling units per acre is recommended for approximately 590 units on the large parcel with approximately 37 buildable acres near the northern edge of the sector. Any development should take place in a low-rise mode and should take steps to ensure that no significant increase in downstream drainage problems occurs as a result. It appears that perhaps a third of this site lies in floodplain and is undevelopable. Access is from Old Mill Road, which lies near the western tip of the parcel but not along it, and from Sacramento Drive which bends through the property slightly east of its center to serve Pinewood Lawns and The Villages. Some on-site street crossing of the floodplain will be necessary to serve at least part of the western section above the floodplain. It is recommended that the planned development approach be maximized because of the need to buffer adequately the existing Pinewood Lawns development and other adjacent uses. The western part of the tract, above the floodplain, lies in the Woodlawn Historic District while the southern part includes the highway corridor overlay district.

C. Garden apartments are endorsed by the Plan for this 7.9-acre parcel. The development should provide any steps necessary to ensure that it will not cause significant additional downstream drainage problems. The project lies on the east side of Old Mill Road, within both the highway corridor district and the Woodlawn Historic District. The northeastern property line of the parcel is along a stream valley. Buffering is recommended particularly on the tract's northwest edge where single-family homes are adjacent to the undeveloped land. Motel development is planned to the south and slightly to the east of the property surrounding the corner of Old Mill Road and Route 1, within the Route 1 corridor: Parcel 109-2 ((1)) 12, which is zoned R-20.

D. The recommended use for Woodlawn Manor is completion of the 132 units on 10 acres, which is now committed or anticipated. This is a planned apartment project with access proposed from Fry Road on the west, Jefferson Davis Drive at the parcel's southeastern edge, and from Ingersoll Road from the north, near the northeastern edge. It is recommended that access be maintained from Fry Road and Jefferson Davis Drive but that Ingersoll Road not be extended into the apartment project unless it is connected to Jefferson Davis Drive as one street. Development of the site should take into consideration the character of surrounding developments which are detached single-family to the north and west and apartments to the south. In addition, the development pattern for Woodlawn Manor should show a potential development pattern for including the excerpted parcel 6 which lies in the northwest corner. The provision should feature the continuation of the street pattern established for Woodlawn Manor.

E. Open space uses are recommended for parcel 109-2 ((1)) 18. All but a third or a quarter of the site is in the highway corridor district and the eastern two-thirds (approximately) is in the Woodlawn Historic District. From the northern corner of the parcel, extending southerly through the property, is Dogue Creek in what appears to be a wide floodplain taking nearly the entire parcel. No residential development above the floodplain is desirable unless thought is given to its effect on the flow of Dogue Creek under Route 1 past downstream communities.

F. It is recommended that parcel 100-4 ((1)) 2 for 16.2 acres be developed at 16 dwelling units per acre. The development should be under a PDH application, in recognition of the site's proximity to and visibility from the Woodlawn Historic District. The historic district would also provide architectural control of development as well as limitations of uses. The eastern tip of the parcel includes a floodplain of approximately three acres, and a stream flowing out of Fort Belvoir through the northwest corner of the parcel. No floodplain for the latter stream is indicated. Access would be from Old Mill Road which abuts on the west and from Pole Road which abuts on the north. Both roads are recommended for improvement in this plan. Approximately 14.5 acres of this parcel can be credited for residential development at the requested density of 16 dwelling units per acre, with the project well buffered with respect to adjoining roadways so that no residential units have direct frontage access to either Pole Road or Old Mill Road. The project would result in a total of approximately 230 residential units.

G. The eighty-nine acre parcel lying between Pole Road, Timothy Park subdivision, and Fort Belvoir is recommended for low-density residential development not to exceed 4 dwelling units per acre. Single-family detached has been strongly recommended by the Lee District Task Force.

H. The approximately 45 vacant acres bounded by Huntley Meadows Park, Little Hunting Creek, Buckman Road, and the Sequoia development should be developed residentially. Approximately 8-9 acres of these properties are in floodplain of the Little Hunting Creek. PDH-8 is the recommended density to be developed; this would be generally compatible with the apartment densities adjacent to the site, while the PDH approach would permit flexibility in dealing with the segmentation of the site by the floodplain. Only one project street access to Buckman Road is recommended. Design of the project should take special care to consider adjacent uses, traffic levels along Buckman Road and Seven Woods Drive, the adjacent Mount Vernon Elementary School and the Mount Vernon Woods and Huntley Meadows Parks. A total of approximately 320 residential units would be possible in this development.

I. The underutilized area on the west of Martha Street north of Route 1 should develop at a single-family residential density compatible with the established residential community along Martha Street.

J. PDH development of 5 to 8 units per acre is recommended for the tract comprised of the following parcels: 100-4 ((1)) 1 and 109-2 ((1)) 5 through 11.

Public Facilities

Parks, Recreation and Open Space

A. Muddy Hole Farm Park should be developed.

B. The County should acquire community parkland in areas of new development, unless adequate private facilities are provided.

C. The Park Authority should complete development of additional facilities in the Mount Vernon Woods and Woodlawn Parks, according to their master plans.

D. The Dogue Creek and Little Hunting Creek Environmental Quality Corridors should be protected. The County should acquire parkland along the Dogue Creek stream valley in accordance with the Fairfax County Stream Valley Policy. Improved channelization of Dogue Creek under Route 1 is recommended.

E. A community park should be acquired and developed in the area northeast of Old Mill Road and west of Route 1. Consideration should be given to acquiring the following parcels: 100-2 ((1)) 3A or 109-2 ((1)) 18.

History

Woodlawn Historic District

A. The provisions of the Woodlawn Historic District (Appendix 1, A1-200 of the Zoning Ordinance) limit uses within the district to residential and commercial.

B. North of Route 1 the maximum appropriate residential density is garden apartment development, limited to 35 feet in height. South of Route 1, the density is limited to single-family detached development. Within the existing commercially-zoned parcels, development should be limited to tourist oriented operations, such as motels and restaurants. Additional gas stations and convenience food services should not be permitted. Site design on all development should be aimed at preserving the maximum amount of existing tree cover.

C. All improvements, to include structures, signs, fences, street furniture, outdoor graphics, public and private utilities, should be designed and installed to be compatible with Woodlawn and the George Washington Grist Mill in terms of mass, scale, color and visual impact. All development within the historic district will be reviewed by the Architectural Review Board.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

ROUTE 1 CORRIDOR AREA

The Route 1 Corridor Area is an obvious area of land use conflict, stretching for 7 miles from the boundary of the City of Alexandria on the north to the intersection of Route 1 with Old Mill Road and the Mount Vernon Memorial Highway. (Only the eastern side of Route 1 in the northernmost 1.3 miles of the Route 1 strip is included in the corridor area, because the western side in that strip has a stronger relationship to the Huntington Metro Station than to the rest of Route 1.) The corridor area is entirely contained within the Mount Vernon Planning District.

Commercial

Retail commercial activities comprise the key land use of the corridor, including approximately:

- 40 service stations
- 44 restaurants, most of which provide short orders only and "fast foods" service
- 23 motels
- 10 banks
- 6 auto dealerships
- 7 supermarkets
- 8 furniture stores
- 10 mobile home parks, with a total of 1,712 pads
- 5 car wash facilities

If there is any order to this assortment, it is found around four shopping centers: Beacon Mall on the north; Mount Vernon Plaza in the center opposite the intersection of Route 1 and Sherwood Hall Lane; and Engleside and Woodlawn Shopping Centers on the southern end of the corridor. While Beacon Mall in particular receives appreciative comments from citizens in the single-family residential area of Mount Vernon, there is still dissatisfaction with available commercial facilities. Despite the broad spectrum of population found in the Mount Vernon area, including people of all incomes, there is not one major department store along the entire corridor that would attract those shoppers whose needs are not served by discount general merchandise stores. The Route 1 corridor does provide grocery store, drug store, service station and banking service for the area.

Twenty percent of the County's auto-related commercial land and twenty-five percent of the County's free-standing restaurants are found in the Route 1 Corridor Area. This compares with the Mount Vernon Planning District's 13 percent of the total County population. Residents of the area have pointed out the proliferation of identical uses and services in the area, specifically service stations and short-order eating places. There have been instances of new service stations opening within a short distance of stations that had but recently closed from lack of business. The same pattern has been observed for eating facilities. The use of the highway corridor overlay zoning district has helped to lessen this repetition recently in regard to some auto-oriented uses. This district as applied to the Route 1 corridor has increased County control over the further construction of drive-in banks, fast food restaurants, quick service food stores and service stations within a thousand feet of either side of the centerline of Route 1.

While there are a few attractive individual structures in the area, the lack of attention to siting, signing, landscaping, and relationship to adjacent structures has resulted in an overall level of design quality that is poor. There is no conscious pattern and few desirable use relationships that are apparent to the customer.

Ownership of businesses along Route 1 ranges from local individual owners to national chain stores and investment groups. Much of the ownership is nonresident, with the majority of the commercial space rented or leased. Many management decisions are made not only outside the Route 1 corridor but outside the Washington metropolitan area. This pattern of control may form a major obstacle to any proposal for transformation of the area.

Transportation

Although oriented primarily to the private automobile, Route 1 has 24-hour bus service from Alexandria to Fort Belvoir. However, the present roadway edge does not provide a safe or pleasant area for bus stops along the corridor, or for pedestrian movement to the bus stops. At present, there is almost no attention given to the safety and convenience of this or any other pedestrian movements along or across Route 1. Likewise, there is no provision for bicycle transportation within the corridor.

The corridor will continue to play a major transportation role with respect to Metro travel after rail service begins at Huntington Metro Station. The provision of adequate bus as well as auto access to the site, much of it using Route 1, will be one of the major issues in Area IV during the next ten years.

Housing

While most of the Route 1 Corridor Area's residential character is that of single-family dwellings, there is a wide range of housing accommodations by type. On the northern end of the corridor there is a rapidly developing concentration of high-rise apartments. There are several developments of garden apartments and one of the largest concentrations of condominiums in the County. In addition, approximately 67 percent of Fairfax County's approximately 2,300 rental mobile home pads are located in the Route 1 corridor. Some of these pads are crowded, ill-kept, and do not provide a good environmental standard. There must be substantial upgrading of these conditions, lowering of density, and increased safety regulations. The necessary ordinances must be adopted by the Board of Supervisors, and the County should strictly enforce all regulations that relate to the establishment and operation of mobile home communities.

Subsidized housing in the Route 1 corridor, not limited to the Area, includes the following:

- Low-Income Housing Units
  - Audubon Apartments: 46 units, owned and managed by Fairfax County Redevelopment and Housing Authority
  - Spring Gardens Apartments: 22 units, leased to Fairfax County Redevelopment and Housing Authority
- Moderate-Income Housing Units
  - Spring Gardens: 187 units, built under the 221-d-3 program
  - Hybla Valley: 204 units, built under the 236 program
  - Buckman Road Apartments: 204 units, built under the 236 program

The corridor area has 23 percent of the subsidized low-income units in Fairfax County and 24 percent of the subsidized units for moderate-income families.

Environment

The northern part of the strip is located in the Little Hunting Creek watershed, while the southern segment is in the Dogue Creek watershed and is affected by the extensive floodplains and stream valleys of Dogue Creek. The entire strip is located in the Coastal Plain geologic province and thus lies in a zone of extensive slippage-prone swelling clays and sensitive aquifer recharge.

General recommendations for the Route 1 Corridor Area apply to all relevant properties in the corridor. Specific recommendations for the unshaded areas on this map are found in the appropriate community planning sector.

The floodplains of Dogue Creek and Little Hunting Creek cross the Route 1 commercial strip and form the basis for the environmental quality corridors in the Mount Vernon area. They also provide a key factor of the Plan's recommended strategy for dealing with the area.

Air quality is seriously affected by automobile exhaust emissions aggravated by the start-stop traffic pattern which is so common along Route 1. Noise levels are also high because of the extensive automobile usage.

ISSUES

The Route 1 corridor has many examples of conflicting uses of land and allocation of high value land to less than desirable uses, in a linear configuration, which is very much a part of the problem.

Along the length of Route 1, one of the immediate perceptions is the lack of distinct identity; any one place along its length looks much like any other place along its length.

While the corridor is essentially commercial, it does contain some residential uses. There are also some points along the corridor where undeveloped land and public/semi-public uses (church sites, for example) come to the Route 1 frontage and provide a brief momentary break in the commercial line. The linear commercial character is also broken somewhat by several larger shopping centers or shopping complexes; for example, Beacon Hill, Mount Vernon Plaza, Engleside and Woodlawn. These offer a considerable improvement over the highly auto-oriented character of the remainder of the Route 1 commercial corridor. However, there is little compatibility between these larger centers and adjacent strip commercial or apartment or other residential uses. There is considerable design and appearance conflict, as well as traffic congestion and other impacts.

The corridor has few direct perpendicular crossings of major roads. There are a number of T- or angled intersections along the corridor to either side. A few carry major traffic movements, for example, from the Fort Hunt or Mount Vernon area to the center of Area IV. There are two stream crossings of Route 1, as well; Little Hunting Creek crosses the roadway just south of the Gum Springs community, and the North Fork of Dogue Creek crosses just east of Woodlawn Court. The creek crossings are not particularly emphasized in the land use pattern of the area, but do represent one example of a break or intrusion of noncommercial uses or no uses at all into the otherwise continuous commercial strip of the corridor; and for that reason alone, they should be looked on as something of an opportunity.

An additional impact on the corridor is the traffic of Fort Belvoir which Route 1 carries. The Army post is at the southwestern edge of the area. Many of the uses within the corridor also reflect the existence of the nearby military base.

The Mount Vernon Medical Center Hospital will attract increasing traffic to the area. Improvements on Route 1 which can minimize potential congestion are certainly a part of this plan. Southwest access to and from Route 1 must therefore be brought about.

The Area IV Plan includes the Woodlawn Historic District which also affects the corridor. Woodlawn sits on a hilltop adjacent to the eastern edge of Fort Belvoir, with its historic district including a portion of the southwest tip of the corridor. The importance of the district to the corridor is the design control which is enabled.

Another source of conflict deals with the depth of commercial parcels, particularly along the southeast side of Route 1. In the development of land in the vicinity of what is now the corridor, residential uses were established much closer to the highway on the south than on the north side. The result is that the commercial frontage along the southeast side of Route 1, in many cases, lacks the necessary depth to develop adequate shopping centers instead of shopping strips of the type now present. Commercial depth along the east side is as little as 50 feet in some places, enabling little more than a marginal single-story structure requiring limited investment, and frequently housing not particularly attractive commercial uses.

The lack of lot depth almost completely prohibits the development of comprehensive, well-planned, -designed and -buffered shopping centers of the type which the residents presumably would find much more compatible with their residential areas. It has been the County's experience that any proposal for commercial rezoning along the corridor, particularly along the southeast side, where the rezoning of the corridor seeks to expand eastward into the interior of the planning district, is met with strong and informed citizen objection. The need to provide adequately for commercial needs along the corridor while at the same time protecting those residential communities which are undeniably threatened by such expansion if it is not controlled, is a strong priority of the Area IV Plan.

The problems of the Route 1 corridor, while great, do not appear insurmountable. The Area IV Plan is based on the presumption that the Route 1 commercial corridor can be made into a better functioning, more attractive and much more satisfactory part of developed Area IV.

RECOMMENDATIONS

The following general recommendations apply to areas between Route 1 and adjacent stable residential areas. Parcel specific recommendations for such areas are located in the Route 1 Corridor Area sections of Sectors MV2, MV3, MV5, MV7 and MV8.

General Corridor Policy

A. The following policies should be recognized as promoting desirable goals and objectives for the corridor and should not be construed to unduly restrict additional compatible private or public initiative.

B. The Route 1 Corridor between the Capital Beltway and Fort Belvoir is a unique area in Fairfax County due to its history and evolution. As such, this area deserves special attention from both public and private sectors. A general program of upgrading conditions through concerted and cooperative public/private actions is both appropriate and desirable.

C. The creation of community service and commercial activity nodes or centers are encouraged in the vicinity of Penn Daw, Beacon Mall, Hybla Valley, Engleside and Woodlawn. In particular, the Hybla Valley node should develop as a community service commercial center. This center should include a major quality department store which would serve as an anchor to other smaller and comparable commercial and noncommercial activities. This center should be planned as a unified, attractive and accessible development.

D. Within each of the aforementioned nodes, developments which result in a mix of the following land uses are recommended:

1. Office use. A mix of low, medium, and where appropriate, high-rise office buildings to include a variety of business, financial, social and professional services should be encouraged. Modified floor area ratios and other incentives should be considered in return for exceptional architectural and high quality site plan designs to include attractive public open space areas.

2. Retail and commercial service use. Within each node a variety of high quality unique retail stores and shops and commercial services should be clustered or distributed in a manner that encourages pedestrian rather than automobile activity. Examples may include specialty shops or an open farmer's market.

3. Residential use. A mix of high quality housing types in areas of medium to high density should be encouraged as a secondary compliment to the commercial node and serve an appropriate role as a transition use to adjacent stable residential neighborhoods.

The distribution of the aforementioned uses should exhibit an innovative, accessible and functional design. Concerted efforts to consolidate existing parcels into relatively large areas within each node should occur. The phasing developmental technique is acceptable provided a plan showing ultimate development objectives is approved.

Uses that are incompatible with high quality development or would perpetuate the redundant pattern of commercial development along Route 1 characterized by piecemeal, auto-oriented and high-clientele turnover is discouraged. Inappropriate uses within the Route 1 corridor's high quality nodal areas, as envisioned by the Plan, may include fast food restaurants, drive-thru retail stores, wholesale trade establishments, outside vehicular or equipment storage areas associated with contractors shop's and mini-warehouse facilities, among others.

Car dealerships and used car lots may be considered appropriate uses within the Route 1 corridors provided one of the following conditions is met:

1. As part of a unified commercial effort, an auto dealership park should concentrate a number of such uses within a centralized and well planned area. Such auto dealership park should be appropriately located within the Route 1 corridor outside any nodal area, as mentioned above. A concerted effort to establish an effective landscape treatment to visually protect nearby stable or planned residential areas should be made. Provisions should be made to effectively mitigate negative environmental impacts including lighting, noise and auto emission, among others.

2. Should efforts fail in an attempt to develop an auto dealership park, separately located auto dealership developments may be considered within the Route I corridor area provided the site plan and associated architectural elements exhibit quality design and compatibility of surrounding land uses. Interior and peripheral landscaping should exceed established minimum criteria as set forth in the Zoning Ordinance. Such dealership should be permitted by special exception only and on a limited basis in order to avert conditions of blight and achieve the objectives of upgrading the Route 1 corridor as cited in the Plan.

The Route 1 Economic Development Action Plan has noted development opportunities associated with each of these clusters and has identified three additional development opportunity nodes focused on the following intersections: Huntington/Fort Hunt, Buckman/Mount Vernon, and Buckman/Radford.

E. It is recommended that public and semi-public or vacant uses having frontage on Route 1 be retained and enhanced, and used to formalize and emphasize the break in the continuous commercial character of the corridor. Church sites, bridge crossings, hillsides where commercial frontage at highway grade is not possible—all these provide opportunities to define an edge and at least a temporary terminus to a commercial strip.

F. It is recommended that residential uses be preserved and enhanced, and that existing landscaping be retained. It is also recommended that new residential uses be provided along the Route 1 corridor as a major addition to the character of

the primarily commercial corridor. Additional dwelling units, for example, could be distributed among the development modes in the corridor. Where a community segment of the corridor is poorly defined at its termini because of the lack of an appropriate public, semipublic or other use, medium-density residential or public/semi-public uses would help implement the community-core policy for the Route 1 corridor. Where residential areas are provided as such termini, they should be designed to reflect that they in fact enclose rather than continue the commercial strip.

The allocation of specific parcels in the corridor particularly to residential uses has been undertaken by the Plan. It should be noted that the assemblage of land adequate for such uses would consist not only of vacant land now in the corridor, but also would represent a re-use of some existing commercially used and/or zoned property along the corridor which lacks meaningful commercial activity or potential at this time.

G. Social service needs and facilities should be recognized and accommodated through specific development projects wherever possible.

Transportation Policy

A. In implementing the concept of commercial nodes with residential edges along the strip, provision should be made for key transportation improvements as well, such as the extension of Lockheed Boulevard westward from Route 1 and similar improvements in the south and central portions of the corridor. The transportation recommendations given later in the Plan discuss these road proposals in greater detail.

B. An adequate level of service along Route 1 is of primary importance to all of the Mount Vernon area, as traffic diverted from a congested Route 1 affects arterial and collector roads through residential neighborhoods. To improve the level of service along Route 1, the following are encouraged:

1. minimization of the number of access points along Route 1;
2. construction of roadways parallel to Route 1 which allow local traffic to circulate without traveling along Route 1;
3. construction of access roads connecting the Mount Vernon area with Fort Belvoir to the west and northwest, to reduce the need for traveling along Route 1 when desiring to travel east or west;
4. provision of grade separations at major intersections where possible, to reduce the number and magnitude of bottlenecks on Route 1;
5. improvement of angled intersections with Route 1 to improve both efficiency and safety characteristics of the corridor; and
6. priority access for public transportation throughout the corridor.

Corridor Environmental Policy

A. Wherever possible, the environmental characteristics of the area should serve not only as a tool for shaping future growth into nodes, but should provide amenity to all future development in the corridor.

B. The Dogue Creek and Little Hunting Creek Environmental Quality Corridors should be protected from degradation by adjacent development.

C. All future construction and use along the Route 1 corridor should comply with screening, buffering, and noise ordinances.

D. The visual aesthetics of the Route 1 corridor should be improved through development which attracts customers through the quality of design of its signs rather than through their gaudiness and size, and which keeps the sizes of parking lots to a minimum, meets the County's requirements for plantings and landscaping along store fronts in shopping center commons, along service roads, and in parking lots, and provides design quality and coordination between structures and uses in commercial areas.

E. In the future widening of Route 1, particular attention should be paid to the provision of trees and other plantings in the median strip where safe and appropriate, and overhead power lines should be relocated underground or in less conspicious locations.

Corridor Land Use Policy

A. For economic vitality, it is desirable that a greater diversification of uses occur in the corridor.

B. Development and changes within the corridor must not be allowed to cause significant disruptions to, nor have a detrimental impact on the stability and character of, nearby residential areas. Appropriate measures to protect against adverse commercial development should include:

1. establishment of transitional land uses where otherwise incompatible land uses would abut residential areas so as to reduce the incompatibility between the two activities;
2. provision for effective buffering and screening between incompatible, adjacent uses, such buffering and screening to consist of existing trees and other natural shrubbery in addition to plantings required by the screening requirements of the Zoning Ordinance; and
3. additionally, if the specific activity is such that a residential area, may be unduly impacted, additional screening should be required, as well as transitional yards in excess of thse detailed in the zoning ordinance.

C. Large-scale, high-quality, mixed-use development is desirable. Such development should consolidate parcels, including frontage property when possible, in order to promote greater land efficiency, improve vehicular circulation, improve compatibility with adjacent land uses and improve the aesthetic environment.

D. Planned larger scale development projects are particularly desirable at designated nodes along the corridor where such projects hold promise for assisting in the solution to particular problems as well as generally upgrading conditions. Strategic public investments at such locations will receive special consideration when such investments hold promise for removing certain obstacles and/or facilitating significantly larger levels of private investment to accomplish overall objectives, when such larger private investments would otherwise likely not occur.

Parcel Specific Recommendations

Parcel specific recommendations for properties along the Route 1 Corridor Area are included under the Route 1 Corridor Area section in the affected individual sectors.

ROSE HILL PLANNING DISTRICT

The Rose Hill Planning District is bounded on the north by the RF&P right-of-way and the City of Alexandria line; on the east by Telegraph Road, Florence Lane, the Kings Garden Apartments west edge, South Kings Highway, Harrison Lane and the eastern boundary of Huntley Meadows Park; on the south by the southern boundary of the park, the northern edge of Fort Belvoir and Telegraph Road; and on the west by Beulah Street, Franconia Road, and the RF&P right-of-way.

Land Use

Approximately 67 percent of the Rose Hill Planning District is developed, with stable single-family residential uses accounting for 50 percent of this development. About 20 percent of the 8,335 acres in the district is public parkland.

Approximately 23,000 persons occupy 8,100 units in those 8,335 acres, which accounts for an overall density of 2.8 persons per acre.

The Rose Hill Planning District, together with the Mount Vernon Planning District, borders the southern boundary of the City of Alexandria. Some of the major land use decisions which will affect the Rose Hill District will be made, not by Fairfax County, but by the City of Alexandria. For example, the manner in which the already substantially developed Cameron Valley along the north side of I-95 should continue to develop continues to be studied by the City. Most of this area is currently planned and zoned for major development.

The impact of these developments on Fairfax County as a whole and Rose Hill in particular will require continual coordination between the jurisdictions if potential negative aspects of such development are to be avoided. In order to eliminate some traffic impacts the Area IV Plan recommends the closing of the Clermont Drive/I-95 underpass to vehicular traffic and provision of an alternative facility to provide access to the Van Dorn Street Metro Station and Alexandria employment centers; and that any interchange to be constructed at I-95 and Clermont Drive be limited to serve only the Alexandria side of I-95. The City and VDH&T have discussed construction of such an interchange.

Transportation

The Rose Hill Planning District is served along its northernmost portion by I-95 and Franconia Road, both providing east-west access. Minor arterials such as South Van Dorn Street, Telegraph Road, South Kings Highway and Beulah Street basically provide north-south movement in the district.

Public Facilities

The following table indicates the existing public facilities located within the Rose Hill Planning District.

The future outlook for Rose Hill shows a need for additional park improvements and the establishment of new community parks or private recreation facilities in a few areas which are currently underserved and in developing areas such as the Lehigh area.

Environment

Rose Hill is located within the watersheds of Dogue Creek and Cameron Run. The stream valleys and floodplains of Piney Run and Barnyard Run of Dogue Creek and Backlick Run and Pike Branch of Cameron Run lie in this district. Rose Hill also lies within the Coastal Plain geologic province. Soils are either poor or marginal for septic tank use and slippage-prone swelling clays underlie most of the district. In addition, the northwest corner of the area (Sectors RH1, RH2 and RH4) is located in a sensitive aquifer recharge zone.

In Rose Hill there are two environmental quality corridors (EQCs). Pike Branch of Cameron Run forms the basis for one EQC, and is augmented by several small parks and such citizen-identified resources as the Sharon Chapel historic site and an old school house. A branch of Dogue Creek runs along the Huntley Meadows park, recently transferred to the County by the federal government. Along with several citizen-identified resources and historic sites, this branch of Dogue Creek forms another EQC.

History

Several historic structures worthy of continued preservation are located in the Rose Hill Planning District. They include:

Evergreen. One of the few remaining Fairfax County houses in the Italian villa style popular in mid-nineteenth century America.

Mount Erin. Dating from the early nineteenth century, this house is situated on the highest point for miles around and commands an outstanding view of the District of Columbia and the George Washington Masonic Memorial in Alexandria.

Huntley. Essentially Federal in character and built into a hillside in an "H" shape, Huntley was built about 1820 for Thomson F. Mason, a grandson of George Mason of Gunston Hall. The house is included on the National Register of Historic Places. In May 1976 the Board of Supervisors created the Huntley Historic District.

Ashland. One of three remaining plantation houses in the Springfield-Franconia area, Ashland dates from about 1820.

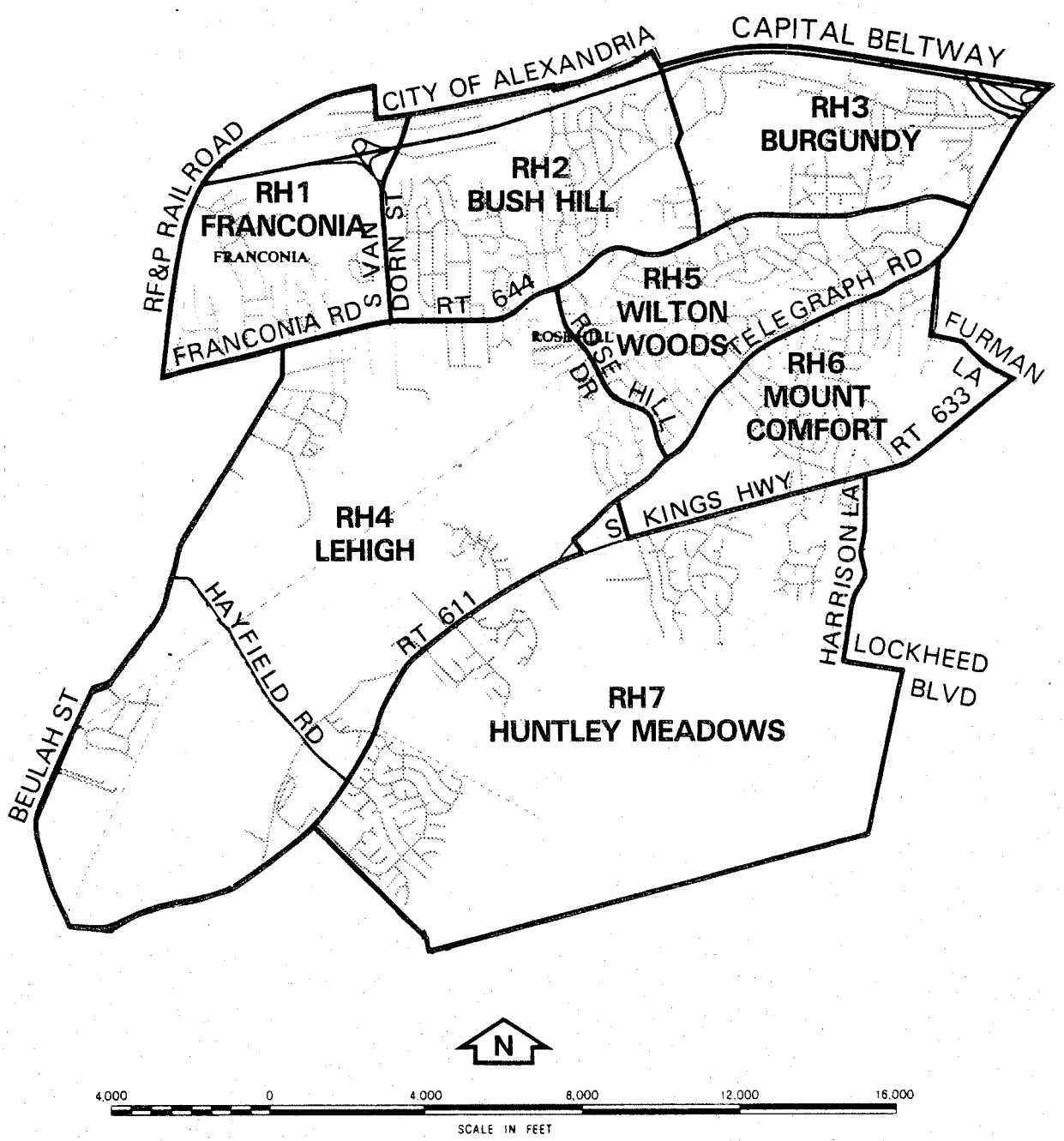
EXISTING PUBLIC FACILITIES
June 1983

Sector	Schools: Elementary	Schools: Intermediate	Schools: High School	Parks, Recreation and Open Space	
RH1				Franconia Forest	
RH2	Bush Hill, Clermont	Twain		Bush Hill, Mark Twain	
RH3	Cameron			Burgundy, Clermont School Site	Burgundy Village Community Center, High School Site
RH4	Franconia	Hayfield	Edison, Hayfield	Tara Village, Beulah, Greendale Golf Course	Elementary School Site
RH5	Rose Hill			Ridgeview	Wilton Woods School , John Marshall Library
RH6				Lee District Park	Virginia Hills School
RH7	Groveton, Hayfield			Stoneybrook, South Kings Forest, Hayfield, Wickford, Huntley Meadows	U.S. Coast Guard Station

PLANNED RESIDENTIAL INFILL — ROSE HILL PLANNING DISTRICT
Source: Office of Research and Statistics, January 1983.

Unit Type	Existing Number	(1983) Percent	Estimated Number	Additional Percent	At Buildout Number	At Buildout Percent
Single-family	7,042	87.0	8,304	87.2	15,346	87.1
Townhouse	498	6.1	1,189	12.5	1,687	9.6
Apartment	556	6.9	27	0.3	583	3.3
Total	8,096	100.0	9,520	100.0	17,616	100.0

AREA IV



ROSE HILL PLANNING DISTRICT

RH1 FRANCONIA COMMUNITY PLANNING SECTOR

Land Use

The area is approximately 50 percent developed. Residential uses are grouped in two areas in the central portion of the sector. Commercial uses occur between South Van Dorn Street and the RF&P right-of-way, along Franconia Road. The sector contains two specifically mapped areas: (1) the McGuin tract Area, which is generally bounded by the Beltway on the north, South Van Dorn Street on the east, the Cameron Crossing townhouse project on the south, and residential development along Tilbury Road on the west, and (2) the Franconia area, which is the not fully developed area located between the RF&P Railroad on the west, Franconia Road on the south, Valley View Drive on the east and the Hebron Park subdivision on the north. The shaded areas on the left and right sides of the sector map cover the Franconia area and the McGuin area, respectively.

Transportation

The Capital Beltway, South Van Dorn Street, and Franconia Road provide access to the sector and each carries heavy volumes of nonlocal peak-hour traffic. There is a great deal of dissatisfaction among residents with the congestion at major intersections surrounding the sector that affects local movement to and from the sector.

Bus service operates six days a week in the Franconia Road corridor.

Public Facilities

Parks, Recreation and Open Space

Franconia Forest Park is located within the sector.

Shopping

Community shopping facilities are located in the Rose Hill Shopping Center to the east of the sector, the Franconia Shopping Center, and in the Springfield CBD to the west. Regional shopping facilities are provided in Springfield Mall to the west of the sector. The adequacy of these facilities is restricted, however, by congestion and difficult left-turn facilities along Franconia Road. According to area residents, shopping selection is also a limitation in the area. At least one additional chain grocery store has been requested for the Rose Hill area by residents of this and neighboring sectors.

Housing

As previously stated, much of the land in the sector is vacant. The housing in the sector occupies approximately 30 percent of the land, is in detached and attached single-family units, and is in generally good structural condition.

Forty-four units of the residential community proposed for development on parcels 81-4 ((1)) 15C, 24 have been proffered to the County for use as below-market housing.

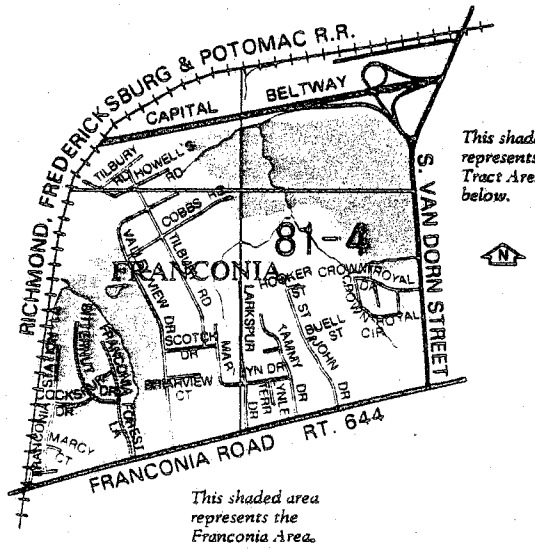
RECOMMENDATIONS

McGuin Tract Area

High quality office/industrial uses with some local retail commercial primarily serving those uses should be developed, served by a coordinated circulation pattern. Both the development and its circulation system should be environmentally sensitive.

Environment

This tract has severe environmental problems which pose special hazards to development. The amount of buildable land may be affected by these constraints.



This shaded area represents the McGuinn Tract Area discussed below.

This shaded area represents the Franconia Area.

Portions of the site are subject to catastrophic slope failure and building foundation failure. The McGuin Tract Environmental Features map shows the five different surface features found on this site. A list of constraints associated with these five features follows:

Zone 1—gravel cap. There are no constraints except near the contact (boundary) with Zone 2. At the boundary, landslides may occur, pushing back the boundary between Zone 2 and 1. Soils can be easily eroded during construction.

Zone 2—active landslide zone. This is an area of steep slopes that occurs at the edge of the gravel cap. Massive slope failure is common within this zone. No building of any kind is recommended.

Zone 3—landslide colluvium and terrace alluvium. Unconsolidated surface materials have been deposited by former landslides. Variable thickness, inadequate compaction and building strength make this a poor surface for development.

Marine clay is found at variable depths beneath this colluvium. Land disturbing activities in this zone will result in rapid erosion. Excessive soil wetness could pose foundation and wetness problems. Landslides in Zone 3 are uncommon but not unprecedented.

Zone 4—exposed marine clay. The marine clay has severe shrink swell and slippage problems and is not recommended for building sites.

Zone 5—stream channel-floodplain alluvium. This zone is subject to flooding and wetness and is inappropriate for development. Construction activity in this zone would create adverse environmental impacts both on and off site.

Zone 5 and most of Zones 2, 3, and 4 would be appropriate for inclusion in the County's Environmental Quality Corridor system.

It is recommended that no development occur in Zones 2, 3, 4, and 5 on this site. If any development in these zones is to occur, substantial grading, excavation and replacement of existing materials may be necessary. Any development in Zones 2 through 5 will require a complete soils investigation and soils engineering report and will be subject to conditions imposed by the County's Geotechnical Review Committee.

The area's physical characteristics reinforce the need for sufficient land assembly prior to development proposals so that development can deal with the environmental constraints. The branch of Backlick Run that flows through a portion of the sector could provide a spine for a portion of the trail system.

The area should contain an open space system which may include dedicated park area for community recreation.

This is a unique location, and advantage should be taken of its regional accessibility, high visibility, and proximity to the planned Van Dorn Street Metro Station by planning office/industrial uses in this area.

High-quality development is required for this location to achieve its potential. Therefore, development should not allow uses or a character of development less restrictive than permitted in the I-3 zoning district. Development which would be visible from the Beltway and South Van Dorn Street should help to establish a favorable image and identity for the area. At the highest elevations of the site, buildings higher than mid-rise should not be constructed.

Private sector planning should not assume more intense development on the average than 0.25 floor area ratio on the whole area, if it were all developable, would allow. This would permit approximately 1,000,000 square feet of office development in the area. The most buildable portion of the tract is the plateau area immediately west of South Van Dorn Street which covers approximately 37 acres. Assuming that all structures were placed on this portion of the tract, it could hold buildings averaging five stories in height with surface parking. More intense development would tend to generate traffic volumes that would require more extensive off-site improvements than those detailed later under Transportation (e.g., an interchange at the site entrance to South Van Dorn Street, etc.). Some local retail uses primarily serving the development would be acceptable on the site. However, all other commercial uses that generate high volumes of trips should be discouraged to the extent that they exceed the recommended capacity of the access points to the adjacent arterial highway.

Sufficiently large portions of the area should be developed in an integrated manner, according to Plan policies, to ensure that the area at buildout has an adequately coordinated internal circulation system. The development should be well-buffered from existing adjacent stable residential neighborhoods. Dedication of suitable land for a community park at the end of Valley View Drive would help to accomplish this as well as provide needed park facilities in the sector.

If residential development takes place on the western boundary, it should be compatible with the residential area to the west and at a residential density range of 2-3 dwelling units per acre since the only access to the development will be the existing residential streets of that community.

Highway noise from I-95 has been estimated to impact portions of the area. Setbacks, site design, acoustical treatment to structures and other noise attenuation measures are appropriate if homes are built to ensure adequate protection to residents.

Transportation

The area is to have primary access to South Van Dorn Street, midway between the South Van Dorn Street/I-95 interchange and the South Van Dorn Street/Franconia Road intersection

Secondary access to South Van Dorn Street (right turns only) should be developed midway between the South Van Dorn Street/I-95 interchange and the new access to this site. All access would be from South Van Dorn Street.

Development should be coordinated to ensure that internal roadways on the various properties will interconnect as necessary to access the adjacent arterials at points most conducive to efficient traffic operations.

Development should take place only if it will provide its fair share of an adequate internal circulation system for the entire area, will provide suitable off-site improvements, and will not interfere with or preclude improvements to the South Van Dorn Street/I-95 interchange.

Development should provide by dedication an acceptable right-of-way and appropriate contributions for improving the Van Dorn Street/Beltway interchange. Development should also provide right-of-way and improvements to South Van Dorn Street, which is planned as a six-lane roadway.

The greatest constraint on development of the area is the provision of satisfactory access to the Beltway and South Van Dorn Street. Without extensive off-site improvements, the intensity of the development on this site should be limited in order to minimize congestion at the access points and on the adjacent arterials.

Easy access to bus transportation should be incorporated in the project design.

Details as to exact access point locations, street cross-sections, and right-of-way widths shall be determined at the time of rezoning and site plan review.

Northwest Quadrant of Franconia Road/South Van Dorn Street

Townhouses at 5-8 dwelling units per acre are recommended for the northwest quadrant of the intersection of South Van Dorn Street and Franconia Road.

The stream of Backlick Run which crosses a portion of the sector could be incorporated into the County's EQC system.

The northwestern part of this tract, particularly the northern one-third of parcel 15C, is an active landslide area. This site features a continuation of a geologic formation found on large parts of the McGuin tract and described in that section of the Plan. Development of this part of the tract is not recommended due to its geologic hazaof this tract, particularly the northern one-third of parcel 15C, is an active landslide area. This site features a continuation of a geologic formation found on large parts of the McGuin tract and described in that section of the Plan. Development of this part of the tract is not recommended due to its geologic hazards. If any development on this area below the gravel cap occurs, extensive soils and foundation engineering work will probably be required.

Interior and exterior noise mitigation measures are appropriate for portions of the site impacted by highway noise.

Development above the low end of the density range should take place only if the development is sufficiently large to allow amenities, well-buffered from the stable residential neighborhood along St. John Drive and adequately coordinated to ensure that the small parcels fronting on South Van Dorn Street will be part of a residential development, used as density credit for such, or exchanged for church property more appropriately located for residential purposes.

Development should also provide for an adequate circulation system and suitable off-site improvements and take place in a sufficiently coordinated manner to ensure that the area at buildout will interconnect as necessary to access the adjacent arterials at points most conducive to efficient traffic operations and the major access shall be planned to exit on South Van Dorn Street and access to Franconia Road shall be secondary.

Franconia Area

A. Development should be keyed to relate compatibility with the existing and anticipated development to the east, composed of single-family detached residences. Overall densities should be kept low, in the range of the existing zoning, approximately three units per acre with development clustered away from the RF&P right-of-way and buffered from the railway, including through the use of safety barriers. Single-family detached units near existing residences are recommended. Single-family detached units would be appropriate for the area as a whole.

B. A planned unit development approach at the recommended low average density could be appropriate for the area. Such development, however, should not be allowed to create undesirable impacts, including visually disruptive taller buildings. A potential island of mixed use development could be different from the single-family development existing to the east to a degree which would undesirably change the character of the area.

C. Existing vegetation and topography should be preserved wherever possible.

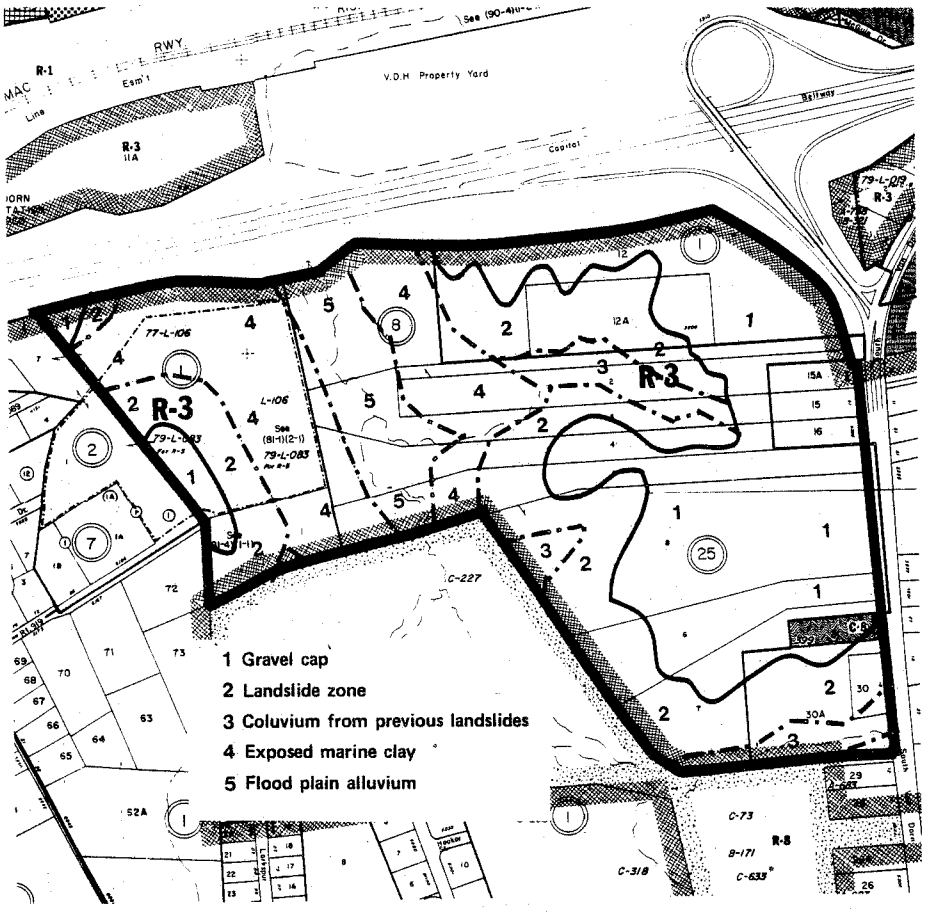
Franconia Road Corridor

A. Commercial development within the sector should be limited to infill of existing shopping areas; further commercial expansion along Franconia Road is not recommended. In such commercial infill, an additional grocery store would be highly desirable.

B. Parcel 81-3 ((4)) 7 to the rear of the commercial development in the northeast quadrant of Franconia Road and Valley View Drive is planned for residential development at 12-16 dwelling units per acre. Development at slightly more than 16 dwelling units per acre may be considered only in the event that development is sufficiently well-designed and in an appropriate housing type to provide:

1. an effective transition including a substantial buffer along the northeastern, northern and western boundaries adjacent to existing, low-density residential communities;

Mc GUIN TRACT ENVIRONMENTAL FEATURES



2. adequate on-site amenities including developed recreational space;

3. any improvements to Valley View Drive necessary to accommodate the additional traffic generated by the development; and

4. adequate management of stormwater, so that it will not impact other properties in the area.

C. Although parcel 81-3 ((1)) 62 could reasonably develop at 3-4 dwelling units per acre, office development could be considered as in accord with the Comprehensive Plan under certain conditions. The office development would need to be high quality, low-rise, townhouse-style office development similar to that developed at the intersection of Fleet Drive and Franconia Road. The development should be oriented away from nearby residential areas and have a buffer of at least 50 feet (composed of heavily landscaped, open space which may include a wall) on its northern and eastern sides to minimize adverse impacts. The internal circulation scheme should be coordinated with that of Franconia Center, preferably offering that center access to the signalized intersection of Beulah Street and Franconia Road.

D. The whole parcel which lies just east of the RF&P Railroad on the north side of Franconia Road (parcel 42) is shown on the Plan map for 2-3 dwelling units per acre, which is a reasonable use of the property. The County, however, will consider a townhouse development in the 3-4 dwelling units per acre density on that portion of the property contiguous to St. Lawrence Catholic Church, the RF&P Railroad, and Franconia Road only.

E. Remaining vacant parcels should be infilled at current density.

Van Dorn/I-95 Interchange Area

A. Conditional upon the provision by developers of all transportation improvements necessary to accommodate satisfactorily the projected increment of traffic that will result from proposed development, the area west of South Van Dorn Street between the RF&P Railroad and I-95 shall develop in office and/or light industrial uses. The proposed development should be consistent with the primary objectives and the development guidelines for the Van Dorn Metro Station area, as set forth in the *Fairfax County Metro Station Areas Study - Phase 1.* Access shall be coordinated with the intersection of Vine Street and Van Dorn Street. Site planning and layout shall be sensitive to environmental concerns such as the presence of marine clay deposits and steep slopes on the site and the potential adverse noise impacts from I-95 and the RF&P Railroad.

B. The area located west of South Van Dorn Street, which is bounded by the I-95/South Van Dorn Street interchange on the south and west and by I-95 on the north, is planned for motel development on the condition that development is coordinated, with only one point of access for the entire area. In the event that these conditions are not met, a motel on parcels 2, 3, and 4, and complementary office development in the remainder of the area, with unified access, is planned.

Public Facilities

Parks, Recreation and Open Space

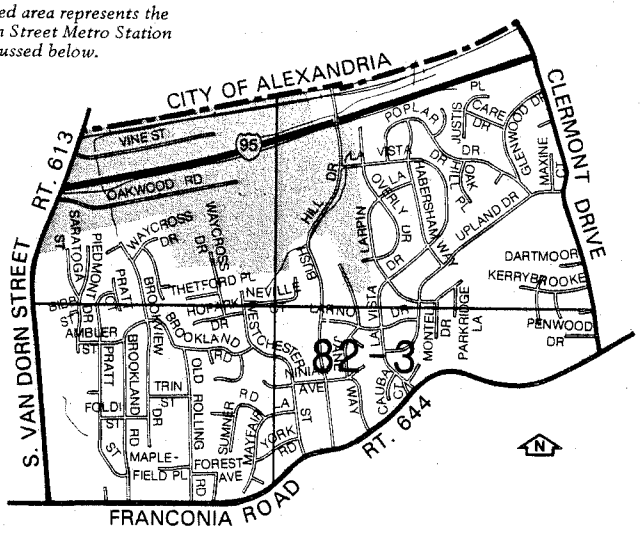
A. One or more community parks are recommended to serve present and projected sector population. These parks should be acquired at the time of development of vacant land. Trails should be developed in conjunction with the parks to link them to residential areas.

Transportation

A. Additional transportation recommendations for this sector are included in the Transportation section of the Plan.

RH2 BUSH HILL COMMUNITY PLANNING SECTOR

The shaded area represents the Van Dorn Street Metro Station Area discussed below.



Land Use

The Van Dorn Street Metro Station Area is the largely vacant northwestern portion of the sector above the existing subdivisions. The shaded portion on the sector map covers the area. The area contains roughly 110 acres of development opportunities.

The remaining portion of the sector is substantially developed in single-family detached uses with some townhouses along Franconia Road. Some local-serving commercial development also occurs in the stable area along Franconia Road. The parcels remaining undeveloped are along South Van Dorn Street, behind the commercial development and along Franconia Road.

Transportation

Van Dorn Street Metro Station Area

Existing transportation facilities tend to severely constrain both present use and future development in the northwestern portion of the sector. For example:

- The Capital Beltway (I-95), the RF&P tracks, and the South Van Dorn/I-95 interchange physically separate the area from the Metro Station site.
- These barriers channel all vehicular and pedestrian traffic through the area onto South Van Dorn Street.
- The present South Van Dorn Street/I-95 interchange further congests traffic in the vicinity, particularly for northbound trips on South Van Dorn Street—the future Metro-related trip for Fairfax County transit users.
- The development of intensive uses in the Oakwood Drive area would require a considerable level of improvement in the Van Dorn Street/Capital Beltway/RF&P area of convergence.

Entire Sector

The Capital Beltway, South Van Dorn Street, Franconia Road, and, to a lesser extent, Clermont Drive receive heavy peak-hour use. VDH&T has no plans for improving any roadways within this sector. South Van Dorn Street may be adequate through the advent of the Van Dorn Street Metro Station, depending on the development of currently-zoned office properties. Franconia Road from Van Dorn Street to Rose Hill Drive is heavily congested during peak-hour traffic.

Commuters presently use Clermont Drive and the Clermont Drive underpass to gain access to employment centers in Alexandria. Through-traffic on a local street of Clermont's character has an adverse impact on the existing stable residential neighborhoods. The design of the Clermont underpass increases the congestion and danger associated with excess traffic.

Bus service operates along the Franconia Road corridor six days a week, and on South Van Dorn Street during peak hours.

Public Facilities

Schools

The Bush Hill and Clermont Elementary and Twain Intermediate Schools are located within the sector.

Parks, Recreation and Open Space

The Bush Hill and Mark Twain Parks are located within the sector.

Shopping

Community shopping facilities are located within the Rose Hill Shopping Center just to the south of Sector RH2. Citizens in the area have indicated, however, that these facilities are not adequate to meet community needs.

Regional shopping facilities are provided by Springfield Mall.

Housing

Housing in the sector is predominantly low-density, single-family detached residences. A small townhouse development is located along Franconia Road across from Edison High School. All of the housing in this sector is in good physical condition.

Environmental Concerns in Van Dorn Street Area

The area is located in the Cameron Run watershed and, specifically, contains the lateral streams of Backlick Run. The stream valleys of these lateral streams affect the entire area and, additionally, contain steep slopes. Because of its location in the Coastal Plain geologic province, the area is in a zone of slippage-prone swelling clays (the eastern segment contains the most extensive deposits) and sensitive aquifer recharge (the western section is in the critical zone). These same factors also indicate poor soils for septic tank usage.

Since no major environmental amenities, such as a stream or large wooded area, are found in this area, no environmental quality corridor is currently envisioned.

RECOMMENDATIONS

Van Dorn Street Metro Station Area

A. The Vine Street industrial area should be continued in industrial uses, in the I-4 category. However, the type of industrial uses planned should be changed to reflect those uses which justify the extremely good access to rapid transit that will be available. Light manufacturing, research, or assembly-type activities, rather than heavy equipment operations, would support Metro rather than conflict with it.

B. Office uses on the south side of Oakwood Road should take place in the C-2 category, reflecting the congestion and poor sight distance which exists at the intersection of Oakwood and South Van Dorn. The properties along Oakwood Road are recommended for consolidation before development wherever possible, in part because of the wooded nature of the area and the steepness of the terrain.

C. Use of that part of the Van Dorn Street area southeast of parcels now fronting on Oakwood Road, north of existing residential uses oriented toward Franconia Road, is not recommended for Metro-oriented development. Instead, such development should provide for residential uses of a low-density, planned unit nature (PDH-3 to 5) with emphasis on single-family units and a park adjacent to the Brookland community, with higher density units kept to the northern edge of the parcel, adjacent to the Oakwood Road office uses. The residential project should have access to both Oakwood Road and Bush Hill Drive, but with a road pattern that prohibits through-traffic through the Brookland-Bush Hill community. All access to high-intensity use in the area would be along Oakwood Road to Van Dorn Street.

D. A community park should be acquired to buffer development in this area from existing residences and to fill the park needs of new residential areas developed in that portion of the area.

Franconia Road Corridor

In an effort to consolidate commercial activity areas and buffer stable residential areas from incompatible land uses:

A. Commercial development in the sector should be limited to the local-serving commercial activity area between Brookland Road and Old Rolling Road. Development in this area should include a low-rise office use. A medical office has been cited as the community's chief need among office uses.

Parcel 68 in the northeast corner of the intersection of Brookland Road and Franconia Road will be difficult to develop compatibly with the single-family homes across Brookland Road. Either low-rise or townhouse office use of that parcel with special attention to good landscaping would be necessary to ensure compatibility with the houses across the street. The sanitary sewer easement on the northern portion of the parcel makes that part suitable only for parking.

B. Medium-density development is recommended as a transition zone for the vacant land north of the commercial development, with heavy buffering along its edge with stable single-family residences to the north.

C. The vacant parcels north of Franconia Road should develop in residential uses at a density of 4-5 dwelling units per acre. Should the remaining parcels redevelop, residential uses should be maintained there, again at a density of 4-5 dwelling units per acre.

D. Development of the parcels along the east side of South Van Dorn Street should be allowed above the low end of the density range only if a number of conditions are met in addition to those normally required to justify development above

the low end of the range. Those conditions are as follows:

1. Development should take place in a consolidated or coordinated manner on enough parcels to ensure a quality townhouse development with adequate amenities which is satisfactorily buffered from adjoining detached single-family residential areas.
2. The project area proposed should constitute a logical development entity which can easily be integrated with future development projects.
3. Development should provide its fair share of what could become an adequate internal circulation system which could have an access point on Franconia Street opposite the entrance to Edison High School, if that access point is feasible, and which would have major access to South Van Dorn Street only at controlled points opposite those planned for the McGuin tract area across Van Dorn Street.

The northern access to Van Dorn Street shown on the Area IV Plan map should be provided only if it does not conflict with or preclude improvements to the Van Dorn Street/I-95 interchange.

E. The existing character of the single-family neighborhoods in the sector should be strengthened by permitting the remaining vacant tracts to develop as single-family infill.

F. Residential uses at 5-8 dwelling units per acre are planned for parcels 81-4 ((5)) 61, 62 and 63, at Franconia and Old Rolling Roads.

Public Facilities

Parks, Recreation and Open Space

A. The development of Mark Twain Park should be completed according to its master plan.

B. The County should acquire vacant parcels north of Clermont Elementary School for park and/or school-related uses.

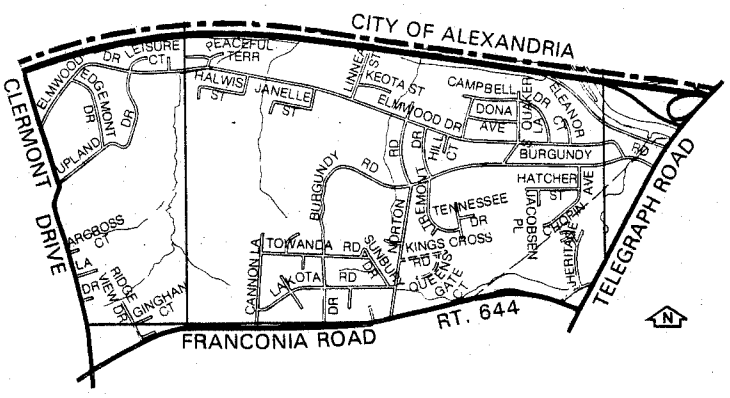
C. Develop Bush Hill Park.

D. The County should also acquire and develop a site for a park near the east side of South Van Dorn Street. The respective development patterns of the park and surrounding residential areas should provide for trails connection to Brookland-Bush Hill Park and neighborhood schools.

Transportation

A. The transportational recommendations for this sector are included in the Transportation section of the Plan.

RH3 BURGUNDY COMMUNITY PLANNING SECTOR



Land Use

There is significant vacant and underutilized acreage in the north central and eastern portions of the sector.

Because slippage-prone soils are known to be extensive in this sector, any development of these vacant areas must be responsive to the engineering constraints imposed by these soils and by other environmental limitations.

Developed land in the sector is largely in single-family residential uses, although there is some townhouse development, and some commercial development along Telegraph Road. The commercial development is almost entirely composed of automobile-oriented uses.

Transportation

A high volume of nonlocal traffic occurs along the Capital Beltway, Franconia Road, and Telegraph Road during peak hours.

Citizens have identified the intersections of Telegraph Road/Huntington Avenue and Telegraph Road/North Kings Highway as significant problem areas because of the convergence there of several roads and an exit ramp from I-95.

Bus service in the sector operates six days a week along Franconia Road, Norton Road, Elmwood Drive, and Telegraph Road.

Public Facilities

Schools

Cameron Elementary School and a vacant high school site are located within the sector.

Parks, Recreation and Open Space

Burgundy Park is located within the sector.

Additional parkland will be needed to adequately serve the future population.

Other Public Facilities

The sector contains the Burgundy Community Center.

Shopping

Community-level shopping facilities are located in Rose Hill Shopping Center in Sector RH4, and along Telegraph Road.

Regional commercial facilities are available at Springfield Mall.

Housing

Residential development in the sector is primarily in single-family detached units, although there are some townhouse units. With the exception of some units along Sable Drive, the residential development is in good structural condition.

Burgundy Conservation Area

A neighborhood improvement program and conservation plan has been adopted for the Burgundy community by the Board of Supervisors.

RECOMMENDATIONS

Land Use

A. The vacant or underutilized parcels adjacent to the north side of Franconia Road between the Norton Square subdivision on the west and the Cameron Methodist Church and the Heritage Hills townhouse community on the east are planned for residential development at 2-3 dwelling units per acre. An option for residential development at 5-8 dwelling units per acre may be considered, with the specific density based on the extent to which development:

1. ensures substantial tract consolidation;
2. provides for necessary highway widening between the western property line and the Cameron Methodist Church in accord with the County transportation plan;
3. provides limited vehicle access to Franconia Road;
4. provides a substantial landscaped open space buffer along Franconia Road;
5. shows sensitivity to the environmental constraints of the property; and
6. provides substantial, landscaped open-space buffers next to existing or planned, detached single-family residential subdivisions.

B. To provide for development with maximum responsiveness to the environmental characteristics of this area, the vacant and underutilized parcels in the north central portion of the sector should be developed as a planned unit with residential uses at 2-3 dwelling units per acre.

C. Additional commercial development in the sector should be limited to serving neighborhood needs by infilling or improving, but not extending, the commercially used and zoned areas along Telegraph Road.

D. The most desirable development, from the standpoint of community compatibility, of parcels 82-2 ((1)) 29A and 30A would be at 3-4 dwelling units per acre. The development would need to be adequately clustered and buffered from Burgundy Village.

If a private recreation use is made of the parcels, especially if that use requires commercial zoning, the use should take place subject to adequate safeguards. The County should be assured that:

1. commercial traffic would not use residential streets;
2. the development would be sufficiently attractive to be compatible with Burgundy Village;
3. the development would be buffered from the subdivision;
4. there would be no nuisance associated with the use; and
5. there would not be leftover land, the development of which would be complicated by the private recreation use.

If commercial zoning is required to allow the use, the commercial zone should be the type which gives the County full development plan control.

E. The site of the community swimming pool on parcel 9 could reasonably be redeveloped in an office use. Access should not interfere with traffic movement at the intersection of East Drive and Burgundy Road. In consideration of the parcel's location across the street from single-family residences, any building on this property should be as well screened, as attractive, and contain no more floors than the adjoining C&P building.

F. A neighborhood improvement program and conservation plan has been adopted for the Burgundy community by the Board of Supervisors. The basic goal of this document is the conservation and development of a viable and sound residential community in the Burgundy neighborhood. The neighborhood improvement program lists a series of public improvement projects that will be necessary to improve living conditions in Burgundy. A number of these projects will be funded by the community development block grant program. The conservation plan provides the legal mechanisms for carrying out the proposed improvement activities, and it sets standards for future development and rehabilitation in the community. The types and intensities of all land uses within the Conservation Area are recommended to conform to those specified in the official zoning map of Fairfax County, in force at the time of adoption.

G. Remaining vacant parcels are recommended for infill development at existing density.

H. Infill densities of 5-8 dwelling units per acre would be appropriate for the southeast corner of the sector, northeast of the Cameron Methodist Church, if the site proves to be developable.

Public Facilities

Parks, Recreation and Open Space

A. Additional community parkland should be provided in the sector. Potential sites would include the Gladden tract, possibly on the southeastern edge, or a portion of the vacant Clermont high school site.

B. Develop parkland dedicated in hill property between Pike Branch and Sommerville Hill.

C. Complete development of Burgandy Park.

D. Acquire parkland along the Cameron Run stream valley in accordance with the Fairfax County Stream Valley Policy.

Transportation

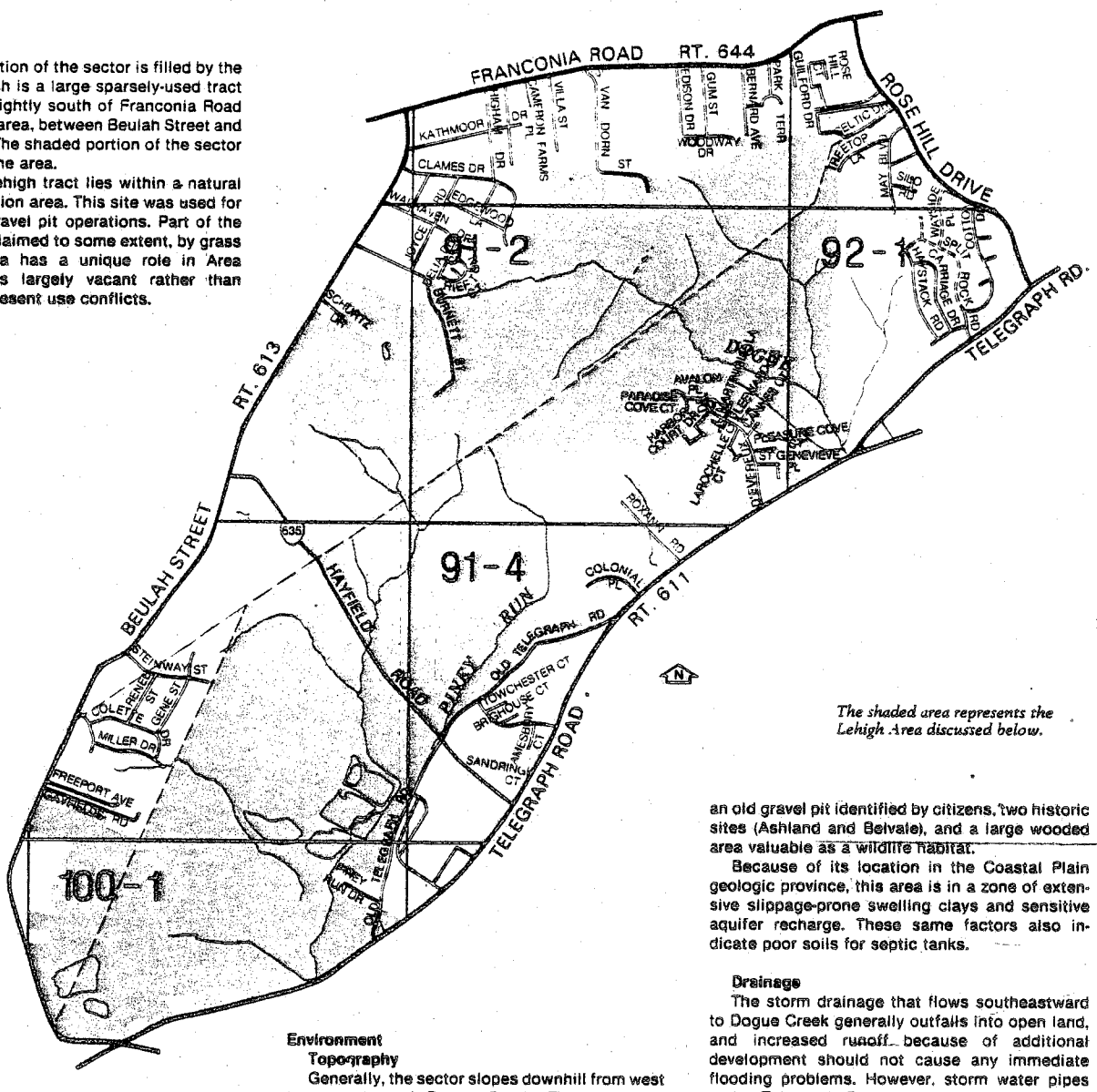
A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

RH4 LEHIGH COMMUNITY PLANNING SECTOR

Land Use

The central portion of the sector is filled by the Lehigh Area, which is a large sparsely-used tract extending from slightly south of Franconia Road to the Newington area, between Beulah Street and Telegraph Road. The shaded portion of the sector map designates the area.

Much of the Lehigh tract lies within a natural resource reclamation area. This site was used for many years for gravel pit operations. Part of the area has been reclaimed to some extent, by grass seeding. The area has a unique role in Area IV—because it is largely vacant rather than because of any present use conflicts.



The shaded area represents the Lehigh Area discussed below.

Development around the fringe of the Lehigh area is mostly single-family residential, with some townhouses along Beulah Street, and some garden apartments along Franconia Road and Rose Hill Drive. Commercial activity is located along Beulah Street, Telegraph Road, Franconia Road and Rose Hill Drive, including the Rose Hill Shopping Center. Land has been zoned for a shopping center in the north quadrant of the Hayfield Road/Telegraph Road intersection.

Transportation

Franconia Road, Telegraph Road, Beulah Street, Rose Hill Drive, and Hayfield Road are the major roadways of this sector. Bus service is provided six days a week to and from Hayfield via Franconia Road, Rose Hill Drive, and Telegraph Road. The major transportation issues in the sector include: access across the sector, continuously heavy traffic levels on Franconia Road, and pedestrian access across a highly used arterial facility (Telegraph Road) which bisects the Hayfield School area.

Environment

Topography

Generally, the sector slopes downhill from west to east, toward Dogue Creek. The ridge line delineating the divide between the Accotink Creek and Dogue Creek drainagesheds runs either along Beulah Street or between Beulah Street and the VEPCO easements. Only the part of the area near Fleet Drive, in the north, and the southwest tip of the area slope downhill to the west. The main channel and lateral streams of Piney Run flow toward Dogue Creek in the southeastern portion of the area.

Because substantial mining for gravel has taken place for some time, there are large flat places over much of the sector. These flat areas are separated by the steep slopes generally associated with stream valleys, especially near Dogue Creek's upper tributaries. The stream valleys may also be identified by the presence of tree cover. The only large exception to this is the Dogue Creek floodplain in the northern part of the site. The floodplain area is flat and has a considerable number of trees.

The stream influence zone of Dogue Creek runs through the northern portion of the sector and forms the basis for the Dogue Creek Environmental Quality Corridor. Other environmental amenities are included in this open space system: an old gravel pit identified by citizens, two historic sites (Ashland and Belvale), and a large wooded area valuable as a wildlife habitat.

Because of its location in the Coastal Plain geologic province, this area is in a zone of extensive slippage-prone swelling clays and sensitive aquifer recharge. These same factors also indicate poor soils for septic tanks.

Drainage

The storm drainage that flows southeastward to Dogue Creek generally outfalls into open land, and increased runoff because of additional development should not cause any immediate flooding problems. However, storm water pipes under Telegraph Road are inadequate and may have to be replaced in order that ponding water will not flood adjacent properties or overflow Telegraph Road. The existing outfalls through Hayfield Farms subdivision were designed to handle runoff from the Lehigh property if it were developed at R-3 density. Lehigh densities greater than 2-1/2 units per acre, or development at an equivalent level of parcel coverage, may cause some overflow in Hayfield as well.

The runoff that flows westward, across Beulah Street, must flow through developed areas and inadequate pipes under Beulah Street. Some of the developed areas are quite flat and a substantial increase in storm water runoff could cause flooding and an inordinate amount of damage. Some areas also have swales which run close to dwellings; damage could occur here also. The most critical areas are located on Beulah Street, between Walhaven Drive and Fleet Drive, and on Cinder Bed Road, just south of the Lehigh site.

Vegetation

The majority of the sector is composed of open land-stripping areas and agricultural range land. Forested areas are found in the floodplains, along

the roads and at random locations. Areas of this type within the Lehigh tract are currently being denuded of trees while stripping of the land for gravel proceeds. Typical trees on the site are mixed hardwoods and evergreens indigenous to poor soils. Trees of this nature would be Virginia pine, red oak, red maple, yellow poplar, and eastern red cedar.

Soils

One of the biggest issues in the area concerns how effectively development in the area can deal with a surface often composed of marine clays and gravel pits that have been filled. The key factor in safe reuse of filled areas concerns the uniformity of material used and the degree of compaction of the material. These factors will govern the load-bearing capabilities of these areas. Marine clays have a shrink-swell characteristic in relation to fluctuations in water content. These fluctuations can result in impaction and damage to foundations, footings and underground piping.

Because the filled areas and areas of marine clay will require special design and construction techniques, development in these areas will be costlier than in other, less troublesome areas. Thus, the location of the filled areas and the extent of the marine clays will be one determinant of the locations and density of development.

Public Facilities

Schools

The Franconia Elementary, Hayfield Intermediate and Edison and Hayfield High Schools are located within the sector.

The School Board owns an elementary school site within the sector.

Parks, Recreation and Open Space

The Beulah and Tara Village Parks and the Greendale Golf Course are located within the sector. A park maintenance facility, to serve the area, is located at Greendale Golf Course.

Shopping

Community retail facilities are provided by the Rose Hill Shopping Center at the northeast corner of the sector, and by the Franconia Shopping Center to the west. Additional community shopping facilities, principally a major chain grocery store, are desired by the sector and area residents. Regional shopping facilities to the west are provided at Springfield Mall.

Housing

With the exception of garden apartments in the northern portion of the sector along Franconia Road and Rose Hill drive, the housing in Sector RH4 is detached and attached single-family residential. Generally, the housing throughout the sector is in good structural condition.

Within the New Franconia residential community, 425 units have been proffered to the County for use as below-market housing. In addition, 100 units in the proposed Franconia Village development near the intersection of Beulah Street and Hayfield Road have been proffered to the County for use as below-market housing for the elderly.

Lehigh Area Considerations

The complexities of the site deal primarily with physical limitations. First, the site is the former location of a gravel extraction operation. There are numerous worked-out gravel pits on the site, and much of the land not formerly used for gravel operations is marine clay soils with unstable characteristics. Second, much of the other land is in steep slopes (which the County defines as 15 percent or greater) and is considered unsuitable for building. Third, extending the length of the Lehigh tract, from northeast to southwest, there is a VEPCO easement of overhead wires. Each of these represents a difficult as well as highly visible limitation on the development of the site.

Surrounding development is mixed. At its north end the Lehigh tract comes almost to the edge of the Edison High School. With the extension of Van Dorn Street to the Lehigh tract from Franconia Road west of the High School property, major access to the north could be provided for Lehigh. The site has potentially very good access to transportation corridors of both rail and highway; a number of major road needs which have been discussed in the County for a number of years, if provided, would cross the Lehigh tract to provide excellent road links. These include the Springfield Bypass, the South Van Dorn Street extension, and other road proposals which the Area IV Plan recommends if such a road network is provided, the Van Dorn Street link will provide excellent access to the Van Dorn Street Metro Station (less than two miles distant) while the Springfield Bypass would provide access to the Springfield Regional Center and Metro station little more than a mile away.

RECOMMENDATIONS

Lehigh Area Policies

Portions of the Lehigh area are located within Sectors RH7 and S6. The general policies given below also apply to the portions in those sectors.

A. The large acreage represented by the Lehigh area, together with the single ownership of much of it, represents an excellent development opportunity to create a planned development center.

The centers are intended to be focal points of future growth and usually would contain a mix of housing types, appropriately scaled commercial and employment opportunities, and comprehensive open space systems. Impact evaluation assessments of development and design review standards would be applied.

B. Using floodplains and stream valleys as basic elements, environmental quality corridors would establish a systematic means of protecting the natural and scenic legacy of this area for present and future residents, while also providing in some instances alternative transportation corridors through the area for hikers and bicyclists.

The discussion of stream valleys affecting the Lehigh area, given earlier in this section, points out that the Dogue Creek EQC would originate in Lehigh.

C. All the Lehigh area under one ownership or control should be planned by the developer and considered by the County as part of a single planning project.

D. The tract should be developed as a primarily residential planned development center, as currently proposed, with an overall density of 3-4 dwelling units per acre.

E. All edges of the Lehigh planned development center should be buffered from adjoining low-density uses outside the project area. It is recommended that the project itself provide detached single-family units adjacent to existing single-family units.

F. The location and sizes of parks and schools within the site should be determined with the assistance and recommendations of the planning staffs of the Fairfax County Park Authority, School Board, and Office of Comprehensive Planning.

Lehigh Area Portion in this Sector

A. Development of the Lehigh project is approved for a residential density of PDH 3.5, with appropriate nonresidential uses.

B. Any high-rise structures proposed within the project should be located prominently within the project area, but sites selected for such structures should reflect their visibility from as well as their views toward surrounding areas of mostly low-rise structures. High-rise structures in the Lehigh project are limited to a maximum of 12 stories and an average of 10 stories. Such structures can go a long way toward minimizing the problems of the site's land base. No such structures should be located within 1,000 feet of the outer edges of the planned development's unified and assembled site.

C. Commercial development within the area should be kept to a scale and type relative to the planned development's population and the population and available commercial facilities of the immediate environs.

D. The sector generates very little school enrollment at this time. The developers of the proposed Lehigh project have included in their tentative proposal a site for an additional elementary school if its need is determined by the School Board to result from the developers' plans. Development of the Lehigh tract should be coordinated with the provision of this service.

E. In the area between the proposed Lehigh development and Telegraph Road, through which the proposed Lockheed Boulevard extension is to pass, residential development at 3-4 dwelling units per acre is planned; however, a density up to 5 dwelling units per acre would be appropriate if the following conditions were met, which would more than offset the increased number of units.

1. Such density, in addition to providing adequate circulation for local traffic, also substantially facilitated the provision of major transportation facilities planned for the area.
2. Development plans for an average of 5 dwelling units per acre for any land proposed for coordinated development showed a well-designed development no more intensive than in a townhouse mode which:
   - was compatible with the planned character of the area and with the density of development planned or existing on neighboring tracts;
   - contributed towards the reasonably coordinated development of this area; and
   - would not significantly increase whatever downstream drainage problems would result from development at 4 dwelling units acre.

Franconia Road Corridor

A. Office uses should be developed on the vacant tract west of the Rose Hill Shopping Center, with heavy buffering along its western edge. Additional community shopping facilities can be provided by infill of existing shopping areas; no additional commercial frontage along Franconia Road is recommended.

B. Parcel 81-4-((12)) 1 in the southeastern quadrant of the intersection of Franconia Road and Gum Street is planned for transitional low-rise office use with a substantial landscaped, open-space buffer provided adjacent to the existing residential community to the south.

C. Residential uses should be maintained on the parcels east of Thomas Edison High School with development at 8-12 dwelling units per acre.

D. The vacant slippage-prone parcels within the subdivision west of Rose Hill Drive should be maintained as permanent open space.

E. The vacant tract between Edison Drive and Gum Street should be developed in its existing zoning, unless C-3 zoning would not result in a building more than 40 feet in height. In that case, the more intensive office zone could be appropriate for the property.

F. Lots fronting on the south side of Franconia Road between Beulah Street and the Reality Gospel Church are planned for the 2-3 dwelling units per acre density range to their rear lot lines.

G. The area fronting on the south side of Franconia Road between South Van Dorn Street and the Reality Gospel Church and extending south to include parcels 2B, 3 and 8 is recommended for 3-4 dwelling units per acre. An option for residential development at 5-8 dwelling units per acre may be

considered only if the following conditions are met. Development must be substantially consolidated to:

1. provide an effective transition including a substantial buffer along its southern boundary adjacent to an existing, low-density residential community;
2. provide for the realignment of Van Dorn Street south of Franconia Road to permit an adequate setback from both highways;
3. provide for internal access between parcels;
4. allow only a limited number of consolidated access points placed far enough from the intersection of Van Dorn Street and Franconia Road so as not to interfere with traffic flow (This may require widening Villa Street at its intersection with Franconia Road and using that intersection as the major access point.); and
5. provide highway improvements to allow the site's access points and adjacent highways to operate at an acceptable level of service as prescribed by the Virginia Department of Highways and Transportation and the County.

Substantial parcel consolidation will be required in order to reach 8 dwelling units per acre.

Beulah Street Corridor

A. The parcels north and south of Hayfield Road, east of Beulah Street, will achieve a strategic location with the construction of the Springfield Bypass. Coordinated or consolidated development of those parcels to allow a shopping center in this location and a small townhouse development which focused on the shopping center would be a desirable use of the parcels once the Bypass is constructed or such construction is imminent.

In order for such development to be desirable, a number of conditions would have to be met, as follows:

1. the development would need to have a proper orientation in regard to, and provide for, the adopted bypass alignment on the property,
2. the shopping center, any other intensive uses and townhouses, would need to be set back from Beulah Street with sufficient transition and buffer next to that street so as to support the Area IV Plan recommendation for strictly residential use, sometimes at a low-density, across Beulah Street;
3. Beulah Road Park and the adjacent threehouse residential enclave should be adequately screened from other than detached home use on this property so as not to lose value as a park and stable residential area;
4. the type, intensity and siting of any development next to the Vepco line should appropriately recognize that the use is an undesirable neighbor;
5. the amount of commercial floor area approved should not be out of line with the County's plans for shopping centers in the general area nor interfere with the transportation role of the Springfield Bypass.

In order to justify a density above the low end of the range, townhouse development would need to satisfy the appropriate conditions listed above in addition to the criteria normally required.

B. The area located east of Beulah Street and north of Hayfield Road, known as the Beard property, is planned for 3-4 dwelling units per acre. An option for planned development housing in the 5-8 dwelling units per acre range may be considered, with the specific density based on the extent to which development:

1. is coordinated with that of adjacent planned commercial and residential properties;
2. shows sensitivity to the environmental and soil constraints on the property;
3. provides necessary road improvements involving Hayfield Road and Beulah Street, including the relocating and reconstruction of Hayfield Road to four lanes at its intersection with the Beulah Street/Springfield Bypass spur (dedication east of Beulah Street shall be four lanes);
4. provides dedication and construction of a planned spur from Hayfield Road north to the Lehigh property to insure access to the Lockheed-Van Dorn Connector;
5. provides internal access to the planned commercial at the intersection of Hayfield Road and Beulah Street;
6. provides pedestrian access for parcels south of Hayfield Road to the planned commercial use;
7. utilizes transportation strategies such as van service to minimize local-serving trip generation;
8. incorporates previous open space commitments for the property;
9. insures provision of housing and services for the elderly;
10. incorporates recreational facility requirements in the adjacent Beulah Park; and
11. provides a substantial buffer along the periphery of the site next to areas planned for lower residential densities.

C. The area on the east side of Beulah Street beginning at the southern boundary of the Glynalta Park subdivision and extending south to include the lots on the south side of Gayfields Road could desirably be developed in the 3-4 dwelling units per acre density range under certain conditions. The area would need to be consolidated and/or replatted so as to allow a modern subdivision to develop around those homes to be preserved. The subdivision would need to be accessed by paved roads and served by a storm drainage system. To the extent feasible, the problem of double frontage should be eliminated. Along the northern boundary of the tract, there should be an adequate transition to the larger lots of the Glynalta Park subdivision.

Telegraph Road Corridor

A. The commercially-zoned portion of the vacant parcel north of Hayfield Road should be developed for retail commercial uses. If the main corridor of Telegraph Road is realigned as recommended along Old Telegraph Road, the Plan and appropriate zoning should be redesignated on the northeast side of Hayfield Road. The commercially planned and zoned portion of the large parcel there should be at Hayfield Road's corner with the main corridor of Telegraph Road.

B. Plans to develop property at the upper end of the planned density range between the Hayfield View subdivision and the Telegraph and Old Telegraph Roads junction should incorporate substantial parcel consolidation so as to provide an effective realignment of such junction to current design specifications. Such development should cluster the dwellings in a fashion that promotes quality site design to include effective landscape treatment and consolidated open space areas. Access to such development should be exclusively from Old Telegraph Road.

C. Parcels 100-1 ((1)) 14-17 should desirably be developed in a consolidated or coordinated manner which integrates existing structures into the overall design scheme, honors steep topography, acknowledges that a gravel operations area extended onto part of the property, buffers development from the gravel operations area to the west and north, and provides a housing type consistent with what is planned for the Telegraph Road Corridor. Because of the small size of the area and the 3-4 dwelling units per acre density adjacent on three sides, the Plan map shows 3-4 dwelling units per acre for the property, though achieving the objectives listed above may not result in that density.

D. The remainder of the vacant and underutilized tracts are recommended for single-family residential infill, with clustering where appropriate. There should be no additional direct driveway access to either Beulah Street or Telegraph Road, and new intersections should be held to the minimum needed and well located for safety and trip continuity.

Public Facilities

Public Parks, Recreation and Open Space

A. The Park Authority should complete development of Beulah Park.

B. The Park Authority should also acquire and develop a site for a park east of Edison High School near Franconia Road.

C. The Park Authority should acquire and develop additional land for the establishment of a driving range at Greendale Golf Course.

Other Public Facilities

A. In order to meet the probable demand for additional fire and rescue services resulting from the expected growth and development of Sector RH4 a fire station should be constructed in the vicinity of Hayfield Road and Telegraph Road.

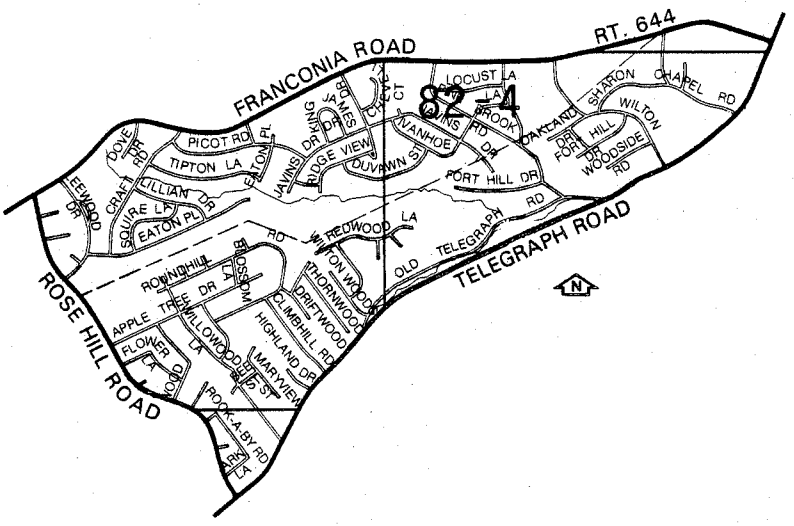
Environment

A. Dogue Creek Environmental Quality Corridor should be protected during development. The County should acquire parkland along the Dogue Creek stream valley in accordance with the Fairfax County Stream Valley Policy.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

RH5 WILTON WOODS COMMUNITY PLANNING SECTOR



Land Use

Roughly 75 percent of this sector is developed, mostly in single-family residential units with a small local-serving commercial center on the eastern side of Telegraph Road north of its intersection with Franconia Road. With minor exceptions, vacant acreage in the sector is situated in the northeast corner between Franconia and Telegraph Roads.

Transportation

Heavy volumes of traffic use Franconia Road and Telegraph Road, both of which are currently operating over designed capacity.

Bus service operates along Franconia Road, Rose Hill Drive, and Telegraph Road six days a week.

Public Facilities

Schools

Rose Hill Elementary School is located within the sector.

Wilton Woods School, surplus to the needs of the school system, is located on Franconia Road.

Parks, Recreation and Open Space

Ridgeview Park is located within the sector.

Other Public Facilities

The sector contains the John Marshall Library.

Shopping

Rose Hill Shopping Center contains community retail activities, and the sector is also served by additional facilities of comparable size located outside the Rose Hill Planning District.

Regional shopping facilities are provided at Springfield Mall.

Housing

Single-family detached housing is the only residential use in the sector and most units are in good structural condition.

RECOMMENDATIONS

Land Use

A. Because of the poor soil characteristics there, the parcels southwest of the Franconia Road/Telegraph Road intersection should develop in low-density residential uses.

B. Commercial development in the sector should be limited to the existing commercially-zoned parcels on Telegraph Road. However, the millwork lumber yard use currently found at the Highland Drive/Telegraph Road intersection would be more appropriately located in a commercial category. A preferred use of the lumber yard site—retaining the structures, if desired—would be for neighborhood retail uses designed for both automobile access from Telegraph Road and pedestrian access from the surrounding residences in Rose Hill Farms and Maryview. The commercial center should be buffered from the adjacent residential and recreation uses, with the buffering used also to designate and enhance the pedestrian access to the center.

C. The single-family character of the stable area should be maintained through low-density development of the remaining vacant parcels.

D. Good access to Lee District Park should be a concern of all land use and transportation decisions taken in the sector.

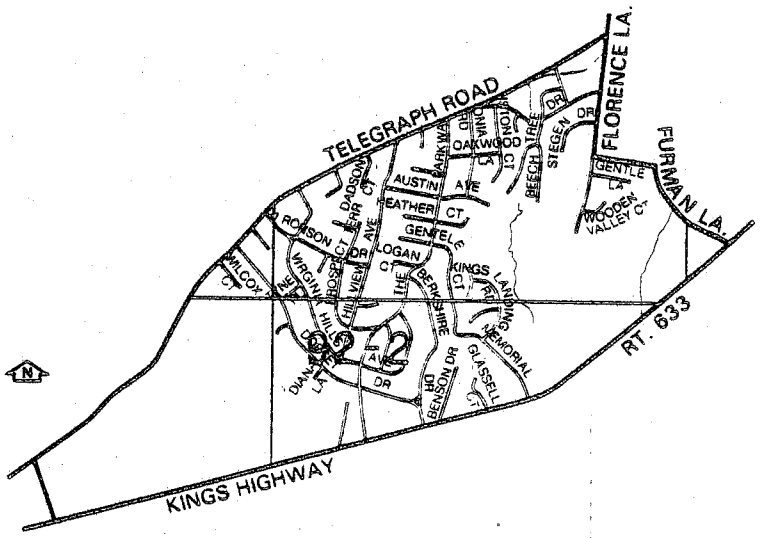
E. Bicycle lanes on Rose Hill Drive to Telegraph Road will provide safe travel for residents using that route to Lee District Park.

F. Widening of South Kings Highway to an improved two-lane cross section and the construction of bike paths on South Kings Highway will allow safe passage for residents on the south side of the Lee District Park to enter and use park facilities.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

RH6 MOUNT COMFORT COMMUNITY PLANNING SECTOR



Land Use

About 55 percent of the Mount Comfort Sector is currently developed, with single-family detached housing being the predominant use. Other major land uses in the sector include Mount Comfort Cemetery and the Lee District Park. Small amount of vacant acreage are scattered through the sector.

Transportation

Telegraph Road and South Kings Highway are the major roadways in this sector.

Bus service operates in the Telegraph Road and South Kings Highway corridors six days a week.

Public Facilities

Schools

The Virginia Hills School is located within the sector and is used for the school system's Area IV administrative offices.

Parks, Recreation and Open Space

The Lee District Park provides the sector with parkland and a wide variety of outdoor recreation facilities. The Robert E. Lee Recreation Center is located on the park site. When completed, the park will contain a wide range of active recreation facilities.

Shopping

Local-serving retail facilities are provided by the Rose Hill Shopping Center and by commercial development along Route 1. Regional shopping is provided at Springfield Mall.

Housing

Residential development in the sector is entirely single-family detached housing. All of the units are in good structural condition.

RECOMMENDATIONS

Land Use

A. Expansion of Mount Comfort Cemetery is approved in the Plan as an alternative to residential development of the vacant land in the sector.

B. The Mount Comfort Cemetery property on the north side of South Kings Highway and the area composed of parcels 9-13A between that property and the Kings Gardens Apartments is recommended for a residential density of 3-4 dwelling units per acre. An option for residential development up to 10 dwelling units per acre may be considered in the event of:

1. substantial parcel consolidation;
2. construction of improvements to South Kings Highway in accord with the adopted county transportation plan;
3. limitation of vehicular access to South Kings Highway; and
4. the provision of a substantial landscaped open space buffer along South Kings Highway.

C. The single-family character of the remainder of the sector should be maintained through low-density infill development of remaining vacant parcels.

Public Facilities

Parks, Recreation and Open Space

A. The development of Lee District Park should be completed.

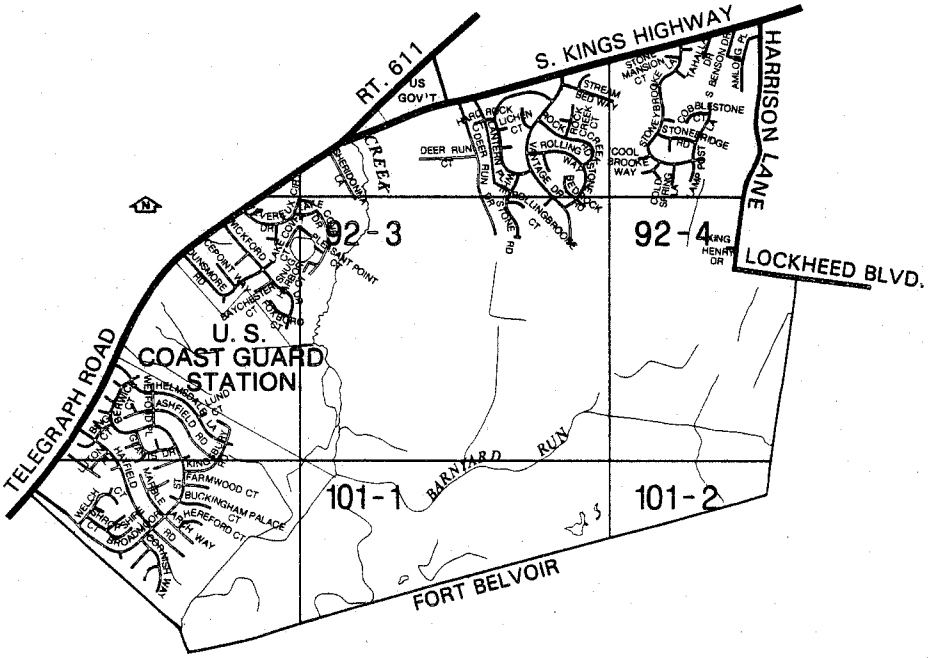
B. A community park should be acquired in the northeastern portion of the sector.

C. Widening of South Kings Highway and the construction of bike paths on South Kings Highway will allow safe passage for residents on the south side of the Lee District Park to enter and use park facilities.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

RH7 HUNTLEY MEADOWS COMMUNITY PLANNING SECTOR



Land Use

The dominant feature in the sector is Huntley Meadows Park, acquired from the federal government. Other uses in the sector include detached and attached single-family residential development, a small commercial use, and a U.S. Coast Guard Station. The sector contains the historic site, Huntley, which is protected through the use of a historic district around the site. There is vacant land to the southeast of Huntley Meadows Park.

Transportation

The issue of cross-county access is highlighted in this sector because of its location between the Route 1 area and Telegraph Road.

Telegraph Road and South Kings Highway are the major roadways in this sector.

South Kings Highway is currently operating over its capacity during the peak hours.

Bus service operates in the South Kings Highway corridor six days a week and there is also bus service to Hayfield six days a week along Telegraph Road.

Public Facilities

Schools

The sector contains Groveton and Hayfield Elementary Schools.

Parks, Recreation and Open Space

The Hayfield, South Kings Forest, Stoneybrook, Wickford, and Huntley Meadows Parks are located within the sector.

Shopping

Community-level facilities along the Route 1 corridor and at the Rose Hill Shopping Center provide shopping for the sector.

Springfield Mall provides regional shopping facilities.

Housing

Housing in the sector is mostly single-family detached units within subdivisions, although there are some townhouse units. Some older single-family units are found on larger parcels along Telegraph Road. All of the housing in the sector is in good condition.

RECOMMENDATIONS

Land Use

A. The low-density character of the stable portion of Sector RH7 should be maintained:

1. West of Vantage subdivision at 2-3 dwelling units per acre.
2. West of Huntley Meadows Park in the Sheridonna Lane area at 1-2 dwelling units per acre for the portion above the floodplain.

B. A density in the 3-4 dwelling units per acre range, although not at the very high end of the range, should be considered on those undeveloped parcels between Vantage subdivision and Harrison Lane north of Huntley Meadows Park, provided that the added density over that allowed in the 2-3 dwelling units per acre range would be offset by:

1. more than substantial buffering of Huntley, Stoneybrooke subdivision, and Vantage subdivision, especially if development takes place south of Stoneybrooke in a townhouse zone;
2. an increase rather than decrease in the neighborhood park acres to population ratio of the general area;
3. the linkage of historical and park resources of the area through public open space additions and trails; and
4. no significant increase in traffic, including during construction, in adjoining subdivisions over what would be expected from development within the 2-3 dwelling units per acre density range.

C. South of Telegraph Road at 3-4 dwelling units per acre.

D. The vacant parcels south of Hayfield subdivision should be retained in open space uses.

E. The Huntley property is planned for a residential density of 2-3 dwelling units per acre. However, in light of the strong state and county policy to preserve historic sites, an option should be provided in the Plan to allow for a higher density which would incorporate the benefits of the historic site. Therefore, development at approximately 6 dwelling units per acre may be considered in the event of compliance with the following conditions:

1. provision for the preservation and restoration of Huntley and its environs, including the approaches to and the vistas related to Huntley;
2. compatibility with the Huntley Historic District of proposed development, including such aspects as style and density, proximity to the main house and its outbuildings, and extent of screening to minimize visual distractions;
3. limitation of density, siting of development and provision of screening and buffering so that no precedent would be set for development on adjoining properties in a manner incompatible with the Huntley Historic District or with the Plan recommendations for these properties;
4. sensitivity of development to the environmental constraints of the property;
5. provision of a substantial buffer sufficient to minimize adverse visual impacts on the Stoneybrooke subdivision, with no access through that subdivision; and
6. provision for safe access to Harrison Lane.

Public Facilities

Parks, Recreation and Open Space

A. Huntley Meadows Park should be opened to use by Rose Hill and Mount Vernon residents with at least partial development. A system of trails leading to the major residential developments around the park should be included in the park development.

B. Hayfield Park should be developed.

C. Huntley and its environs should be protected through such means as restrictive easements and/or revolving funds.

D. Acquire parkland along the Dogue Creek stream valley in accordance with the Fairfax County Stream Valley Policy.

Other Public Facilities

A. The Hayfield/Lehigh fire station (in the vicinity of Telegraph Road and Hayfield Road) should be constructed.

B. The County should consider public acquisition of the Army Reserve Center and U.S. Coast Guard property, if they are declared surplus.

History

Huntley Historic District

A. The provisions of the Huntley Historic District (Appendix 1, A1-800 of the *Zoning Ordinance*) detail restrictions on residential development and specify that commercial and industrial uses should be prohibited.

B. Development of land currently-zoned R-2, R-5 and R-20 should be limited to those uses permitted by right under the zoning districts in effect or to those uses recommended in the Area IV Plan. Further development of the Groveton Gardens property and the Faith Methodist Church property and development of parcels 92-2 ((1)) 9 and 10 and 92-4 ((1)) 1 should be done in such a way as to retain as much tree cover as possible. Existing development on parcels 92-2 ((1)) 10A and 92-4 ((1)) 3 through 8 should be maintained or these parcels should be redeveloped with single-family residential dwellings at the currently planned density.

C. If the Fairfax County Park Authority purchases Huntley, it is recommended that it negotiate easements with the owners of parcel 92-4 ((1)) 1 and the Faith Methodist Church for the purpose of constructing a trail which would extend from the Huntley property to Huntley Meadows Park.

D. All improvements, including public facilities structures, signs, fences, street furniture, outdoor graphics and public and private utilities should be designed, located and installed to be compatible with the historic site in terms of mass, scale, height, color, type of material and visual impact. No structure should exceed 35 feet in height and freestanding signs are limited to 5 feet in height. Any improvement to Harrison Lane should be accomplished without the destruction of the springhouse on the Huntley property. All development in the historic district should be reviewed by the Architectural Review Board.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

SPRINGFIELD PLANNING DISTRICT

The Springfield Planning District is bounded by the Southern Railroad right-of-way and the Capital Beltway on the north; the Alexandria City line, the Richmond, Fredericksburg and Potomac Railroad right-of-way, Franconia Road, Beulah Street, Telegraph Road, and Fort Belvoir on the east; Backlick Road, Fort Belvoir, Accotink Creek, and Pohick Road on the south; and Rolling Road on the west.

Land Use

Existing development utilized 68 percent of the 9,062 acres in the Springfield Planning District, low-density residential uses account for 45 percent of this development, and the Fort Belvoir Engineering Proving Grounds accounts for approximately 13 percent of developed land.

Approximately 34,500 persons currently reside in 11,816 units, for an overall density of about 3.8 persons per acre.

The central Springfield shopping area and a regional shopping center, Springfield Mall, are located in the planning district on the east and west sides, respectively, of the Old Keene Mill-Franconia Roads intersections with Backlick Road and I-95. These areas already contain a variety of commercial and office activities, and, in the case of the regional center, considerable additional development is yet to come including a proposed Metro transit station.

Complex problems in these areas have caused these areas to be identified separately for planning purposes. Analysis and recommendations for the central Springfield area are included in the Springfield CBD discussion.

Transportation

The Springfield Planning District is laced with major transportation corridors: the Capital Beltway and the Southern Railroad form the northern boundaries of the district; I-95 bisects the district from north to south; and the RF&P Railroad traverses the district north to south. Several minor arterial roads criss-cross the Springfield Planning Districts, and in three locations their intersections are nodes of commercial activity: Old Keene Mill Road/Rolling Road; Old Keene Mill/Backlick Road; and Franconia Road/Loisdale Road.

Transportation recommendations included in the stable area sector analysis are only those recommendations which address issues of individual sectors.

Public Facilities

The following table indicates the existing public facilities located within the Springfield Planning District.

In addition, privately held land contributes open space and recreation area to the district. Future needs include the development of some parks and public acquisition of additional land.

Environment

This planning district is in the Accotink Creek and Cameron Run watersheds. Specifically, the stream valleys and floodplains of these two watersheds place the area with the following streams: Fieldlark Branch and Long Branch of the Accotink Creek watershed; Backlick Branch of the Cameron Run watershed. The western half of the district, lying in the Piedmont Geologic province, is characterized by soils with severe erodibility potential and by soils that are only marginally suited for septic tanks. In the eastern half of the district, the Coastal Plain geologic province predominates. This Coastal Plain boundary is in a sensitive aquifer recharge zone which affects groundwater supply in areas east and south of Fairfax County. Development in this zone should limit impervious surfacing and discharge of contaminants into the aquifer. In addition, slippage-prone swelling clay soils occur in this Coastal Plain. For that reason, future development and construction here should reflect detailed geologic analysis and appropriate engineering measures. Finally, some of these same factors cause the soils in the eastern half of the Springfield district to be generally poor for septic tanks.

EXISTING PUBLIC FACILITIES
June 1983

Sector	Schools: Elementary	Schools: Intermediate	Schools: High School	Parks, Recreation and Open Space	Other Public Facilities
S1	Cardinal Forest, Keene Mill	Irving		Royal Ridge, Cardinal Forest, Carleigh Parkway, Accotink Creek Stream Valley	
S2	Lynbrook, Crestwood			Lynbrook, Brookfield, Accotink Creek Stream Valley	Richard Byrd Library, Springfield Health Center
S3	West Springfield			West Springfield	
S4	Garfield			Springvale, Hooes Road	Elementary School Site, Springfield Fire Station
S5				Accotink Creek Stream Valley	U.S. Government
S6				Newington, Amberleigh	EMTA Maintenance Facility, FCWA Eastern Property Yard (site)
S7	Forestdale			Loisdale	U.S. Government Warehouse
S8	Springfield Estates	Key	Lee	Backlick Stream Valley, Franconia, Lee High, Trailside, Monticello Woods	
S9					Franconia Governmental Center, Franconia Fire Station

The Accotink Creek Environmental Quality Corridor will provide a major open space amenity to citizens of Springfield. This linked network of environmental amenities is designed to preserve valuable resources while providing recreation opportunities. The major components of the system are the floodplains and stream influence zones of the Accotink Creek and the Long Branch. Existing public parks along the Accotink, the West Springfield golf course, several historic sites, and resources identified by citizens are additional elements of the EQC system.

A portion of the stream valley and adjacent land within this Planning District/Planning Sector is within the dam failure impact area for a proposed or existing dam. The extent of development within these impact areas should be minimized in the interest of public welfare and safety. For details on the extent of this area, refer to the section on potential dam failure impact areas, in the Environmental Chapter.

History

The Springfield Planning District has some historic features worthy of protection.

Oak Grove. Built around 1820, Oak Grove is one of three remaining plantation houses in the Springfield-Franconia area.

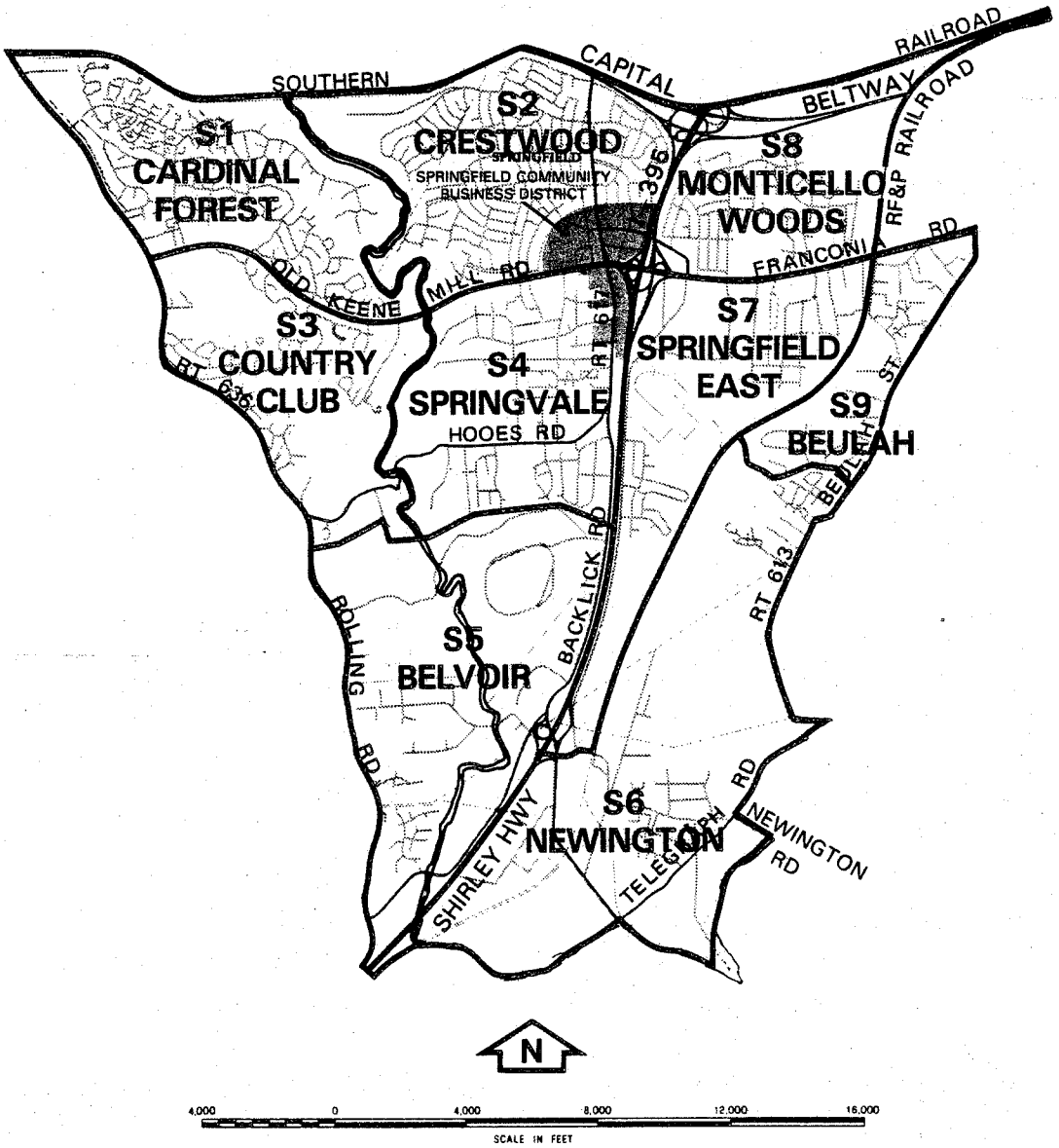
Mount Air. This Greek Revival house was built about 1830, with an 1859 addition. The structure shows the evolution of a residence that has been altered to meet the needs of its occupants over a hundred years.

PLANNED RESIDENTIAL INFILL — SPRINGFIELD PLANNING DISTRICT

Unit Type	Existing Number	(1983) Percent	Estimated Number	Additional Percent	At Buildout Number	At Buildout Percent
Single-family	7,418	62.8	3,752	74.2	11,170	66.2
Townhouse	2,823	23.9	1,172	23.2	3,995	23.7
Apartment	1,575	13.3	132	2.6	1,707	10.1
Total	11,816	100.0	5,056	100.0	16,872	100.0

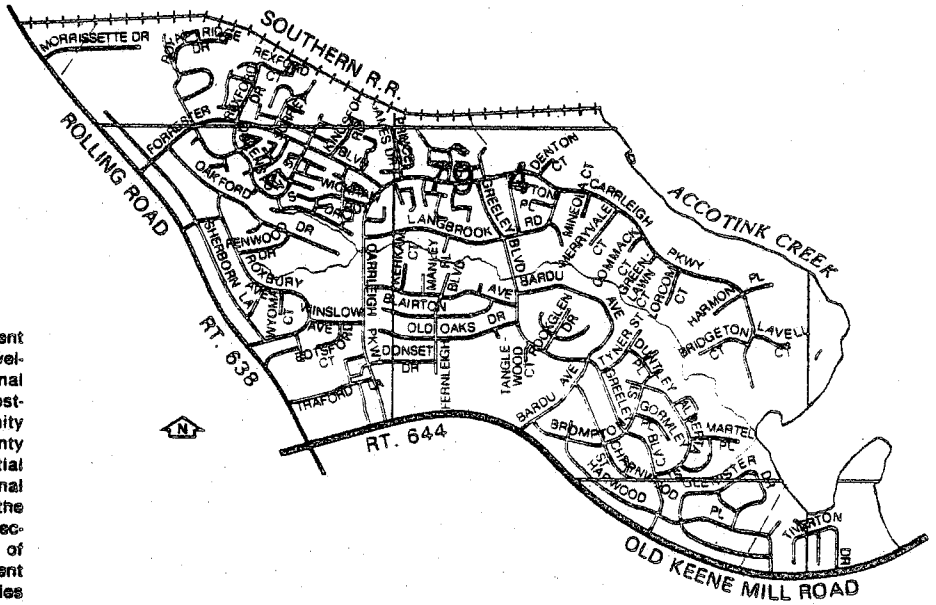
Source: Office of Research and Statistics, January 1983.

AREA IV



SPRINGFIELD PLANNING DISTRICT

S1 CARDINAL FOREST COMMUNITY PLANNING SECTOR



Land Use

The sector has mostly residential development in the northwestern corner and commercial development in the southwestern corner. The Cardinal Forest subdivision which occupies the northwestern portion of the sector is the only community besides Reston and Burke Centre in the County currently developed under the planned residential community (PRC) zone concept. The Cardinal Forest master plan, which is incorporated in the Area IV Plan, is illustrated in the text for this sector along with a map indicating the extent of development in Cardinal Forest. This development contains a mix of residential types and densities (single-family, townhouse, and garden apartment) as well as local-serving commercial development. South and east of Cardinal Forest, development is predominantly detached single-family, with some townhouse development in the southeast corner of the sector. A number of churches and schools, and a commercial office building are located along the north side of Old Keene Mill Road.

Transportation

The road network within the sector is good and provides for good intrasector auto movement. Auto access to and from the sector is good with access points along Rolling Road on the west and Old Keene Mill Road on the south. Metrobus service for this sector operates five days a week. No highways are currently programmed for improvement within this sector.

Public Facilities

Schools

The Cardinal Forest and Keene Mill Elementary and Irving Intermediate Schools are located within the sector.

Parks, Recreation and Open Space

The Cardinal Forest, Carrleigh Parkway, Royal Ridge, and Accotink Creek Stream Valley Parks are located within the sector.

Shopping

Community shopping is provided by the West Springfield Shopping Center, located in the southwest corner of the sector. In addition, there are several community-level centers located just outside the sector as well as a regional center at Springfield Mall.

Housing

The sector contains housing of various densities—garden apartments, townhouses, and single-family detached structures—and most are in excellent condition.

Environment

A portion of the stream valley and adjacent land within this Planning District/Planning Sector is within the dam failure impact area for a proposed or existing dam. The extent of development within these impact areas should be minimized in the interest of public welfare and safety. For details on the extent of this area, refer to the section on potential dam failure impact areas, in the Environmental Chapter.

RECOMMENDATIONS

Land Use

A. The current pattern of mixed land uses in the sector should be maintained, and vacant parcels should be developed at currently-zoned densities.

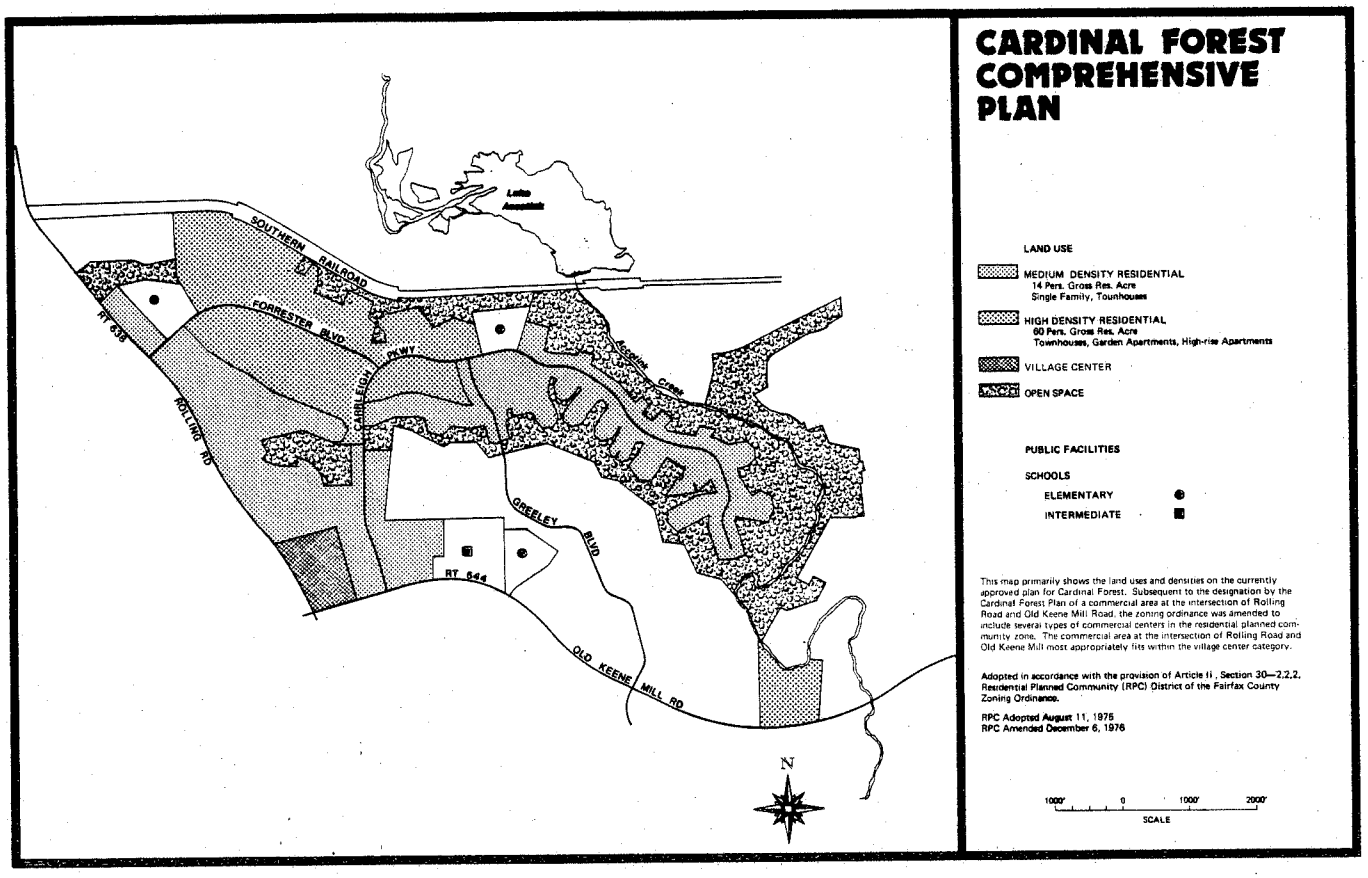
Public Facilities

Parks, Recreation and Open Space

A. Develop Carrleigh Parkway Park.

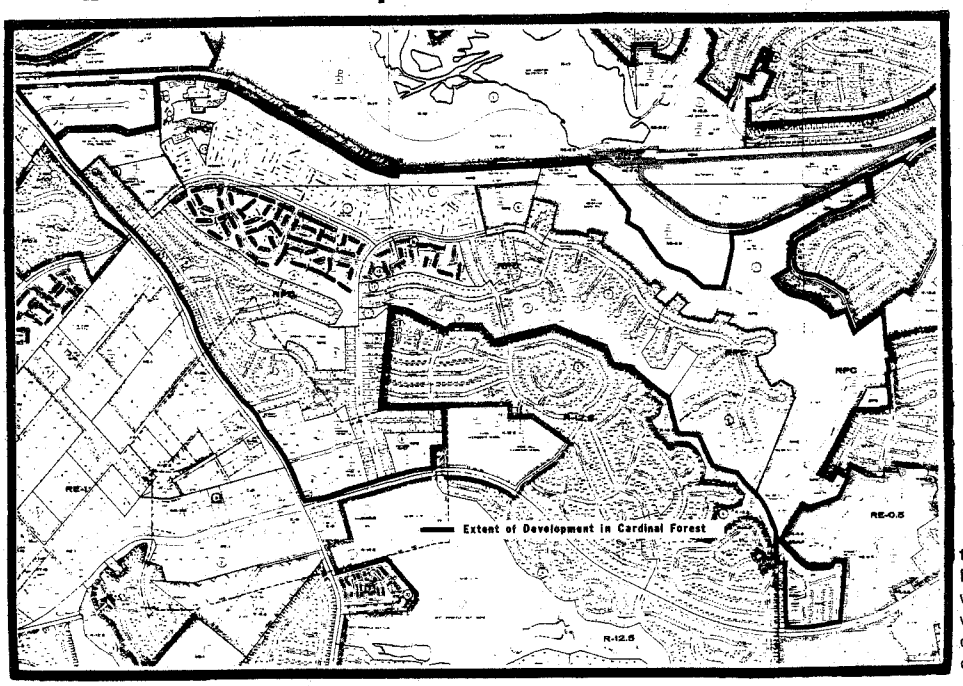
Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.



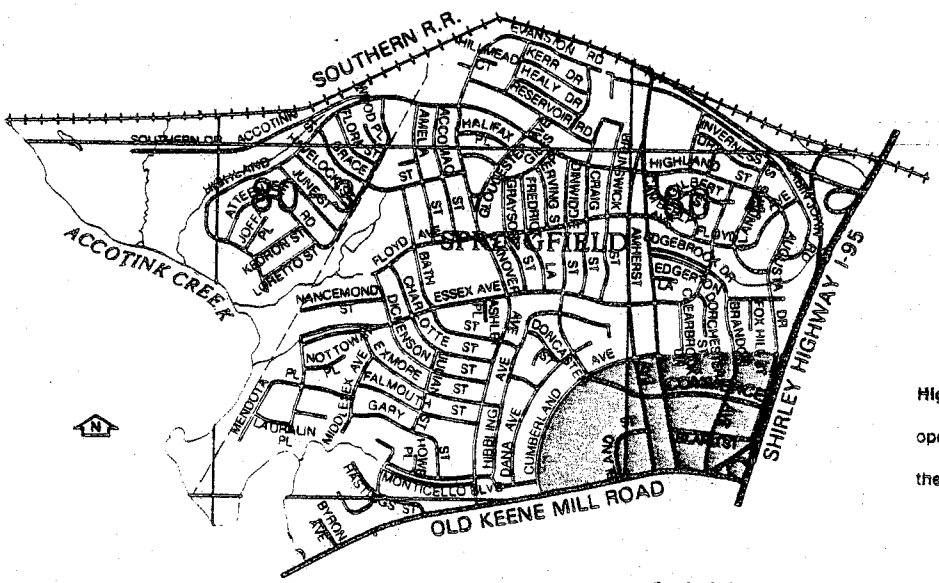
The Cardinal Forest Master Plan, shown here in a composite land use, transportation, and public facilities map, is displayed according to the use and intensity categories as required by the Residential Planned Community (RPC) zone in the zoning ordinance. This plan is an adopted part of the comprehensive plan of the County.

Extent of Development in Cardinal Forest



This map portrays the arrangement of building unit types and intensities in the portions of the Cardinal Forest Residential Planned Community (RPC) for which development plans have been approved. Development of the various portions of acreage which comprise the RPC requires County approval of specific development plans.

S2 CRESTWOOD COMMUNITY PLANNING SECTOR



The shaded area is discussed beginning on page 434.

Land Use

A portion of the Springfield CBD is located on the north side of Old Keene Mill Road between Cumberland Avenue on the west, Cumberland Avenue and Yates Village subdivision on the north, and I-95 on the east. The shading on the sector map covers the area.

The remaining area is predominantly residential with nonresidential uses occurring along Old Keene Mill Road, Accotink Creek, and the Southern Railroad right-of-way. The garden apartments on Cumberland Avenue provide an appropriate transitional use between the stable single-family residential uses and the commercial Springfield area.

Industrial use of the land north of Highland Street and west of Hanover Avenue to Accotink Creek has been incompatible with the residential land uses south of Highland Street. The primary land use problem in this sector has been how to achieve a use of the industrially-zoned land to the west which would minimize conflicts between that use and the surrounding residential and parkland.

Transportation

Shirley Highway, Old Keene Mill Road, Backlick Road, and Commerce Street are the major roadways in this sector. In addition, traffic congestion along Old Keene Mill Road and Backlick Road has led to the use of other streets in this sector as shortcuts. Bus service is available along Old Keene Mill Road, Hanover Avenue, Floyd Avenue, and Backlick Road.

Public Facilities

Schools

Crestwood and Lynbrook Elementary Schools are located within the sector.

Parks, Recreation and Open Space

The Brookfield, Lynbrook and Accotink Creek Stream Valley parks are located within the sector.

Other Public Facilities

The Richard E. Byrd Library on Cumberland Avenue serves the sector's library needs.

A health clinic serving the greater Springfield area is located in this sector. Also, a mental health center may be needed in this sector to serve parts of the three adjoining planning districts as well as Springfield.

Shopping

The sector has adequate community-level shopping facilities provided in central Springfield as well as easy access to regional facilities located at Springfield Mall. However, traffic congestion within central Springfield severely limits the convenience of these nearby facilities.

Housing

Housing in the sector is predominantly single-family detached, with some townhouses and garden apartments. Condition of these units is generally good.

Of the Hunter Village residential community, 204 units have been proffered to the County for use as below-market housing.

Environment

A portion of the stream valley and adjacent land within this Planning District/Planning Sector is within the dam failure impact area for a proposed or existing dam. The extent of development within these impact areas should be minimized in the interest of public welfare and safety. For details on the extent of this area, refer to the section on potential dam failure impact areas, in the Environmental Chapter.

RECOMMENDATIONS

Highland Avenue Industrial Area

In an effort to minimize the impact of industrial operations in the Highland Street area:

A. Use of the industrially-zoned area west of the Springfield swim club should provide for:

1. a minimum 40-foot wide conservation easement along the southern and western edges of the property;
2. a conservation easement along the stream valley;
3. plantings on three outlots;
4. lighting which will minimize adverse impact upon adjacent residential areas; and
5. underground electrical utility distribution lines.

B. The Accotink Creek Environmental Quality Corridor should be completed and protected through public acquisition of the vacant tracts of land north of Highland Street and northeast of Accotink Creek.

Boundary with the Springfield CBD

A. The Springfield Garden Apartments should be preserved as a transitional use between the single-family residential area and the Springfield CBD.

B. Nonresidential use of existing single-family structures near or adjacent to the Springfield CBD should be prohibited, in order to keep distinct the residential/commercial boundary.

Public Facilities

Public Parks, Recreation and Open Space

A. The development of Brookfield Park should be completed according to its master plan.

B. Expand and develop Lynbrook Park.

Other Public Facilities

A. According to current mental health case standards an additional mental health center will be needed by the County to serve a total population of 800,000 persons. That center is recommended for location in Sector S2 near the end of the Plan time frame unless the County population earlier passes 800,000 persons. (No site has been chosen yet; the facility may be recommended at a central location in, for example, Sector S4.)

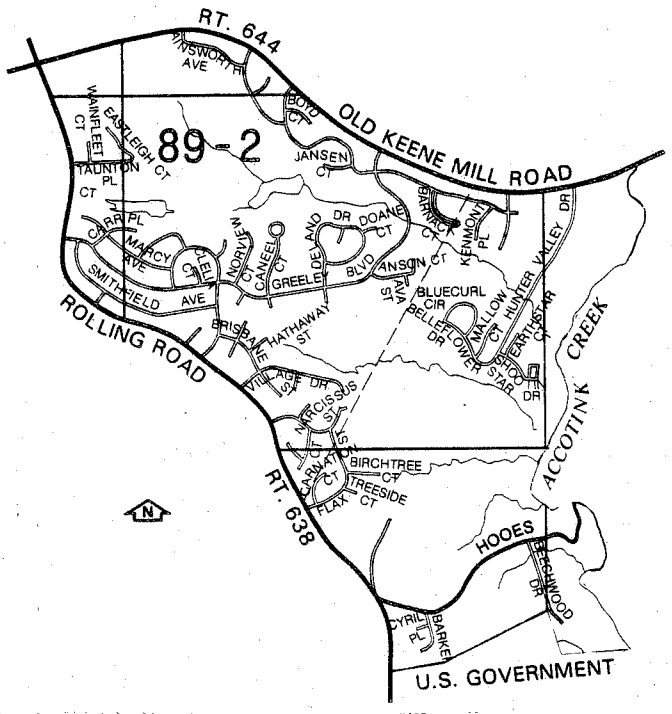
Environment

A. Acquire parkland along the Accotink Creek stream valley in accordance with the Fairfax County Stream Valley Policy.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

S3 COUNTRY CLUB COMMUNITY PLANNING SECTOR



Land Use

Single-family detached residential use is the predominant development in Sector S3, with some townhouse and commercial development in the northwest quadrant. The completion of the Hunter Village PDH-2.5 development will add additional residential units, a commercial center, and substantial Accotink Creek stream valley parkland to the developed land uses in the sector.

Transportation

Old Keene Mill Road, Rolling Road, and Hooes Road are the major roadways in this sector. Bus service is available five days a week along Old Keene Mill Road, Greeley Boulevard, and a portion of Rolling Road.

Public Facilities

Schools

West Springfield Elementary School is located within the sector.

Parks, Recreation and Open Space

The sector contains West Springfield, Hunter Village and Rolling Forest parks. In addition, the Springfield Golf and Country Club, although private, provides open space and other recreational facilities.

Shopping

Community-level shopping facilities are adequately provided by the commercial center at the intersection of Old Keene Mill and Rolling Roads. In addition, the Hunter Village development will contain a local-serving commercial center. Regional shopping facilities are located in Springfield Mall.

Housing

Existing housing is mostly single-family detached structures, with a townhouse development in the northwestern quadrant of the sector. All existing housing is in good condition. The Hunter Village development will add a greater mix of housing to the sector, with the addition of single-family units, townhouses, and garden apartments. In addition, this development will contribute a number of low- and moderate-income units to the housing supply.

Environment

A portion of the stream valley and adjacent land within this Planning District/Planning Sector is within the dam failure impact area for a proposed or existing dam. The extent of development within these impact areas should be minimized in the interest of public welfare and safety. For details on the extent of this area, refer to the section on potential dam failure impact areas, in the Environmental Chapter.

RECOMMENDATIONS

Rolling Road Corridor

A. Townhouse and office uses are recommended for the parcel fronting on Rolling Road immediately north of its intersection with the realigned Hooes Road (Springfield Bypass), between the intersection and the residential uses approved as part of the Hunter Village development.

B. Residential development at 4-5 dwelling units per acre is recommended for the parcel fronting on Rolling Road immediately north of the above recommended office use.

C. The parcel south of intersection of Rolling Road and realigned Hooes Road should be reserved for park use.

Hooes Road Corridor

A. The corner properties, parcels 28-32, south of existing Hooes Road and immediately east of Rolling Road should be developed in residential uses at 2-3 units an acre.

B. The character of the stable low-density development south of existing Hooes Road, east of the corner properties at Rolling road, should be strengthened through single-family residential infill of vacant parcels.

Public Facilities

Public Parks, Recreation and Open Space

A. The planned development of West Springfield Park should be completed.

B. The Accotink Creek Environmental Quality Corridor should be protected.

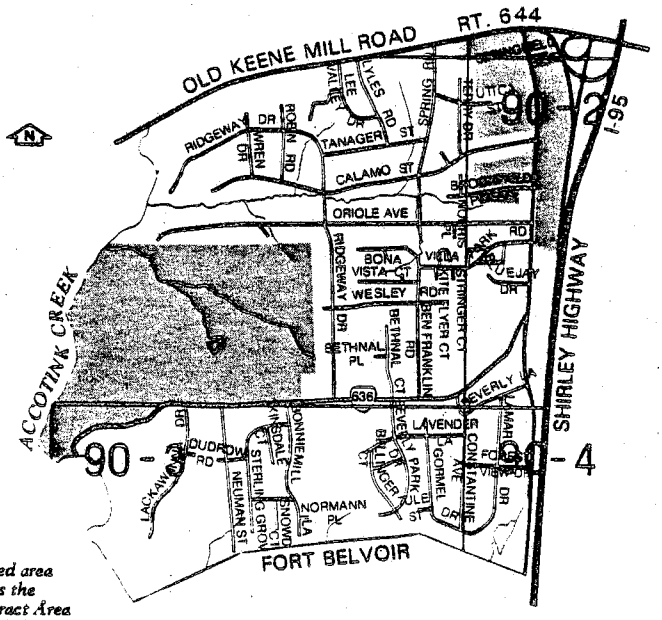
C. Acquire parkland along the Accotink Creek stream valley in accordance with the Fairfax County Stream Valley Policy.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

S4 SPRINGVALE COMMUNITY PLANNING SECTOR

The shaded area is discussed beginning on page 434.



The shaded area represents the Hunter Tract Area discussed below.

Land Use

Springfield CBD Portion

A part of the Springfield CBD is located in this sector—in the area generally bounded by I-95 on the east, Old Keene Mill Road on the north, the Springvale subdivision and the Springvale garden apartments on the west, and Springvale subdivision and an imaginary line running southeast from Oriole Avenue on the south. The shading on the upper portion of the sector map covers the area.

Hunter Tract Area

The Hunter Tract Area is bounded on the west by Accotink Creek, on the north and east by the rear lot lines of single-family residential development along Oriole Avenue and Ridgeway Drive, respectively, and on the south by Hooes Road. The shading on the left middle portion of the sector map covers the area. A few single-family dwelling units are the only existing developments in the 170-acre area.

Remainder of Sector

Development in the sector is predominantly single-family residential, with some townhouse and garden apartment development. Some of the potential land use problems in the sector are the freestanding retail commercial use south of Old Keene Mill Road, opposite its intersection with Hanover Avenue and the vacant and underutilized tracts of land along Old Keene Mill Road, Backlick Road, and Hooes Road.

Transportation

Shirley Highway, Old Keene Mill Road, Backlick Road, and Hooes Road are the major roadways in this sector. Congestion along these major roadways has led also to the use of residential streets for through-traffic shortcuts. Bus service is available along Old Keene Mill Road.

Environment

Hunter Tract Area

This area is located in the Accotink Creek watershed and, specifically, contains the main channel and lateral streams of Accotink Creek; their floodplains border the western edge and almost the entire area is included in the stream valley. High soil-erodibility potential exists near Accotink Creek in the western half, whereas the eastern half, because of its location in the Coastal Plain geologic province, is in a sensitive aquifer recharge zone and may contain slippage-prone swelling clays; these latter factors also indicate poor and marginal soils for septic tanks.

The Accotink Creek Environmental Quality Corridor (EQC) runs through the western portion of this area. It consists of the floodplains and stream influence zones of Accotink Creek as well as the stream valley parks that follow the water course. The Accotink Creek EQC is a continuous network of environmental amenities proposed to preserve resources and provide recreation for area residents.

Public Facilities

Schools

Garfield Elementary School is located within the sector. In addition, there is a vacant elementary school site on the north side of Hooes Road.

Parks, Recreation and Open Space

The Hooes Road and Springvale Parks are located within the sector.

Other Public Facilities

Fire and rescue services are supplied by the Greater Springfield Station, located on Backlick Road within the sector.

Shopping

Community-level shopping facilities are provided by the commercial center in central Springfield. Regional shopping facilities are provided by Springfield Mall just to the east of the sector. However, traffic congestion in central Springfield severely limits the convenience of these nearby commercial centers.

Housing

Housing in the sector is predominantly single-family detached with some townhouse and garden apartment developments. The condition of these structures is generally good with the exception of some housing along the south side of Old Keene Mill Road and along Hooes Road.

Environment

A portion of the stream valley and adjacent land within this Planning District/Planning Sector is within the dam failure impact area for a proposed or existing dam. The extent of development within these impact areas should be minimized in the interest of public welfare and safety. For details on the extent of this area, refer to the section on potential dam failure impact areas, in the Environmental Chapter.

RECOMMENDATIONS

Hunter Tract Area

The recommended development concept includes the following policies for guidance:

A. The area should develop as low-density planned development. Because of its flexibility in providing for mixed densities, planned development can be more readily served by bus service than can uniform low-density uses, thus lessening dependence on the automobile. In addition, assuming the existence of the Springfield Bypass, planned development could provide more people with direct access to the proposed Metro station. Finally, a planned development approach could provide for the protection of the Accotink Creek and better achieve the countywide objective of environmental quality corridors.

B. Planned, clustered development only should be used, with maximum attention to siting of structures and minimal tree removal.

C. No new residential structures should be built with Hooes Road frontage. All residential access should be to internal streets.

D. Abutting residences on the north and east should have adjacent to them either open space buffer or rear lot lines of new residences.

E. Ten acres of developed parkland should be provided, with at least 15 additional acres reserved from development to protect the Accotink and small stream flood plains.

F. Overall density of the project, restricted to 400 units, would be a low at 2 to 3 dwelling units per acre. Various building types, except for mid-rise structures, would be acceptable to the development concept suggested.

G. The Accotink Creek Environmental Quality Corridor should be protected through dedication, easements, and land use controls.

H. Trails should be provided through the tract, particularly along the lateral stream and Accotink Creek EQC, to connect homes, parkland, elementary school site, and the commercial center.

Hooes Road Corridor

In order to obtain the vitally necessary proposed Springfield Bypass which will utilize a realigned Hooes Road through this sector and in order to assure land uses along the Bypass compatible with its proposed function:

A. The vacant parcels north of Hooes Road should be developed in residential uses.

B. The tract between Ridgeway Drive and Bethnal Court should develop at 2-3 dwelling units per acre, preferably in a cluster development, and should ideally have only one street access to Hooes Road.

C. The vacant parcels east of Ben Franklin Road at the point where Hooes Road curves northward into Backlick Road are planned for 4-5 dwelling units per acre. The Springfield Bypass and associated interchanges are planned for this area and should be accommodated in accordance with proposed development plans.

Except as recommended below, parcels between Backlick Road and I-95 are planned for medium rise office use.

That portion of map 90-2((1)) parcel 23 that is opposite the Grand View townhouse development located on Villa Park Road should be developed in accordance with the transition low-rise office criterion as stated in the Plan under the Economic Development and Employment section in the Recommendations.

Such office development should consolidate parcels so as to compliment the existing and proposed roadway improvements, and provide effective noise attenuation measures as needed. Appropriate landscape treatment should be provided where necessary to protect adjoining residential or institutional uses.

D. Development of 4-5 dwelling units per acre is the recommended use for vacant land west of the existing Beverly Park subdivision. Provision should be made in this area for a possible southern extension of the Springfield Bypass to an interchange with I-95.

E. Conforming to existing single-family parcels, the undeveloped tracts of land east and west of Bonniemill Lane should be improved as a planned development which includes medium-density multifamily as well as additional single-family residential uses.

F. The low-density character of development west of Newman Street should be maintained through single-family infill of vacant parcels.

Old Keene Mill Road Corridor and Boundary with the Springfield CBD

A. The area south of Old Keene Mill Road along Lyles Road north of the garden apartments does not have good access. Lyles Road has no median break at Old Keene Mill Road; and linking the area to Lee Valley Drive, even if permission could be obtained to use that private road, would be undesirable because of the close spacing between the intersections of Lee Valley Drive and heavily used Hanover Avenue with Old Keene Mill Road. Because of access considerations, it is desirable that the area remain in its present use for the indefinite future. Piecemeal redevelopment of the area should be at 2-3 dwelling units per acre, which would be consistent with the provision of principal access to the area from Tanager Street and Spring Road and with the desires of those wishing to continue living in their present homes in the area within the foreseeable future. Redevelopment of substantial, logical portions of the area north of the garden apartments in an integrated manner, which would facilitate the provision of amenities and prevent the commercialization of the area, would justify a density of 4-5 dwelling units per acre. Coordinated redevelopment of the whole area, with substantial homes being retained where desired and fitted into the overall development plan, would justify a density of 5-8 dwelling units per acre if accomplished in a PDH mode.

B. The area along the south side of Old Keene Mill Road between Hanover Avenue and Wren Drive contains a mixture of substantial homes, dilapidated or boarded houses and vacant lots. A series of randomly spaced, dangerous driveways provide access from Old Keene Mill Road.

A number of factors influence the land use and intensity which is appropriate for this area:

1. County policy recommended that new commercial development other than infill in existing commercial areas be in well-located shopping centers.
2. The present zoning line between commercial and residential uses at its location opposite Hanover Street is logical and natural.
3. Proponents of commercial uses would argue that the next logical zoning line further west would not be reached until Accotink Creek.
4. Undeveloped commercial land is available in the Springfield CBD.
5. The character of Old Keene Mill Road between Hanover Avenue and the planned, developed commercial concentrations at the intersection of Old Keene Mill Road and Rolling Road is one of the most pleasant in the County, being unsullied by strip retail commercial development. That character should be protected.
6. The stable Monticello Forest subdivision on the north side of Old Keene Mill Road exemplifies the appropriateness of this area for residential use. However, because Old Keene Mill Road is noisy, special noise abatement features should be incorporated in any new residential development.
7. Any use developed in the area should be completely compatible with, or adequately buffered from, the Monticello Forest and Springvale subdivisions.

For the above reasons, the best use for the area is one which is compatible with the Monticello Forest subdivision, the Springvale subdivision and the pleasant, residential character of Old Keene Mill Road. This would necessitate residential development of the area. No commercial uses of any type would be appropriate. Although detached homes would clearly be the use most similar to other uses to the north and south of the area, the planned use needs to be a somewhat more intense residential use to help motivate redevelopment of the whole area under a coordinated development concept incorporating adequate access to Old Keene Mill Road.

Old Keene Mill Road affords the area with only two median breaks, at Hanover Avenue and Hastings Street. A substantial home at the end of Robin Road precludes the possibility of giving the area access over that street. The most desirable access would be directly opposite the present signalized intersection of Hanover Avenue and Old Keene Mill Road. This, however, would require the side yard of the 7-11. Unless that access can be achieved, the whole area needs to have a common access point directly opposite Hastings Street. With the whole area given access to Hastings Street, the area (minus any substantial homes which it is desired to save) should develop at 5-8 dwelling units per acre provided sufficient landscaping was supplied along Old Keene Mill Road and sufficient buffering along the Springvale subdivision to make the area compatible with its low-density residential neighbors.

If coordinated development of the area does not occur, any development which:

1. is large enough to provide amenities and to prevent spillover effects;
2. has adequate access to Hanover Avenue or Hastings Street;
3. stub streets at the property lines for the eventual use of neighboring tracts; and
4. would facilitate rather than inhibit eventual coordinated development of the rest of the area at 4-5 dwelling units per acre in a conventional manner or 5-8 dwelling units per acre in a PDH mode, should be allowed one of those densities, depending on the type of development.

Any property not having access to Old Keene Mill Road at a median break can develop in the 2-3 dwelling units per acre range, but only if safe access for that much density is provided. Otherwise, additional development should be at 1-2 dwelling units per acre unless access can be solely provided from Springvale subdivision, in which case a density of up to 3-4 dwelling units per acre would be appropriate, depending on the adequacy of the access to and through that subdivision.

C. The area along the south side of Old Keene Mill Road between Wren Drive and Accotink Creek has difficult topography and poor access via Wren Drive and a street opposite Byron Avenue. If there is not coordinated development of the area, the future will probably hold the same problems for this area as now characterize the area east of Wren Drive; and development (which ideally should not take place) should occur at no more than 1-2 dwelling units per acre. Those significantly sized portions of the area having access via an improved Wren Drive to Ridgeway Drive and not denying other area parcels oriented to that street eventually such access could develop at 2-3 dwelling units per acre.

Only when the problems of the area to the east are being resolved, will it be desirable to consider whether a coordinated access system for this area might justify a somewhat higher residential density for the area.

Backlick Road Corridor

Medium-density development is the recommended use for large vacant parcels north of Wesley Road.

Public Facilities

Parks, Recreation and Open Space

A. Springvale Park is recommended for development.

B. The County should acquire a community park, in the southwest portion of the sector or in the Hunter Tract Area.

C. The Accotink Creek Environmental Quality Corridor should be protected through acquisition by dedication of the privately-owned parcels at the time of development.

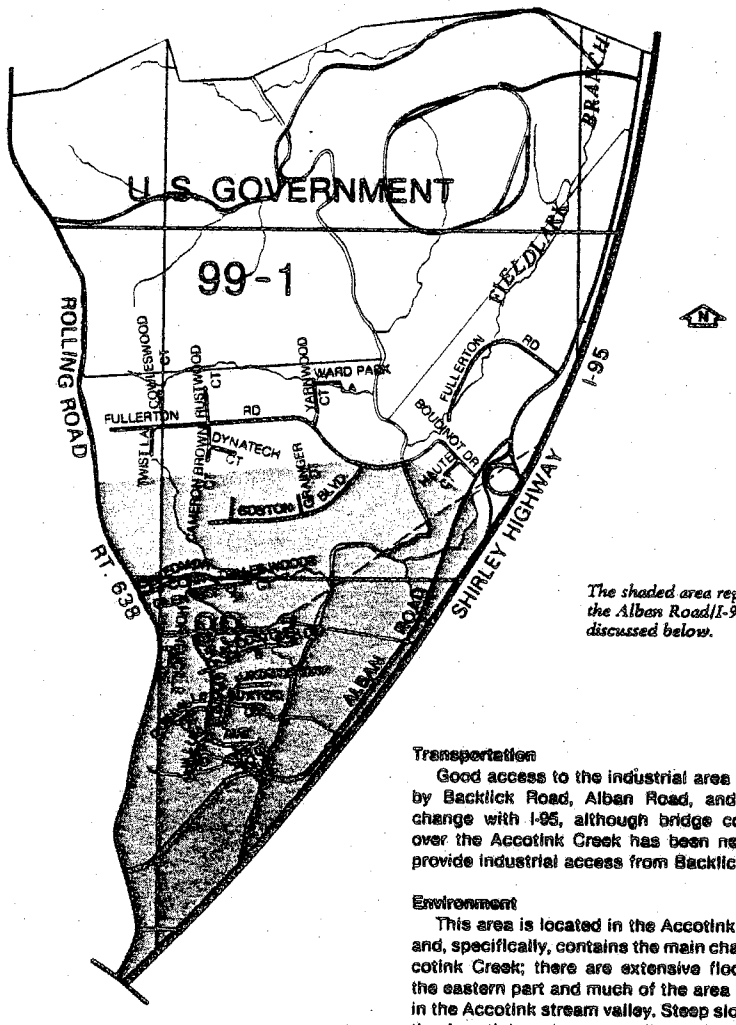
D. If the proposed Springfield Bypass or related road links affect the existing Hooes Road Park or its accessibility to the area residents, this park acreage should be replaced in an area closer to existing and new development.

E. Develop the expanded Hooes Road Park.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

S5 BELVOIR COMMUNITY PLANNING SECTOR



The shaded area represents the Alban Road/I-95 Area discussed below.

Land Use

Alban Road/I-95 Area

The Alban Road/I-95 area is that part of the triangle formed between Rolling Road and I-95 south of the Fullerton Industrial Park and Fort Belvoir Engineering Proving Grounds. The shading on the lower portion of the sector map designates the area. The area is one of significant and fragile environmental quality which happens to exist in a location which offers features which are attractive for both residential and industrial development.

The area has developed rapidly over the past several years, with industrial development taking place both east and west of Accotink Creek and various types of residential development occurring west of this creek.

A VEPCO right-of-way and a gas pipeline right-of-way proceed easterly through the middle of the area. Accotink Creek splits the area from north to south.

Remainder of Sector

Adjacent to the Fort Belvoir Engineering Proving Grounds on the north and the Alban Road/I-95 area on the south are many industrial uses both within and outside industrial parks.

Parcels of vacant land in the sector are located adjacent to industrial uses. There is also some commercial development on Backlick Road.

Transportation

Good access to the industrial area is provided by Backlick Road, Alban Road, and the interchange with I-95, although bridge construction over the Accotink Creek has been necessary to provide industrial access from Backlick Road.

Environment

This area is located in the Accotink watershed and, specifically, contains the main channel of Accotink Creek; there are extensive floodplains in the eastern part and much of the area is included in the Accotink stream valley. Steep slopes border the Accotink and severe soil erodibility potential exists in the area's western half. The eastern half lies in the Coastal Plain geologic province; as such, it is an area of sensitive aquifer recharge and contains poor soils for septic systems.

The Accotink Creek Environmental Quality Corridor (EQC) bisects the sector. A carefully planned trail network following the Accotink would enhance the value of the stream and related resources to residents of the County. In this area, the floodplains of the Accotink are flanked by steep slopes and abundant vegetation that provide scenic amenities and habitat for wildlife.

Public Facilities

Parks, Recreation and Open Space

A portion of the Accotink Stream Valley Park is located within the sector.

Shopping

Retail commercial uses that are planned to serve local community needs in the Lower Pohick area are the existing Saratoga Shopping Center, a shopping center planned in Hunter Village in the northeast quadrant of the intersection of Rolling Road and Hooes Road and a planned tract across from the Saratoga Center on Rolling Road.

Housing

The small amount of single-family housing that exists in this predominantly nonresidential sector is in good structural condition.

RECOMMENDATIONS

Land Use

Alban Road/I-95 Area

A. The future development in the area should recognize the competing forces and factors which are present, handling them in a way which serves to make best use of the attractive features of the area consistent with insuring that existing neighborhoods and critical environmental features are protected and enhanced. In this area any development should be planned to incorporate the following principles:

1. respect the necessity for a strict prohibition of environmental degradation by development;
2. provide heavy buffering between potentially incompatible residential and industrial uses to eliminate visual, noise or other impacts;
3. protect residential communities from nonresidential traffic, by provisions for traffic separation;
4. preserve to the maximum the natural contours and vegetation of the whole area;
5. limit use densities or intensities to conform to the patterns already being established in adjacent areas; and
6. recognize and take account of the existing peak-hour traffic congestion and design inadequacies of the Backlick/I-95 interchange.

B. A mix of light industry and residential uses, designed to reclaim the extraction sites and adequately protect the Accotink Creek area is recommended.

C. With adherence to the above requirements for careful planning to assure compatible land use arrangements, densities, and buffering, the use mix is recommended because it allows for utilization of existing improvements which support industrial development in an area already being developed in industrial uses while at the same time provides for residential uses to relate compatibly to the west of Rolling Road. The recommendation provides for economic uses of the area by activities which are attracted to the location and, at the same time, providesindustrial development in an area already being developed in industrial uses while at the same time provides for residential uses to relate compatibly to the west of Rolling Road. The recommendation provides for economic uses of the area by activities which are attracted to the location and, at the same time, provides for environmental protection at low public cost since adequate protection of the environmentally sensitive areas would be required by the County from developers.

D. For the northernmost part of the area, adjacent to the existing Fullerton Industrial Park, as well as east of Accotink Creek, light industrial uses are recommended with industrial access limited to Backlick and Alban Roads.

E. Residential use at a density range of 2-4 dwelling units per acre is recommended in the southwestern portion of the area. An option for planned residential development (PDH) at up to 5 attached dwelling units per acre shall be considered under the following conditions:

1. there would be substantial consolidation for the purpose of coordinated development;
2. development would be clustered to ensure the following factors:
   - the preservation of the Accotink stream valley and the major swales present on the site,
   - the retention and preservation of the existing tree cover within these areas, and

- sensitivity to the other environmental constraints of the site;

3. an undisturbed buffer of approximately 100 feet would be provided next to existing, detached single-family residential development;

4. internal circulation and limited access to Alban and Rolling Roads would be provided;

5. highway improvements adjacent to the site would be made by the developer based on the intensity of development to ensure that the site's traffic impacts on Alban Road and Rolling Road are mitigated and to ensure that their intersection and the site's access would operate at an acceptable level of service. In the event that the Rolling Road/Alban Road intersection is improved by Fairfax County prior to the development of this property, other additional roadway improvements of comparable magnitude should be provided to that of the constructed intersection.

F. Immediately south of the tracts planned and zoned industrial on the east side of Rolling Road are two parcels (98-2 ((1)) 9, 10). Because of the narrow frontage and substantial depth of the parcels, they could be developed in low-intensity, low-rise offices without any off-site impacts and could serve as a transition between the industrial land and adjoining areas planned and/or developed residentially. These parcels are recommended for such office uses, subject to the following conditions:

1. a substantial, landscaped open space buffer is provided along the frontage of the property;

2. the entrance drive through the buffer is curved to provide a visual diversion;

3. a substantial landscaped buffer is provided on the southern boundary next to the adjoining townhouse community;

4. the character and quality of the development is compatible with the general residential character of the area; and

5. highway improvements are provided by the developer to allow the entrance to the property to operate at acceptable levels of service as prescribed by the Virginia Department of Highways and Transportation and the County.

G. The Accotink Creek Environmental Quality Corridor should be used to provide recreation opportunities where appropriate.

H. Extensive stream valley preservation via dedication and/or easements should be required.

I. The County should require an environmental impact review of proposed development as well as the implementation of required measures to maintain environmental quality.

Remainder of Sector

A. Subject to environmental constraints, the industrial character of that portion of the area planned only for industrial uses should be maintained through development of remaining vacant parcels.

B. Industrial development should not take place on any of the parcels north of Fullerton Road which are between Fullerton Industrial Park and Rolling Road unless they have access only to the industrial park and unless there would be adequate buffering or an adequate transition to Rolling Road.

C. Commercial, in place of industrial, development should be allowed on the parcels between the Fullerton Industrial Park and Rolling Road (parcels 98-2 ((1)) 8 and 98-2 ((5)) 101, 102, 105, 109, 109A, 115, 116, 120, 121, 126, 132, 132A and 133) provided that such development:

1. is well designed;

2. does not provide access in any way to the Fullerton Industrial Park;

3. has coordinated internal traffic circulation and a coordinated major access opposite the intersection of the north leg of Edinburgh Drive and Rolling Road;

4. provides an adequate cross section for Rolling Road, including the adopted trail; and

5. provides an attractive landscaping buffer adjacent to Rolling Road.

D. No other commercial uses should be considered in this sector because the planned facilities are adequate to serve the area and additional commercial land use would be incompatible with existing and planned residential development.

E. To preclude piecemeal consideration of land now belonging to the Federal Government as part of Fort Belvoir, that a task force be formed by the County with participation by Federal Government representatives to comprehensively plan that area now owned by the Federal Government, in the event that parts or all of it at some future date be declared surplus.

Public Facilities

A. The County should consider acquisition of federal land for park use if some portion of the Fort Belvoir Engineering Proving Grounds were to be declared surplus.

B. If any portion of Fort Belvoir land is declared surplus at any point in the future, it should initially be considered for acquisition and conversion to park use, possibly by the Fairfax County Park Authority.

C. The Accotink Creek Environmental Quality Corridor should be protected through dedication, acquisition of easements, and similar measures as appropriate.

Transportation

A. The transportation recommendations for this area are included in the Transportation section of the Plan.

S6 NEWINGTON COMMUNITY PLANNING SECTOR

The sector contains most of the Newington/RF&P Corridor area and part of the Lehigh area. The small shaded area on the sector map oriented towards the Telegraph Road/Beulah Street intersection designates the Lehigh area portion in the sector. The rest of the shading depicts the Newington/RF&P Corridor area segment in the sector.

Land Use

Newington/RF&P Corridor Area Segment

The area, which lies east of I-95 and south of Franconia Road, encompasses approximately 700 acres of largely undeveloped land on the east side of the RF&P right-of-way. Extensive floodplains run from north to south and the eastern portion of the area contains former gravel-extraction sites. Two Virginia Electric Power Company easements cross this area. Approximately 80 percent of the area is vacant. Industrial uses are located along the railroad at Newington and along Cinder Bed Road.

Remainder of Sector

There are residential uses in the northeastern and southeastern corners of the sector and industrial uses in the southwestern corner. Commercial uses occur south of the I-95 interchange and there are large parcels of vacant land adjacent to the residential and industrial uses.

Transportation

Shirley Highway (I-95), Backlick Road, Newington Road, Telegraph Road, and Beulah Street provide access to the sector. Cinder Bed Road now serves the Newington/RF&P Corridor area as the major internal access way, but it is a low-grade road which is not paved in the northern portion of the area.

The RF&P Railroad also travels through the sector, with a spur to Fort Belvoir. No highway improvements are presently programmed for this sector. Regular route bus service is not available within Sector S6.

The Backlick Road/I-95 interchange is not presently capable of handling high traffic volumes.

Environment

This area is located in the Accotink Creek watershed and, specifically, is traversed from north to south by Long Branch and its fairly extensive floodplains; the stream valleys of this channel affect most of the area. Because of its location in the Coastal Plain geologic province, this area is in a sensitive aquifer recharge zone and may contain slippage-prone swelling clays. Also, most of the area has poor soils for septic tanks.

The Long Branch of the Accotink Environmental Quality Corridor (EQC) begins above the northern tip of this area. The floodplains of Long Branch run through the middle of the entire area and Newington Railroad Station, a historic site, is located in the southern part of the EQC. A VEPCO right-of-way runs through the area and could serve as a trail, linking this environmental quality corridor to others.

Public Facilities

Parks, Recreation and Open Space

The Amberleigh and Newington Parks are located within the sector.

Other Public Facilities

Other public facilities located within the sector are the Fairfax County Water Authority's eastern property yard site and the Newington vehicle maintenance facility.

Shopping

Community shopping facilities are provided in central Springfield and in the Rose Hill Shopping Center. Springfield Mall provides regional shopping opportunities.

Housing

Newington/RF&P Corridor Area

The housing in this predominantly vacant area is in scattered locations. The units are all single-family detached with the exception of the townhouses in the northeast corner of the area.

Remainder of Sector

Single-family detached units and townhouses account for all of the housing and most of these units are in subdivisions. There is some housing on large lots along Telegraph Road and Beulah Street. Most of the units in the sector are in good structural condition.

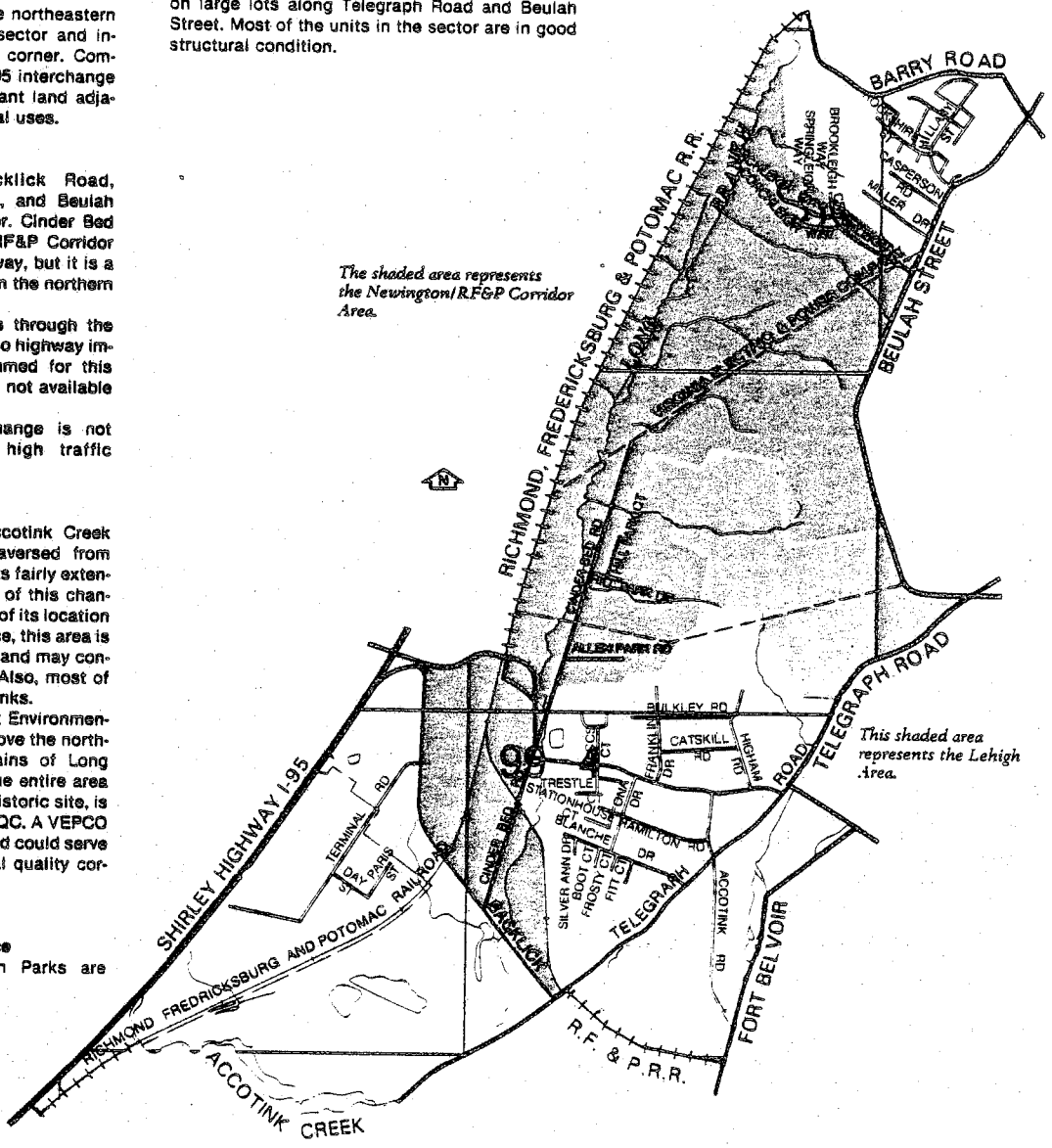
RECOMMENDATIONS

Newington/RF&P Corridor Area

General recommendations given below also apply to the other portion of this area which is located in Sector S7.

A. In brief, plan the southern and western portions of the area in medium-intensity industrial basic employment uses, taking account of environmental prohibitions and constraints which cannot be ameliorated by appropriate actions; plan the northeastern portion of the area for a planned residential community. Provide for extensive buffering between the industrial and residential areas as well as creative site reclamation. More detailed recommendations follow below.

B. Environmental factors and constraints affecting the site must be sensitively handled by any development and should be assessed through an



The shaded area represents the Newington/RF&P Corridor Area.

This shaded area represents the Lehigh Area.

environmental impact review prior to development. Any development should:

1. prohibit development or alteration of the flood plain areas;
2. provide for the eventual reclamation of former gravel extraction sites in the northeastern portion of the area;
3. limit adverse effects of development on the aquifer recharge zone;
4. take adequate engineering precautions required to overcome the potential dangers of slippage prone soils;
5. provide for the establishment of the environmental quality corridor areas, using appropriate easements, etc., to secure public access; and
6. provide a linked hiking/biking trail system through the area as part of the environmental quality corridors.

C. The economic development potentials of the area should be realized to the extent feasible. This most likely does not require the development of the whole of the area for industrial uses; indeed planned industrial uses far removed from I-95 or the railway would not be likely to develop.

D. The southern and western portions of the area could absorb a share of the industrial growth expected in the Springfield Planning District to 1995. This objective should be facilitated by public action.

E. The valley along Cinder Bed Road north of the Newington Garage is appropriate for industrial use, with substantial buffering and transitional open space required next to the remaining detached single-family residential units to avoid adverse visual impacts. The problems of the area associated with steep slopes, poor soil, and floodplains, require conformance with environmental recommendations in addition to those for the Newington/RF&P Corridor Area listed above. In general, development should be sufficiently coordinated to ensure environmentally sensitive construction practices and development in the area, especially away from areas designated as environmental quality corridors and the steep slopes to the east. The eastward boundary should generally follow the base of these slopes at an elevation of 165 feet to preserve the integrity of these highly erodible areas. To deal with environmental concerns, the following are necessary:

1. Engineering and design studies prior to construction should ensure that footings will be secure enough to resist the potential for slumping and sliding near slopes.
2. The stream in the area of parcels 27 and 28 and the stream to the south of the adopted four-lane road forming the northern boundary of the industrial area are designated environmental quality corridors, and a protective buffer area at a minimum of 90 feet to each side of the centerlines of the streams (or larger area, as determined by the extent of floodplain soils) should be observed in order to maintain the areas as environmental quality corridors.
3. The small portion of marine clay, approximately 700 feet north of parcel 27, should be avoided during site development because of its severe plastic nature.
4. Since the soils have high erodibility characteristics, there should be immediate stabilization of exposed areas, strict construction and post-construction runoff controls, and maintenance of as much vegetative cover as possible to help avoid undue erosion problems.

To ensure that the intersection of Cinder Bed Road and Newington Road will operate at acceptable levels of service as prescribed by the Virginia Department of Highways and Transportation and the County, new industrial development along Cinder Bed Road should either improve that intersection, with government assistance in obtaining land, or put money into an escrow fund for that purpose.

F. The proposed Franconia/Springfield Metro Station and the addition of the Springfield Bypass connecting to Hayfield Road will make the northern part of the area accessible to the Metro rapid transit system. The northern portion of the area abuts already developed residential areas and could be developed residentially, though much of the area in question is a former gravel extraction site. Any residential development in this area should be carefully designed both to be well-buffered from adjacent areas and to reclaim the site, increase its visual character and open space desirability through earth berming, runoff retention ponding, and plantings and other measures. Development should be planned at relatively low overall average density, 3-4 dwelling units per acre, and should be developed as a planned community with a variety of unit types, large open spaces, and amenities. Residential access should be to Beulah Street.

G. Strong buffering should be provided between industrial and residential uses developed within the area, probably using the environmental quality corridor as a major buffer element. Residential areas to the north of the area should be well-buffered from development in the area.

Lehigh Area

A. The general recommendations for the Lehigh Area presented in Sector RH4 also apply to that portion of the area within this sector.

B. Development of the Lehigh tract west of Beulah Street should be studied further by the developer, with the consultation of the Lee District Task Force, citizens associations, and County staff, to determine the best utilization of the area. In addition, development of that portion in the valley along Cinder Bed Road should meet the appropriate recommendations listed above under the Newington/RF&P Corridor Area.

C. The parcels located south of the intersection of Beulah Street and Telegraph Road which are planned for residential uses should be developed at the 3-4 dwelling units per acre range and should be developed at the high end of the density range only if a well-thought out unified development plan concept is submitted showing residential development on the whole area which is sensitive to the environmental considerations.

Remainder of Sector

A. Parcels south of Newington Road should be developed in residential uses at a density of 5-8 dwelling units per acre.

B. The parcels south of Hunter Estates subdivision should develop in single-family uses of 4 dwelling units per acre.

C. The County should ensure environmentally responsible development of the parcels east of Telegraph Road through a planned unit development of 4 dwelling units per acre.

D. Subject to environmental constraints, the parcels south and west of the Fort Belvoir railroad spur should be developed in industrial uses.

E. Development adjacent to Windsor Estates should be allowed to develop at the high end of the range only if substantial buffering is provided for that subdivision.

F. Commercial development in the sector should be limited to those parcels currently shown on the adopted Area IV Plan map for such use.

G. The area planned for commercial development in the southeast quadrant of Backlick Road and Newington Road should be developed in such a manner as to have its major access by way of Newington Road. There should be no median cut provided along Backlick Road to the subject property.

H. The small area (parcels 91-3 ((1)) 8,9 and ((4)) 1-3) on the west side of Beulah Street adjoined on two sides by the Windsor Park townhouses is appropriate for residential development at a density of 4-5 dwelling units per acre, with coordinated, safe access to Beulah Street and provision for widening and straightening Beulah Street as part of the development. If, in addition to this, there were substantial parcel consolidation and an effective landscaped open space buffer provided along Beulah Street, development in townhouses at a density of up to 8 dwelling units per acre may be appropriate.

I. Remaining vacant parcels should develop in residential uses at 3-4 dwelling units per acre.

J. The Mount Air historic mansion, related outbuilding and surrounding site vegetation should be maintained and preserved to reflect the 19th century character of the site. In addition to the use of restrictive easements or revolving funds to help protect Mount Air, development on adjacent sites should orient development so as to compliment the historic property and provide the necessary landscape buffer zones to effectively reduce adjoining architectural and traffic impacts.

Public Facilities

Parks, Recreation and Open Space

A. Newington Park and Amberleigh Park should be developed.

Environment

A. The Accotink Creek Environmental Quality Corridor should be preserved. Additional portions of it should be acquired.

Transportation

A. The transportation recommendations for this area are included in the Transportation section of the Plan.

S7 SPRINGFIELD EAST COMMUNITY PLANNING SECTOR

A portion of the Newington/RF&P Corridor area is located within this sector and is designated by the shading on the sector map.

Land Use

Regional Center and Metro Area

This area includes those properties in the southeast quadrant of the I-95/Franconia interchange south and west of the Springfield Mall and Springfield Forest subdivision as well as lands east of the latter, along the RF&P right-of-way. In this area, the current uses are mostly heavy industry, sparsely developed and deteriorating residential, and vacant land. The RF&P right-of-way, extending south-southwesterly through this quadrant of the area, is a key characteristic of the sector. The right-of-way is below the grade of surrounding lands, which helps to buffer the undesirable aspects of its presence, and it provides a potential right-of-way for linking Metro to one of Fairfax County's planned regional centers.

Newington/RF&P Corridor Area Portion

The area contains some industrial uses and substantial vacant land.

Remainder of Sector

Most of the remaining area is developed in residential and commercial uses. Residential uses in the sector include the single-family subdivisions of Springfield Forest and Loisdale. Springfield Mall and the office/motel complex on the west side of Loisdale Road comprise the major commercial uses in the area.

Residents in this area feel that Franconia Road, which is a six-lane divided facility through the sector, has significant negative impact on the community. The high volumes of traffic which utilize this road generate air pollution and high levels of noise. In addition, the residents feel that the road is a formidable barrier which separates the community from its nearby intermediate school and high school. In particular, the road now limits pedestrian and bike access to and from the sector at its northern edge.

Transportation

Loisdale Road, a two-lane road which parallels I-95 from Newington to Franconia Road, is currently being used for industrial trips generated by the expanding industrial area at Newington and for shopping trips attracted by Springfield Mall. Any improvement of this road must consider the negative impact of already existing traffic on the Loisdale Estates subdivision and the fact that road improvements in the area of this subdivision would require the removal of the trees which currently buffer the subdivisions from I-95.

In addition to Loisdale Road, access to the sector is also provided by Newington Road, Franconia Road and I-95, with rail freight access provided by the RF&P Railroad. No highway improvements are currently programmed within this sector.

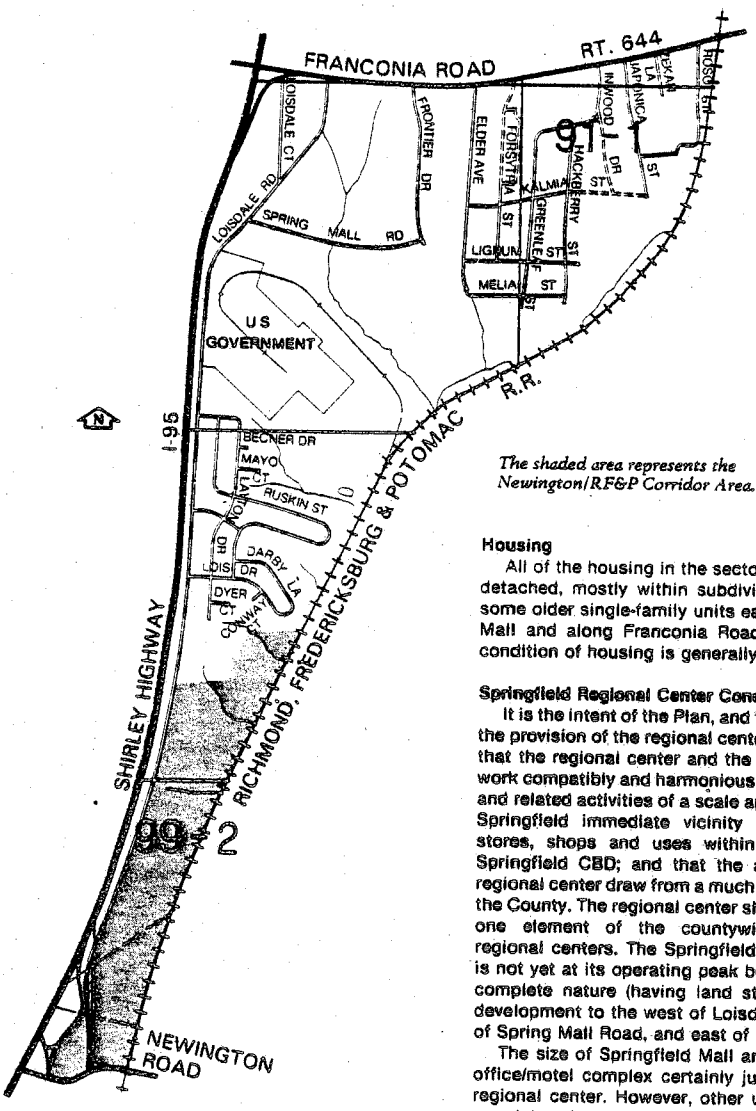
Traffic circulation around Springfield Mall is a problem and must be addressed as part of a circulation plan for the greater Springfield area.

Bus service is available along Franconia Road.

Environment

The portion of the area southeast of the Shirley Highway/Franconia Road intersection is located in the Accotink watershed and, specifically, contains the upper tributaries of Long Branch. The stream valleys of these upper tributaries cover most of the central and eastern portion of this quadrant. The headwaters of the Long Branch of Accotink Creek form the basis of an environmental quality corridor in this area. Vegetation and wildlife habitats along the stream enhance the open space system.

Portions of the area are located in the Coastal Plain geologic province within an aquifer recharge zone and may contain slippage-prone swelling clay soils. These factors usually also indicate poor suitability for septic tank systems.



The shaded area represents the Newington/RF&P Corridor Area.

Public Facilities

Schools

Forestdale Elementary School is located within the sector.

Parks, Recreation and Open Space

Loisdale Park is located within the sector.

Shopping

Community shopping facilities are provided in central Springfield. Springfield Mall provides a regional shopping opportunity to the sector. However, traffic congestion and circulation problems in the area present access problems to these commercial centers.

Housing

All of the housing in the sector is single-family detached, mostly within subdivisions. There are some older single-family units east of Springfield Mall and along Franconia Road. The structural condition of housing is generally good.

Springfield Regional Center Concerns

It is the intent of the Plan, and for that matter of the provision of the regional center at its location, that the regional center and the Springfield CBD work compatibly and harmoniously; that shopping and related activities of a scale appropriate to the Springfield immediate vicinity be provided by stores, shops and uses within or around the Springfield CBD; and that the activities of the regional center draw from a much larger portion of the County. The regional center should be seen as one element of the countywide network of regional centers. The Springfield regional center is not yet at its operating peak because of its incomplete nature (having land still available for development to the west of Loisdale Road, south of Spring Mall Road, and east of Frontier Drive).

The size of Springfield Mall and the adjoining office/motel complex certainly justifies the term regional center. However, other uses, both commercial and noncommercial, which are intended for the regional center are not yet in place. The regional center is somewhat inaccessible from the region that it is intended to serve, underscoring the need to continue the development of a truly regional center in a pattern that unites parts of the region. Further growth of the center must provide for internal circulation and for a sense of relationship among uses and, where possible, should relieve rather than complicate already existing problems of the regional center.

South of the shopping mall and just north of the spur railroad line, the predominant land use is now industrial. The activity here is chiefly a large General Services Administration warehouse operation and a heavy industry manufacturing plant. Neither of these is a particularly desirable use in close proximity to a regional center and/or a rapid transit operation. For that reason, the edge between these two conflicting uses becomes a source of concern.

The interface between the regional center's rather intensive planned uses and existing low-density subdivision uses on the immediate east and, beyond the industrial area, to the south are also a point of concern. Traditional regional center development and local economics seem to indicate that buildings of medium- to high-rise

character should account for at least a portion of the development expected in the regional center. However, without spacing, buffering and design, such tall structures can present an adverse impact on nearby existing low-rise residential development.

The extent of vacant acreage and the very close proximity of the regional shopping facility combine to provide an unusual opportunity for a coordinated regional center served by both a Metro station and major highway facilities.

Traffic circulation around Springfield Mall is extremely poor because of the many turning movements which are necessary, although provision of improved access to the regional shopping center will relieve some of the traffic congestion and air pollution caused by shopping traffic.

The proximity of the interchange is in large part a cause of congestion entering and leaving the center, as it also serves nonshopping local traffic, through traffic, and shopping traffic headed for the CBD. Also, the congested primary intersection of the CBD, immediately west of Route 644's interchange with Shirley Highway, not only slows down traffic but in some cases results in stopped traffic being backed up through the intersection. This has predictable effects on traffic trying to turn into or out from the regional center.

Recommendations concerning the regional center, the community center and the stable areas surrounding them, all must solve the transportation access problems to the regional center in order to make it actually function in that role. This speaks only to access by car or bus, neglecting for the moment the rapid transit service which is scheduled to be provided in the future. The interface between auto and bus traffic to the Metro station and other traffic to the regional center for shopping and other purposes must be resolved. In addition, the movement of pedestrians and bicyclists between the Metro station and the shopping mall must be facilitated, not just enabled. The scale of the present development, the probable scale of future uses in the regional center, and the physical barriers surrounding the center (the RF&P Railroad on the east, the spur railroad line and industrial area on the south, Shirley Highway on the west and the heavily traveled Franconia Road on the north), all work together to restrict direct pedestrian/bicyclist access to and within the site.

Franconia/Springfield Metro Station Area Concerns

The proposed Metro station is planned for a site at the northwest edge of the RF&P Railroad, south of Melia Street in the Springfield Forest subdivision.

The primary conflict of the site is the relationship of Metro at that site to its role within a regional center. It has been stated earlier that Metro's most efficient mode of operation is the service of concentrations of people and activities, for trips made largely without encumbrances such as packages of any type. In providing rapid rail transit service to a regional center, whose main focus at this time is the Springfield Mall regional shopping center, Metro is providing ready access to a type of activity not currently planned at or near any other station in Fairfax County.

While Metro is perhaps not ideally suited for shopping trips in which one expects to be carrying packages, it would be extremely beneficial for the home-to-work and return trip of those employed at the regional center.

A second source of potential problems which should not be overlooked deals with the visibility of Metro-related development at the regional center. Transit station construction, construction of the Bypass bridge over I-95 and related roads, additional development of the regional center including residential and office structures, all will serve to create an increased visibility or sense of presence of the regional center.

Another source of conflicts will be the addition of Metro-related trips on an already deplorable circulation system in the area, which will receive many more trips in the future from other generators. Development of this area must resolve the adverse impacts which rail, auto and pedestrian traffic can each have on the other. With Metro trains arriving every four minutes or so, thousands of cars daily coming to and from the area to bring or pick up riders in connection with Metro, thousands of other cars coming through the area in relation to nontransit-related trips to the regional center, and other thousands of cars passing through without stopping at either the regional center or the transit station, the volumes of auto traffic and transit traffic could be considerably higher and potentially quite hazardous at some locations. Coupled with these auto considerations is the need to provide pedestrian and bike access to and through the Metro area, principally to link the transit station and the regional center and to allow close-in residents access to either without the exclusive use of automobiles.

An additional source of potential problems results from the proximity of both the regional center and the proposed Metro station to existing development, particularly the Springfield Forest subdivision. Located immediately north of the proposed Metro station site, this area of single-family detached units will be directly affected by the Metro-oriented development that is likely to occur to the east and west of the subdivision. If adverse impact is to be minimized, it will be necessary to provide sufficient buffering and open space that, in essence, defines the edge between existing low-density uses and the higher density Metro-oriented or regional center-oriented uses.

A problem arises in considering the nature of improvements that are needed, the cost, the extensive disruptions to existing patterns, and the scheduling and funding of these within the limitations of the budgeting of the Virginia Department of Highways and Transportation.

While the site is potentially well-located with respect to the regional center under development there, access is extremely limited until one or more access improvements are made. The major one, the Springfield Bypass, will bring traffic from the Pohick area over I-95 to the planned station site. The timing, construction and design of this and related road improvements is another major problem.

RECOMMENDATIONS

Springfield Regional Center

A. The regional center should contain noncommercial as well as commercial uses, located and designed to provide maximally for a well-designed internal circulation pattern for buses, autos, bicycles and pedestrians, and including access to the Metro station.

B. Although the tracts west of Loisdale Road across from the shopping mall are currently planned for office uses, there is presently an abundance of offices existing or under development to serve Springfield.

Mid- to high-rise office uses of the tracts, coupled with low-rise service uses such as banks, restaurants, and similar structures, would appear to be a preferred use of the tracts. Perhaps mixed residential/commercial/office uses in multistory structures would be appropriate.

Entrance to and exit from the area should be evaluated as part of the overall circulation plan of the area. Any traffic generated by these tracts should not be allowed to turn left going north on Loisdale Road; instead such traffic should use Loisdale Court to Loisdale Road and proceed to Franconia Road via either Frontier Drive or Loisdale Road.

Development of the tracts primarily in retail commercial uses could be allowed if:

1. an adequate traffic circulation plan for the area is in effect;
2. a schedule and strategy for implementation of that plan has been approved by the County and VDH&T;
3. such uses would not significantly increase the traffic problems of the area; and
4. development in such uses would further the achievement of good traffic circulation in the area.

C. Development of the vacant acreage between Springfield Forest and Frontier Drive should be limited to residential uses not exceeding 10 units per acre. This type of development would be consistent with the low-profile Springfield Mall structures while still providing effective transition between the mall and adjacent single-family structures in the Springfield Forest subdivision.

D. Along the Springfield Bypass, development should be primarily Metro-related residential and office uses in medium-to high-rise structures designed with three considerations in mind: efficiency of access to and from the Bypass and the Metro area; understanding of the engineering limitations of the site to assure that adequate preparation is made for whatever structures are placed there; and, where possible, use of a design approach that recognizes the adverse impact of the heavy industrial uses immediately south of the regional center. In the long run, nonretail aspects of a regional center should expand into the area and the manufacturing and storage activities at that site should be relocated to a more appropriate site. In such redevelopment, the site—perhaps including some of the buildings—should be redeveloped in a combination of residential, public/semipublic, and employee-intensive industrial uses appropriate to both Metro access and a regional center.

E. An environmental quality corridor should be established along the upper reaches of the Long Branch of Accotink Creek.

Franconia/Springfield Metro Station Area

A. The Area IV Plan endorses the location of the adopted regional system planned Franconia/Springfield Metro Station at the southern tip of Springfield Forest subdivision adjacent to the RF&P right-of-way, subject to provision of necessary access. Consideration should be given also to provision of a commuter rail terminal in the same vicinity, located and designed to permit ridership transfer between modes.

B. South of the Springfield Bypass immediately west of the Franconia/Springfield Metro Station would be an appropriate location of a bus garage. The facility should have initial access via Frontier Drive extended with additional access to the Springfield Bypass after its construction. A fifty-foot buffer with earth berms with planting and fencing is recommended for the northern edge of the property. The buffer will help to support the Area IV Plan recommendations for the property immediately to the north.

C. The design of the Metro station should be oriented as strongly as possible to compatible interfacing with the remainder of the regional center and to safe interfaces with the proposed Springfield Bypass serving the station area.

D. Metro station parking should be oriented away from the Springfield Forest subdivision insofar as possible, with the station itself designed so that pedestrian and bicycle access from the subdivision to the Metro platform is provided over a safe corridor. Such access should not be in a right-of-way so apparent that it would lead nonresidents of Springfield Forest to enter and park on subdivision streets as a short cut to the Metro station.

E. East of Springfield Forest, the land should be used for the following related uses:

1. a community park and a buffer zone; and
2. transitional office and industrial research facilities, in a planned development center, for the area east of the road which accesses the site. The development plan for such PDC uses should restrict office/industry uses to the southern and eastern portions of the tract and away from frontage on Franconia Road.

If the property fronting on Franconia Road is developed separately and independently from the remainder of the area, a church site or similar low-intensity semi-public use would be within the intent of the plan. Another use which could be made of that property would be residences at 2-3 dwellings per acre which would be adequately compatible with the adjoining Zekan Village subdivision. In accordance with the County's Subdivision and Site Plan Ordinances and in response to the County's Plan for the southern part of the area, development of the frontage should provide for good access to the south.

F. If location and design of the access roadway results in land remaining available for development west of the roadway in addition to the recommended park and buffer, any such development should be in low-density residential uses in cluster design, with no access to the existing street pattern in Springfield Forest.

G. Some use and densities recommended for this sector are more intense than would be the case if transit related facilities were not planned for this area. Development of such uses and densities in those areas should wait until construction of Metro is sufficiently near to justify them. If a Metro station within the sector ever ceases to be in accord with County policy, Sector S7 will need to be replanned. Within that time frame, the area directly east and south of Springfield Forest extending to the RF&P Railroad should not be developed other than in residential uses which:

1. are compatible with Springfield Forest;
2. recognize the poor access to the area;
3. are consistent with the location of the RF&P Railroad along one edge; and
4. make adequate provision for the narrow width of the area.

Newington/RF&P Corridor Area Portion

The general recommendations for the Corridor Area, which are presented in Sector S6, apply to the Corridor Area portion in this sector.

Remainder of Sector

A. The tract south of the Forestdale Elementary School between Frontier Drive and Elder Avenue (90-2 ((1)) 86-89, 90A, 94-96) is planned for medium-density residential use at 8-12 dwelling units per acre, with a density above 8 dwelling units per acre possible only with substantial parcel consolidation, access limited only onto Frontier Drive, and landscaped screening adjacent to areas planned or used for lower density residential use. In the event that the tract is substantially consolidated for the purpose of coordinated development, an option for low-intensity office use shall be considered under the following conditions:

1. access would be only to Frontier Drive;
2. a substantial landscaped buffer would be provided next to Elder Avenue; and
3. the office building, related parking and lighting would be attractively landscaped and situated in such a way as to have no adverse impact on nearby, existing or planned residential development.

B. The present character of the development north of the complex area should be strengthened through single-family development of the tracts of land north of the Springfield Forest subdivision. Lot sizes immediately adjoining Springfield Forest subdivision lots should be compatible with them.

C. The vacant parcel within Loisdale Estates should remain in open space uses.

D. The primary planned use of parcel 90-4 ((1)) 3 is for residential development at 2-3 units per acre. Consideration should be given to the use of the parcel for park purposes.

A third development option for the property is transitional low-rise office use. Such transitional low-rise office use would serve as an appropriate transition between the light industrial property to the south and the stable low-density residential community to the north. However, the following conditions must be satisfied by the developer:

1. the provision of a substantial landscaped open space buffer which would eliminate visual impact upon nearby residences to the north;
2. the limitation of the low-rise office units to a height which is compatible with nearby existing and planned activity to the north and east;
3. the provision of signs, whose size, character and location are compatible with and result in no adverse visual impact upon nearby residential units.

E. Light industrial uses should be developed on the parcels south of Loisdale Park between Loisdale Road and the RF&P.

F. The existing single-family development in the sector should be strengthened through prohibition of any further commercial development in the Franconia Road corridor.

Public Facilities

Parks, Recreation and Open Space

A. Loisdale Park should be developed in accordance with its master plan. Parcel 90-4 ((1)) 3 should be added to the Loisdale Park.

B. Acquire and develop a community park in the Springfield Forest area at the earliest possible time.

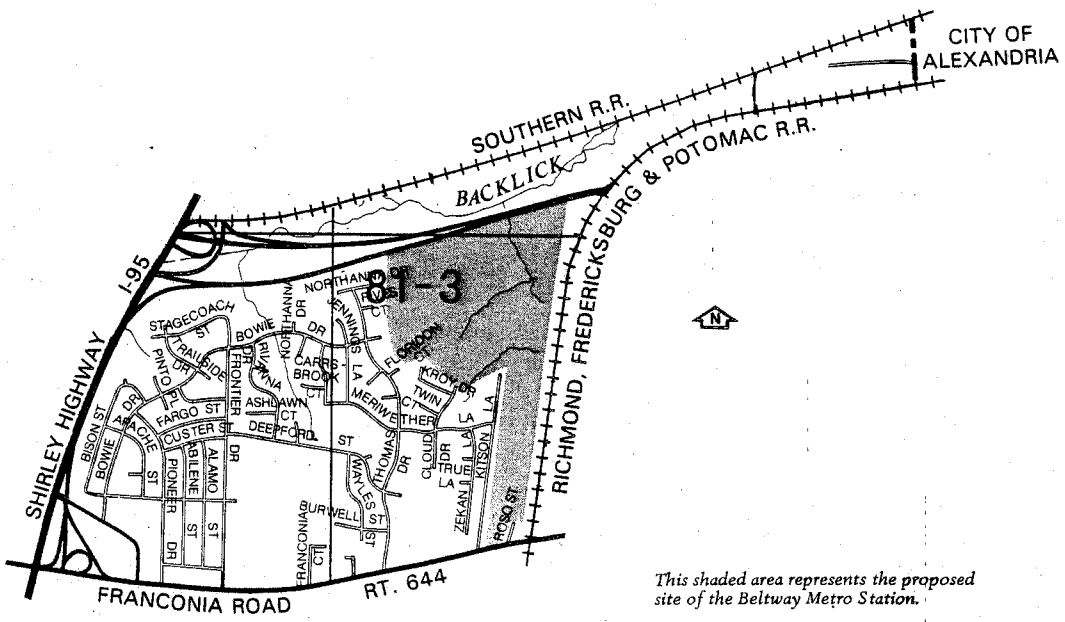
Environment

A. The Accotink Creek Environmental Quality Corridor should be protected in the sector.

Transportation

A. The transportation recommendations for this area are included in the Transportation section of the Plan.

S8 MONTICELLO WOODS COMMUNITY PLANNING SECTOR



This shaded area represents the proposed site of the Beltway Metro Station.

This sector contains a small commercial area, shaded in the lower left portion of the sector map and the proposed site of the Beltway Metro station, shown in shading in the upper right hand corner.

Land Use

In the commercial segment, uses include small local convenience stores, an office building, a large restaurant, and a Savings and Loan. One parcel in the center of the segment is vacant.

The Beltway Metro Station site is vacant. The rest of the sector primarily consists of single-family detached homes, a townhouse development, and schools and parks. There are a number of other undeveloped parcels including one parcel east of Kitson Lane and two inaccessible parcels in floodplain north of I-95 and south of the Southern Railroad.

Transportation

Access to the sector is from Franconia Road and Commerce Street. The sector has excellent bus service to the metropolitan core and easy access to I-95. If the Beltway Metro Station is developed, the sector will be provided excellent train service as well. The high volumes of traffic on I-95 and Franconia Road adversely impact the sector due to air and noise pollution.

The key transportation problems facing the sector are congestion on Franconia Road, particularly when the Springfield Mall is open, and a lack of a pedestrian bicycle crossing across Franconia Road. The parks and schools in this sector, and those being developed in the Beltway area, draw considerable numbers of young people for soccer, swimming, Little League baseball, tennis and school activities. Bikeways have been planned to give additional access to these areas. Key to developing this system successfully is a traffic light with a pedestrian control at the intersection of Thomas-Inwood Drive/Franconia Road; and a pedestrian crosswalk and light control at the intersection of Frontier Drive/Franconia Road. Bikeways have also been planned, in the Lee and Springfield trails plans, to provide access to shopping areas and access to the Beltway Metro Station.

Public Facilities

Schools

The Springfield Estates Elementary, Key Intermediate and Lee High Schools are located within the sector.

Because of a substantial underenrollment at the elementary school, an opportunity is presented for general community use of the building.

Parks, Recreation and Open Space

The following parks are located within the sector: Franconia, Lee High, Monticello Woods, Trailside, and Backlick Stream Valley. As part of the adopted countywide trails plan, trails are planned to link parks of this sector.

Shopping

Central Springfield, Franconia and the Springfield Mall provide shopping facilities. Due to extreme traffic congestion, access to these areas is difficult.

Beltway Metro Station Site

The site is located in the Cameron Run watershed and contains part of the Cameron Run Environmental Quality Corridor. The site is currently covered with trees, is located in floodplain, is in a critical aquifer area, and has slippage-prone soils of the Coastal Plain geologic province.

The service area of the station is designed to be the I-95 corridor, and west of I-95 in the I-95 corridor. Access to the station is planned to be from the eastbound lanes of I-95, with egress from the station to the westbound lanes of I-95.

Between the station site and developed homes to the west lies the 55-acre Franconia Park, providing adequate buffering of uses. Buffering between the station and the park can be provided by retention of trees on the Metro site. South of the station is a vacant parcel of about 30 acres.

No roads will link the station site to Franconia Road or surrounding residential areas to avoid adverse impacts on already crowded local streets. Service is envisioned to surrounding neighborhoods via a bicycle trail to the station.

There are two principal issues involving this site. First, access from I-95 to the site may not be permitted. Second, the station may be deleted from the Metro system. These circumstances occurring, development of the parcel must fully provide for environmental and transportation factors.

RECOMMENDATIONS

Land Use

General

A. The number of facilities within this sector which draw traffic have created congestion and dangerous conditions on major internal arteries. Any development proposals for vacant land must give careful consideration to these conditions.

B. The stable single-family development character of the sector should be maintained by single-family infill of vacant tracts of land not recommended or already zoned for other uses.

C. Because of congestion along Franconia Road and the need to preserve the single-family nature of the sector, no further commercial development should be permitted in this sector along Franconia Road except in the CBD segment. The parcel zoned C-7 adjacent to Commerce Street would best be developed as a motel.

D. The vacant land to the south of the Metro station is narrow, abuts the RF&P Railroad, and will require careful planning to avoid impacting already established neighborhoods. Nonresidential uses would be completely at variance with existing development. High-density development would impact adversely already heavily used Franconia Road. Clustered residential development, buffered from Metro station development, in the 2-3 dwelling units per acre density range, is recommended. The development should be designed for compatibility with the adjoining residential development and should not create added congestion within the sector or along Franconia Road.

E. Because the number of facilities within this sector which draw traffic have created congestion and dangerous conditions on major internal arteries, any development proposal for vacant land must give careful consideration to these conditions and must show that it will not unduly affect internal traffic conditions.

Beltway Metro Station Site

A. The station should be constructed as proposed, in the southwestern quadrant of the Capital Beltway/RF&P Railroad crossing, with access and egress from the station limited to that portion of the Beltway west of the station.

B. The development of the Metro site should provide adequate buffering for the adjacent park.

C. Residential and employment center development are not recommended in conjunction with the Beltway station, recognizing its primary role to gather efficiently large numbers of motorists for transfer to rapid rail transit. However, the County may wish to evaluate carefully any proposal for appropriately scaled nonintensive development at the station that would complement the primary use; for example, low-intensity auto service uses in connection with the storage of transit riders' vehicles during the day, or a small office building for uses which can be shown to have some necessary relationship to a busy but not intensively developed transit area.

D. If the Metro station is not developed, the tract should be developed in the 2-3 dwelling units per acre density range with due regard for environmental factors.

Public Facilities

Parks, Recreation and Open Space

A. Complete the development of Lee High Park in accordance with its master plan.

B. Develop Franconia Park in accordance with its master plan.

C. Provide recreation trails in accordance with the countywide trails plan.

D. Provide adequate school recreation facilities and insure proper maintenance of school grounds for recreation uses.

E. Retain the following undeveloped parcels in open space: 81-1 ((1)) part 10 and 10C, 10D and 10E; 81-1 ((2)) part 7; and 81-3 ((1)) 1 and 5.

Environment

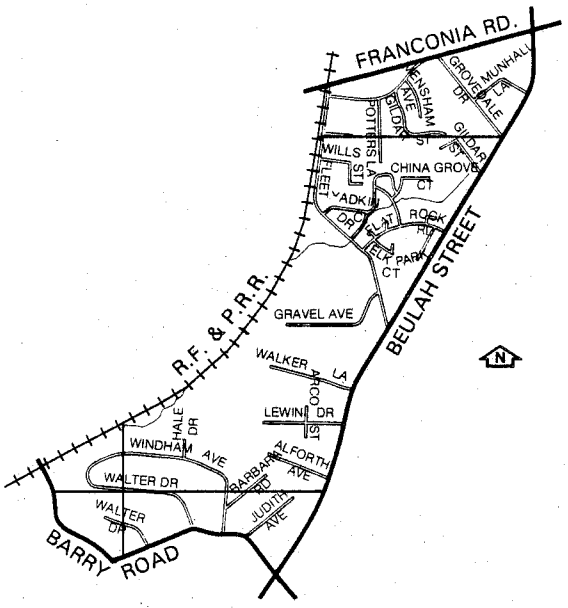
A. Strong consideration must be given to the potential impacts of vehicle noise and pollution resulting from land use decisions in the sector.

B. The lateral streams of Cameron Run, the parkland, and other environmental resources identified by area residents should be protected as part of the Cameron Run Environmental Quality Corridor.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

S9 BEULAH COMMUNITY PLANNING SECTOR



Land Use

The sector has low- and medium-density residential uses in addition to commercial uses. The low-density residential uses in the northeast corner of the sector are experiencing pressure from increasing commercial development in this area. At the northeast tip of the sector, there is a concentration of commercial uses, churches and other public uses as well as residences.

Transportation

Franconia Road, Beulah Street, and Fleet Drive are the major roadways in this sector. Bus service is available along Franconia Road.

Public Facilities

Fire and rescue services are provided by the Franconia Fire Station, Company #5. Governmental services, including police, are available to the sector at the Franconia Governmental Center.

Shopping

Central Springfield, the Rose Hill Shopping Center, and the Franconia Shopping Center provide community-level shopping facilities to the sector. Regional shopping is available at Springfield Mall.

Housing

The sector contains single-family units and townhouses, but no apartments.

RECOMMENDATIONS

Land Use

A. Parcel 91-1 ((1)) 11 was the subject of a court order directing the County to grant industrial zoning. The requested rezoning was filed prior to consideration of a major Bypass route extending across the southern edge of the parcel to link Beulah Street with a proposed Metro station. In light of the intended Bypass construction and excellent Metro access, the owners of the parcel may wish to amend their zoning request from industrial uses. If that should occur, the parcel would be well located for townhouse development.

Medium-density uses are also recommended for the assembled remainder of parcels 91-1 ((1)) 12 through 22, after a corridor for the Bypass across those parcels is selected.

Whether parcel 11 develops industrially or residentially, there should be well-designed interior circulation with limited direct access to the Bypass. The medium-density project on parcels 12 through 22 should develop no direct access to the Bypass.

B. Low-density residential uses—PDH or cluster at 4 dwelling units per acre—are recommended for the area north of Lewin Park, to include parcels on both sides of Walker Lane. The entire area should be developed as a single project with particular attention paid to existing homes on Walker Lane and the VEPCO easement on the south side of the street.

C. Industrial uses are recommended north of the Walker Lane residential cluster, including the warehouse project already in existence along the north side of Gravel Avenue. The acreage should be oriented to an industrial access road similar to Gravel Avenue rather than to individual unit access onto Fleet Drive.

D. Commercial office (C-2 zone) development is recommended for the vacant parcels between old and new Franconia Roads immediately east of the RF&P right-of-way, with buffering to the new roadway and access from the Old Franconia Road.

E. Medium-density residential development should be allowed northeast of Fleet Drive.

F. Should redevelopment occur in the Franconia Road/Beulah Street/Grovedale Drive triangle toward the end of the Plan time frame, a planned unit development approach is recommended with residential uses of eight to twelve dwelling units per acre, office uses, retail commercial uses and a local-serving park. Housing for the elderly would be appropriate for the residential portion of the recommended development, because of the availability of commercial, governmental, and public/semipublic facilities within a short distance of the site. Additional development within this area should preserve the wooded nature of the tract and should be designed for maximum compatibility between residential and nonresidential uses. Access to any development in the interior of this triangle should be from Beulah Street or Grovedale Drive.

Public Facilities

Parks, Recreation and Open Space

A. Land should be acquired for a park to serve future residents within the Franconia Road/Beulah Street/Grovedale Drive triangle.

B. A community park should be provided to meet the recreation needs of the stable area residents of the sector.

Environment

A. The Accotink Creek Environmental Quality Corridor should be protected in Section S9.

Transportation

A. The transportation recommendations for this sector are included in the Transportation section of the Plan.

SPRINGFIELD COMMUNITY BUSINESS DISTRICT

The Springfield Community Business District (CBD), the traditional Springfield downtown, contains nearly 175 acres of land in Sectors S2, and S4, at the intersection of I-95 (Shirley Highway) and Route 644 (Old Keene Mill Road-Franconia Road).

Land Use

The predominant current land use is commercial, as the area was delineated along substantially the current commercial/noncommercial boundary. However, the area north of Old Keene Mill Road contains some vacant land lying mostly between the Springfield Plaza Shopping Center and the commercial uses along the west side of Backlick Road. The area south of Old Keene Mill Road contains some vacant land as well as more than 50 commercially used acres and a few noncommercial uses.

The area north of Old Keene Mill Road is linked to the east side of I-95 by the Commerce Street overpass, a two-lane facility over I-95 which also serves as a commercial frontage street.

Both sides of the Old Keene Mill Road/Backlick Road intersection is characterized by a number of shopping centers interspersed throughout the area, each with its own large parking lot. Several single structures such as banks, restaurants and office buildings occur in random locations along the internal road network of the quadrant.

The area south of Old Keene Mill Road also is split by Backlick Road and is characterized by strip commercial uses, many in individual structures, along Backlick Road and Old Keene Mill Road.

Character of the CBD

The present Springfield CBD lacks a unified theme or image. It is mostly a collection of commercial and related uses grouped beside an excessively busy and dangerous intersection, with heavy reliance on exclusively automobile-oriented access which introduces more and more opportunities for conflict. The center lacks height with the exception of an existing office tower and a motel. One of the taller structures in the CBD is a large multilevel parking structure which was constructed for an automobile dealership. Structured parking is usually a recommended land use, in terms of more efficient use of land that all too often is dedicated to extensive parking at surface level. However, in this instance the parking structure is considerably taller than any immediately surrounding buildings or structures and is much more predominant on that block, or in the CBD, than a parking structure normally would justify in terms of design quality.

While height itself is not necessarily a desirable feature of any development, a compact community center such as the Springfield CBD should be identifiable for some distance as a center of activity. Higher structures not only provide such identification, they also provide an economically more justifiable use of high-valued land and, at the same time, relieve some of the pressure for excessive land coverage in the center. They can also be used to open up green spaces and undeveloped areas within the intensive core of the community center.

Other problems include the extreme low-density of uses within the several shopping centers which together comprise the CBD, and the existence of vacant land in the middle of the development pattern.

Commercial activities in the Springfield CBD offer a variety of services and products to the local shopper. However, the distribution of these uses lacks a logical framework that would allow meaningful shopping or pedestrian movement of any degree within the center. The several shopping entities which together comprise the center are in most cases widely scattered so that the tendency in moving between them is to return to the automobile rather than to walk. The lack of order or design theme in the CBD makes it difficult for a first-time or infrequent visitor to the area to find the specific shops or facilities for which he or she may be looking.

South of Old Keene Mill Road, the predominant development is auto-oriented with such things as auto dealerships, franchised fast food restaurants, auto accessories stores, and other small shops, all located in a way that appears to maximize congestion and discourage any type of movement on foot. Each structure has its own orientation, access, and parking area. In general, the portion of the CBD south of Old Keene Mill Road, particularly those uses north of the two auto dealerships, represents an undistinguished and not comprehensively assembled commercial center.

North of Old Keene Mill Road, the shopping areas are somewhat more compacted, particularly east of Backlick Road, but the many turning movements (including one into the shopping area direct from the I-95 southbound exit ramp) make it difficult to choose a destination well in advance of the turn. The area contains several uses which could well be described as inappropriate. For example, there is a Friendship Inn, office and restaurant separated by Commerce Street, which at that point is a ramp coming down from an overcrossing of Shirley Highway to a grade at the west edge of the motel property. Access between the various parts of the motel involves the use of a service drive under the Commerce Street overpass. The motel itself is a single-story structure sprawling over a good portion of the CBD block and represents inefficient underutilization of its site.

West of Backlick Road, the shopping center is set considerably back from the road for approximately 900 feet. Some of the acreage between Backlick Road and the shopping center is vacant while along Backlick Road are several uses which serve primarily to introduce additional turning movements into an area that certainly needs no more turning movements introduced.

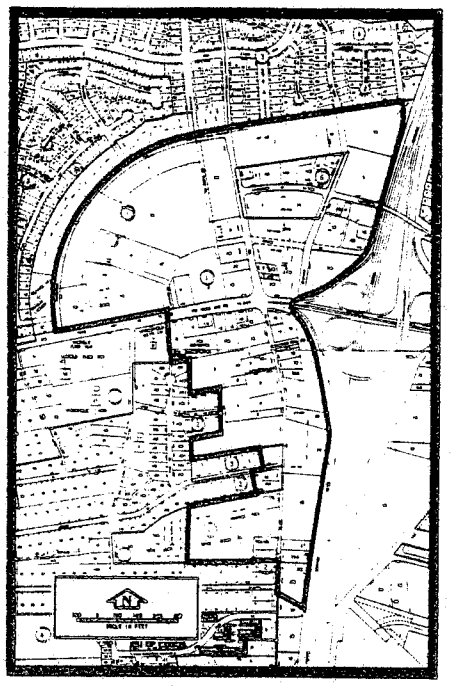
The overall effect of the CBD during a rush traffic hour is one of extreme congestion and extremely poor traffic movement (discussed in greater detail below under Transportation). The residential pattern surrounding the shopping center seems to suggest that there is a strong market for precisely the type of compacted, well-designed and active CBD or village shopping center the Plan tries to provide. For this reason, the analysis of the problems did not result in an entirely pessimistic view of the potential of the center.

Transportation

Traffic circulation in the Springfield area has been a major problem for several years.

The congested primary intersection of the CBD, immediately west of Route 644's interchange with Shirley Highway, not only slows down traffic but in some cases results in stopped traffic being backed up through the intersection.

- Almost all vehicular traffic in the Springfield-middle Pohick area must pass through the Old Keene Mill Road/Backlick Road intersection in order to reach I-95, I-495 and points east of I-95; and trips from those points must use the intersection to travel west.
- Local, regional center, and through-traffic all compete for the same limited road capacity, and impact each other severely.



Efforts to relieve these problems have resulted in a proposal for construction of a Springfield Bypass. The road would begin in the Pohick area and, following substantially the current alignment of Hooes Road and Backlick Road, would extend over I-95 and travel through the area, across the RF&P right-of-way, to the eastern portion of the County. The road would serve many functions including:

- provision of an alternative to the Old Keene Mill Road/Backlick Road intersection, for vehicular traffic south and west of Springfield destined for areas east of I-95 and vice versa;
- provision of efficient and safe access to the proposed Metro station, while expanding its service area; and
- provision of improved access to the regional shopping center and the additional development that will occur at the center, while relieving some of the traffic congestion and air pollution caused by shopping traffic.

Other major road proposals outside this area would link with the Springfield Bypass to form a recommended transportation network, all parts of which are vital to the solution of problems in the area.

A problem arises in considering the nature of improvements that are needed, the cost, the extensive disruptions to existing patterns, the scheduling and funding of these within the limitations of the budgeting of the Virginia Department of Highways and Transportation, and the coordination of the elements of the road network improvements to form the most satisfactory scheduling of segments.

There is a major problem inherent in the timing of construction of the necessary facilities. The construction of the necessary road improvements is under the jurisdiction and funding of the Virginia Department of Highways and Transportation, which is not under the direct control of the County. In the case of VDH&T, scheduling of road

construction projects occurs over a programming schedule of several years and, for that reason, it is seldom possible for the County to move as swiftly as might be desirable to implement major road improvement proposals.

Environment

The area lies in the Accotink watershed but contains no stream valleys or floodplains.

The area is located in the Coastal Plain geologic province within an aquifer recharge zone, and may contain slippage-prone swelling clay soils. These factors usually also indicate poor suitability for septic tank systems.

Sanitary Sewer

In order to have adequate sewage treatment capacity available to implement Plan recommendations, the Lower Potomac Pollution Control Plant should be expanded to a capacity of 54 million gallons per day.

Major Issue

The primary issue is poor definition of regional- and local-serving areas, resulting in land use confrontation rather than coordination. Transportation congestion is far and away the most visible expression of this circumstance.

RECOMMENDATIONS

Land Use

A. The County should promote parcel assembly and consolidation as a prerequisite for additional development. Both vacant and adjacent underutilized parcels should be assembled, where possible, to facilitate reorientation of existing uses to an improved pattern of access.

B. Any new development in the CBD should be preceded by an environmental analysis and should be subject to controls which will protect water quality and quantity, open space and air quality.

C. The single-family structures whose lot lines abut the Springfield area should be retained, and commercial impact on them kept to a minimum, in part through the provision of substantial buffering.

D. Many of the uses found in individual structures in the CBD, particularly franchised fast food outlets, probably could operate just as profitably as first-floor occupants of multistory structures. This would require less wasteful use of the land and possibly increase both the identity and visibility of the center without necessarily adding to traffic problems.

No new low-intensity individual structure uses of this type should be permitted within the CBD. Applicants proposing multistory commercial structures in the Central Business District should explore with operators of existing individual use buildings the possibility of their relocating into the planned larger structures.

E. The southeast corner of the Backlick/Old Keene Mill Road intersection should be redeveloped. The site in question consists of three parcels: 80-4 ((1)) 17, 18, and 19. They are bounded on the north (parcels 18 and 19) by Old Keene Mill Road, on the east (parcel 19) by the southbound entrance ramp to Route I-95, on the south (parcels 17 and 19) by Springfield Boulevard, and on the west (parcel 17) by Backlick Road. Parcel 17 has a linear building containing several small shops; parcel 18 contains a Gulf Oil Corporation service station; both are single-story structures. Parcel 19 has a potential for redevelopment because it contains a structure with a low value.

The recommendation calls for razing both existing structures and rebuilding on the consolidated site a mid-rise office structure which contains at the first-floor level a redesigned and reoriented service station facility—not as a separate structure, however. The primary need of this facility is adequate ingress and egress and adequate signing to guide that traffic. It is less necessary for the service station use to have the corner portion of the tract. The station use could function on almost any part of the tract, with the right design.

The primary use of the structure would be for offices, with pedestrian access and nonservice station automobile access from Springfield Boulevard. Height determinations should be made flexibly, but with enough floor area provided by the tract to secure setback on all sides. This can (1) give the building itself amenity and attractive setting, (2) improve visibility near the corner and the ramp entrance, and (3) provide for pedestrian movement to, around, and from the structure (in relation to improved pedestrian access across Backlick Road and Old Keene Mill Road, to other quadrants of the CBD).

An example of this type of structure is the L'Enfant Plaza Exxon Station in Washington on D Street, S.W. The scale is different and, in Exxon's case, no attempt was made to provide an improved appearance to the station level of the structure. However, even in a multistory structure, a service station can be attractively developed. A better visual example is provided by the concept of a drive-in bank: architecture, landscaping, screening, directed traffic flow. The primary difference is in the traditional degree of site maintenance.

F. Development of that portion of parcel 80-4 ((1)) 5A located west of Augusta Drive should be compatible with its location on the northeast edge of the CBD in full view of attractive stable residential areas to the north and east. The area is planned for transitional limited-office or retail use. Development in low-rise commercial retail or office structures, which had unobtrusive lighting, were well-screened and buffered from those stable residential areas, using landscaping techniques and other measures, and which fronted on a public street, would meet that objective.

G. Parcel 80-4 ((1)) 20, which is shown on the Plan map for office use, would perhaps best be used for the expansion of adjoining commercial establishments. One or more retail commercial buildings on the parcel should be allowed only if development of this difficult piece of property can be achieved without setback waivers from Shirley Highway and only if Springfield Boulevard is improved to a four lane facility to handle turning movements and is accepted into the state system. Commercial uses should be those which do not generate high traffic volumes.

Transportation

A. For evaluating additional development proposals within the CBD, the County should use both the consolidation process and the specific proposals to implement a well-designed internal circulation system. The purposes of such a system should be to retain appropriate existing uses as well as provide new ones; to provide good auto access to such uses, separate from through-traffic in the area; and to provide a pattern for such uses that reduces dependence on automobile movement with the CBD.

B. In all four quadrants of the Backlick/Keene Mill Roads intersection, every effort should be made to enhance both the safety and desirability of using sidewalks or other walkways to facilitate pedestrian movement as well as to improve car traffic.

C. Long term solution of the congestion at the Backlick/Old Keene Mill intersection has been under consideration in a number of studies, including the 1969 Springfield proposal prepared by the developers of Springfield Mall. The high-densities called for in the northwest quadrant by that study are not recommended before such improvement is made.

In particular, no development should occur in the northwest quadrant which would preclude the transportation recommendation of extending Commerce Street westwardly from Backlick Road to Cumberland Avenue, or Amherst Avenue southwardly from Cumberland Avenue to Old Keene Mill Road.

D. Within the northeast quadrant of the Old Keene Mill Road/Backlick Road intersection, it is recommended that one or both of the present entrances on the south side of the shopping area from I-95 and from Old Keene Mill Road should be redesigned as slip lanes which would allow fast-moving entrance to the shopping area with no parking provisions immediately at the point of entrance. For example, the exit direct from the ramp to the shopping center is hidden by a crest in the ramp; a vertical improvement at that point would make the direct exit visible sufficiently in advance of the turn to insure that users were in the proper lane of the ramp.

E. Elsewhere in this quadrant it is recommended that development make use of higher and less sprawling structures, not necessarily with the intent of greatly increasing density but with the intent of providing a much better use of the land in terms of lot coverage, amenities provided, and the handling of circulation problems. The Friendship Inn motel in particular represents excessive land coverage in relation to the motel's site, because of its lack of height. Higher structures should not be provided until road improvements in the CBD have made such structures highly accessible.

F. The Commerce Street overpass over I-95 needs to be widened to handle the traffic that it now carries.

G. The number of curb cuts along Backlick Road south of Old Keene Mill Road should be greatly reduced in order to improve the safety characteristics of this stretch of roadway.

H. In the southwest quadrant of the Backlick Road/Old Keene Mill Road intersection, the recommended approach should be to assemble currently vacant land in the rear of existing structures to provide a common parking area, and reject the concept of separate parking areas for individual structures which is presently the pattern in the quadrant. Those uses now existing nearest the corner in the southeast intersection of the two major roads would continue to enjoy a view and frontal orientation to intersection, but in fact parking and primary access should be from the west and south sides, from the common parking area. New development should make provision for the right-of-way necessary for the eventual southward extension of Amherst Drive to connect with Backlick Road and should upgrade the area.

I. As an illustration only of the type of internal street pattern that could be achieved in the CBD area without major arterial realignments, the following concepts are suggested for consideration:

1. A loop road from Backlick Road north of Old Keene Mill Road, to a point on Old Keene Mill Road west of Backlick Road, could provide access to uses near the intersection separate from the through-traffic on Backlick Road as well as facilitate free-flowing southbound-to-westbound turning movements.

2. Within the northeast quadrant of the Old Keene Mill Road/Backlick Road intersection, access from I-95 and from Franconia should be separated and improved. The southbound-to-westbound exit ramp from I-95 should be improved immediately to eliminate a vertical hump that hides the Brandon Avenue ramp exit into the center from the right ramp lane. This quadrant entrance should be examined in greater detail for possible long-term improvement within the countywide transportation plan.

3. The major entrance for the northeast quadrant of Backlick/Old Keene Mill Roads intersection is recommended to be from the east side of Backlick Road.

RESIDENTIAL INFILL*

Residential Development Estimates

The preceding Plan recommendations have used and proposed population estimates for future development of Area IV. The following briefly discusses the conceptual approach, development criteria, estimation methods, density definitions, and areawide estimates on which the Plan is based. The general framework for the Plan is a ten-year planning period, but as economic conditions fluctuate in the next decade the projections in the Area IV Plan may turn out to be either ahead of or behind schedule.

Approach

The estimates developed for housing and population growth and supportive land uses to 1990 are designed to meet the following needs for information:

- to indicate land use and approximate density recommendations by map vicinity location;
- to provide population growth figures and incremental projections of numbers of dwelling units, by building type and planning sector, for functional area impact analysis and for feedback to land use recommendations; and
- to relate overall Area IV development levels and growth distributions to countywide growth estimates and distribution alternatives.

The residential development estimates thus are primarily for convenience but are also broadly indicative of levels of development recommended and anticipated to occur in the middle-term (fifteen-year) future in the various subareas of Area IV.

Criteria for Residential development

Area IV plan's growth estimates are related to the Area's physical circumstances—both opportunities and constraints—which shape its role in overall growth of the County. Among the guidelines which have helped formulate the estimates contained in the Plan are the following:

- protection of significant environmental resources and ecologically sensitive areas;
- reduction of auto dependence;
- enhancement of opportunities for mass transit use;
- efficient utilization of existing infrastructure;
- protection of the established character of stable communities;
- provision of a range of choice in housing and residential environments; and
- where possible, reduction of the costs associated with housing.

These objectives are reflected in the approaches, policies, and recommendations for stable, option, and conflict areas discussed in prior sections of the plan.

Residential Development Estimation Method

This methodology, which includes some variations for stable, option, and conflict areas, has three major steps which work to determine the supply of land available for residential uses, the appropriate development density ranges, and estimates for the middle term (fifteen-year) or 1990 time frame. The major steps are:

Estimation of Land Available for Residential Use

The total available vacant land acreages were determined using data from the County's Urban Development Information System and parcel files and the use of maps. This available land supply was adjusted to account for the following anticipated nonresidential uses:

- floodplains, easements, and other environmentally-based nondevelopable areas;
- land reserved for basic employment expansion;
- land reserved for commercial uses, adequately sized and located to support recommended residential growth;
- land necessary to provide for public facilities; and
- estimates of private recreational and institutional/semipublic acreage requirements, based on population-to-land ratios in the County for these uses.

The resulting amounts of land available for residential development are treated below.

Residential Development Estimates

In stable, conflict, and option areas, amounts of land available for residential development were identified and evaluated for potentially appropriate development density ranges. Land already committed (to residential development projects for which building permits have been issued) was taken into account. In stable areas, future infill development densities and character are implied by the existing pattern of development. Completion of development is keyed to preserving and enhancing the established character of the area. In option and conflict areas, a wider range of potentially appropriate uses and densities is considered. The potentials for achieving desirable levels of residential use depend on such factors as access (pedestrian, automobile, bicycle, and mass transit), environmental considerations, surrounding land uses, locations of employment and commercial facilities, public facilities infrastructure, trends in housing, and potentials for the development of planned development centers.

Following evaluations of these factors, estimates were made of probable overall development of the potential residential land, on a sector-by-sector basis in the stable areas and within ranges of development identified for option and conflict areas.

Step-Back to 1990 (or Middle Term) Development Levels

With development levels projected on all available vacant land, a level of development to 1990 was estimated. The 1990 estimates involved a rough evaluation of the likelihood of development in each subarea during the planning period, based on the presumed effects of infrastructure constraints, probable and existing market pressures, probably relative economic demand for single-family large acreage development sites with less than ideal development possible, and other localized considerations.

Residential Density Ranges

Density ranges recommended in the Plan and shown on the maps are defined in terms of units per acre. These density ranges are related to both the 1958 *Zoning Ordinance* as amended and the *Zoning Ordinance* adopted in principle in 1974.

Only the lower end of the range is planned as a presumptive appropriate density. Densities in the upper end of the range may be consistent with the land use map, but such densities may be approved only with the usage of necessary and desirable development criteria and controls as a part of the rezoning process.

Necessary and desirable development criteria may include, but are not limited to, attention to the following:

- sensitivity of design to the natural features of the land;
- progressive conservation techniques;
- provision of open space for active and passive recreational purposes;
- provision of amenities and special features;
- provision of low and moderate income housing;
- provision of supportive public facilities;
- innovative design;
- preservation and/or restoration of buildings, structures, or other features of architectural, historic, or environmental significance; and
- phasing of development to most nearly coincide with the provision of public facilities.

RESIDENTIAL DENSITY RANGES

Plan Density Ranges	1958 Zoning Ordinance: Base Density	1958 Zoning Ordinance: Possible Under Criteria With Development Controls	1974 Zoning Ordinance: Base Density	1974 Zoning Ordinance: Possible With Development Controls
.1-.2	RA	RA	RP	RA or RC
.2-.5	RA	RE-2	RA or RC	RE
.5-1	RE-2	RE-1	RE	R-1
1-2	RE-1	RE-0.5	R-1	R-2
2-3	R-17	R-12.5	R-2	R-3
3-4	R-12.5	R-10	R-3	R-4
4-5	R-10	RTC-5 or R-5	R-4	R-5
5-8	RTC-5	RTC-10*	R-5	R-8
8-12	RTC or RTC-1-**	RTC-10 or RM-2G*	R-8	R-12
12-16	RTC-10	RM-2G*	R-12	R-16
16-20	RTC-10	RM-2G	R-16	R-20

* Conditions must include density limitation to high-range plan density.

** RTC-5 or RTC-10 may be appropriate without additional development controls, depending on complexity of parcel.

*The methodology described in this section was used for population and housing projections during preparation of the Plan in 1974.

Summary of Residential Development Estimates

The tables given summarize the expected residential development estimated for the planning period. These estimates reflect the methodology described above and should be understood to represent likely but approximate magnitudes of development; some fluctuations of magnitude and timing of development are to be expected as further Plan refinement implementing actions are undertaken. The following table gives estimates of development by planning district, unit type, and stable, option, and conflict areas.

Estimates of Residential Population Growth

Use of the above household projections to estimate future population levels can be accomplished by using known factors of household size by unit type for Fairfax County. The current local factors have been determined by use of a 1974 survey of County households. Changing social norms and economic factors affect the household composition in complex ways so that any future population estimates based on today's household sizes are tentative. Nonetheless, the current 1974 average household sizes for different types of housing, indicated in the following table, provide the best available information for estimating the population to be attracted to Area IV by the estimate residential development units.

Using these factors in conjunction with estimates of stable area infill development and conflict and option area growth by unit type, the following population levels are projected to be added to Area IV by 1990.

1974 COUNTYWIDE
AVERAGE HOUSEHOLD SIZE
BY HOUSING TYPE

Housing Type	Household Size (Persons)
Single-Family Detached	3.57
Townhouse	2.81
Garden Apartment	2.50
Elevator Apartment	1.52

Source: Office of Research and Statistics

As shown in the table, Mount Vernon Planning District is expected to realize the largest population increase, because of the multifamily development committed,anticipated,and recommended near Huntington Metro Station and along the Route 1 corridor, especially the southern portion of the corridor. Overall, Area IV is expected to grow by 68,000 persons during the planning period.

ESTIMATED ADDITIONAL HOUSING UNITS BY 1990

PLANNING DISTRICT By Unit Type	COMMUNITY PLANNING SECTORS Existing Units	Additional Units	Total Units	OTHER AREAS Existing Units	Additional Units	Total Units	TOTALS Existing Units	Additional Units	Total Units
Lower Potomac									
S.F.	1,109	350	1,459				1,109	350	1,459
T.H.	570	280	850				570	280	850
Apt.	222	144	366				222	144	366
Total	1,901	774	2,675				1,901	774	2,675
Mount Vernon									
S.F.	13,626	1,890	15,516	67	39	106	13,693	1,929	15,622
T.H.	4,306	1,817	6,123	585	343	928	4,891	2,160	7,051
Apt.	9,383	5,137	14,520	198	73	271	9,581	5,210	14,791
Total	27,315	8,844	36,159	850	455	1,305	28,165	9,299	37,464
Rose Hill									
S.F.	6,207	3,946	10,153				6,207	3,946	10,153
T.H.	16	1,516	1,532				16	1,516	1,532
Apt.	554	2,120	2,674				554	2,120	2,674
Total	6,777	7,582	14,359				6,777	7,582	14,359
Springfield									
S.F.	6,629	1,217	7,846	2	-	2	6,631	1,217	7,848
T.H.	1,971	2,586	4,557	-	-	–	1,971	2,586	4,557
Apt.	1,523	1,805	3,328	-	-	-	1,523	1,805	3,328
Total	10,123	5,608	15,731	2	-	2	10,125	5,608	15,733
Area IV									
S.F.	27,571	7,403	34,974	69	39	108	27,640	7,442	35,082
T.H.	6,863	6,199	13,062	585	343	928	7,448	6,542	13,990
Apt.	11,682	9,206	20,888	198	73	271	11,880	9,279	21,159
Total	46,116	22,808	68,924	852	455	1,307	46,968	23,263	70,231

S.F. - Single-family detached – T.H. - Townhouse or similar type – Apt. - Apartment including garden- and elevator-type units.

The Springfield CBD and the Route 1 Corridor Special Area are the Other Areas referred to.